

City of Vaughan Official Plan 2025 Volume 1

May 2025 Draft





Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation.

We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis, and Inuit people today.

As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.



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Chapter 1 Introduction

The city of Vaughan (Vaughan) is one of the fastest growing cities in Canada and will welcome a considerable number of people and jobs to the year 2051. It is important that the Municipality of Vaughan (the City) plans for this growth in a manner rooted in environmental integrity, social wellbeing, and economic vitality, and reflects the needs and values of its diverse communities through the Vaughan Official Plan (this Plan).

In addition to this growth, the cost of housing in Vaughan continues to increase. While different types of housing continue to emerge, such as townhouses, secondary suites and condominiums, there is a limited supply of housing forms such as purpose-built rental units, and a long wait list for access to community housing. Making life affordable for Vaughan residents – both now and in the future – is a priority. The City is taking many steps to get shovels in the ground to build new, attainable homes to support the growing population. The City recognizes that a healthy balance of housing supply is needed, including low-rise, mid-rise and high-rise options for residents. The City should continue to consider the use of all tools to encourage that this balance in housing is achieved.

This Plan emphasizes policies that support the planning and the delivery of a robust range of housing options to meet community needs. The policies of this Plan are rooted in guiding principles that support the 2051 Vision for Vaughan's long-term evolution, developed through extensive engagement and significant background and best-practice research.

1.1 Vaughan in Context

Vaughan is a municipality in York Region, centrally located within the Greater Golden Horseshoe (GGH). Vaughan enjoys strong rail and road transportation links to its neighbours and other municipalities across the GGH and beyond. It is also home to the headwaters of both the Humber and Don Rivers. Their significant valley systems are a prominent feature of the landscape.

Vaughan's expected growth will account for almost one-third of York Region's growth over the next three decades. Between 2021 and 2051, Vaughan will become home to 242,800 more people, bringing the total population to 575,900 people. Vaughan will also provide 110,600 more jobs, bringing the total employment to 354,300 jobs.

Vaughan is the recipient of tremendous investment in Infrastructure to support the coming growth. Some of the major public investment includes the extension of the Toronto Transit Commission's Yonge-University subway line from the City of Toronto into Vaughan, as well as its three existing subway stations, the expansion of York Region's Viva bus rapid transit system, the new Cortellucci Vaughan Hospital, the extension of Highway 427, the Vaughan Mainline Expansion Project, a new natural gas pipeline, and the planned Yonge North Subway Extension .

The lands upon which Vaughan is situated have a rich and varied history. The Territory was historically home to many Indigenous Peoples with unique histories, traditions, and customs. Located in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation, the City of Vaughan rests upon the **Traditional Territory** of the Huron-Wendat and the

Haudenosaunee people. It was not until the townships were created in 1792 that the land now known as Vaughan began to see European settlements.

Following the Second World War, an influx of immigration changed the landscape again with an increase in population in the Township of Vaughan to almost 16,000 in 1960. This population shift further transformed area into a multicultural community. With consistent population growth throughout the 1960s, the Town of Vaughan was established in 1971.

Throughout the 1970s and 1980s, Vaughan embraced commercial and industrial **Development**. Residential areas continued to grow, and employment thrived through the introduction of new rail, transit, and highway connections. In 1991, because of consistent population growth and meeting the population threshold for city status, Vaughan became the first municipality within York Region to attain city designation.

Building upon its history of growth and **Development**, Vaughan continues to transform to meet the needs of its residents and businesses. The City recognizes the need to encourage more compact and **Complete Communities**, to better utilize its land resources, and to strengthen its employment and economic sectors. The City looks towards a prosperous future, where the needs of a diverse and multicultural population are met.

Mississaugas of the Credit First Nation (MCFN) is an Indigenous community and Aboriginal people within the meaning of Section 35 of the *Constitution Act, 1982*, with inherent, Aboriginal and treaty rights throughout their Territory. As further outlined below, MCFN has treaty rights over some areas of their Territory and these areas are referred to as MCFN's Treaty Territory. Other areas (such as the Rouge River Valley, and the waters, beds of water and floodplains) have never been subject to a treaty between MCFN and the Crown and so MCFN has Aboriginal title to these areas, which may be referred to as their Territory or Traditional Territory. For the purposes of this document, all these areas are included within the definition of MCFN's Territory.

MCFN's Territory encompasses, among other places, present-day Kitchener, Niagara Falls, Hamilton, Toronto and the City of Vaughan, as well as the lands and waters between and surrounding these places. Moreover, MCFN are the original owners and stewards of the lands and waters that make up what is now known as the Greater Golden Horseshoe region. Their Territory has defined and sustained MCFN for countless generations and must continue to do so for generations to come.

Between 1781 and 1820, MCFN entered into various treaties with the Crown establishing treaty rights throughout their Territory. In addition to treaty rights, MCFN has Aboriginal rights and title to the waters, beds of water, and floodplains in their Territory, including the lakebeds of Lake Erie and Lake Ontario, as well as Aboriginal title to their lands in the Rouge River Valley. In 2015 and 2016, MCFN requested to enter into negotiations with the governments of Canada and Ontario aimed at reconciling their Aboriginal title with the present-day use and occupation of their title land and waters by the Crown and the public. MCFN is currently engaged in negotiations with the Government of Canada to explore new approaches to understanding and implementing their rights and title.

1.2 Purpose of this Plan

This Plan guides the physical, social, sustainable, and economic development of Vaughan and:

- directs Vaughan's growth and **Development** to implement the 2051 Vision for Vaughan to meet the needs of the present and future community;
- directs density, increases housing supply, and protects environmental features and **Prime Agricultural Areas**;
- has regard for Provincial interests as identified in the *Planning Act*, to be consistent with the Provincial Planning Statement, 2024 and to conform with the relevant Provincial plans; and
- is implemented through the City's Zoning By-law, other City by-laws, and planning instruments through land use rights and regulations.

This Plan was crafted as part of a comprehensive review and alignment with several concurrent City studies and Master Plans that address themes such as parks, mobility and **Active Transportation**, climate change and **Sustainability**, asset management, water, and land use, including:

- Vaughan Transportation Plan;
- Vaughan Community Spaces Plan
- Asset Management Plans;
- Parkland Dedication Guideline Study;
- Pedestrian and Bicycle Master Plan;
- Vaughan Super Trail;
- Municipal Energy Plan;
- Green Directions Vaughan;
- Sustainability Metrics Program;
- Integrated Urban Water Master Plan; and
- Various Land Use Studies.

1.3 Structure of this Plan

This Plan is divided into two Volumes.

Volume 1 contains the text of the City-Wide Official Plan, which is structured into five chapters:

- Chapter 1 - Introduction: sets the context for the policies of this Plan and establishes the City's vision and guiding principles for land use in Vaughan.
- Chapter 2 - Shaping Vaughan contains the City's growth management strategy, which sets out where and how population, housing, and employment growth will occur in Vaughan. In this chapter, policies are tied to the land use Schedules wherever possible.
- Chapter 3 - Land Use: establishes **Development** criteria and land use designations for the City, which provide specific guidance for how **Development** should occur in specific areas of the City.

- Chapter 4 -General City-Wide Policies: This chapter contains general policies that apply throughout Vaughan, grouped by various themes.
- Chapter 5 - Implementation and Monitoring outlines how this Plan's policies will be implemented, including detailed planning tools, consultation and engagement, and requirements for **Development** applications.

Volume 1 contains Schedules that illustrate this Plan's policies in map form:

Schedule 1: Urban Structure	Schedule 8: Special Policy Areas
Schedule 1A: Urban Area	Schedule 9A: Street Classification
Schedule 1B: Strategic Growth Areas	Schedule 9B: Street Types
Schedules 1.B.1 to 1.B.5: Protected Major Transit Station Areas	Schedule 9C: Cycling Facilities and Trails
Schedule 1C: Established Large-Lot Neighbourhoods	Schedule 10: Major Transit Network
Schedule 1D: Agricultural System	Schedule 11: Source Water Protection Areas
Schedule 2: Natural Heritage Network	Schedule 12: TransCanada PipeLine Facilities
Schedule 3: Environmentally Significant Areas and Areas of Natural and Scientific Interest	Schedule 13: Land Use Designations
Schedule 4: Provincial Plans and Designations	Schedule 14A: Areas Subject to Secondary Plans
Schedule 5: Mineral Aggregate Resources	Schedule 14B: Areas Subject to Area Specific Plans
Schedule 6: Aquifer Vulnerability	Schedule 14C: Areas Subject to Site Specific Plans
Schedule 7: Landform Conservation	

Volume 1 also includes Appendix 1: Provincial Decisions, which is a non-statutory Appendix that provides additional context to the Plan's policies. Volume 1 also includes Appendix 1: Provincial Decisions, which is a non-statutory Appendix that provides additional context to the Plan's policies.

Volume 2 contains the **Secondary Plans**, Area-Specific policies, and Site-Specific policies, as well as their associated schedules, that apply more detailed policies to certain areas of the City.

1.4 How to Read this Plan

This Plan, in its entirety (Volume 1, Volume 2, Schedules, and the Appendix), is the policy of City of Vaughan Council. It is intended that this Plan shall be read in its entirety.

The Plan includes illustrative figures, call out boxes and statutory schedules. Illustrative figures are provided to guide interpretation of associated policy. The schedules form part of the policy of this Plan.

This is an example of a call out box.

1.4.1 General Policies

It is the policy of Council:

- 1.4.1.1 That this Plan is to be read in its entirety, and all policies are to be considered and balanced when implementing the Plan.
- 1.4.1.2 That this Plan is in conformity with applicable Provincial policy and where there is conflict between the policies, applicable Provincial policy prevails.
- 1.4.1.3 That this Plan includes both numbered policies and explanatory text. The numbered policies represent the specific direction of Council. The explanatory text provides additional information and support to aid in the interpretation of the policies. Terms that are **bolded and blue** are defined terms as outlined in Chapter 5.
- 1.4.1.4 That all the text, maps, tables, lists and numbered figures are considered part of this Plan. Photographs and non-numbered illustrations are not part of the Plan and are intended to provide aesthetic quality and wayfinding to support ease of reading.
- 1.4.1.5 That the word “shall” expresses a mandatory requirement(s) and where the words “should” and “may” are used, alternative approaches to meet the City’s intent of the policy may be considered by the City.
- 1.4.1.6 That any Official Plan Amendment approved by Vaughan City Council or the Ontario Land Tribunal between the adoption of this Plan and its approval by the approval authority shall be incorporated into this Plan without further amendment.
- 1.4.1.7 To recognize legally existing land uses present at the time this Plan is approved and that these land uses shall be deemed to conform to this Plan. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan provided that the intent of this Plan is not compromised and that:
 - a. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;
 - b. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use and meet the requirements of the Zoning By-law;
 - c. the use does not expand beyond the boundaries of the lands containing said use, as new property cannot be added;
 - d. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking, and traffic generation;
 - e. the neighbouring uses shall be protected, where necessary, by the provision of landscaping, buffering, or screening devices, and measures to reduce nuisances and,

where necessary, by regulations for alleviating **Adverse Effects** caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement, and, where feasible, shall also be extended to the existing use to improve its compatibility with the surrounding area;

- f. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected;
- g. within Natural Areas, it is demonstrated that there shall be no **Negative Impact** on existing natural features and functions; and
- h. there is no increased risk to public health and safety associated with **Natural Hazards** in accordance with the **Natural Hazards** policies of this Plan; or
- i. where applicable, permission is obtained in accordance with Section 28.1 of the *Conservation Authorities Act*.

- 1.4.1.8 That boundaries of land use designations on Schedule 13 are approximate except where delineated by a **Secondary Plan**, Area-Specific policy, Site-Specific policy, or where they coincide with fixed distinguishable features such as streets, utility corridors, railroads, or major natural features. For the purposes of delineating between Prestige Employment and General Employment land uses, and between Non-Residential Mixed-Use and Prestige Employment or General Employment land uses, the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances, the boundaries of land use designations shall be determined by a review of existing Zoning By-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries shall not require amendment to this Plan, and the approved subdivision plans and Zoning By-Law will reflect the detailed boundaries.
- 1.4.1.9 That where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, except any variations to **Floor Space Index**, height or environmental standards set out in this Plan, provided that such variations respond to unique conditions or context of a site, and are supported to the satisfaction of the City, through the reports and studies deemed required by the City.
- 1.4.1.10 That lands subject to policies found in Volume 2 of this Plan are identified on Schedule 14. For the purposes of this Plan, references to Schedule 14 include Schedules 14A through 14C, inclusive. That Volume 2 policies provide more specific direction than found in Volume 1 policies and therefore where Volume 1 policies conflict with Volume 2 policies, the Volume 2 policies shall prevail except where stated in this plan.

1.4.2 Transition

This section sets out how the Vaughan Official Plan 2010 and the York Region Official Plan 2022 shall be transitioned to this Plan, and other relevant matters.

Repeal of VOP 2010

It is the Policy of Council:

- 1.4.2.1 That pursuant to By-law **XX**, the City of Vaughan Official Plan, 2010 (VOP 2010) is repealed, save and except as follows:
- a. Volume 1 of VOP 2010 shall remain in force only for the purposes of interpretation and implementation of Volume 2 of VOP 2010, and transition as set out in Policies 1.4.2.4 and 1.4.2.6. For greater certainty, a reference in any **Secondary Plan**, area-specific or site-specific plan in Volume 2 of VOP 2010 to the policies or schedules of Volume 1 of VOP 2010 is a reference to Volume 1 of VOP 2010 as it read immediately before it was repealed.
 - b. Volume 2 of VOP 2010 remains in force for the lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans, in Volume 1 of VOP 2010, save and except for the following **Secondary Plan** areas:
 - i. the “Weston Road and Highway 7” area shown on Schedule 14A, excluding any Site-Specific Plans therein identified in Schedule 14C; and
 - ii. the “Vaughan Metropolitan Centre” area shown on Schedule 14A.
- 1.4.2.2 That for greater certainty, Section 11.1.1.11 and Section 11.12 of Volume 2 of the VOP 2010 are repealed in respect of the Vaughan Metropolitan Centre Secondary Plan.
- 1.4.2.3 That pursuant to By-law **xx**, the York Region Official Plan, 2022 (YROP 2022) is repealed, save and except the following maps and policies of the YROP 2022 that were in effect immediately before July 1, 2024 and that apply in respect of any area in the City of Vaughan pursuant to subsection 70.13(2) of the *Planning Act*:
- a. Map 2 – Regional Greenlands System;
 - b. Map 5 – Woodlands;
 - c. Map 10 – Rapid Transit Network;
 - d. Map 11 – Street Network; and
 - e. policies described in the YROP 2022 in respect of highways and public transit rights-of-way and related Infrastructure.

Applications in Process

It is the policy of Council:

- 1.4.2.4 That the following **Development** applications are not subject to the policies of this Plan:
- a. **Development** applications that have been deemed complete after September 7, 2010, but prior to the date on which this Plan is approved, shall be reviewed and assessed under the Official Plan in effect at the time the application was deemed complete. Subject to Policy 1.4.2.4 (b), **Development** applications which have not been deemed

complete by the date on which this Plan is approved shall be subject to the policies of this Plan.

- b. **Development** applications filed after the date on which this Plan is approved, as required under the *Planning Act* or the *Condominium Act* to implement an official plan amendment that has been deemed complete after September 7, 2010 but prior to the date on which this Plan is approved, shall be reviewed and assessed under the VOP 2010 as it read on the date on which the official plan amendment was finally approved and in effect.

- 1.4.2.5 That proponents of **Development** applications subject to Policy 1.4.2.4, which have been deemed complete, but not approved, prior to approval of this Plan, shall work with the City to review the **Development** applications to ensure their **Development** applications are generally aligned with the intent of this Plan.
- 1.4.2.6 That the policies of this Plan shall not apply where an amendment to VOP 2010 was approved and in effect on or after September 7, 2010, and such amendment has not been included in an Area Specific or Site Specific Plan identified in Schedules 14B and 14C herein. For clarity, VOP 2010 shall apply to such amendment as it read on the date on which the official plan amendment was finally approved and in effect.
- 1.4.2.7 That it is the intent of Council to repeal the transition provisions for applications in process in Policy 1.4.2.4 and 1.4.2.5 at the time of the next Official Plan review or five years after the approval of this Plan, whichever occurs first.

Phase Out

It is the policy of Council:

- 1.4.2.8 That upon the repeal and/or replacement of a **Secondary Plan**, area-specific plan, or site-specific plan in Volume 2 of the VOP 2010, Volume 1 of the VOP 2010 shall be contemporaneously repealed for the purpose of interpretation and implementation of the repealed or replaced portions of Volume 2 of VOP 2010.

No Transition for YROP 2022 Maps

It is the policy of Council:

- 1.4.2.9 That notwithstanding any policy in this Plan, including the transition policies in Policy 1.4.2.1 to 1.4.2.8, all **Development** applications shall be subject to the requirement to protect or convey land, as applicable, as shown on Schedules 2, 9A, 9B, 9C and 10 of this Plan and Maps 10 and 11 of the YROP 2022, and as described in this Plan and the YROP 2022, in respect of highways and public transit rights-of-way and related **Infrastructure**.

1.5 Provincial Planning Framework

Land use planning in Vaughan is influenced by the policy framework provided by the Province of Ontario (The Province). As a result, this Plan has regard for Provincial interests as identified in the *Planning Act*, is consistent with the Provincial Planning Statement, 2024 and conforms with relevant Provincial plans.

The Planning Act

The *Planning Act* legislates land use planning in Ontario and requires municipalities to prepare an official plan to set out the municipality's general planning goals and policies to guide future land use. More specifically, Section 16 of the *Planning Act* dictates that the official plan must contain "goals, objectives and policies established primarily to manage and direct physical change and the effects on the spatial, economic and natural environment of the municipality." Section 16 of the *Planning Act* also provides specific direction related to official plan policies around housing, climate change, and **Protected Major Transit Station Areas**. Official plans are required to be updated no less frequently than ten years after a new official plan has come into effect and every five years thereafter unless the plan has been replaced by a new official plan. An official plan must conform with Provincial plans.

Provincial Planning Statement

The *Planning Act* requires that municipal official plans be consistent with the policies of the Provincial Planning Statement that came into effect on Oct. 20, 2024. As stated by the Province:

"The PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support **Development**, and increase the housing supply across the province
- align **Development** with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety."

Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan, 2017 and the *Oak Ridges Moraine Conservation Act*, 2001 jointly protects the Oak Ridges Moraine - a natural heritage feature with important **Ecological Functions**; a significant portion of which is located in Vaughan.

Greenbelt Plan

The Greenbelt Plan 2017, as amended in 2024, protects agricultural lands and lands containing important ecological features and performing vital **Hydrologic Functions** from urbanization. This Plan provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses and to build resilience and mitigate climate change. These policies generally protect agricultural lands, **Passive Recreational Uses**, and traditional rural settlement area uses. The policies of the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2020, will continue to apply where the Greenbelt Plan 2017 as amended in Oct. 2024, refers to them. This

ensures the maintenance of existing protections for the Greenbelt following the revocation of the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, 2020.

Toronto and Region Conservation Authority

Conservation Authorities, governed under the Provincial *Conservation Authorities Act* protect, restore, and manage impacts on Provincial water resources such as lakes, rivers, streams and groundwater. The City is under the **Watershed**-based jurisdiction of the Toronto and Region Conservation Authority (TRCA). The TRCA regulates **Development** and activities in or adjacent to river or stream valleys, Lake Ontario shoreline, watercourses, **Hazardous Lands** and **Wetlands**. It also regulates changes to existing river, creek, stream, channels and **Wetlands**. As a public body, the TRCA works in partnership with municipalities within its jurisdiction, and provides technical advice on stormwater management, and **Natural Hazards**, such as flooding and erosion. The TRCA may also require permits for certain activities as provided for by the *Conservation Authorities Act* and its accompanying regulations.

Source Water Protection

The *Clean Water Act* introduced a new level of protection for Ontario's drinking water resources, focusing on protecting it before entering the water treatment system. The *Clean Water Act* and associated regulations established source protection areas and regions across Ontario for drinking water source protection plans to be created. Each drinking water source protection plan is based upon an understanding of water quantity, quality, processes, threats and possible solutions for the **Watersheds** in York Region.

The Source Protection Plan for the Credit Valley-Toronto and Region-Central Lake Ontario Source Protection Region, led by TRCA in collaboration with the Valley Conservation and Central Lake Ontario Conservation Authority, came into effect on Dec. 31, 2015. The Source Protection Plan spans over 10,000 square kilometres and 25 municipalities, including Vaughan.

1.6 Vaughan Official Plan Engagement Program

An extensive engagement program spanning the life of the project, well beyond the *Planning Act* requirements, was undertaken by the City. The feedback received was carefully considered and was pivotal in shaping this Plan.

Indigenous Peoples

The City initiated pre-engagement with Indigenous Peoples on developing the new Official Plan at the start of the Project. Throughout the pre-engagement meetings, the importance of relationship building, knowledge sharing and ways to improve communication and land use processes to be inclusive of Indigenous Peoples' interests were discussed.

As prescribed by the PPS 2024, the City recognizes the importance of engaging with Indigenous Peoples on planning matters that may affect their Section 35 Aboriginal or treaty rights as outlined in the *Constitution Act*, 1982. As a planning authority, the City shall continue to meet with Indigenous Peoples to build meaningful relationships through collaboration.

While the Mississauga of the Credit First Nation are the only treaty rights holders in Vaughan, there are other Indigenous Peoples who are Traditional Interest Holders under the Williams Treaties, including

Curve Lake First Nation. In Feb. 2022, the City met with representatives of Curve Lake First Nation to solicit input on the process for developing the Official Plan.

Stakeholder and Community

Pre-engagement interviews were conducted with representatives from public groups to inform the engagement plan. Engagement included visioning workshops, an online survey, several themed workshops, and meetings with the community working group, the Mayor and Members of Council, as well as meeting with members of the land **Development** and building community. Project information and engagement opportunities were shared through many public service announcements, digital and mobile advertisements, e-news letters, the project webpage and the project mailing list.

Public engagement opportunities also included numerous in-person, virtual and hybrid opportunities to learn about and provide feedback on the project. Such opportunities included multiple webinars, community pop-up events, project team attendance at several public City-run events, several public open houses, and opportunities to provide insights through the project webpage.

Expert engagement included close collaboration with a technical advisory committee comprised of representatives from City Departments, external agencies, the Province, and York Region. This committee attended many working meetings and provided detailed feedback on project deliverables.

1.7 2051 Vision and Guiding Principles

The 2051 Vision for Vaughan reflects the needs and values expressed through the extensive project engagement program, as well as significant best-practice and background research.

By the year 2051:

- Vaughan will offer a robust variety of housing options for people of different incomes, abilities and stages of life.
- Woodbridge, Kleinburg, Maple, Thornhill and Concord will be thriving communities that are adaptable to gentle growth to keep them vibrant.
- Vellore, Carrville, Nashville and new communities in Vaughan will be complete communities with excellent parks, schools and services.
- Enough land in suitable locations will support Vaughan's strong manufacturing, distribution, office, high-tech and retail sectors so that jobs are close by.
- Taller buildings will be situated at key locations in the Strategic Growth Centres where rapid transit gets people to destinations throughout the Greater Toronto Area.
- Vaughan Metropolitan Centre will be a thriving downtown with theatres, sporting venues and other cultural attractions.
- Vaughan will have a strong network of beautiful parks and protected natural and agricultural areas.
- The City will be a municipal leader in timely decision-making for infrastructure and **Development**.

The 2051 Vision for Vaughan is illustrated geographically by the Schedule 1 mapping, including Schedules 1A to 1D, that depict the planned Urban Structure for Vaughan. The Urban Structure, detailed in Chapter 2: Shaping Vaughan, directs where and how growth shall occur in Vaughan over the next three decades

through the hierarchy of **Strategic Growth Areas**, and the delineation of **Protected Major Transit Station Areas**, **Community Areas**, and **Employment Areas**, as well as **Natural Areas** and the **Agricultural System**.

Guiding Principles

1.7.1 Climate Change Lens

A climate change lens has been applied to the policies in this Plan in an integrated approach to address and mitigate the impacts of climate change. This lens is reflected in policies enabling more sustainable forms of **Development**, transportation, employment and infrastructure, as well as in policies that protect the natural environment and agricultural lands. The holistic application of this lens supports the City's carbon emission reduction targets. More specific climate change policies include those that enable the City's green development standards, greater use of public transit, **Active Transportation** and **Micromobility** devices, and the provision **Green Infrastructure**.

1.7.2 Complete Communities

The policies of this Plan support the **Development** of **Complete Communities** and the pursuit of **Affordable Housing** for residents of different incomes, abilities, ages and stages of life. It should be realistic for seniors to age in place and for young adults to own properties in the communities where they were raised. The City encourages a broad spectrum of housing types and tenures, including retirement facilities.

New communities in Vaughan should be complete, with mixed-use **Development**, local employment and **Retail** options, community amenities and services, **Schools** and educational facilities, parks and open spaces, recreation and sports facilities, libraries, places of worship, and health care facilities.

The City shall also address Vaughan's changing demographics and increasing diversity by incorporating **Universal Design** to create accessible communities for all ages and abilities. Further, the City shall consider the need for diverse places of worship and plan for recreational amenities and gathering spaces that reflect the changing preferences of the community.

1.7.3 Adaptable Employment and Retail

Through the policies of this Plan, the City shall plan for and capitalize on new economic and employment opportunities as they emerge. The City shall accommodate the rapidly changing Retail sector, including mixed-use **Developments** that are constructed with **Retail** design requirements at grade to allow for changes in use over time, increase viability and avoid vacancies. Parking requirements should be adaptable to diminishing demand due to greater availability of public transportation, carpooling, walking and cycling, and other alternative modes of travel to the automobile.

The City shall encourage the **Development** of diverse employment uses that can adapt to the changing needs of modern workplaces, such as incubators, shared spaces and access to amenities. The City shall create opportunities to attract investment in post-secondary education campus, research and innovation hubs, modern front-line healthcare facilities, and in Vaughan's cultural and creative industries.

1.7.4 Places for People

Policies in this Plan support the design of public spaces, including public parks, and open spaces such as **Privately Owned Public Spaces**, that foster a sense of community and allow for gathering, social interaction, events and activity. The City encourages the design of pedestrian-friendly streets that feature high-quality landscaping and street furniture to improve aesthetics.

The City shall pursue opportunities for promenades, commercial streets and public squares that allow people to enjoy the space. This includes incorporating high-quality **Universal Design** to make public spaces accessible to all ages and abilities. The City shall create and reserve space for high-quality parks recreation and libraries that offer flexible spaces for recreational opportunities and community events.

1.7.5 Protect Greenspace, Water Resources and Agriculture

Policies in this Plan shall preserve natural areas and agricultural lands by ensuring new **Development** respects connectivity and provides appropriate buffers to limit potential impacts to environmentally sensitive areas, watercourses and wildlife. The policies protect agricultural lands and support **Agri-Tourism Uses** and **On-Farm Diversified Uses**. This Plan's policies also support improved access to natural areas, hiking trails and waterways for residents, which can have physical and mental health benefits.

1.7.6 Connected Transportation

The City continues to invest in the creation of an expanded, connected and safe **Active Transportation** network connected to residential areas, **Schools**, **Employment Areas**, **Higher Order Transit** stops and **Retail** centres. Policies in this Plan provide for transit-oriented communities that concentrate dense **Development** close to **Higher Order Transit** stations to support the viability of transit investment. Vaughan's transportation network will also increase access to natural areas, trails, recreation and the expansive park system.

Chapter 2 Shaping Vaughan

This Chapter establishes the population and employment growth forecasts for the period up to 2051, as outlined in Table 2.1 below, and how this growth will be allocated throughout Vaughan through the Urban Structure.

2.1 Planning for Growth

Planning for the next three decades of Vaughan’s evolution requires a comprehensive approach to growth that effectively addresses each of its established communities and emerging mixed-use urban centres, including the development of **New Community Areas**.

The rapid pace and form of growth in previous decades present numerous challenges as Vaughan continues to grow. Planning for new mixed-use areas through **Intensification** of shopping areas and other underutilized sites, as well as transit-oriented **Development** focused around existing and planned subway and bus rapid transit stations, are bold first steps towards the future of Vaughan. As this rapid pace of growth continues, the City must continue to plan for accommodating new residents, housing, and jobs in compact, mixed-use, and **Complete Communities**.

2.1.1 Population and Employment Forecasts

It is the policy of Council:

- 2.1.1.1 To plan for an appropriate mix of land uses required to accommodate the population and employment forecasts shown in Table 2.1.

Table 2.1: Population and Employment Data and Forecasts for the City of Vaughan, 2016-2051

	2016	2021	2031	2041	2051
Population	315,700	333,100	398,300	478,900	575,900
Employment	222,200	243,700	280,600	315,800	354,300

2.1.2 Vaughan’s Evolution: Key Planning Objectives

Similar to that of many other North American cities, growth in Vaughan has taken place in a primarily suburban form over the past 30-40 years. As residential areas grew, employment also thrived due to two major intermodal rail yards, excellent highway connections, proximity to Pearson International Airport and availability of large tracts of relatively inexpensive land. Vaughan’s industrial and commercial development pattern has been characterized by two very large **Employment Areas** associated with the significant rail and highway **Infrastructure**. Most commercial buildings were built as single-**Storey** structures within industrial parks or large stand-alone **Retail** centres.

The historical pattern of growth and resulting urban structure has created land-use planning challenges including: car dependence, traffic congestion and increasing commuting times; low-density, single-use areas uncondusive to transit; a limited range of **Housing Options**; and a significant loss of agricultural

and Natural Areas. Vaughan, along with other cities in the Greater Golden Horseshoe and across North America, has recognized these issues and begun addressing them by encouraging the creation of more compact and **Complete Communities** that make better use of land resources. Looking forward to 2051, the City of Vaughan will take the next step towards addressing these challenges through the implementation of this Plan.

The overarching policies to implement this new direction are articulated in policy 2.1.2.1. The other policies of the Plan shall be read in conjunction with these policies, and future Official Plan Amendments shall be consistent with these policies.

It is the policy of Council:

2.1.2.1 To address Vaughan's land-use planning challenges and to manage future growth, the primary objectives of this Plan include:

- a. identifying and protecting natural features and hazards and the **Agricultural System** where urban growth is not to be directed;
- b. directing a minimum **Intensification** target of 57%, representing 51,300 new residential units to be developed up to 2051, within the **Built Boundary**;
- c. supporting a transition to higher-density housing forms in the areas as identified in policy 2.1.2.1.j;
- d. identifying **Strategic Growth Areas** as the primary locations for accommodating **Intensification**;
- e. requiring that the **New Community Areas** and **New Employment Areas** be planned to achieve an average minimum density by 2051 of 65 combined residents and jobs per hectare in the **Developable Area**;
- f. supporting a wide range of **Housing Options** in existing **Community Areas** that contribute to the character of the local neighbourhood;
- g. ensuring that **New Community Areas** are developed to meet the growth forecasts set out in Table 2.1 of this Plan;
- h. that growth through new **Development** and **Redevelopment** in Vaughan results in **Complete Communities** with a compact, accessible urban form that supports transit service and promotes walking, cycling and other forms of active living;
- i. ensuring a sufficient supply of serviced employment lands is planned for and maintained to bolster economic growth and meet the employment forecast outlined in Table 2.1 of this Plan;
- j. promoting public transit use by encouraging **Transit-Supportive** densities and an appropriate mix of uses along transit routes, and particularly within **Protected Major Transit Station Areas** around subway stations, Viva Bus Rapid Transits stations, GO stations and future rapid transit stations;
- k. promoting **Active Transportation** by encouraging compact, walkable, mixed-use developments and investing in cycling **Infrastructure** City-wide;

- l. providing for a diversity of **Housing Options** in terms of tenure, affordability, size and form;
- m. establishing a culture of design excellence with an emphasis on providing for a high-quality **Public Realm**, appropriate built form and attractive architecture through all new **Development** and **Redevelopment** in accordance with the City-Wide Streetscape Implementation Manual, Urban Design Guidelines and Financial Strategy;
- n. strengthening environmental **Sustainability** through the protection of natural features and **Ecological Functions** and by mandating that all new **Development** meet the requirements of City's Sustainability Metrics Program;
- o. developing an Open Space Network of linked, active and passive parks, public spaces, **Greenways** and natural areas throughout Vaughan to support the anticipated growth outlined in Table 2.1 of this Plan;
- p. advocating for the community and social needs of Vaughan residents by working with senior levels of government and social service providers;
- q. ensuring **Development** is phased in an appropriate manner to allow for the creation of **Complete Communities** and that such phasing is coordinated with **Infrastructure** investments made by the development community, the City and York Region;
- r. planning and designing communities in a manner that facilitates inclusivity and **Accessibility** for residents, workers and visitors;
- s. providing community services and **Public Emergency Services** to meet the anticipated growth forecasts in Table 2.1 of this Plan;
- t. promoting employment uses in the City's **Employment Areas** and continuing to protect for the goods movement associated with the rail yards within the City; and
- u. ensuring a comprehensive approach to financial management that considers economic, environmental, and social costs.

2.2 Urban Structure (Schedule 1)

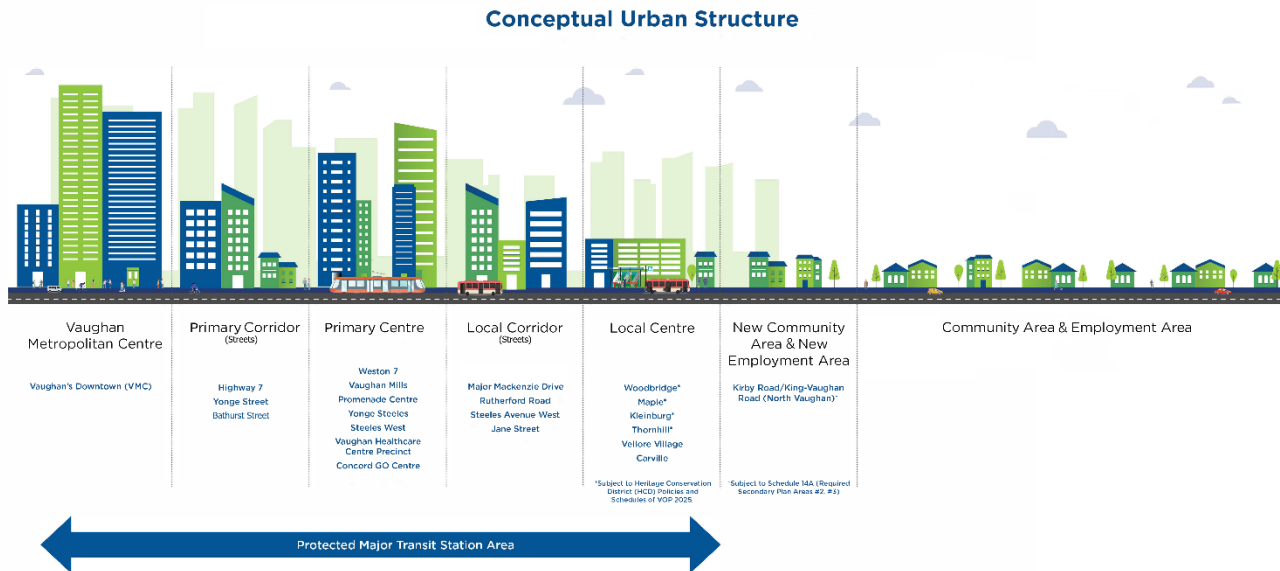
The Urban Structure identified in Schedule 1, which includes Schedules 1A, 1B, 1C and 1D, establishes a comprehensive framework for directing growth to areas that have the municipal services and access to transportation, especially public transit and **Active Transportation**, to support future residents and jobs.

The Urban Structure identifies locations for residential, mixed-use or employment **Intensification** and agricultural and natural areas where major change or **Development** is not desirable.

2.2.1 Urban Structure Components

The **Urban Structure** establishes a hierarchy of **Strategic Growth Areas**, delineates **Protected Major Transit Station Areas** and **Community Areas**, and preserves lands shown as **Employment Areas**, as illustrated in Figure 2 and described in policy 2.2.1.1 below.

Figure 1: Conceptual Urban Structure



It is the policy of Council:

- 2.2.1.1 That Schedule 1, which includes Schedules 1A, 1B, 1C and 1D, shows the planned Urban Structure that:
- establishes the following hierarchy of **Strategic Growth Areas** in descending order of density, building height, and intensity of use:
 - the Vaughan Metropolitan Centre is Vaughan's downtown, and the largest concentration of Vaughan's tallest and densest buildings, with a wide range of residential, office, **Retail**, institutional, cultural and civic uses;
 - Primary Centres** are nodes of predominantly mixed-use **High-Rise Buildings** and **Mid-Rise Buildings**, developed at an intensity that is supportive of transit but less than the Vaughan Metropolitan Centre;
 - Primary Corridors** are a major focus for **Intensification** on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent **Higher Order Transit**. The **Primary Corridors** link the Vaughan Metropolitan Centre with other **Strategic Growth Areas** in Vaughan and across York Region, as well as major centres in Peel Region and the City of Toronto;
 - Local Centres** provide a mixed-use focus for their respective communities, in a manner that supports local needs at a walkable, neighbourhood scale with appropriate transition of use and built form to surrounding neighbourhoods. Future **Local Centres** may be identified in **New Community Areas** and **New Employment Areas** through detailed planning; and
 - Local Corridors** link other **Strategic Growth Areas** on corridors which can support future **Higher-Order Transit** and will be places to accommodate

Intensification in the form of mixed-use **Mid-Rise Buildings**, limited mixed-use **High-Rise Buildings** and **Low-Rise Buildings**;

- b. delineates **Protected Major Transit Station Areas** as areas of **Transit-Supportive**, mixed-use communities throughout Vaughan that may overlap with other **Strategic Growth Areas** and upon full build-out shall achieve gross minimum density targets identified in Table 2.2 of this Plan;
- c. conserves the Natural Areas and **Agricultural System** for environmental, agricultural or rural uses and restricts the encroachment of urban uses into these areas;
- d. delineates **Community Areas**, which are primarily intended for residential uses anchored by secondary supportive uses, including parks, community, institutional and **Retail** uses; and
- e. preserves lands shown as **Employment Areas** for a variety of industrial, manufacturing, warehousing, ancillary and **Accessory** uses and parks that support **Higher Order Transit**, the City's two rail yards and provide highway access.

- 2.2.1.2 That **Strategic Growth Areas** will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in policy 2.2.1.1 of this Plan.
- 2.2.1.3 That where there is overlap between two types of **Strategic Growth Areas**, the policies of the higher level of **Strategic Growth Area** prevail.
- 2.2.1.4 That notwithstanding the hierarchy of **Strategic Growth Areas** established in policy 2.2.1.1, **Development** may proceed concurrently in multiple **Strategic Growth Areas**, subject to the requirements of this Plan, including but not limited to:
 - a. the policies of a **Secondary Plan**;
 - b. appropriate provision of **Infrastructure**;
 - c. proper and safe access for vehicles and pedestrians; and
 - d. the type and scale of **Development** is compatible with and provides appropriate transition of built form to adjacent **Development**.
- 2.2.1.5 That the **Urban Area** of Vaughan includes all lands within the Urban Boundary line as shown on Schedule 1A.
- 2.2.1.6 That the areas subject to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan are identified on Schedule 4, and policies in this Plan which apply to those areas conform with those Provincial plans.
- 2.2.1.7 That the areas subject to the Provincial Parkway Belt West Plan are identified on Schedule 1. An Official Plan Amendment is required to redesignate these lands and the appropriate studies shall be undertaken to determine their appropriate use. Policies specific to the Parkway Belt West Lands are contained in subsection 2.2.7 of this Plan.

2.2.2 Phasing Growth

Intensification in **Strategic Growth Areas**, and **Development** in **New Employment Areas**, and **New Community Areas** must be strategically phased. To make efficient use of existing City and Regional services and to ensure that services are in place for future growth, certain areas must be prioritized for short-term growth. Phasing strategies shall be required through the **Development** application process and shall be provided by applicants, pursuant to policies contained in Chapter 5. Phasing strategies may be provided as part of a Terms of Reference for Development Concept Reports and Phasing Plans for **Development** applications within **Strategic Growth Areas**.

Growth within the **Built Boundary** shall be targeted to **Strategic Growth Areas**, however, the capacity and market demand for growth and **Intensification** among **Strategic Growth Areas** is not equal. Certain areas have the capacity to play a more significant and immediate role in accommodating short-term growth and **Intensification** (e.g., the Vaughan Metropolitan Centre Secondary Plan Area and the Weston Road and Highway 7 Secondary Plan Area).

Designated Greenfield Area Development shall continue to advance concurrently with **Intensification** efforts but must take place in coordination with **Infrastructure** planning. For example, growth in **New Community Areas** and **New Employment Areas** cannot proceed until water and wastewater distribution systems to serve those areas become available.

It is the policy of Council:

- 2.2.2.1 That population, housing, and employment growth in Vaughan shall be phased and aligned with municipal and Regional **Infrastructure Development** and provision of municipal, Regional and community services.
- 2.2.2.2 That, notwithstanding the hierarchy described in policy 2.2.1.1 of this Plan, **Development** is encouraged to occur first in those **Strategic Growth Areas** meeting the following criteria:
 - a. are currently served by public transit, in the following order:
 - i. subway;
 - ii. bus rapid transit;
 - iii. GO train; and
 - iv. bus;
 - b. have existing access to high-quality parks and open space;
 - c. have sufficient drinking water and wastewater services to immediately accommodate the planned **Intensification** for the area, or have planned drinking water and wastewater service to accommodate the planned growth of the area and in areas where this is not in place, ensuring that applicants shall address appropriate services to the satisfaction of the City;
 - d. are currently served, or are forecasted to be served, by publicly funded elementary and secondary **Schools** with the capacity to accommodate the planned growth for the area;

- e. have existing and diverse **Retail** services which can be retained or replaced within the **Strategic Growth Area**; and
 - f. are in close proximity to existing or planned community services, such as libraries, community centres, or hospitals.
- 2.2.2.3 That growth in any particular **Strategic Growth Area** shall be supported by the equitable distribution of costs among benefitting landowners through development charges, required cost-sharing agreements, or a combination thereof, to address potential **Infrastructure** upgrades within the **Strategic Growth Area**.
- 2.2.2.4 That **Development** in **New Community Areas** and **New Employment Areas**:
- a. shall be supported by water and wastewater expansion undertaken by the City and York Region, as required;
 - b. shall be guided by new **Secondary Plans** or updates to existing **Secondary Plans**; and
 - c. shall proceed in a phased manner alongside **Development** of **Infrastructure** and provision of services to enable **Complete Communities**.
- 2.2.2.5 That **Development** in **New Community Areas** or **New Employment Areas** shall not occur until adjacent **Community Areas** or **Employment Areas** have achieved their minimum density targets.
- 2.2.2.6 That the provision of municipal servicing to **New Employment Areas** shall proceed prior to or in parallel with servicing to **New Community Areas**.

2.2.3 Community Areas

Vaughan's existing **Community Areas** are those parts of the City that are characterized by predominantly low-rise housing stock, with local amenities, including local **Retail**, **Community Facilities**, libraries, **Schools** and parks. **Community Areas** also provide access to the City's natural heritage and open spaces. The policies of this Plan shall allow these areas to evolve as neighbourhoods that shall serve the changing needs of the community with a mix of housing types and tenures, providing **Housing Options** for a greater range of people. Incremental change is expected as a natural part of maturing neighbourhoods and this change should be sensitive to and respectful of the existing character of the area.

Small **Retail** and community uses, such as **Schools**, parks, community centres and libraries, intended to serve the local area are encouraged throughout **Community Areas** to reduce the need of residents to travel to mixed-use centres to meet their regular daily needs for such amenities and services.

New Community Areas are identified on Schedule 1A. These areas shall be compact, vibrant, inclusive and diverse. They shall be planned as **Complete Communities**, with a mix of uses and densities. They shall have the **Infrastructure** to support and encourage **Active Transportation** and transit use. These **New Community Areas** shall prioritize people, **Sustainability** and liveability, and shall be developed with high-quality urban design.

It is the policy of Council:

- 2.2.3.1 That **Community Areas** shall provide most of the City's low-rise housing stock, as well as local-serving commercial uses and **Community Facilities**, such as **Schools**, parks, community centres and libraries. They shall function as **Complete Communities** and encourage walking, cycling and transit use.
- 2.2.3.2 To encourage a mix of housing types and land uses in all **Community Areas**, including **Single-Detached Houses**, **Semi-Detached Houses**, and **Townhouses**, as well as **Additional Residential Units**, pursuant to policies in Section 4.1 and Chapter 3 of this Plan.
- 2.2.3.3 That new **Development** in **Community Areas** shall respect the form and planned function of the immediate local area, as set out in the policies in Section 4.3 of this Plan.
- 2.2.3.4 That **Gentle Intensification** shall be permitted in **Community Areas**, as per the land use designations on Schedule 13, and in accordance with the policies of Chapter 3 of this Plan. A proposed **Development** shall have regard for any applicable Urban Design Guidelines, shall comply with any applicable Heritage Conservation District Plans and shall be **Sensitive** to and **Compatible** with the character, form, and planned function of the surrounding context.
- 2.2.3.5 That **Development** immediately adjacent to **Community Areas** shall ensure appropriate transition in the built forms scale, intensity, and use and shall mitigate adverse noise, traffic impacts, and odours, while fulfilling the **Intensification** objectives for **Strategic Growth Areas**, where applicable.
- 2.2.3.6 That the provision of local transit service to and through **Community Areas** is a priority where such service does not yet exist, and the enhancement and improvement of local transit is a priority where it does exist consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.
- 2.2.3.7 That **Designated Greenfield Area** lands within **Community Areas** shall be developed to help achieve the average minimum density of 65 residents and jobs per hectare, combined as required in policy 2.1.2.1.e.
- 2.2.3.8 That in fully developed neighbourhoods in **Community Areas**, as shown on Schedule 1 to this Plan, buildings shall be designed to respect and reinforce the existing physical character and uses of the surrounding area, specifically:

- a. the local pattern of lots, streets and blocks;
- b. the size and configuration of lots;
- c. the orientation of buildings;
- d. the heights, scale and architectural character of adjacent and immediately surrounding residential properties;
- e. the setback of buildings from the street;
- f. the pattern of rear and side-yard setbacks;
- g. the presence of mature trees and general landscape character of the streetscape;
- h. the existing topography and drainage pattern on the lot and in the adjacent and immediately surrounding properties; and
- i. Conservation and enhancement of heritage buildings, heritage districts and **Cultural Heritage Landscapes**.

Compatibility focuses on creating harmony through the design of development to respond to basic neighbourhood patterns, rhythms and landscapes, whose continuation allows change to be accommodated while preserving cherished aspects of neighbourhood character.

Development should fit compatibly with its surroundings, not have an undue adverse impact on neighbouring properties and not significantly alter the physical character of the larger residential area.

2.2.3.9 That notwithstanding policy 4.1.2.3 and 4.1.2.4 and to promote **Missing Middle** dwelling types, limited **Intensification** may be permitted in the form of **Semi-Detached Houses, Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses**, or **Low-Rise Buildings** on lots or parcels composed of multiple lots in designated Low-Rise Residential neighbourhoods within a **Community Area** that front an arterial street or major collector street as identified in Schedule 9A of this Plan. This does not apply to Heritage Conservation Districts and may be subject to the following:

- a. all new dwellings shall front and address a public street, with the exception of **Additional Residential Units** in **Accessory** buildings, which may front onto laneways;
- b. parking for units fronting on an arterial street shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;
- c. private laneways or driveways shall not be used to provide frontage for residential dwellings with the exception of **Additional Residential Units** in **Accessory** buildings which may front onto laneways;
- d. the general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements; and
- e. subject to the policies of this Plan, where future **Intensification** on adjacent lots would be appropriate through a Block Plan or Development Concept Report, **Developments**

shall protect for future street and/or laneway interconnections with the adjacent properties to minimize accesses to the arterial street and facilitate the establishment of a rational and efficient street and laneway network over time. Access arrangements on arterial streets shall be to the satisfaction of the City.

2.2.4 Employment Areas

The **Employment Areas** designation is intended to protect lands for economic activities that require separation from other more **Sensitive Uses**. While Vaughan is anticipated to see significant job growth in its **Employment Areas**, their planned function for economic activity related to industrial, manufacturing, warehousing and ancillary and **Accessory** uses should be maintained. Vaughan's **Employment Areas** shall be protected from encroachment or displacement by incompatible non-employment uses. Close proximity to highway access and providing appropriate frontage for these facilities is important. **Employment Areas** also include the major Rail Facilities, as identified on Schedule 1; rail-related policies are included in Section 2.2.6.

It is the policy of Council:

- 2.2.4.1 That the planned function of Employment Areas, as shown on Schedule 1, is to support economic activity in Vaughan by supplying land for a range of manufacturing, warehousing, or ancillary uses, pursuant to the policies of Chapter 3 of this Plan. The City also has two major Rail Facilities, located within its Employment Areas.
- 2.2.4.2 That, pursuant to Section 1(1.1) of the *Planning Act*, the City's **Employment Areas** include lands which currently support uses that are not manufacturing, warehousing, or ancillary uses. Pursuant to policies in Section 3.2.3 of this Plan, these uses shall be permitted to continue.
- 2.2.4.3 That the City's **Employment Areas** are designated General Employment and Prestige Employment on Schedule 13 to this Plan, pursuant to policies in Section 3.2.3 of this Plan.
- 2.2.4.4 That, in accordance with Provincial policy, conversion of lands in **Employment Areas** to uses other than manufacturing, warehouse, or ancillary uses directly related to a manufacturing or warehouse use, may only be permitted through an amendment to this Plan, and only where it has been clearly demonstrated to the satisfaction of the City that:
 - a. there is an identified need for the conversion and the land to be converted is not required for **Employment Area** uses beyond 2051;
 - b. the proposed uses would not negatively impact the overall viability of the **Employment Area** by:
 - i. avoiding, or where avoidance is not possible, minimizing and mitigating potential adverse impacts to **Sensitive Land Uses** by existing or planned **Employment Area** uses in accordance with land use compatibility policies in Section 3.1.1 and 4.2.3 of this Plan;
 - ii. maintaining access to major goods movement facilities and corridors;

- iii. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts on the long-term operational and economic viability of employment uses within existing or planned **Employment Areas**; and
 - iv. minimizing risk to public health and safety.
 - c. existing or planned **Infrastructure** and **Public Service Facilities** are available to accommodate the proposed uses; and
 - d. Vaughan shall still have sufficient lands in **Employment Areas** to accommodate projected employment growth to 2051.
- 2.2.4.5 That further to policy 2.2.4.4, where conversions of lands in **Employment Areas** are proposed, it should be shown the conversion:
- a. does not impact the configuration, location, and contiguous nature of the **Employment Area**;
 - b. maintains access to major transportation corridors from the **Employment Area**;
 - c. does not impact the City's ability to provide a variety of land types and sizes in the **Employment Area**;
 - d. does not introduce direct or indirect potential adverse impacts such as odour, noise and other contaminants to future residents or employees; and
 - e. does not create risks to public health and safety.
- 2.2.4.6 That lands marked "Approved Regional Conversion" on Appendix 1 to this Plan are considered to be part of the City's **Community Areas**, but shall require re-designation through an amendment to this Plan to an appropriate land use designation described in Chapter 3, subject to the following criteria:
- a. it must be demonstrated that the permitted uses on the redesignated lands shall not affect the operations or viability of existing or permitted employment uses on nearby lands, and that the proposed uses are **Compatible** with and safe for surrounding land uses; and
 - b. there must be existing or planned **Infrastructure** and **Public Service Facilities** to accommodate the proposed uses for the lands.
- 2.2.4.7 To encourage a range of parcel sizes, street patterns and building design within **Employment Areas** to maintain the flexibility to attract a variety of businesses and allow for **Redevelopment** and **Intensification**.
- 2.2.4.8 To accommodate and facilitate the provision of local transit to and through **Employment Areas** where such service does not yet exist, and to enhance and improve local transit where it does exist, consistent with York Region's transit service planning process and with approved York Region Transit Service Standards and Guidelines and the Vaughan Transportation Plan.

- 2.2.4.9 To accommodate and facilitate the use of **Active Transportation** to and within **Employment Areas** by providing on or off-street bikeways in accordance with the Pedestrian and Bicycle Master Plan, connected **Greenways** and bicycle parking facilities.
- 2.2.4.10 To achieve an appropriate level of parkland in **Employment Areas** to provide for the casual and recreational needs of people working in the **Employment Areas**. Parkland in **Employment Areas** is not intended to support parkland needs in **Community Areas** or **Strategic Growth Areas**.
- 2.2.4.11 That in **Employment Areas**, new **Development** shall be designed to:
- allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses as permitted through Chapter 3 of this Plan;
 - provide safe and direct access to buildings from the public street and parking areas for pedestrians, cyclists and transit users;
 - maximize the placement of buildings along the frontage of lots facing public streets and have regard for appropriate landscaping;
 - limit surface parking between the front face of a building and the public street or sidewalk;
 - buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping; and
 - buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing.

City-wide policies related to employment and economic development are found in Section 4.2 of this Plan.

2.2.5 Natural Areas and Agriculture

Understanding the Urban Structure involves recognizing how Vaughan's Natural Areas and Agricultural System have shaped Vaughan. The valleys of the Humber River and Don River systems and their associated **Table Lands** created the places where humans first settled in this area and remain well established today. Natural Areas contribute to the overall environmental health of Vaughan and the wider region, and they form part of a broader **Natural Heritage System** that ultimately extends south through Toronto to Lake Ontario. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

In the north end of Vaughan, the **Agricultural System**, made up of **Rural Lands** and **Prime Agricultural Lands** on some of the best soils in the country, complements the Natural Areas by providing additional environmental benefits such as **Wildlife Habitat** and infiltration and contributes to a diverse economy.

Many of the features in the Natural Areas and **Agricultural System** are protected by the Greenbelt Plan and Oak Ridges Moraine Conservation Plan. This Plan carries forward these policies and, wherever applicable, makes them more explicit. In some cases, important lands fall outside of the Provincial plans, and Vaughan has made a commitment to protecting them as long-term assets.

It is the policy of Council:

- 2.2.5.1 That Natural Areas shall be protected and their **Ecological Functions** preserved through maintenance, restoration or, where possible, improvement through additional **Linkages** or corridors between features to facilitate the connectivity of the overall network.
- 2.2.5.2 To maintain a significant and productive **Agricultural System** within the Municipal Boundary of the City of Vaughan, and to recognize the important role of the **Agricultural System** lands for **Agricultural Uses**, food production and rural uses, and in providing open space connections between Natural Areas.
- 2.2.5.3 To facilitate public access to major natural features in consultation with the TRCA, where appropriate, and where such access shall not significantly damage natural features or their functions.
- 2.2.5.4 That public ownership of major open spaces and natural features within Natural Areas is preferred, and Council shall endeavour to acquire appropriate lands to contribute to the system and/or establish partnerships for the acquisition and stewardship of such lands. The sale or disposal of publicly owned lands within Natural Areas and **Agricultural System** is discouraged.
- 2.2.5.5 To promote the development of scenic rural routes along public streets outside of the **Urban Area**, where appropriate.

2.2.6 Rail and Goods Movement

Rail and goods movement corridors facilitate the flow of goods and services, providing access to industry and employment, and supporting regional and local connection and economic prosperity. Trucks, freight vehicles, and rail transportation are vital for Vaughan's economy. The City recognizes the continued importance of truck movement and rail **Infrastructure** in the movement of goods to and through Vaughan.

Rail Transportation

Vaughan's rail **Infrastructure**, shown on Schedule 1, plays an important role in moving people and goods, and is a foundational part of Vaughan's economy. Major manufacturing industries in Vaughan capitalize on the nearby rail lines and terminals to efficiently ship goods over long distances. Areas near rail **Infrastructure** shall continue to be protected for industrial and other employment uses to provide for the continued use of rail movement and to provide for land use compatibility and an established **Employment Area** to support an expanded and thriving industry.

It is the policy of Council:

- 2.2.6.1 To support the long-term protection of rail **Infrastructure** in Vaughan.
- 2.2.6.2 Direct Industrial **Development** that relies on the rail corridor for business operations, high-volume goods movement, and/or large inputs and outputs to be located adjacent to rail corridors and Rail Facilities within **Employment Areas** identified on Schedule 1 to this Plan.
- 2.2.6.3 To support rail **Infrastructure** improvements that shall allow for faster and more convenient movement of people and goods by rail.
- 2.2.6.4 To protect rail **Infrastructure** from encroaching adjacent **Development** that may impede operations or the long-term viability due to noise, environmental, or land use compatibility concerns. Specifically, **Development** adjacent to a railway rights-of-way or in proximity to a Rail Yard or Rail Facilities shall provide:
 - a. appropriate land use compatibility demonstrated through the submission of a Land Use Compatibility study (railway), where applicable, in conformity with Table 5.1 of this Plan;
 - b. appropriate land use compatibility, as may be set out in the Province's D-Series Land Use Compatibility guidelines;
 - c. appropriate noise and vibration levels for the adjacent **Development**, as may be set out in the Province's guidelines on noise and vibration; and
 - d. appropriate separation distances and/or safety barriers, as may be prescribed by Provincial guidelines or railway operators.
- 2.2.6.5 To require grade separations between the street and rail systems as needed at arterial and collector street/rail junctions without amendment to this Plan.

Vaughan's urban structure has been shaped largely around the rail **Infrastructure** in place long before Vaughan became a city. Owned by Canadian National Railway and Canadian Pacific Railway, rail lines cross Vaughan's southern boundary and extend north in both the eastern and western portions of the city. Canadian National Railway and Canadian Pacific Railway have major rail yards in Vaughan, including Canadian National's classification yard east of the **Vaughan Metropolitan Centre** and Canadian Pacific Railway's intermodal yard in northwest Vaughan, both of which play a critical role in continental rail transportation and goods movement.

- 2.2.6.6 To encourage electrification of rail corridors, where feasible, to promote clean air and community and environmental health.

Goods Movement

Vaughan's large industrial and manufacturing base results in high levels of goods movement throughout Vaughan and especially in **Employment Areas**. While long distance goods movement is generally more efficient by rail than by truck, rail is not always feasible.

Despite the significant economic benefits of goods movement, adverse impacts include greenhouse gas emissions, air pollution, noise and truck traffic. These impacts are especially of concern in the Vaughan Metropolitan Centre, where Vaughan's largest **Strategic Growth Area** is surrounded by **Employment Areas**. The policies of this Plan support and protect goods movement facilities and corridors while mitigating potential impacts by providing direct access from **Employment Areas** to Provincial highways and limiting heavy truck traffic-generating uses near **Strategic Growth Areas**.

It is the policy of Council:

- 2.2.6.7 To support an integrated and efficient transportation network for goods movement, including rail, truck and air travel.
- 2.2.6.8 To work with neighbouring municipalities, York Region, Metrolinx, the **Province**, the trucking industry and other agencies, as appropriate, to develop a goods movement network that integrates with Provincial (i.e. Strategic Goods Movement Network), Regional, and Municipal plans.
- 2.2.6.9 To direct the movement of hazardous goods to rail and roadways outside of the **Urban Area** to minimize risks and ensure the safe and efficient movement of goods, where possible.
- 2.2.6.10 That integrated planning for growth management, including goods movement and transportation planning shall, support and enhance the **Agricultural System** to ensure uses and **Infrastructure** are compatible with **Agricultural Uses**, where possible in terms of size, scope and impact.
- 2.2.6.11 To minimize truck activity outside of **Employment Areas** and to reduce adverse impacts from truck traffic on **Community Areas**, **Strategic Growth Areas**, and **Sensitive Land Uses**.
- 2.2.6.12 To plan for **Employment Areas** with sufficient truck access to support operations.
- 2.2.6.13 To designate and protect **Employment Areas** located adjacent to, or in proximity of existing and future major highways and interchanges, for manufacturing, warehousing, and logistics, and appropriate associated uses.

Vaughan has significant resources for goods movement, including the rail corridors and yards, the extensive Provincial highway network, numerous truck terminals and courier hubs, and proximity to Pearson International Airport, that supports effective intermodal networks.

2.2.7 Parkway Belt West Lands

Certain lands identified as Parkway Belt West Lands on Schedule 1 are subject to the Provincial Parkway Belt West Plan, as amended. These lands are primarily reserved by the **Province** for Provincial **Infrastructure** and complementary uses. Where Parkway Belt West Lands serve the functions intended by that Plan (e.g. Highway 407, utility corridor) the Parkway Belt West Plan and any associated land use designation shall continue to apply. Over time, however, certain parcels which are not required for these functions may be identified as surplus by the **Province** over the lifetime of this Plan.

It is the policy of Council:

- 2.2.7.1 That the lands identified on Schedule 1 as Parkway Belt West Lands are subject to the Provincial Parkway Belt West Plan, as amended, and subject to that Plan, are to be used for linear facilities such as transportation, communications and utility **Infrastructure**, as well as a linked system of public and private open spaces.
- 2.2.7.2 That, at such time as any Parkway Belt West Lands parcels are declared surplus, an amendment to this Plan is required to re-designate the lands.

2.3 Urban Area (Schedule 1A)

The **Urban Area** are lands identified on Schedule 1A as having an urban designation, that includes **Employment Areas**, **Community Areas**, and **Strategic Growth Areas**.

2.3.1 New Community Areas and New Employment Areas

New Community Areas and **New Employment Areas** comprise the remainder of Vaughan's "Whitebelt" lands which are the lands between the previous urban boundary and municipal boundary that are not contained within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan Areas. These areas, illustrated as an overlay on Schedule 1A, are intended to support population growth, allowing for a continued mix of housing options including housing on larger lots, and to support employment growth to 2051.

It is the policy of Council:

- 2.3.1.1 That Schedule 1A shows the **New Community Areas** and **New Employment Areas** that have been added to the City's **Urban Area**.
- 2.3.1.2 That **Development** in **New Community Areas** and **New Employment Areas** shall occur in a phased manner pursuant to the conditions of subsection 2.2.2 of this Plan. **Development** shall not proceed until water and wastewater services to those areas become available. Permitted uses shall be limited to those uses legally existing at the time this Plan comes into effect.

2.3.1.3 That **Development** in **New Community Areas** and **New Employment Areas** is subject to a **Secondary Plan** process, as outlined in Chapter 5 of this Plan.

2.3.1.4 That the preparation of **Secondary Plans** for **New Community Areas** and **New Employment Areas** west of Highway 400 shall not proceed until the future route of the proposed Provincial Highway 413 has been confirmed or at the discretion of the Province.

2.3.1.5 That where **New Community Areas** and **New Employment Areas** are adjacent to Natural Areas or the **Agricultural System**, including those in neighbouring municipalities identified through cross-jurisdictional coordination, the appropriate transition between **Development** and those lands shall be provided consistent with the City-Wide Urban Design Guidelines, including but not limited to:

- a. planning for single-loaded roads which maintain public access and views to Agricultural and Natural Areas;
- b. creating view corridors to Agricultural or Natural Areas through the Plan of Subdivision and/or Site Plan process;
- c. connecting open space and parkland within **New Community Areas** and **New Employment Areas** to trails or other **Passive Recreational Use** opportunities within adjacent Natural Areas;
- d. incorporating **Green Infrastructure** and **Low Impact Development** into the edges of **New Community Areas** and **New Employment Areas** to ensure stormwater is clean and filtered before entering adjacent Agricultural or Natural areas; and
- e. appropriate landscape buffers should be incorporated where new **Development** is abutting Natural Areas or **Prime Agricultural Areas**.

2.3.1.6 That in **New Community Areas** where no established **Development** exists, the appropriate built form and urban design, including scale, massing, setback, and orientation of buildings shall be determined through a comprehensive and coordinated planning exercise, and consistent with the requirements for new communities.

Of the 1,210 hectares of Whitebelt land that has been designated for urban expansion within Vaughan, 710 hectares are identified for **New Employment Areas**, clustered around the Highway 427 extensions and the Province's proposed route for Highway 413 (i.e. between Kirby Road and King-Vaughan Road). The other 500 hectares are identified as **New Community Areas** and are adjacent to Blocks 41 and 27, which were added to the City's **Urban Area** in 2010.

2.4 Strategic Growth Areas (Schedule 1B)

Strategic Growth Areas are intended to accommodate most of forecasted residential growth to support the 57 % **Intensification** target. They consist of a hierarchy of mixed-use centres and corridors, shown on Schedule 1B, as established in policy 2.2.1.1.

2.4.1 Planning Strategic Growth Areas

Strategic Growth Areas facilitate the development of a mix of uses and appropriate densities to support high level existing or planned transit, walking, cycling and other forms of **Active Transportation**.

Strategic Growth Areas shall have the highest rate of new residential growth, and shall support **Major Office**, Major Institutional and **Retail** uses.

It is the policy of Council:

2.4.1.1 That in **Strategic Growth Areas**, new **Development** shall be designed to:

- a. provide a **Compact Built Form** that supports any **Intensification** target applicable to the **Strategic Growth Area**;
- b. support **Balanced Density** to achieve **Complete Communities**;
- c. have buildings front onto a public street with generally consistent setbacks and built form along sidewalks;
- d. locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- e. provide active ground floor uses and grade-related amenity spaces and avoid blank facades;
- f. mass new buildings to frame adjacent streets, parks, open spaces and **Natural Heritage Features and Areas** in a way that provides for a pedestrian-scaled environment;
- g. create appropriate transitions in scale to areas of lower density while fulfilling the **Intensification** objectives for the **Strategic Growth Areas**; and
- h. contribute to an interesting and attractive skyline through architectural treatment and roof design.

2.4.1.2 That in **Strategic Growth Areas**, vehicle parking, loading access and service areas in new **Development** shall be located and organized to minimize their impact on public transit corridors, surrounding properties and the **Public Realm** to support safe and accessible pedestrian movement within the public right-of-way by:

- a. using shared service areas, where possible, within blocks, including public and private lanes, driveways and service courts;
- b. consolidating and minimizing the width of driveways and curb cuts across public sidewalks;
- c. providing designated areas for service vehicles within **Developments**, where possible;
- d. providing underground parking, where appropriate, for all new **Development** in **Strategic Growth Areas**;
- e. prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;

- f. ensuring that any surface parking areas are buffered and screened from all property lines and the Public Realm through the use of setbacks and landscaping;
- g. encouraging that where a structured parking facility fronts onto a street or public space, the facility should incorporate active at-grade uses and incorporate high quality architectural design; and
- h. consolidating vehicular access to parking, service and loading areas to minimize the number of driveways and curb cuts across public sidewalks.

2.4.2 Vaughan Metropolitan Centre

The Vaughan Metropolitan Centre is not only Vaughan’s downtown, but also a place of regional importance centred around the Vaughan Metropolitan Centre subway station and VIVA Bus Rapid Transit. The Vaughan Metropolitan Centre is the strategic location intended to have the highest densities and widest mix of uses in Vaughan, allowing it to become a dynamic place to live, work, shop and play. The Vaughan Metropolitan Centre is subject to the policies of three **Protected Major Transit Station Areas** and a detailed **Secondary Plan** outlining how such growth shall be accommodated and how the general policies for the Vaughan Metropolitan Centre set out below shall be achieved.

Vaughan Metropolitan Centre shall be comprised of residential neighbourhoods, mixed use areas and **Employment Areas** linked by a fine-grain street pattern and a robust open space system. The open space system parks shall be comprised of open spaces and Natural Areas, including the Edgeley Pond and Black Creek system. Vaughan Metropolitan Centre shall develop as a pedestrian-friendly and transit-oriented place that provides a variety of **Housing Options** and diverse employment opportunities.

It is the policy of Council:

- 2.4.2.1 That the Vaughan Metropolitan Centre shall be planned to evolve in a manner that is **Transit-Supportive** and walkable, while ensuring it provides the highest intensity, tallest buildings, and most diverse mix of uses in the City. This includes, but is not limited to, **Retail** and service commercial, **Major Office**, residential, entertainment, hospitality and institutional uses, parks and open spaces and community gathering places that bring all residents of Vaughan and beyond to its centre for all ages, abilities, and cultures.
- 2.4.2.2 That the Vaughan Metropolitan Centre Secondary Plan 2025 consider matters on land use, urban design, transportation, parks and open spaces, including **Strata Parks**, community services and amenities, servicing, growth allocation and phasing, and implementation.
- 2.4.2.3 That should there be a conflict between the policies of Volume 1 of this Plan and policies of the Vaughan Metropolitan Centre Secondary Plan 2025, the policies of the Vaughan Metropolitan Centre Secondary Plan 2025 shall take precedence.

2.4.3 Primary Centres

Vaughan’s **Primary Centres** shall evolve as distinct places of major activity around planned subway stations, **Higher Order Transit** and existing regional shopping destinations. These include:

- Vaughan Mills;

- Bathurst Street and Centre Street/Promenade Centre;
- Weston 7;
- Yonge Steeles;
- Steeles West;
- Vaughan Healthcare Centre Precinct; and
- Concord GO Centre.

The **Primary Centres** are mixed-use areas with residential **Development** and a wide range of other uses that serve local residents, the surrounding **Community Areas** and the City as a whole, including **Retail** and service commercial uses, institutional uses, office uses, **Community Facilities** and **Human Services**. They should be designed as transit-oriented, pedestrian-friendly places and include a variety of built forms, such as **Mid-Rise Buildings** and **High-Rise Buildings**.

Detailed planning guidance for each of the **Primary Centres** shall be provided through **Secondary Plans**, except the Vaughan Healthcare Centre Precinct.

It is the policy of Council:

2.4.3.1 That **Primary Centres** shall be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and **Affordable Housing**;
- include a mix of non-residential uses, including **Retail** and service commercial, office, institutional, **Community Facilities**, and **Human Services** intended to serve both the local population and the City as a whole, and attract activity throughout the day;
- develop at densities supportive of planned public transit;
- have a fine grain **Multi-modal** transportation network suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding **Community Areas** which may take the form of sidewalks and/or **Greenways**;
- include an appropriate amount of well-designed public open spaces appropriate to the local context, including City-owned parks;
- encourage a pedestrian-friendly built form by locating active uses at grade; and
- be designed and developed to implement appropriate transition of built form, density, and land use to surrounding **Community Areas**, and/or compatibility with adjacent **Employment Areas**.

2.4.4 Local Centres

Local Centres are the mixed-use cores of their respective communities. They are residential in character but shall also include a mix of uses to allow residents of the **Local Centre** and of the surrounding community to meet daily needs near where they live or work. **Local Centres** are pedestrian-oriented places with good urban design and an intensity of **Development** appropriate for supporting efficient transit service. These include:

- The Historic Villages of Woodbridge, Maple, Kleinburg/Nashville, and Thornhill-Yonge Street;

- Vellore Village Centre; and
- Carrville Centre.

Future **Local Centres** may be identified in **New Community Areas** or **New Employment Areas** through the **Secondary Plan** process for those areas.

It is the policy of Council:

2.4.4.1 That **Local Centres** shall be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children as well as **Affordable Housing**;
- be predominantly residential in character but include a mix of uses, such as **Retail**, office and **Community Facilities**, intended to serve the local population and attract activity throughout the day;
- be the preferred location for locally delivered human and community services;
- be the focal points for expression of community heritage and character;
- consist of predominantly **Low-Rise Buildings** and **Mid-Rise Buildings** and develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each **Local Centre**;
- have a fine grain **Multi-modal** transportation network suitable for pedestrians and cyclists with appropriate internal links, such as sidewalks and **Greenways**, through the **Local Centre** and links to the surrounding **Community Areas**;
- include well designed public open spaces that are either landscaped parks, public plazas or both in a manner that is appropriate to the local context;
- encourage a pedestrian-friendly built form by locating active uses at grade; and
- be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent **Employment Areas**.

2.4.5 Primary Corridors and Local Corridors

Primary Corridors and **Local Corridors** are planned to evolve with either mixed-use or employment **Intensification** over time to complement adjacent areas, support public transit and enhance the structure of the City by linking the Vaughan Metropolitan Centre, **Primary Centres**, **Local Centres**, and **Protected Major Transit Station Areas**, pursuant to the land use designations in Chapter 3. Both **Primary Corridors** and **Local Corridors** are also intended to safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.

Primary Corridors are Regional Roads which are routes for planned and in-service **Higher Order Transit**, such as Viva Rapid Transit on Highway 7 and Yonge Street. Most of the **Protected Major Transit Station Areas** in Vaughan are located along **Primary Corridors**. **Development** on the lands fronting onto these roads shall serve to support transit investments by creating urban main streets connecting **Strategic Growth Areas** in Vaughan and across York Region.

The **Local Corridors** are also more than just transportation routes. They shall evolve, independently as active and unique places, supporting a range of uses. They are a focus for future transit investment in recognition of their function as activity generators.

It is the policy of Council:

- 2.4.5.1 That **Primary Corridors** are prioritized for a higher intensity of uses and accommodating more short-term growth than **Local Corridors**.
- 2.4.5.2 That where a **Primary Corridor** or **Local Corridor** overlaps with an existing or planned **Secondary Plan** Area and that **Secondary Plan** defines minimum density targets, the higher target shall apply.
- 2.4.5.3 That **Primary Corridors** and **Local Corridors** outside of **Employment Areas** shall be planned to:
- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children as well as **Affordable Housing**;
 - b. include a mix of non-residential uses, including **Retail**, office, institutional, commercial, **Community Facilities** and **Human Services** intended to serve both the local population and the City as a whole, and attract activity throughout the day;
 - c. develop at **Transit-Supportive** densities;
 - d. include well designed public open spaces that complement the local context;
 - e. include **Development** that creates an active street wall along the corridor and encourages a pedestrian-friendly built form by locating active uses at grade; and
 - f. be designed and developed to implement appropriate transition of **Intensification** and use to surrounding **Community Areas**, and/or separation from adjacent **Employment Areas**.
- 2.4.5.4 That only properties with frontage directly on the street forming a **Primary Corridor** or **Local Corridor** shall be considered appropriate for **Intensification**.

The Historic Villages of **Woodbridge**, **Maple**, **Kleinburg/Nashville**, and **Thornhill-Yonge Street** will continue to support local commercial activity and **Community Facilities**. Each of these **Local Centres** will support appropriate development opportunities that maintain the historical legacy of the area and conform to the applicable Heritage Conservation District Plans.

Vellore Village Centre and **Carrville Centre**, the emerging **Local Centres** for Vaughan's newest communities, will develop as mixed-use, pedestrian-friendly places. They will be the focus for lower-intensity multi-family and mixed-use development to support walkability from existing adjacent neighbourhoods.

2.4.6 Major Transit Station Areas (Schedules 1.B.1 to 1.B.5)

Major Transit Station Areas, consisting of **Protected Major Transit Station Areas** and **Future Major Transit Station Areas**, are **Strategic Growth Areas** located within an approximate 500 to 800 metre

radius of a **Higher Order Transit** station or stop (e.g., subway, bus rapid transit, light rail transit or GO Transit), representing about a 10-minute walk. Major Transit Station Areas may be located fully or partially within the **Strategic Growth Areas** listed in Section 2.4 of this Plan and shown on Figure 2.

Protected Major Transit Station Areas

Schedule 1B, including Schedule 1.B.1 through 1.B.5, and Table 2.2 below identify Vaughan’s 20 Provincially approved **Protected Major Transit Station Areas**. Each **Protected Major Transit Station Area** has its own minimum density targets of people and jobs per hectare that are based in the local context and conditions to support planned **Intensification**. **Protected Major Transit Station Areas** shall be the focus of higher densities with a mix of land uses and amenities to support transit-oriented **Development**.

It is the policy of Council:

- 2.4.6.1 That the areas identified on Schedule 1B, including Schedule 1.B.1 through 1.B.5, are **Protected Major Transit Station Areas**.
- 2.4.6.2 That each **Protected Major Transit Station Area** includes a minimum gross density target in number of people and jobs per hectare in Table 2.2 of this Plan to be accommodated within that **Protected Major Transit Station Area**.
- 2.4.6.3 That gross minimum density targets, gross minimum populations and jobs per **Protected Major Transit Station Area** and gross minimum **Floor Space Index** in Table 2.2 of this policy shall be calculated based on the entirety of the buildings and/or structures within each **Protected Major Transit Station Area**. The following gross minimum density targets and overall gross minimum **Floor Space Index** within each **Protected Major Transit Station Area** identified in Table 2.2 shall apply:

Table 2.2: Gross Minimum Population and Job per Hectare (ppj/Ha) Targets and Gross Minimum Floor Space Index to achieve the Protected Major Transit Station Area Minimum Density Targets for Vaughan

Protected Major Transit Station Area (PMTSA)	Gross Area of PMTSA (Ha)	Minimum Density Target (ppj/Ha) ¹	Gross Minimum Combined Population and Jobs per PMTSA	Gross Minimum FSI for PMTSA
PMTSA 9 - Clark Subway Station	39.10	250	9,775	1.4
PMTSA 19 - Royal Orchard Subway Station	39.49	200	7,898	1.1
PMTSA 20 - Steeles Subway Station	49.17	300	14,751	1.7

¹ Gross Minimums are to be achieved at Full Buildout of the **Protected Major Transit Station Area**.

Protected Major Transit Station Area (PMTSA)	Gross Area of PMTSA (Ha)	Minimum Density Target (ppj/Ha)¹	Gross Minimum Combined Population and Jobs per PMTSA <small>Error! Bookmark not defined.</small>	Gross Minimum FSI for PMTSA
PMTSA 52 – Ansley Grove BRT Station	47.39	200	9,478	1.1
PMTSA 53 - Atkinson BRT Station	45.30	160	7,248	0.9
PMTSA 54 - Commerce BRT Station	71.40	350	24,990	1.9
PMTSA 55 – Concord BRT Station	56.04	160	8,966	0.9
PMTSA 56 – Creditstone BRT Station	52.08	300	15,624	1.7
PMTSA 57 – Disera-Promenade BRT Station	57.43	200	11,486	1.1
PMTSA 58 – Dufferin BRT Station	17.51	160	2,802	0.9
PMTSA 59 Highway 407 Subway Station ²	12.13	0	0	0.0
PMTSA 60 – Keele BRT Station	55.83	160	8,933	0.6
PMTSA 62 – Maple GO Station	38.96	150	5,844	0.8
PMTSA 63 - Pine Valley BRT Station	37.57	160	6,011	0.8
PMTSA 64 - Pioneer Village Subway Station	39.13	200	7,826	1.1
PMTSA 65 – Rutherford GO Station	36.30	100	3,630	0.6
PMTSA 66 – Taiga BRT Station	22.35	160	3,576	0.9
PMTSA 67 – Vaughan Metropolitan Centre Subway Station	110.76	400	44,304	2.2
PMTSA 68 - Weston BRT Station	88.29	250	22,073	1.4

² The Highway 407 Subway Station (PMTSA 59) currently has a gross minimum density target of 0 people and jobs per hectare, as approved by the Minister, because the lands are currently situated in within the “Parkway Belt West Plan” designation.

Protected Major Transit Station Area (PMTSA)	Gross Area of PMTSA (Ha)	Minimum Density Target (ppj/Ha)¹	Gross Minimum Combined Population and Jobs per PMTSA <small>Error! Bookmark not defined.</small>	Gross Minimum FSI for PMTSA
PMTSA 69 – Wigwoss-Hellen BRT Station	18.20	160	2,912	0.9

- 2.4.6.4 That within a **Protected Major Transit Station Area**, any applicable delineation of a **Strategic Growth Area** on Schedule 1B and related policies shall apply.
- 2.4.6.5 That on lands where a **Protected Major Transit Station Area** overlaps with an existing or planned **Strategic Growth Area**, **Secondary Plan** Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.
- 2.4.6.6 That within a **Protected Major Transit Station Area**, the applicable schedules, policies, and designations of this Plan, including any **Secondary Plan** forming part of Volume 2 of this Plan, shall apply and shall determine the permitted land uses and built form in the area including maximum heights and site densities.
- 2.4.6.7 That where a **Protected Major Transit Station Area** does not fall within a **Secondary Plan** area, guidance for appropriate land use and built form to support the density target of the area shall be determined through a future **Secondary Plan** or Area Specific Policy exercise.
- 2.4.6.8 That the minimum required and maximum permitted heights with respect to buildings and/or structures within a **Protected Major Transit Station Area** are identified, where applicable, within the policies, designations and schedules of this Plan.
- 2.4.6.9 That **Protected Major Transit Station Areas** are to be developed as **Transit-Supportive** neighbourhoods with a diverse mix of residential uses, including a range of housing types and tenures, including **Affordable Housing**, and/or transit supportive non-residential land uses and have sufficient community services and facilities and amenities to support these uses.
- 2.4.6.10 To prioritize growth in those **Protected Major Transit Station Areas** which have existing or planned water, wastewater, and stormwater services.
- 2.4.6.11 To prioritize **Development** and **Redevelopment** in those **Protected Major Transit Station Areas** with the strongest market opportunities and growth potential.
- 2.4.6.12 That within **Protected Major Transit Station Areas**:
- the built-form and **Public Realm** shall be oriented around the transit station or stop;
 - there shall be the appropriate provision of open space and parkland to meet the needs of the anticipated growth within the **Protected Major Transit Station Area** and consideration for parkland adjacent to the transit station or stop;

- c. **Development** shall be planned to maintain view corridors and direct access to the transit station or stop; and
 - a. **Development** shall result in a high-quality and vibrant **Public Realm**.
- 2.4.6.13 To require, through an **Inclusionary Zoning** By-Law or other planning measures, that a certain proportion of residential units built within **Protected Major Transit Station Areas** be affordable, pursuant to policies in Section 4.1.1 of this Plan.

Future Major Transit Station Areas

Future Major Transit Station Areas are identified conceptually on Schedule 1B as locations where future **Higher Order Transit** stations including subways, bus rapid transit, light rail transit, or GO line extensions and/or new stations are planned in the long-term. As these stations or stops are not approved by the relevant transit authority or have not yet had funding allocated for their construction. Further, their location is preliminary and the areas around them are not identified as **Protected Major Transit Station Areas**.

It is the policy of Council:

- 2.4.6.14 That **Future Major Transit Station Areas** identified on Schedule 1B represent a preliminary general location for a future higher-order transit station or stop and there is no guarantee that a station and/or stop shall be constructed at the identified location.
- 2.4.6.15 That once there is a financial commitment to build the higher-order transit line and station, the location of the station and the boundary of the Major Transit Station Area shall be established through comprehensive integrated planning through a city-initiated amendment.
- 2.4.6.16 That since there is no financial commitment regarding a future **Higher Order Transit** station, planning applications to increase density within the vicinity of a **Future Major Transit Station Area** (500 to 800 metres) cannot use a **Future Major Transit Station Area** as justification to support the higher density.
- 2.4.6.17 That applications to amend the Official Plan to reduce the density within 500 to 800 metres of a **Future Major Transit Station Area** are discouraged to protect existing density permissions within the vicinity of a **Future Major Transit Station Area**.

2.5 Established Large-Lot Neighbourhoods (Schedule 1C)

There are a number of established residential neighbourhoods within **Community Areas** characterized exclusively or predominantly by detached houses located on generally large lots with frontages exceeding 20 metres and/or by their historical, architectural or landscape value.

Some of these established neighbourhoods, including estate lot neighbourhoods, are also characterized by their substantial rear, front and side yards, and by lot coverages that contribute to expansive amenity areas, that provide opportunities for attractive landscape development and streetscapes. These include neighbourhoods at or near the core of the founding communities of Thornhill, Concord, Kleinburg, Maple and Woodbridge, and may also be part of the respective Heritage Conservation Districts.

These neighbourhoods are generally identified on Schedule 1C. For clarity, the policies in this Plan prevail over the mapping shown on Schedule 1C. In addition to those areas identified on Schedule 1C, the policy in this subsection shall also apply to other areas where the subdivision and **Redevelopment** of a large lot or multiple large lots would not respect and reinforce the elements identified in policy 2.2.3.8.

2.5.1 Maintaining the Character of Large-Lot Neighbourhoods

It is the policy of Council:

- 2.5.1.1 That to maintain the character of established, large-lot neighbourhoods the following policies shall apply to all **Developments** within these areas (e.g., land severances, Zoning By-Law amendments and minor variances), based on the current zoning, and guide the preparation of any future City-initiated area-specific or implementing Zoning By-Laws affecting these areas:
- a. for lot creation, new lots should be equal to or exceed the frontages of the adjoining lots or the average of the frontage of the adjoining lots where they differ;
 - b. the area of new lots should be consistent with the area of adjacent lots;
 - c. the configuration of new lots should respect the existing lotting fabric in the immediately surrounding area;
 - d. buildings should maintain the established pattern of setbacks for front yards and exterior side yards to maintain a consistent streetscape;
 - e. buildings should maintain the established pattern of setbacks for rear yards to minimize vision intrusion on the adjacent residential lots
 - f. a new dwelling replacing an existing one shall be of the same type, as defined in Section 5.6 of this Plan, except on a lot fronting an arterial street, as identified in Schedule 9A where a Semi-Detached House or Townhouse replacing a Single-Detached House may be permitted except in Heritage Conservation Districts, subject to policy 2.2.3.9 and the other urban design policies of this Plan;
 - g. building heights and massing should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for Community Areas; and
 - h. to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with Development in the area and as provided for in the Zoning By-Law is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the City's Zoning By-Law.

2.6 Protecting the Agricultural System and Food Production (Schedule 1D)

The agricultural industry forms a large part of the Greater Golden Horseshoe economy and a large portion of agricultural lands are protected from **Development** through the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, other Provincial policies and this Plan. Vaughan's farmland plays an

important role as an agricultural asset and wildlife corridor. The agricultural industry can support climate change resiliency by providing access to local food options for Vaughan’s residents, incorporating wind turbines and solar panels to generate **Renewable Energy**, and adopting biological and soil-based practices that can support carbon sequestration.

Increasing interest in locally grown food, **On-Farm Diversified Uses** and **Agriculture-Related Uses** in the **Agricultural System** points to the continued economic viability of the agricultural industry. The agricultural industry, in alignment with the City’s commitment to **Sustainability**, shall promote a healthy natural environment while facilitating access to nutritious food for Vaughan’s residents. The **Agricultural System** shall be preserved as important and valued components of Vaughan’s economy and climate change resiliency. Opportunities to promote and support **Urban Agriculture** shall augment **Prime Agricultural Areas**, generating local economic benefits while providing increased food security and sustainable sources of local food.

2.6.1 Agricultural System

In Vaughan, the **Agricultural System** is comprised of two major components:

1. An agricultural land base comprised of **Prime Agricultural Areas**, including specialty crop areas. It may also include **Rural** Lands that help to create a continuous productive land base for agriculture; and
2. The **Agri-Food Network**, that includes Infrastructure, services and assets important to the viability of the agri-food sector.

The Greenbelt Plan and Oak Ridges Moraine Conservation Plan geographically cover and provide direction for the Agricultural System to support the viability of the agricultural sector. The Agricultural System shall be preserved and enhanced to reduce fragmentation of **Prime Agricultural Lands** and **Rural Lands**, and to strengthen economic development and resilience of the food system.

It is the policy of Council:

- 2.6.1.1 That the **Agricultural System** shown on Schedule 1D to this Plan is an overlay to the Prime Agriculture and Rural land use designations established in this Plan and that the land use policies for the Prime Agriculture land use designation are contained in Section 3.2.7 of this Plan.

2.6.1.2 That notwithstanding policy 2.6.1.1, Oak Ridges Moraine Conservation Plan and Greenbelt Plan land uses shall prevail.

2.6.1.3 That the Greenbelt Protected Countryside, as identified on Schedule 4, and Prime Agriculture and Rural land use designations identified on Schedule 13 are subject to the applicable policies of Section 3.2.7 of this Plan.

2.6.1.4 To recognize and support the **Agricultural System** and safeguard against loss and fragmentation of the agricultural land base.
- Vaughan’s **Agricultural System** is comprised of agricultural and lands designated rural as well as the **Agri-Food Network**. The **Agricultural System** maintains connections to the broader agricultural and natural areas across Ontario.

- 2.6.1.5 The policies of Section 2.7 shall apply where lands in the **Agricultural System** are also part of the Natural Heritage Network to maintain the integrity of the Natural Heritage Network.
- 2.6.1.6 That refinements to either the Prime Agriculture or the Rural land use designations shall be prohibited unless undertaken through an amendment to this Plan.
- 2.6.1.7 That within the **Agricultural System** the **Redevelopment** or **Development** of lands designated Prime Agriculture for uses other than **Agricultural Uses, Normal Farm Practices, Agriculture-Related Uses** and **On-Farm Diversified Uses** shall be prohibited, except where the following criteria can be demonstrated:
- a. the use on-site is a legally existing use;
 - b. the proposed **Redevelopment** shall comply with applicable Provincial plans and policies;
 - c. there is no change to the land use designation, as identified on Schedule 13 to this Plan;
 - d. no new parcels shall be created, unless expressly permitted in accordance with Provincial guidance;
 - e. the **Redevelopment** does not hinder surrounding agricultural operations and complies with the Provincial **Minimum Distance Separation Formulae**;
 - f. an **Agricultural Impact Assessment** is submitted to the satisfaction of the City; and
 - g. the Natural Heritage Network's **Ecological Integrity** is preserved.
- 2.6.1.8 That an application for the **Development** of new or expanding **Infrastructure** in the **Agricultural System** shall:
- a. demonstrate the need for the project;
 - b. demonstrate that there is no reasonable alternative that could avoid or minimize impacts on lands designated Prime Agriculture on Schedule 13;
 - c. measures for mitigation and conservation are implemented to preserve ecological, integrity; and
 - d. undertake an **Agricultural Impact Assessment**, or equivalent analysis, by a licensed agrologist or other relevant agricultural professional.
- 2.6.1.9 To support the geographic continuity of the agricultural land base and contribute to the economic development and resilience of the **Agri-Food Network** by:
- a. limiting **Development** on lands designated Prime Agriculture;
 - b. developing land use permissions that provide flexibility to maximize farming;
 - c. providing land use policies for **Urban Agriculture** in all land use designations;
 - d. encouraging the use of public and private land for shared community gardens; and
 - e. working with York Region and other stakeholders to implement the York Region Agriculture and Agri-Food Strategy;

- 2.6.1.10 To support a wide variety of food-related **Retail** and service opportunities to bring local food and farm products to market by allowing and encouraging:
- a. farmers market opportunities in both the **Urban Area** and **Agricultural System**;
 - b. farm-gate sales;
 - c. community-supported agriculture and agricultural cooperatives; and
 - d. other **Retail** and marketing opportunities that maintain the character and function of agricultural lands and are consistent with the policies of this Plan.
- 2.6.1.11 To support opportunities for value-added agricultural initiatives, including:
- a. countryside tourism and **Agri-Tourism Uses** that build on agricultural and/or natural heritage assets;
 - b. small scale, innovative food production and packaging initiatives;
 - c. energy generation initiatives in the **Agricultural System** that make use of available resources, such as animal waste and crop by-products, in accordance with the energy generation policies of Section 4.6 of this Plan; and
 - d. cooperation on projects with agricultural and Natural Heritage Network co-benefits.
- 2.6.1.12 That, where farm workers are employed on lands in the Prime Agriculture or Rural designation on a seasonal or temporary basis, they shall be provided housing that:
- a. may be in an existing **Accessory** building on the farm that is designed and located to be Compatible or otherwise blend in with the farm operation;
 - b. is not co-located in a building with any **Agricultural Use** or a use which produces noise, odour, or any other **Adverse Effect**; and
 - c. is safe, comfortable, and meets all health and fire code requirements for human habitation.
- 2.6.1.13 That in the **Agricultural System** new **Development**, where permitted, shall be designed to protect, preserve and strengthen the rural and agricultural character within which it is set by designing new **Development** so its siting, scale and massing is **Compatible** with the established patterns of surrounding farms and Natural Areas.

Prime Agricultural Lands

Through the Provincial Planning Statement, the **Province** guides the management of agricultural resources by recognizing **Prime Agricultural Lands** and limiting uses and activities in these areas. Generally, three uses are permitted on **Prime Agricultural Lands**, including **Agricultural Uses**, **Agriculture-Related Uses**, and **On-Farm Diversified Uses**, that encompass a wide range of agricultural activities, from wineries to crop production.

In Vaughan, there is a contiguous area of high capability **Prime Agricultural Lands** recognized as Classes 1 through 3 soils in the Canada Land Inventory of Soil Capability for Agriculture.

It is the policy of Council:

- 2.6.1.14 That all lands designated Prime Agriculture in the City of Vaughan are **Prime Agricultural Areas** as defined by the **Province** through the Provincial Planning Statement.
- 2.6.1.15 That **Prime Agricultural Areas** shall be protected and maintained for **Agricultural Uses** by:
- prohibiting non-agricultural related **Development**, uses, and lot creation, except where permitted in accordance with the Provincial Planning Statement and Provincial plans;
 - applications for new aggregate operations shall be supported by an agricultural impact assessment, and where possible, shall seek to maintain or improve connectivity of the **Agricultural System**;
 - in **Prime Agricultural Areas**, on prime agricultural land, extraction of **Mineral Aggregate Resources** is permitted as an interim use provided that the site shall be rehabilitated back to an agricultural condition and subject to policy 3.2.7.2.c of this Plan; and
 - applying the Provincial **Minimum Distance Separation Formulae** I and II to ensure adequate separation distance for new land uses, consents, and new and expanding livestock operations in **Prime Agricultural Areas**.
- 2.6.1.16 That lawfully existing, non-**Agricultural Uses** shall be permitted to continue on lands designated Prime Agriculture. Conversion or expansion of these uses shall only be permitted through an amendment to this Plan and in accordance with the Provincial Planning Statement, applicable Provincial plans and policy 2.6.1.7 of this Plan.
- 2.6.1.17 That the City may develop and implement strategies to monitor the implementation of the **Agricultural System** policies of this Plan to ensure that best practices and guidelines for permitted uses in lands designated Prime Agriculture are implemented. Strategies should be consistent with the Provincial Guidelines on Permitted Uses in Ontario's **Prime Agricultural Areas**.
- 2.6.1.18 That the City encourages and may require applicants to prepare a scoped **Agricultural Impact Assessment**, inclusive of a **Minimum Distance Separation Formulae** Report, to the satisfaction of the City, to address the requirements listed in policy 2.6.1.15.c.

Prime Agricultural Lands are classified as Canada Land Inventory Class 1, 2, and 3, are mainly used for farming, and are protected to support agriculture. **Prime Agricultural Areas** are comprised of Class 4 to 7 lands and regions with many farms. The primary function of lands designated **Prime Agricultural** in this Plan is to protect and promote **Agricultural Uses** and support the conservation of agriculturally productive soils and lands.

The City is required to designate these lands for long-term protection. Most of these lands are generally located along the northern portion of Vaughan. Through implementation of this Plan, these lands provide certainty for farmers and the future of farmland in a growing region.

Rural Lands

Rural Lands are lands outside Vaughan's **Urban Area** where soil characteristics and natural features are of lesser quality than **Prime Agricultural Areas**. **Rural Lands** can accommodate existing and future agricultural operations, support some **Agricultural Uses**, **Agriculture-Related Uses**, **On-Farm Diversified Uses** and **Normal Farm Practices**, in addition to a broader range of non-**Agricultural Uses**, such as farm-based recreational uses and **Home Industries**.

Existing and new **Agricultural Uses** shall be supported by providing for innovation and diversification within the agricultural sector. This shall be achieved by providing additional economic opportunities through **On-Farm Diversified Uses** and by limiting non-**Agricultural Uses** and non-agricultural consents for severance.

It is the policy of Council:

- 2.6.1.19 That the Rural designation shown on Schedule 13, is comprised of lands that are outside the **Urban Area** but do not contain **Prime Agricultural Lands**.
- 2.6.1.20 To ensure that proposed uses are designed and sited to be **Compatible** with surrounding land uses such that the rural character of the area is maintained and that the proposed use does not further fragment **Rural Areas**.

Agri-Food Network

In addition to **Prime Agricultural Lands** and **Rural Lands**, the **Agri-Food Network** is the other significant component of the **Agricultural System**. The **Agri-Food Network** encompasses agricultural operations, **Infrastructure**, services, and assets that are essential to the agri-food sector's viability.

Numerous components, services, and other assets of the **Agri-Food Network** in Vaughan's **Urban Area** connect with additional clusters located in the community of Bolton in the Town of Caledon and the community of Nobleton in King Township.

It is the policy of Council:

- 2.6.1.21 To maintain and enhance the geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the **Agri-Food Network**.

The **Agri-Food Network** includes the **Infrastructure**, services and other agri-food assets needed to sustain and enhance the prosperity of the agri-food sector. This includes Regional **Infrastructure** and transportation networks; agricultural operations including on-farm buildings and primary processing; **Infrastructure**; agricultural services, farm markets and distributors; and vibrant, agriculture-supportive communities.

Agricultural Uses

Agricultural Uses are the principal activity permitted in **Prime Agricultural Areas**, and are also permitted on lands designated Rural, where viable. **Agricultural Uses** typically comprise the farms and farmland that produce agricultural products consumed and used within and beyond Vaughan.

It is the policy of Council:

- 2.6.1.22 That **Agricultural Uses** are to remain the principal use in **Prime Agricultural Areas**.
- 2.6.1.23 That farm parcels shall be large enough to facilitate flexible and viable farm operations over the long-term while providing for flexibility as the nature of farm operations evolve. Farm operations should be of sufficient size to permit **Agricultural Uses**. The Zoning By-law shall set minimum lot sizes for **Agricultural Uses**.
- 2.6.1.24 That **Agricultural Uses** shall be zoned in an appropriate category in the Zoning By-law. The Zoning By-law shall contain regulations for lot size and criteria for permitted uses.

Agriculture-Related Uses can include farm-related commercial uses such as the distribution and retailing of agriculture-related products (ex. farmer's markets and farm equipment repair shops). They can also include farm-related industrial uses such as industrial operations that process farm commodities. These uses add value to the agricultural commodities produced in Vaughan and surrounding agricultural communities.

Agriculture-Related Uses

Agriculture-Related Uses are farm-related commercial or farm-related industrial uses that are directly related to agriculture, support agriculture and benefit from being near farming operations, in accordance with the Provincial Guidelines on Permitted Uses in Ontario's **Prime Agricultural Areas**. They provide products and/or services to farm operations as a primary activity.

It is the policy of Council:

- 2.6.1.25 That **Agriculture-Related Uses** may be considered in the Prime Agriculture designation provided the City is satisfied that the proposed use is necessary and the proposed location is appropriate, subject to the provisions in the Zoning By-law, to regulate the nature and the scale of the use.
- 2.6.1.26 To permit **Agriculture-Related Uses**, as defined by this Plan, that are **Compatible** with and do not hinder surrounding agricultural operations, subject to limitations on size, scale, and location on the property as determined by the Zoning By-law.
- 2.6.1.27 To ensure compatibility and appropriateness, proposed **Agriculture-Related Uses** shall demonstrate that the use shall:
 - a. be supportive of the agricultural community;
 - b. be in close proximity to farm operations;
 - c. avoid Class 1 to 3 soils, as defined in the Canada Land Inventory;

- d. use the minimal amount of agricultural land required for the purpose of the use;
- e. have no **Adverse Effects**; and
- f. have adequate service levels for **Rural Areas**, landscaped areas and buffers and site access.

2.6.1.28 That existing **Agriculture-Related Uses** that require an expansion may be permitted to expand subject to satisfying the applicable criteria noted in policy 2.6.1.27.

On-Farm Diversified Uses

On-Farm Diversified Uses are non-**Agricultural Uses** that are secondary to the principal **Agricultural Use** of a property. They are limited in area and **Compatible** with the surrounding agricultural operations.

It is the policy of Council:

2.6.1.29 To permit **On-Farm Diversified Uses** within the **Agricultural System**.

2.6.1.30 That to ensure compatibility and no **Adverse Effects**, permitted **On-Farm Diversified Uses** shall meet the following conditions:

- a. be located on a **Farm Property** that is actively in **Agricultural Use**, as defined by this Plan and the Provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas;
- b. be secondary to the principal **Agricultural Use** of the property and not hinder surrounding agricultural operations;
- c. be limited in area and re-use existing buildings, wherever possible;
- d. can be serviced with appropriate water supply and means of sewage disposal and shall not have an **Adverse Effect** on neighbouring wells;
- e. have adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations **Compatible** with surrounding land uses;
- f. ensure that access to the site shall not have a negative effect on local traffic;
- g. ensure that sites are accessible by public transit, where possible;
- h. ensure that the proposed use enhances the agriculture and rural character and preserves historic buildings and structures and/or the establishment of a built form that is **Compatible** with the rural surroundings; and
- i. ensure that setbacks from existing livestock facilities, manure storage and anaerobic digesters are in accordance with the Provincial **Minimum Distance Separation Formulae**.

Some examples of **On-Farm Diversified Uses** include maple syrup production, markets located on farms, greenhouse and research facilities, as well as wineries and breweries. **Agri-Tourism Uses** are an example of **On-Farm Diversified Uses** that are increasingly common in Vaughan and York Region.

- 2.6.1.31 That the City may require applicants to prepare a scoped **Agricultural Impact Assessment**, inclusive of a **Minimum Distance Separation Formulae** Report, to the satisfaction of the City to address the requirements listed in policy 2.6.1.30.

2.7 Natural Heritage Network (Schedule 2)

This Section provides policies for managing Vaughan's natural environment and ensuring that it shall remain healthy and protected for generations to come. Where rapid and ever-increasing human activities dominate, the natural environment struggles to adapt, and the results are the loss of habitat, **Ecological Functions**, and species diversity. This type of loss is evident in Vaughan and other communities in southern Ontario.

Any change to Schedule 2 of this Plan that affects the boundary of a **Wetland** or an Area of Natural and Scientific Interest (Life Science) or which confirms the boundaries of a feature not included on Schedule 2, such as habitat of endangered, rare and threatened species or **Fish Habitat**, shall only be made after consultation with the **Province**, and in the case of **Fish Habitat**, with the TRCA as the delegate for the Department of Fisheries and Oceans.

The natural environment consists of natural heritage features such as **Woodlands**, watercourses, **Wetlands**, the underlying soil, and surrounding air in Vaughan.

The Natural Heritage Network is an Official Plan policy framework for natural heritage features like **Woodlands**, watercourses, and **Wetlands** which have been identified by the City and conceptually mapped as an overlay in Schedule 2 of this Plan. Elements of the Natural Heritage Network are present within the Natural Areas designation but may also be present in other land use designations such as:

Natural Areas are a land use designation under Chapter 3 of this Plan, containing **Core Features** of the Natural Heritage Network.

Valley and Stream Corridors are the natural resources associated with river systems and are characterized by their landforms, features and functions. They are distinguished from other features by their connection to the river system.

2.7.1 A Systems Approach to Environmental Stewardship

Vaughan's natural environment consists of **Natural Heritage Features and Areas** such as **Woodlands**, watercourses, and **Wetlands** and the functions such natural features perform. The natural environment functions as an interconnected ecosystem that adapts to natural variation in conditions, contributing to resilience and **Sustainability**.

Most of Vaughan is in the Carolinian Zone, considered to be "Canada's biodiversity hotspot" containing more rare and endangered species than any other part of the country. The Humber River and Don River **Watersheds** are the keystones of Vaughan's **Water Resource System**. Protecting the quality of

Vaughan's air, water and soil, and protecting flood prone areas from **Development** is critical to ensure public safety. In the **Agricultural System**, natural environment features and functions are interspersed with cropland, pasture, rural roadways, farm ponds and buildings. In the **Urban Area**, natural environment features and functions exist within habitat fragmented by extensive paved surfaces, roadways and buildings. Natural environment features and functions in the **Urban Area** contribute to ecological functions.

A systems approach considers the biodiversity contribution of **Natural Heritage Features and Areas** with the ecosystem services provided to humans, such as clean air, clean water and flood protection. This approach to planning seeks to sustain **Ecological Function** for **Wildlife Habitat** and to maintain critical ecological processes (e.g., groundwater flow) and urban biodiversity as elements of community **Infrastructure** to improve and sustain human health and well-being.

Operationalized throughout this Plan is the systems approach to environmental management in Vaughan, including the delineation of the Natural Heritage Network in Sections 2.7.3 and 2.7.4, water protection policies in Section 2.11 and 2.16, soil quality and site remediation policies in Section 4.8, and through the applicable policies of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan.

A systems approach to environmental management is a multi-jurisdictional and multi-disciplinary effort that includes, but is not limited to:

- The Mississaugas of the Credit First Nation, whose **Traditional Territory** includes the Vaughan and who are the original caretakers of the land, resources, and water in Vaughan;
- The Province, as the legislative authority that requires this Plan's policies to conform to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan and to be consistent with policy statements made under the Planning Act;
- York Region, which together with the City has historically been responsible for various components of environmental management, is an important partner in its current role;
- The TRCA, whose responsibility under the *Conservation Authorities Act* is to regulate **Development** activities in or near **Hazardous Lands, Wetlands**, river or stream valleys, and shorelines within the authority's area of jurisdiction; and
- Adjacent municipalities, considering that the natural environment crosses municipal boundaries.

It is the policy of Council:

- 2.7.1.1 To provide for the long-term health of Vaughan's natural environment for the benefit of present and future generations.
- 2.7.1.2 To integrate Indigenous values and knowledge with environmental management and stewardship practices to enhance and protect the Natural Heritage Network, through

Ecological functions provide a wide variety of environmental and health benefits, including but not limited to:

- Health and wellbeing
- Natural water filtration
- Air and soil improvements
- Temperature moderation
- Carbon sequestration
- Climate regulation
- Flood control
- Erosion control
- Drought reduction
- Food production
- Education and awareness

relationship building with the Mississaugas of the Credit First Nation and other Indigenous Peoples.

- 2.7.1.3 To enable Vaughan's residents to live in a manner that has a low impact on the natural environment.
- 2.7.1.4 To enhance and maintain the quality of air, water and soil in Vaughan.
- 2.7.1.5 To recognize the impacts of global climate change on the natural environment and to plan for climate mitigation and adaptation to such impacts.
- 2.7.1.6 To recognize the various features and functions performed by the natural environment that benefit ecological and human health and that these functions improve the overall quality of life for Vaughan residents.
- 2.7.1.7 To increase natural environment features and functions in the **Urban Area** by:
 - a. Enhancing and restoring as well as maintaining and protecting the existing natural features.
 - b. expanding **Woodlands**;
 - c. enhancing and protecting **Valley and Stream Corridors**;
 - d. restoring and protecting **Wetlands** and watercourses;
 - e. creating habitat **Linkages**;
 - f. naturalizing stormwater ponds; and
 - g. incorporating elements of **Low Impact Development** into streetscapes, rooftops, gardens and parks.
- 2.7.1.8 To increase natural environment features and functions in the **Agricultural System** where it does not impact existing agricultural activities by:
 - a. expanding **Woodland** remnants;
 - b. protecting and restoring **Wetlands** and watercourses;
 - c. maintaining pasture for grassland species; and
 - d. ensuring contiguous habitat that allows protected movement of wildlife through agricultural land to natural environment areas.
- 2.7.1.9 To utilize a systems approach to maintaining and enhancing the long-term **Ecological Function** and biodiversity of the natural environment through Vaughan's Natural Heritage Network. This includes protecting, restoring and, where possible, enhancing natural features and their functions.
- 2.7.1.10 To protect, restore and, where possible, enhance natural features by creating stronger connections in Vaughan's Natural Heritage Network in a manner that increases overall biodiversity and resilience in the system. This approach shall identify areas for enhancing and linking the Network while allowing for flexibility in how that is achieved.

2.7.2 Developing and Maintaining a Natural Heritage Inventory

Building a comprehensive inventory of **Natural Heritage Features and Areas** and understanding of their functions is the first step in natural heritage management and is an ongoing process involving cooperation between the City and all stakeholders. Schedule 2 represents the most detailed and up-to-date information available. The City shall continue to update this information through ongoing environmental reporting associated with land use planning studies, **Infrastructure Development** and **Development** applications.

It is the policy of Council:

- 2.7.2.1 To use environmental data gathered through land use planning studies, **Infrastructure Development, Development** applications, and other means, to maintain and update Vaughan's Natural Heritage Inventory and Schedule 2 of this Plan, as appropriate.
- 2.7.2.2 To evaluate Vaughan's Natural Heritage Inventory from time to time to ensure that effective natural heritage management is being achieved. Such a review may be coordinated with a comprehensive review of this Plan.

2.7.3 Defining Vaughan's Natural Heritage Network

Vaughan's Natural Heritage Network consists of a wide range of natural features. It reaches throughout the City and forms part of the larger Regional Greenlands System. The Natural Heritage Network is represented on Schedule 2 and is consistent with the requirements of the Provincial Planning Statement. It has been developed through analysis, modelling and review of ongoing and previous work prepared by the City and other agencies, including the **Watershed** Plans for the Don and Humber Rivers.

The Natural Heritage Network represents an interconnected system of **Natural Heritage Features and Areas** and hydrological features and the functions they perform. Natural features such as **Wetlands, Woodlands** and the extensive **Valley and Stream Corridors** are identified as **Core Features** to be protected and enhanced. Identified **Enhancement Areas** support and connect the **Core Features**. The Natural Heritage Network also includes the Greenbelt Plan and Oak Ridges Moraine Conservation Plan lands, and specific policies are provided for these areas in this Plan that conform with Provincial Plans. Areas also exist in Vaughan where past **Development** has taken place, and buildings currently exist within features of the Natural Heritage Network. These uses may continue with minor alterations, but no new such uses shall be permitted to maintain the integrity of the Natural Heritage Network.

Schedule 2 shows the Natural Heritage Network. It is important to note that as more detailed studies are undertaken during the **Development** application process, new components of the Natural Heritage Network may be discovered that have not been mapped. The policies of this Section shall apply to newly discovered features and shall be updated through amendments to this Plan.

It is the policy of Council:

- 2.7.3.1 To protect and enhance the Natural Heritage Network as an interconnected system of natural features and the functions they perform, as identified on Schedule 2, by:

- a. restricting **Development** or **Site Alteration** in accordance with the policies of this Plan within the following components of the Natural Heritage Network:

- i. core features, that are the core elements of the Natural Heritage Network to be protected and enhanced;
 - ii. enhancement areas, that reflect the best opportunities on remaining undeveloped land to provide additional habitat and/or ecological connectivity of the Natural Heritage Network, the precise limits of which are to be determined through appropriate studies to incorporate enhancement areas into the Natural Heritage Network as core features or suitable open space designations; and
 - iii. lands within the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area, that while subject to the Oak Ridges Moraine Conservation Plan and Greenbelt Plan, are also the focus for enhancement and securement initiatives to further support Vaughan's Natural Heritage Network;
- b. seeking opportunities to expand and better link the Natural Heritage Network;
- c. seeking the dedication of core features and their associated minimum Vegetation Protection Zones through the Development approval process to an appropriate public agency at no public expense; and
- d. securing new enhancement areas for improved connectivity of the Natural Heritage Network through the Development approvals process, conservation easements, donations or purchases.

Core Features are key elements of the Natural Heritage Network, and include natural heritage features, key hydrological features, key hydrological areas, **Environmentally Significant Areas**, and **Areas of Natural and Scientific Interest**, including those within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area.

Enhancement Areas include undeveloped areas that offer potential to protect, support, and expand the Natural Heritage Network that will be added to Natural Heritage Network as determined through appropriate City studies or as part of the development approvals process.

- 2.7.3.2 That the policy text of Section 2.7.3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. The precise limits of mapped **Natural Heritage Features and Areas**, and any modifications to the mapped network, shall be determined through appropriate study undertaken in consultation with the TRCA and the **Province**. This may occur on a site-by-site basis through the **Development** process or through studies carried out by the City or other government agencies. Unmapped features identified through fieldwork and appropriate technical studies via the planning process, including those for

natural hazard management, are part of the Natural Heritage Network and, as such, are subject to applicable policies prior to mapping refinement.

- 2.7.3.3 That any use lawfully existing within the Natural Heritage Network on the date this Plan comes into effect is permitted to continue as a legally non-conforming use recognized in Chapter 1 of this Plan. Minor alterations or additions to such existing uses are permitted if it is demonstrated through applicable technical studies approved by the City or other respective approval authorities, as required, that there shall be no **Negative Impact** on existing natural features and functions or the control of flooding, erosion, pollution or the conservation of land.
- 2.7.3.4 That the boundaries of lands within the Natural Heritage Network on Schedule 2 shall be used as guidelines for the preparation of Zoning By-Law provisions that shall implement the policies of this Plan. The boundaries may be refined through consultation with the City and other approval authorities, where necessary. The Official Plan and the implementing Zoning By law shall be amended to incorporate more detailed mapping when it becomes available.
- 2.7.3.5 That the Zoning By-Law shall include general setbacks for lot lines, buildings, structures, parking areas and similar facilities from lands within the Natural Heritage Network consistent with the extent and sensitivity of the **Natural Heritage Features and Areas, Ecological Functions** and **Natural Hazards** of the area. The general setbacks shall be reviewed by the City for **Development** applications to identify the specific setbacks needed to protect the area from impacts of that **Development**.

Core Features

- 2.7.3.6 That **Core Features**, as identified on Schedule 2 consist of the key **Natural Heritage Features and Areas** and **Key Hydrologic Features** and their associated minimum **Vegetation Protection Zones** as shown in Table 2.3.
- 2.7.3.7 That the feature limit is inclusive of any natural hazard components, including but not limited to, the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.

Table 2.3: Core Features of the Natural Heritage Network

Core Feature	Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas)	Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas)
Valley and Stream Corridors Significant Valleylands Permanent and Intermittent Streams	10 metres from the feature limit	30 metres from the feature limit
Wetlands , including those identified as Provincially Significant	30 metres	30 metres

Core Feature	Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas)	Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas)
Woodlands, including those identified as Significant	10 metres from the woodland's dripline	30 metres
Significant Wildlife Habitat Significant habitat of endangered/threatened/ Special Concern Species /rare species	Determined by an Environmental Impact Study and/or a natural heritage evaluation	Determined by an Environmental Impact Study and/or a natural heritage evaluation
Fish Habitat	15 metres or 30 metres depending on the thermal regime of the watercourse	30 metres
Environmentally Significant Areas and Areas of Natural and Scientific Interest	Determined by an Environmental Impact Study and/or natural heritage evaluation	Determined by an Environmental Impact Study
Seepage Areas and Springs Sensitive Surface Water Features (including waterbodies)	30 metres	30 metres
Sand Barrens, Savannahs , and Tallgrass Prairies	N/A	30 metres, or as determined by a natural heritage evaluation

- 2.7.3.8 That specific requirements related to the protection and enhancement of the various elements of **Core Features** are included in Section 2.7.4 of this Plan.
- 2.7.3.9 That **Core Features**, as identified on Schedule 2, include key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine Conservation Plan Area, **Key Hydrologic Features** in the Greenbelt Protected Countryside and key **Natural Heritage Features and Areas** within the **Natural Heritage System** of the Greenbelt Plan, as defined by those Provincial Plans. These **Core Features** are subject to policies under this Plan and the applicable Provincial Plan. Where there is a conflict between the Greenbelt Plan or Oak Ridges Moraine Conservation Plan and this Plan, the policy that is more protective of the feature shall apply.
- 2.7.3.10 That **Development** and/or **Site Alteration** in **Core Features** are prohibited except for the following:
- natural area management, such as for forest, fish and wildlife management, for the purposes of maintaining and enhancing the functions associated with **Core Features**;
 - transportation, Infrastructure and Utilities, conservation projects, and flood or erosion control projects, as may be authorized through processes such as an **Environmental Assessment** or *Planning Act* approval, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and adhere to the following hierarchy of actions in their impact on any **Core Features**:
 - first avoid **Negative Impacts** on the **Core Features**;

- ii. if avoidance is not feasible, minimize **Negative Impacts** on the **Core Features** identify measures shall be identified to maintain habitat area and enhance overall ecological function;
 - iii. if minimization is not possible, mitigate **Negative Impacts** on the **Core Features**, with every opportunity taken to alleviate pressure placed on the survival of native species, ecological resources, and spaces because of project activities; or
 - iv. if mitigation is not possible, offset **Negative Impacts** on the **Core Features** by restoring **Core Features** in other areas, including **Enhancement Areas**; and
 - v. may include measures to provide compensation, to the satisfaction of the City;
 - c. low-intensity and **Passive Recreational Uses** where such activities shall not result in a **Negative Impact** on the **Core Features** and shall not have a **Negative Impact** on the ecological function; and
 - d. such uses as may be permitted by the policies of the Greenbelt Plan or Oak Ridges Moraine Conservation Plan within their respective Plan areas.
- 2.7.3.11 That **Development** or **Site Alteration** on lands adjacent to **Core Features** shall not be permitted unless it is demonstrated through an **Environmental Impact Study** as required through subsection 5.3 of this Plan that the **Development** or **Site Alteration** shall not result in a **Negative Impact** on the feature or its functions.
- 2.7.3.12 That notwithstanding policy 2.7.3.11, **Development** or **Site Alteration** on lands adjacent to a **Core Feature** within the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area shall be subject to additional policies within those Plans.
- 2.7.3.13 To prohibit removal, in whole or in part, of a key natural heritage feature or a **Key Hydrologic Feature** by unauthorized **Development** or **Site Alteration**. Areas where an unauthorized removal has occurred shall continue to be subject to the policies of the Plan as if the feature was still in place. Impacted areas shall be restored to the previous condition or better.
- 2.7.3.14 That **Core Features** and their related **Vegetation Protection Zones** shall be conveyed to the City as a condition of **Development** approval. To enable comprehensive management, such features shall not be fragmented but shall be brought into public ownership to ensure their continued protection and management.
- 2.7.3.15 That **Core Features** shall be delineated on a site-by-site basis using procedures established by the **Province**, where applicable. Such delineation shall occur through the approval of *Planning Act* applications supported by appropriate technical studies such as a Master Environment and Servicing Plan, natural heritage or hydrological evaluations. The delineation of the boundaries of **Core Features** shall be confirmed to the satisfaction of the City and the TRCA, where applicable. Where such delineation refines boundaries shown on Schedules within this Plan, refinements to these Schedules do not require amendment to this Plan.

- 2.7.3.16 Where regulations or standards of other agencies or levels of government exceed the standards related to **Core Features** in this Plan, such as may occur with **Hazardous Lands** under Section 28 of the *Conservation Authorities Act* or with fisheries under the *Federal Fisheries Act*, the most restrictive provision or standard applies.

Enhancement Areas

- 2.7.3.17 That **Enhancement Areas** are undeveloped lands identified conceptually on Schedule 2 as “To be Determined through Future Studies” and are important components of the Natural Heritage Network because they have the potential to:
- a. enhance form and function of watercourses;
 - b. maintain and/or enhance water flow;
 - c. improve **Wildlife Habitat** value;
 - d. improve species movement and/or dispersal;
 - e. provide restoration options;
 - f. improve overall connectivity value; and/or
 - g. improve the likelihood of maintaining self-sustaining vegetation.
- 2.7.3.18 That Enhancement Areas are not existing known **Core Features**, but have been identified as potential **Core Features** that require further study if proposed for **Development** or **Site Alteration**.
- 2.7.3.19 That **Enhancement Areas** shown on Schedule 2 are approximate and the final location and boundary of the **Enhancement Area** shall be based on a natural heritage evaluation or **Environmental Impact Study** completed as part of the **Development** process.
- 2.7.3.20 That the natural heritage evaluation or **Environmental Impact Study** described in policy 2.7.3.19 shall demonstrate the **Enhancement Area**’s potential for restoration or re-naturalization as a **Core Feature**.
- 2.7.3.21 That the following shall be evaluated for identification as **Enhancement Areas** as a component of an analysis of **Adjacent Lands**:
- a. corridors and/or **Linkages** of an appropriate width and design to facilitate movement of target species, for the main branch of West Robinson Creek and in the upper Purpleville Creek subwatershed;
 - b. upland habitat of **Wetlands** within which biophysical functions or attributes directly related to the **Wetland** occur, and based on knowledge of species present and their use of habitat types; and
 - c. **Woodland** enhancements to improve forest connectivity, size, shape, and interior habitat
- 2.7.3.22 That **Enhancement Areas** as determined by policy 2.7.3.19 above shall be incorporated into the Natural Heritage Network as **Core Features** and/or open space designations and

conveyed to the City as a condition of **Development** approval. Such changes do not require amendment to this Plan.

- 2.7.3.23 That new **Development** and/or **Site Alteration** on lands within **Enhancement Areas** shall not be permitted except as permitted by policy 2.7.3.10, or where it has been determined through an **Environmental Impact Study** that the **Development** or **Site Alteration** shall not negatively impact the area's function as described in policy 2.7.3.17.

2.7.4 Protecting Core Features and Ecological Functions

The policies in this Section provide specific guidance for the protection of the **Ecological Functions** of **Core Features** within the Natural Heritage Network.

Woodlands

Woodlands are areas dominated by trees in both **Urban Areas** and non-**Urban Areas**. In Vaughan, **Woodlands** are generally found in the defined valleys of watercourses, but also on **tablelands** both in and outside the **Urban Area**. While smaller and disconnected, these tableland **Woodlands** provide important **Ecological Functions** that shall be preserved.

The City shall support the maintenance of important environmental functions, attributes and **Linkages** of **Woodland** resources, recognizing that this shall lead to more stable, resilient systems of vegetation and wildlife.

It is the policy of Council:

- 2.7.4.1 To protect and enhance **Woodlands**, by:
- prohibiting **Development** or **Site Alteration** in **Woodlands** and their minimum **Vegetation Protection Zones**, except as permitted per the provisions of subsection 2.9, 2.11 and 2.16. In the case of **Significant Woodlands** and their **Vegetation Protection Zones**, the appropriate Provincial policies shall also apply;
 - encouraging that minimum **Vegetation Protection Zones** be restored using a diversity of native **Tree** species that are resistant to the **Negative Impact** of invasive species and invasive destructive pests;
 - seeking public ownership of **Woodlands** and their vegetative protection zones through the **Development** application process;
 - using **Woodland** management practices that shall maintain or enhance existing functions, attributes and **Linkages**, including entering into easement agreements, where **Woodland** resources remain in private ownership; and
 - further encourage the planting of native species that are culturally **Significant** to Indigenous Peoples.
- 2.7.4.2 That an application for **Development** or **Site Alteration** on lands adjacent to **Woodlands** shall not be considered by Council unless:
- the precise limits of any **Woodland** within the area of the application have been established to the satisfaction of the City; and

- b. an evaluation is carried out to determine that the required minimum **Vegetation Protection Zone** between the **Woodland** and the proposed **Development** is sufficient to maintain or enhance existing functions, attributes and **Linkages** of the **Woodland**.

2.7.4.3 That notwithstanding policy 2.7.4.1 and policy 2.7.4.2, within the **Urban Area** on Schedule 1A and outside of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas, **Development** or **Site Alteration** may be permitted in a **Woodland** if all of the following are met:

- a. the **Woodland** does not meet any of the following criteria defining a **Significant Woodland**:
 - i. contains **Globally or Provincially Rare Plants, Animals or Communities** as designated by the Natural Heritage Information Centre;
 - ii. contains species designated by the Committee on the Status of Endangered Wildlife in Canada or by the Committee on the Status of Species at Risk in Ontario as threatened, **endangered** or **Special Concern Species**;
 - iii. is within 30 metres of **Wetlands, Lakes And Their Littoral Zones**, permanent and **Intermittent Streams, Kettle Lakes, Seepage Areas and Springs**;
 - iv. is four hectares or larger in size; or
 - v. is over two hectares and is within 100 metres of another **Core Feature** or occurs within the Natural Heritage Network;
- b. impact to the **Woodland** is unavoidable or the **Woodland** is not suitable for restoration and rehabilitation, as demonstrated through an assessment of **Development** alternatives to the satisfaction of the City; and
- c. a net gain in **Woodland** area can be provided as measured by attributes such as size, habitat condition and landscape context, to the satisfaction of the City, should all or part of the **Woodland** be modified.

2.7.4.4 That should policy 2.7.4.3 apply, a **Woodland** determined not to be **Significant** can be modified if:

- a. a **Woodland** evaluation, natural heritage evaluation or **Environmental Impact Study** identifies on-site **Woodland** features and **Ecological Functions** to the satisfaction of the City;
- b. any **Woodland** retained on-site is protected by an edge management plan and a **Vegetation Protection Zone** that demonstrates existing functions, attributes and **Linkages** of the **Woodland** are maintained or enhanced;
- c. any **Woodland** removed from the site is compensated, includes three-year maintenance of the plantings and demonstrates a net gain in **Woodland** area to the satisfaction of the City;
- d. compensation replaces the ecosystem structure and the land base of the **Woodland**, and final plans are approved by the City;

- e. **Development** and **Site Alteration** include an assessment of **Woodland** retention, restoration and/or enhancement through sensitive subdivision and site design prepared to the satisfaction of the City;
- f. restoration areas are incorporated into the Natural Heritage Network.

2.7.4.5 That **Development** and **Site Alteration** may be permitted within all or part of an **Urban Forest** if the forest complies with conditions in policy 2.7.4.3 and meets the following conditions:

- a. an assessment of **Woodland** retention, restoration and/or enhancement through subdivision and site design has been prepared to the satisfaction of the City;
- b. trees removed are compensated using a mix of species native to the area and suited to planting site conditions;
- c. for **Woodlands** outside of the Natural Heritage Network, **Tree** replacement is based on a replacement ratio or cash-in-lieu of **Tree** planting determined and to the satisfaction of the City;
- d. inside the Natural Heritage Network, habitat area is replaced through land base compensation determined by, and to the satisfaction of the City, to replicate **Ecological Functions** associated with **Woodland** loss;
- e. edge management is conducted for trees exposed by removals; and
- f. compensation plans are reviewed and approved by the City.

Valley and Stream Corridors

Vaughan contains a number of significant valley systems, the largest of which are formed by the Humber and East Humber Rivers in the western portions Vaughan, and the Don River in the eastern portion of Vaughan. Stream corridors are the vital link between the headwaters, the mid-reaches, and the lower reaches of watercourses.

Valley and Stream Corridors are valued landscape features that provide topographic and habitat diversity, act as corridors and **Linkages** and contain rich **Archaeological Resources**. Maintaining the integrity of these streams shall foster the maintenance of the ecological health of the valley and surrounding land-based features. The City shall work with the TRCA and the **Province** to protect **Valley and Stream Corridors** as critical elements of the Natural Heritage Network. **Development** shall be restricted within **Valley and Stream Corridors** and the natural features and functions within these systems shall be protected and enhanced.

It is the policy of Council:

2.7.4.6 To protect and enhance **Valley and Stream Corridors** by:

- a. prohibiting **Development** or **Site Alteration** in **Valley and Stream Corridors** and their required **Vegetation Protection Zones** except as permitted per the provisions of policy 4.9.1.8 and policy 2.7.4.9 and to the satisfaction of the TRCA;
- b. prohibiting uncontrolled storm sewer discharges into **Valley and Stream Corridors** within Vaughan; and

- c. requiring that the minimum **Vegetation Protection Zone** adjoining a **Valley and Stream Corridor** be excluded from any proposed **Development** block and shall be restored and revegetated with native species and maintained as part of the Natural Heritage Network.
- 2.7.4.7 That **Valley and Stream Corridors** are defined in accordance with standard practices and procedures, including management documents prepared by the TRCA, as may be amended from time to time.
- 2.7.4.8 That an application for **Development** or **Site Alteration** on lands adjacent to **Valley and Stream Corridors** shall not be considered by Council unless the precise limits of **Valley and Stream Corridors** have been established to the satisfaction of the City and the TRCA.
- 2.7.4.9 That public works considered to be generally **Compatible** for location in the **Valley and Stream Corridors** are those associated with flood control, erosion control, reconstruction, repair or maintenance of existing drains approved under the *Drainage Act*, 1990. Public works that must cross the **Valley and Stream Corridors** are permitted following completion of necessary **Environmental Assessments**. Where such structures are deemed to be necessary, they shall be properly sited and designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts and shall be identified to maintain habitat area and enhance overall **Ecological Function** according to the stormwater management principles defined in the **Province's** "Stormwater Management Planning and Design Manual", as amended from time to time.
- 2.7.4.10 To recognize that proposals for modifications to watercourses may occur at the time of proposed **Development** or **Site Alteration**. Such proposals may only be considered provided that all other policies of this Plan are satisfied and that such modification is associated with a permitted **Development**. Where such alterations are proposed, the proponent shall satisfy the requirements of the TRCA and demonstrate improvement of the **Ecological Function** of the watercourse. Modifications to watercourses are required to follow all requirements under the *Ontario Water Resources Act*, 1990, including any applicable permit requirements.
- 2.7.4.11 Land conversions or **Redevelopment** in or abutting Urban River Valleys in the Greenbelt Plan Area, including those identified as Built-Up Valley Lands on Schedule 2 of this Plan, shall strive to:
 - a. establish or increase the extent or width of **Vegetation Protection Zones** in **Natural Self-Sustaining Vegetation**, especially in the most ecologically **sensitive** areas (i.e. near the stream and below the stable top of bank);
 - b. increase or improve **Fish Habitat** in streams and in the adjacent riparian lands;
 - c. include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both **Wildlife Habitat** and movement corridors; and
 - d. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems.

Built-up Valley Lands

- 2.7.4.12 That Built-up Valley Lands, as identified on Schedule 2, recognize existing developed lands located below the physical top of bank and within the area regulated in accordance with the *Conservation Authorities Act*. Pursuant to policies 2.7.3.3 and 5.3.1.22, minor alterations or additions to such legally existing buildings and structures may be permitted subject to the policies of this Plan and subject to all requirements of the TRCA, York Region, or the **Province**, as required.
- 2.7.4.13 That new **Development** and/or **Site Alterations** on Built-up Valley Lands are prohibited, except in accordance with an approved **Secondary Plan**, within and in accordance with an approved **Special Policy Area** and/or an approved permit under the *Conservation Authorities Act*.

Wetlands

Wetlands play critical hydrological and habitat roles. Many of Vaughan's **Wetlands** are in the headwaters of the Humber and Don Rivers, feeding the small tributaries that in turn feed these large river systems. They also occur along the floodplains of watercourses and in "kettles" once occupied by trapped blocks of glacial ice. **Wetlands** are a vital link in the maintenance of surface and ground water interactions improving water quality, regulating water temperature and providing natural flood control by absorbing peak storm flows. They also provide important habitat for a wide range of plant, fish and other wildlife that require aquatic and semi-aquatic conditions. All **Wetlands** and appropriate **Vegetation Protection Zones** shall be protected from **Development** and **Site Alteration**.

It is the policy of Council:

- 2.7.4.14 To protect and enhance **Wetlands** by:
- a. prohibiting **Development** or **Site Alteration** on **Wetlands** and their minimum **Vegetation Protection Zones** except as permitted per the provisions of policy 4.9.1.8 and in accordance with Provincial requirements;
 - b. encouraging the rehabilitation of privately-owned **Wetlands** to provide for their continued environmental function;
 - c. encouraging environmental farm programs that would direct livestock grazing areas away from **Wetlands** and seek alternative water sources for livestock;
 - d. encouraging alternatives to the placement of drains in **Wetland** areas; and
 - e. encouraging the creation of **Wetlands**, where appropriate, to contribute to increased natural heritage functions in the landscape.
- 2.7.4.15 That Provincially **Significant Wetlands** and **Wetlands** in Provincial Plan Areas and their minimum **Vegetation Protection Zone** of 30 metres are included as **Core Features**. Notwithstanding policy 2.7.4.14.a of this Plan, prior to **Development** or **Site Alteration** approval, other **Wetlands** that may be impacted shall be assessed through detailed studies that identify their features and **Ecological Functions**, including their hydrological role and natural asset values. Other **Wetlands** and newly identified **Wetlands**:

- a. determined to be provincially **Significant** shall be protected according to Provincial requirements and the policies of this Plan;
- b. within the Oak Ridges Moraine and Greenbelt Plan Areas shall be subject to the requirements of those Plans;
- c. evaluated as not provincially **Significant** shall be protected, including a **Vegetation Protection Zone** determined through an **Environmental Impact Study** to the satisfaction of the City and the TRCA;
- d. determined by the TRCA to have natural features to be protected shall be maintained in their current location and their current state. This does not apply if it is demonstrated through technical studies (i.e., **Environmental Impact Study**) completed to the satisfaction of the TRCA, that the ecological and **Hydrologic Function** of the **Wetland** area is minimal and all efforts to protect the **Wetland** through the mitigation hierarchy (i.e., avoid, minimize, mitigate, compensate) have been exhausted. Where compensation is agreed to by the City and the TRCA, the following criteria shall apply:
 - i. compensation outcomes will fully replace the same level of lost ecosystem structure, function, and land base in proximity to where the loss occurs;
 - ii. the compensation outcome shall achieve an overall net ecological gain;
 - iii. compensation shall be directed to on-the-ground ecosystem restoration and be informed by strategic **Watershed** and restoration planning; and
 - iv. the compensation process shall use an adaptive management approach incorporating monitoring, tracking and evaluation to gauge success and inform program improvements.

2.7.4.16 That an application for **Development** or **Site Alteration** on lands adjacent to **Wetlands** shall demonstrate that:

- a. there shall be no loss of **Wetland** features and functions, including the hydroperiod of the **Wetland** (i.e., timing, volume, and duration of water);
- b. there shall be no loss of contiguous **Wetland** area;
- c. subsequent demand for **Development** shall not cause increased pressure on the **Wetland** in the future; and
- d. the minimum **Vegetation Protection Zone** between the **Wetland** and the proposed **Development** is sufficient to address items a. through c. above.

Species at Risk and Significant Wildlife Habitat

The lands that comprise the Natural Heritage Network provide habitat for a wide variety of plant and animal species. Some of these species are considered Species at Risk as determined by the Federal *Species at Risk Act* or Provincial *Endangered Species Act*. Areas where these species are found, or areas with certain characteristics known to provide habitat for such species, shall be protected to maintain the health of the species.

It is the policy of Council:

- 2.7.4.17 To protect and enhance the habitat of species at risk, including endangered, threatened and **Special Concern Species** by:
- a. prohibiting **Development** or **Site Alteration** within the **Significant Habitat of Endangered and Threatened Species** as identified on the Species at Risk in Ontario List, except in accordance with provincial and federal requirements;
 - b. ensuring appropriate buffers from this habitat are provided as identified in provincial guidelines;
 - c. encouraging stewardship measures to protect the habitat of species at risk; and
 - d. working with all stakeholders to develop management plans or recovery strategies for species at risk in Vaughan.
- 2.7.4.18 To protect and enhance **Significant Wildlife Habitat** by:
- a. identifying **Significant Wildlife Habitat** in accordance with criteria provided by the **Province** through the appropriate study such as a **Watershed** plan, or natural heritage or hydrological evaluations, prior to undertaking any **Development** or **Site Alteration**;
 - b. identifying **Significant Wildlife Habitats** where there are concentrations of biodiversity; and
 - c. prohibiting **Development** or **Site Alteration** within **Significant Wildlife Habitat** in accordance with the Provincial Planning Statement.
- 2.7.4.19 That **Development** or **Site Alteration** are not permitted on **Adjacent Lands** to **Significant Wildlife Habitat** unless it is demonstrated through an **Environmental Impact Study** that there shall be no **Negative Impacts** on the feature or its ecological function.

Fisheries and Aquatic Habitat

Watercourses in Vaughan support a range of fish species and a wide variety of aquatic life. Fishery resources and aquatic habitat are important indicators of overall environmental health and as such they are recognized for protection in the Provincial Planning Statement. The City shall work to protect and enhance **Fish Habitat** by limiting further impacts from urban **Development** and agricultural activities. Where degradation has occurred due to land use activities, the City shall support the remediation of streams and renewal of aquatic habitats.

It is the policy of Council:

- 2.7.4.20 To protect aquatic biodiversity outside the Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas by:
- a. prohibiting **Development** and **Site Alteration** in areas identified as **Fish Habitat** except in accordance with Provincial and Federal requirements;
 - b. preserving or remediating natural variation in stream flows to maintain healthy aquatic systems and ensuring any permitted **Development** meets the TRCA stormwater management criteria, to the satisfaction of the City, regarding water balance,

groundwater direction, infiltration quantities, surface water quality and groundwater quality;

- c. prohibiting **Development** and **Site Alteration** within sensitive **Surface Water Features**, including **Waterbodies**, **Seepage Areas and Springs** and their **Vegetation Protection Zone**, unless it is demonstrated through an **Environmental Impact Study**, natural heritage evaluation or hydrologic evaluation that the **Development** or **Site Alteration** shall not result in a **Negative Impact** to the ecological and/or **Hydrologic Functions** of the sensitive **Surface Water Feature**;
- d. encouraging consistency with the framework for fisheries management outlined in the Humber and Don River **Watershed** Plans and supporting documents, as may be amended from time to time, particularly with respect to;
 - i. rehabilitation activities;
 - ii. encouraging the protection and improvement of in-stream habitat for target species identified for each fisheries management zone; and
 - iii. requiring any **Development** proposal on lands adjacent to existing **Fish Habitat** to consider the best practices for aquatic management for new **Development**.

- 2.7.4.21 That any **Development** application shall be reviewed by the City and appropriate agencies with respect to its potential impact on **Fish Habitat** to determine if it shall result in a reduction of the **Ecological Functions**, attributes, or **Linkages** of the stream which could impair aquatic health. Where **Adverse Effects** are confirmed, authorizations shall be consistent with Ontario's Provincial Fish Strategy and the **Fish Habitat** Referral Protocol for Ontario, as may be amended from time to time.
- 2.7.4.22 That **Development** and associated servicing **Infrastructure** that has a **Negative Impact** on streams identified as habitat for one or more species at risk shall provide for the protection and enhancement of aquatic habitat that supports these species. **Development** shall be required to adhere to recommendations in applicable Federal Species at Risk Recovery Strategy.
- 2.7.4.23 That, where permitted by the City and the TRCA, stream restoration or alteration shall be undertaken using natural channel design principles where alterations to stream channels may be required and/or where channel instability is indicated.
- 2.7.4.24 That **Development** or **Site Alteration** are not permitted on **Adjacent Lands** to **Fish Habitat** unless it is demonstrated that there will be no **Negative Impacts** on the feature or its ecological function.

2.7.5 Environmental Reporting

As part of the **Development** process, applications for **Development** with the potential to impact the Natural Heritage Network shall be supported by studies that demonstrate compliance with this Plan. All **Development** applications within 120 metres of the identified Natural Heritage Network will require an

Environment Impact Study. In the case of a Block Plan application, a more significant study called a Master Environment and Servicing Plan is required, regardless of proximity to the Natural Heritage Network. The Master Environment and Servicing Plan will examine the complete range of environmental resources with which the environmental policies of this Plan are concerned and align new **Development, Infrastructure** and municipal service provision with the protection and enhancement of **Natural Heritage Features and Areas** and related ecosystem functions.

To guide the preparation of environmental reports, including the Environmental Impact Studies and Master Environment and Servicing Plans, the City has developed an Environmental Management Guideline that sets out the general requirements for specific studies that shall be undertaken to satisfy the environmental reporting required in this Plan. It also provides additional detail on how certain features and functions of the Natural Heritage Network will be treated.

Environmental Management Guideline

It is the policy of Council:

- 2.7.5.1 That the City of Vaughan Environmental Management Guideline identifies key management issues and provides guidance in support of the policies of Section 2.7 of this Plan for the preparation of environmental reporting in support of **Development** applications.
- 2.7.5.2 To review, update and refine the Environmental Management Guideline from time to time to:
 - a. facilitate the successful implementation of the systems approach to the Natural Heritage Network;
 - b. establish the scope and technical requirements for the preparation of environmental reports; and
 - c. ensure that **Development** activity successfully achieves the environmental objectives of this Plan.

Environmental Impact Studies

It is the policy of Council:

- 2.7.5.3 That any proposal for **Development** or **Site Alteration** in the Natural Heritage Network, or within lands adjacent to the Natural Heritage Network (generally 120 metres), shown on Schedule 2 shall be supported by an **Environmental Impact Study**.
- 2.7.5.4 That the specific requirements of the **Environmental Impact Study** will be outlined in the Environmental Management Guideline and the TRCA's Environmental Impact Statement Guidelines for technical requirements.

Master Environment and Servicing Plan

It is the policy of Council:

- 2.7.5.5 That as part of the preparation of a Block Plan, or **Development** application for a large site, a Master Environment and Servicing Plan will be required completed to the satisfaction of the

City of Vaughan, in consultation with public agencies such as the TRCA, prior to the approval of the Block Plan.

2.8 Environmentally Significant Areas and Areas of Natural and Scientific Interest (Schedule 3)

Environmentally Significant Areas are Natural Areas that have special geological or landform characteristics, hydrological or hydrogeological functions; or which support rare, threatened or endangered species; or provide high quality **Wildlife Habitat** or important habitat for a concentration of species such as migratory stop-over areas; or provide a significant **Linkage** function. **Life Science Areas of Natural and Scientific Interest** and **Earth Science Areas of Natural and Scientific Interest** are landscapes that have Provincially or regionally significant ecological and geological features, respectively. **Environmentally Significant Areas** are identified by the City and **Areas of Natural and Scientific Interest** are identified by the **Province**. Vaughan will protect all **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** from **Development** to preserve their unique landscape, species and habitat features.

It is the policy of Council:

- 2.8.1.1 To protect and enhance **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest**, as identified on Schedule 3, by prohibiting **Development** or **Site Alteration** in both unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
- 2.8.1.2 That an application for **Development** or **Site Alteration** on lands adjacent to **Environmentally Significant Areas** and/or **Areas of Natural and Scientific Interest** shall:
 - a. identify planning, design and construction practices that will provide for the protection of the ecological attributes for which the **Environmentally Significant Area** or **Areas of Natural and Scientific Interest** was identified;
 - b. determine the appropriate minimum **Vegetation Protection Zone**, specify the dimensions of that zone and provide for the maintenance and, where possible, improvement or restoration of the natural vegetation within it; and
 - c. assess the potential impact of the **Development** on the **Ecological Functions** and attributes of the **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** and provide a detailed mitigation strategy.
- 2.8.1.3 An application for **Development** or **Site Alteration** within the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, and within an **Earth Science Area of Natural and Scientific Interest** feature shown on Schedule 3 and the related minimum area of influence which includes all lands within 50 metres of any part of the feature, shall be accompanied by an earth science heritage evaluation that:
 - a. identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the **Area of Natural and Scientific Interest** was identified; and

- b. determines whether the minimum **Vegetation Protection Zone** is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of **Natural Self-Sustaining Vegetation** within it.

2.9 Provincial Plans and Designation (Schedule 4)

Areas subject to **Provincial** plans and designations are identified on Schedule 4.

2.9.1 Oak Ridges Moraine Conservation Plan Area

The Oak Ridges Moraine is a landform that crosses a portion of the Greater Golden Horseshoe. The area of the Moraine known as the Maple Spur is located in northeastern Vaughan. It is notable for its unique geological characteristics, its important groundwater recharge and discharge functions, the coldwater streams that originate within it, its high quality and extensive Natural Areas, and its landform characteristics. In Vaughan, the Moraine provides a number of **Significant** vistas and panoramic views to the south. The Moraine includes the Maple Upland and Kettle **Wetlands** Regionally Significant **Life Science Areas of Natural and Scientific Interest**, the Oak Ridges Moraine Maple Spur **Earth Science Area of Natural and Scientific Interest**, as well as the McGill Environmental Site Assessment.

The Oak Ridges Moraine Conservation Plan was developed by the **Province** to protect this landform. Vaughan will support the objectives of the Oak Ridges Moraine Conservation Plan to protect natural heritage and hydrological features and functions.

It is the policy of Council:

- 2.9.1.1 To recognize the Oak Ridges Moraine as a Provincially **Significant** natural feature that requires special regard and protection.
- 2.9.1.2 That the Oak Ridges Moraine Conservation Plan boundary applicable to the City of Vaughan is identified on Schedule 4.
- 2.9.1.3 That the use of land within the Oak Ridges Moraine Conservation Plan boundary identified on Schedule 4 is subject to the applicable policies of the Oak Ridges Moraine Conservation Plan, as interpreted throughout this Plan.
- 2.9.1.4 That where there is a conflict between the policies of the Oak Ridges Moraine Conservation Plan and the policies of this Plan, the policies of the Oak Ridges Moraine Conservation Plan shall prevail.
- 2.9.1.5 To assist in the implementation of the Oak Ridges Moraine Conservation Plan by working with the **Province** to implement **Tree** cutting and **Site Alteration** by-laws required by the Oak Ridges Moraine Conservation Plan and any subsequent regulations to the satisfaction of the City.
- 2.9.1.6 That notwithstanding policy 2.7.3.9, on lands designated Oak Ridges Moraine Settlement Area on Apr. 22, 2002, a minimum **Vegetation Protection Zone** less than that specified in policy 2.7.3.7 may be permitted where it is adopted on the basis of environmental studies or

Infrastructure planning, assessment **Environmental Assessments, Infrastructure** servicing studies or through Master Environment and Servicing Plans.

- 2.9.1.7 That no amendment to this Plan is required where minor changes to the boundary of the key **Natural Heritage Features and Areas** or **Hydrologically Sensitive Features** are based on studies, provided to the satisfaction of the City, and carried out in accordance with:
- this Plan;
 - the Oak Ridges Moraine Conservation Plan Technical Papers; or
 - updated information from the TRCA, the **Province**, where applicable, the Federal Department of Fisheries and Oceans or their delegate.
- 2.9.1.8 That the presence or absence of **Significant** portions of habitat of endangered, rare and threatened species, **Fish Habitat, Significant Valleylands, Significant Wildlife Habitat**, and **Seepage Areas and Springs** on the lands subject to a **Development** or **Site Alteration** application and within 120 metres of the application, shall be confirmed through environmental studies using criteria established by the **Province**. Such confirmation will be undertaken to the satisfaction of the City in consultation with the TRCA, where required.
- 2.9.1.9 That key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** identified in the Oak Ridges Moraine Conservation Plan Area but not shown on Schedules to this Official Plan, are subject to the provisions in Sections 2.7.1, 2.7.3, 2.7.4 of this Plan respecting key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features**. **Fish Habitat** in the Oak Ridges Moraine Conservation Plan Area are to include but are not limited to, all **Hydrologically Sensitive Features** with surface water characteristics.
- 2.9.1.10 That applications for **Development** or **Site Alteration** with respect to land within a key natural heritage feature or **Hydrologically Sensitive Feature** or its area of influence (as defined by the Oak Ridges Moraine Conservation Plan), shall be accompanied by a natural heritage and/or hydrologic evaluation which meets the relevant requirements of the Oak Ridges Moraine Conservation Plan.
- 2.9.1.11 That within the Oak Ridges Moraine Conservation Plan area no new **Agricultural Uses, Agriculture-Related Uses**, or **Accessory** uses shall be permitted within key **Natural Heritage Features and Areas, Hydrologically Sensitive Features** and their associated minimum **Vegetation Protection Zone** if the lands were not being used for that use on November 15, 2001.
- 2.9.1.12 That the technical papers associated with the Oak Ridges Moraine Conservation Plan be consulted to provide clarification in implementing the policies related to key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features**. In the event of a conflict in the interpretation of the provincial technical papers and the policies of this Plan, the policy which is more protective of the feature will apply.
- 2.9.1.13 That lands within the Oak Ridges Moraine Conservation Plan boundary, particularly in Oak Ridges Moraine Natural Core Areas and Oak Ridges Moraine Natural Linkage Areas as

identified on Schedule 4, are also a focus for enhancement opportunities and securement initiatives to further support Vaughan's Natural Heritage Network.

- 2.9.1.14 That the minimum **Vegetation Protection Zone** that applies within the Oak Ridges Moraine Conservation Plan Area is not required to extend beyond the boundaries set out in the Oak Ridges Moraine Conservation Plan, except as follows:
- a. an **Environmental Impact Study** and/or a natural heritage evaluation, prepared to the satisfaction of the City and, if needed, the TRCA, confirms that a minimum **Vegetation Protection Zone** should be extended beyond the Oak Ridges Moraine Conservation Plan boundary; and
 - b. where a **Woodland, Wetland, or Life Science Areas of Natural and Scientific Interest** identified for protection is located both within and outside the Oak Ridges Moraine Plan boundary, and more than 50% of the feature is located within that boundary. In this case, the **Vegetation Protection Zone** that is most protective of the feature shall generally apply to the portion outside of the Oak Ridges Moraine Plan Area unless an **Environmental Impact Study** and/or a natural heritage evaluation demonstrates that a lesser **Vegetation Protection Zone** is appropriate to the satisfaction of the City.
- 2.9.1.15 That all applications for **Development** and **Site Alteration** in the Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area and Oak Ridges Moraine Countryside designations shall identify planning and design construction practices that demonstrate that no buildings or other **Site Alterations** impede the movement of plants and animals among key **Natural Heritage Features and Areas, Hydrologically Sensitive Features** and adjacent land within Oak Ridges Moraine Natural Core Areas and Oak Ridges Moraine Natural Linkage Areas.
- 2.9.1.16 That for every application in the Oak Ridges Moraine Conservation Plan Area commenced on or after April 23, 2007, **Major Development** as defined in Section 3(1) of the Oak Ridges Moraine Conservation Plan is prohibited unless:
- a. the **Major Development** conforms with the Humber River **Watershed** Plan and/or Don River **Watershed** Plan; and
 - b. a water budget and conservation plan, prepared in accordance with Section 25 of the Oak Ridges Moraine Conservation Plan and demonstrating that the water supply required for the **Major Development** is sustainable, has been completed.
- 2.9.1.17 That an application for **Major Development** within the Oak Ridges Moraine Conservation Plan Area commenced prior to April 23, 2007, shall not be approved unless a water budget and conservation plan has been completed, or the applicant:
- a. identifies any **Hydrologically Sensitive Features** and related **Hydrologic Functions** on the site and how they will be protected;
 - b. demonstrates that an adequate water supply is available for the **Development**, and that there is sufficient assimilative capacity to deal with the sewage from the **Development**,

without compromising the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area; and

- c. provides, with respect to the site and such other land as the approval authority considers necessary, a water budget and water conservation plan that:
 - i. characterizes groundwater and surface water flow systems by means of modeling;
 - ii. identifies the availability, quantity and quality of water sources; and
 - iii. identifies water conservation measures.

2.9.1.18 That with respect to land in the Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area and Oak Ridges Moraine Countryside designations identified on Schedules 4 and 13 of this Plan, all **Development** and **Site Alteration** with respect to land in a subwatershed are prohibited if they would cause the total percentage of the area of the subwatershed that has impervious surfaces to exceed:

- a. 10%; or
- b. any lower percentage specified in the applicable **Watershed** plan.

2.9.1.19 That with respect to land in the Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside designations identified on Schedules 4 and 13 to this Plan, in considering applications for **Development** or **Site Alteration** with respect to land in a subwatershed, the City shall take into account the desirability of ensuring that at least 30% of the area of the subwatershed has self-sustaining vegetation.

2.9.1.20 That with respect to land in the **Oak Ridges Moraine Settlement Area** designation identified on Schedule 4, in considering applications for **Development** or **Site Alteration** with respect to land in a subwatershed, the City shall consider the importance of:

- a. ensuring that natural vegetation is maintained and, where possible, improved or restored; and
- b. keeping impervious surfaces to a minimum.

2.9.1.21 That within the Oak Ridges Moraine Conservation Plan Area, any application for **Major Development**, as defined in that Plan, will be accompanied by a stormwater management plan prepared in accordance with the applicable **Watershed** plan, which provides for an integrated treatment train approach to stormwater management that:

- a. minimizes stormwater flows and reliance on end-of-pipe controls by using a sequence of measures including:
 - i. source controls;
 - ii. lot-level controls such as devices and designs that direct roof discharge; and
 - iii. conveyance techniques such as grass swales; and

- b. increases the municipality's capacity to adapt to climate change.
- 2.9.1.22 securing new enhancement areas for improved connectivity of the Natural Heritage Network through the Development approvals process, conservation easements, donations or purchases That within the Oak Ridges Moraine Conservation Plan Area, any application for **Development** or **Site Alteration** will demonstrate that planning, design and construction practices that protect water resources will be used, including;
 - a. keeping the removal of vegetation, grading and soil compaction to a minimum;
 - b. keeping all sediment that is eroded during construction within the site;
 - c. seeding or sodding exposed soils as soon as possible after construction; and
 - d. keeping chemical applications to suppress dust and control pests and vegetation to a minimum.
- 2.9.1.23 That all transportation and transit **Infrastructure** initiatives within the Oak Ridges Moraine Conservation Plan Areas identified on Schedule 4 shall be in accordance with the policies of the Oak Ridges Moraine Conservation Plan and the policies this Plan.
- 2.9.1.24 That all utilities, **Infrastructure** and servicing within the boundary of the Oak Ridges Moraine Conservation Plan Area identified on Schedule 4 shall be subject to the policies of the Oak Ridges Moraine Conservation Plan and the policies of this Plan.
- 2.9.1.25 That, on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area and Oak Ridges Moraine Countryside on Schedule 4 and Schedule 13, service and utility trenches for **Infrastructure** and utilities, where permitted in accordance with the Oak Ridges Moraine Conservation Plan, shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.
- 2.9.1.26 That within the Oak Ridges Moraine Conservation Plan Area, shown on Schedule 4, an application for **Major Development** shall be accompanied by a sewage and water system plan that meets the requirements of Section 43(1) of the Oak Ridges Moraine Conservation Plan.
- 2.9.1.27 That within the Oak Ridges Moraine Conservation Plan Area the construction or expansion of **Partial Services** is prohibited, except where:
 - a. the construction or expansion of **Partial Services** has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority; or
 - b. the construction or expansion was approved under the *Environmental Assessment Act* before November 17, 2001, and the period of time during which the construction or expansion may begin has not expired.
- 2.9.1.28 That within the Oak Ridges Moraine Conservation Plan Area water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

- 2.9.1.29 That within the Oak Ridges Moraine Conservation Plan Area, policy 2.9.1.27 does not apply to prevent the connection to municipal water for existing lots and for lots in Plan of Subdivision applications which received draft plan approval prior to Nov. 16, 2001, in the Woodland Acres Area, where the lots have been approved for **Development** based on private sewage disposal systems and a municipal water supply.
- 2.9.1.30 That despite anything else in this Plan, new waste disposal sites and facilities and organic soil conditioning sites are prohibited on lands designated Oak Ridges Moraine Natural Core Areas or Oak Ridges Moraine Natural Linkage Areas on Schedule 13 to this Plan, or in key **Natural Heritage Features and Areas** and **Key Hydrologic Features** and related **Vegetation Protection Zones**.
- 2.9.1.31 That notwithstanding the policies of this Plan and the Oak Ridges Moraine Conservation Plan, new **Rapid Infiltration Basins** and new **Rapid Infiltration Columns** are prohibited in the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4.

2.9.2 Greenbelt Plan Area

The **Province's** Greenbelt Plan provides for the protection of a system of agricultural and environmental lands that are linked to other major features in the **Province**, including the Oak Ridges Moraine. The Greenbelt Plan recognizes the functional inter-relationships between the **Natural Heritage Features and Areas**, open spaces and agricultural lands within the Greenbelt Plan Area and the surrounding lands. The Greenbelt Plan Area is made up of the Protected Countryside and a **Natural Heritage System** that runs through the Protected Countryside, as well as the Urban River Valleys. This Section outlines the policies applicable within each of those areas as well as policies applicable to **Natural Heritage Features and Areas** that may be found throughout the Greenbelt Plan Area.

It is the policy of Council:

- 2.9.2.1 That the Greenbelt Plan Area, as identified by the Greenbelt Plan Boundary on Schedule 4 of this Plan, and in *Ontario Regulation 59/05* under the *Greenbelt Act, 2005*, is an important feature in Vaughan intended to protect lands for natural heritage and **Agricultural Uses**.
- 2.9.2.2 That lands within the **Natural Heritage System** of the Protected Countryside and the Urban River Valleys of the Greenbelt Plan are a focus for enhancement and securement initiatives to further support Vaughan's Natural Heritage Network.
- 2.9.2.3 That only publicly-owned lands are subject to the policies of the Urban River Valley designation in the Greenbelt Plan. Any privately-owned lands within the boundary of the

The Greenbelt Plan's Urban River Valley designation provides direction for those areas where the Greenbelt occupies river valleys in an urban context. These Urban River Valleys may be the setting for a network of uses and facilities, including recreational, cultural and tourist amenities and **Infrastructure**, which are needed to support urban areas.

Those lands designated Urban River Valley in Vaughan are shown on Schedule 4 to this Plan.

Urban River Valley area are not subject to the policies of this designation. For the purposes of this policy, publicly-owned lands means lands in the ownership of the City, the **Province**, another municipality, or a local board, including TRCA.

- 2.9.2.4 That notwithstanding policy 2.7.3.10 of this Plan, certain types of **Development** or **Site Alteration** may be permitted in **Key Hydrologic Features** and key **Natural Heritage Features and Areas** within the **Natural Heritage System** subject to the policies of Section 4 of the Greenbelt Plan. Conformity with the relevant sections of the Greenbelt Plan shall be documented in a Greenbelt conformity report.
- 2.9.2.5 That the minimum **Vegetation Protection Zone** that applies within the Greenbelt Plan Area is not required to extend beyond the boundaries set out in the Greenbelt Plan, except as follows:
- a. an **Environmental Impact Study** and/or natural heritage evaluation, prepared to the satisfaction of the City and, if needed, the TRCA, confirms that a minimum **Vegetation Protection Zone** be extended beyond the Greenbelt Plan Boundary; and
 - b. where a **Woodland, Wetland**, or **Life Science Areas of Natural and Scientific Interest** identified for protection is located both within and outside the boundary of the **Natural Heritage System** of the Greenbelt Protected Countryside, and more than 50% of the feature is located within that Boundary, the **Vegetation Protection Zone** that is most protective of the feature shall apply to the portion outside of the Greenbelt Plan Area unless an **Environmental Impact Study** and/or a natural heritage evaluation demonstrates that a lesser **Vegetation Protection Zone** is appropriate.
- 2.9.2.6 That a proposal for new **Development** or **Site Alteration** adjacent to a key natural heritage feature within the **Natural Heritage System** or a **Key Hydrologic Feature** anywhere within the Greenbelt Protected Countryside requires a natural heritage evaluation and hydrological evaluation which meet the requirements of Section 3.2.5(5) of the Greenbelt Plan.
- 2.9.2.7 That within the Greenbelt Plan Area, expansions to existing agricultural buildings and structures and farm and **Non-farm Residence**, together with **Accessory** uses, are permitted in key **Natural Heritage Features and Areas**, subject to the existing use policies of Section 4.5 of the Greenbelt Plan.
- 2.9.2.8 That notwithstanding the **Core Features** policies of subsection 2.7.3 of this Plan, new buildings and structures for **Agricultural Uses** will be required to provide a 30 metre **Vegetation Protection Zone** from a key natural heritage feature or **Key Hydrologic Feature**. However, they may be exempted from the requirement of establishing a condition of **Natural Self-Sustaining Vegetation**, if the land is and will continue to be, used for agricultural purposes. Despite this exemption, **Agricultural Uses** should pursue best management practices to protect and/or restore **Key Hydrologic Features** and functions.
- 2.9.2.9 That within the Provincial **Natural Heritage System** in the Greenbelt Plan Boundary identified on Schedule 4, **Agricultural Uses** and rural uses are permitted subject to the applicable policies of this subsection and subsection 3.2.

- 2.9.2.10 That where non-**Agricultural Uses** are contemplated on lands within the Greenbelt Plan Boundary identified as Provincial **Natural Heritage System**, applicants shall demonstrate that:
- at least 30% of the total **Developable Area** of the site will remain or be returned to **Natural Self-Sustaining Vegetation**, recognizing that the policies of subsection 2.6 of this Plan establish specific standards for the non-renewable resource uses;
 - connectivity along the system and between key **Natural Heritage Features and Areas** or **Key Hydrologic Features** located within 240 metres of each other is maintained or enhanced; and
 - buildings or structures do not occupy more than 25% of the total **Developable Area** and are planned to optimize the compatibility of the project with the natural surroundings.
- 2.9.2.11 That new buildings or structures for **Agricultural Uses**, **Agriculture-Related Uses** and **On-Farm Diversified Uses** on lands within the Greenbelt Plan Boundary identified as Provincial **Natural Heritage System**, are not subject to policy 2.9.2.10, but are subject to the policies on key **Natural Heritage Features and Areas** and feature **Key Hydrologic Features**.
- 2.9.2.12 That new **Development** or **Site Alteration** on lands within the Greenbelt Plan Boundary identified on Schedule 4, as permitted by the policies of this Plan, shall be subject to additional policies under subsection 3.2.2(3) of the Greenbelt Plan.
- 2.9.2.13 That **Major Development** may be permitted within key hydrologic areas of the Protected Countryside designation within the Greenbelt Plan where it has been demonstrated that the hydrologic functions, including groundwater and surface water quality and quantity, of these areas shall be protected and, where possible, improved or restored through:
- the identification of planning, design and construction practices and techniques;
 - meeting other criteria and direction set out in the applicable **Watershed Planning** or **Subwatershed Plan**; and
 - meeting any applicable provincial standards, guidelines and procedures.
- 2.9.2.14 That **Major Development** may be permitted within key hydrologic areas of the Protected Countryside designation within the Greenbelt Plan when **Major Development** is a new or expanding building or structure for **Agricultural Uses**, **Agriculture-Related Uses** or **On-Farm Diversified Uses** where the total impervious surface does not exceed 10% of the lot.
- 2.9.2.15 That within the Greenbelt Plan Area, stormwater management systems are prohibited in key **Natural Heritage Features and Areas** or **Key Hydrologic Features** and their associated **Vegetation Protection Zones**.
- 2.9.2.16 That stormwater management **Infrastructure** that is proposed to be located within the Greenbelt Plan Area is to conform with the Greenbelt Plan.
- 2.9.2.17 That within the Greenbelt Plan Area, when siting new municipal and other wells, consideration shall be given to the location of **Vulnerable** areas.

- 2.9.2.18 That within the Greenbelt Area, where settlements that do not currently have Great Lake or Lake Simcoe-based water and sewage services, extensions to or expansions of existing Great Lake or Lake Simcoe-based services to such settlements is not permitted, unless such servicing is required to address failed individual on-site sewage or water services or to ensure the protection of public health where it has been determined by a Medical Officer of Health (or health authority) that there is a public health concern associated with existing services within the settlement. The capacity of the services provided in these circumstances will be restricted to that required to service the affected existing settlement plus the capacity for potential **Development** within the approved settlement boundary as it existed on the date the Greenbelt Plan came into effect. Where site conditions are suitable for the long-term provision of such services, it is only permitted in the following circumstances:
- a. where such servicing is necessary to address failed individual on-site sewage or water services serving existing **Development**; or
 - b. to allow for infill and **Intensification** within settlement areas served by **Partial Services** as of the date this Plan came into effect.
- 2.9.2.19 That where settlements currently have approvals for Great Lake based water and/or sewer services as of Dec. 16, 2004, the date the Greenbelt Plan came into effect, such services may be extended and expanded to service growth within an approved settlement boundary as it existed on the date the Greenbelt Plan came into effect. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by the Greenbelt Plan.
- 2.9.2.20 That within the Greenbelt Plan Area, the extension of municipal or **Private Communal Sewage Services** or **Private Communal Water Services** outside of a settlement boundary shall only be permitted in the case of health issues or to service **Existing Uses** and the expansion thereof adjacent to the settlement. Notwithstanding the above, where municipal water services exist outside of settlements areas, **Existing Uses** within the service area boundary as defined by the **Environmental Assessment** may be connected to such a service.
- 2.9.2.21 That proposals for **Infrastructure** within or crossing the Protected Countryside of the Greenbelt Area shall conform with the Greenbelt Plan and demonstrate that:
- a. sewage and water servicing can be provided in a manner that does not negatively impact ecological features and functions, quality and quantity of ground and surface water, including stream baseflow, and is sufficient to accommodate the proposed use(s);
 - b. applicable recommendations, standards or targets within the Humber River **Watershed** Plan, Don River **Watershed** Plan and water budgets are reflected; and
 - c. any sewage and water servicing installation is planned, designed and constructed to minimize surface and groundwater disruption.

- 2.9.2.22 That all utilities, **Infrastructure** and servicing within the boundary of the Greenbelt Plan Area identified on Schedule 4 shall be subject to the policies of the Greenbelt Plan and the policies of this Plan.
- 2.9.2.23 That all transportation and transit **Infrastructure** initiatives within the Greenbelt Plan Areas identified on Schedule 4 shall be in accordance with the policies of Greenbelt Plan and the policies this Plan.

Renewable Resources in the Greenbelt

It is the policy of Council:

- 2.9.2.24 That for lands within the Protected Countryside of the Greenbelt Area, renewable resources are those non-agriculture-based natural resources that support uses and activities, such as forestry, water taking, fisheries, conservation and wildlife management.
- 2.9.2.25 That activities related to the use of renewable resources are permitted in the Protected Countryside of the Greenbelt Area, subject to the policies of the Greenbelt Plan and all other applicable legislation, regulations and municipal planning documents, including the Provincial Planning Statement. All such uses shall be undertaken in accordance with the applicable recommendations, standards or targets of the Humber River **Watershed** Plan, Don River **Watershed** Plan and/or water budget.
- 2.9.2.26 That within a key natural heritage feature or **Key Hydrologic Feature**, renewable natural resource activities should be carried out in a manner that maintains or, where possible, improves these features and their functions.

Non-renewable Resources in the Greenbelt

It is the policy of Council:

- 2.9.2.27 For lands within the Protected Countryside of the Greenbelt Area, non-renewable resources are those non-agriculture based natural resources that have a finite supply, including **Mineral Aggregate Resources**.
- 2.9.2.28 That activities related to the use of non-renewable resources are permitted in the area shown on Schedule 4 as Greenbelt Protected Countryside, subject to all other policies of this Plan, applicable legislation, regulations and by-laws. The availability of **Mineral Aggregate Resources** for long-term use will be determined in accordance with the Provincial Planning Statement, except as provided below.
- 2.9.2.29 That notwithstanding policies of subsection 2.7.3, within the Greenbelt Plan Area, the Provincial **Natural Heritage System**, **Mineral Aggregate Operations** and **Wayside Pits And Quarries** are subject to the following:
- no new **Mineral Aggregate Operations** and no **Wayside Pits and Quarries**, or any ancillary or **Accessory** use thereto will be permitted in the following key **Natural Heritage Features and Areas** and **Key Hydrologic Features**:

- i. **Significant Wetlands**;
 - ii. significant Habitat of Endangered and Threatened Species; and
 - iii. significant **Woodlands** unless the **Woodland** is occupied by young plantation or **Early Successional** habitat, as defined by the **Province**. In this case, the application shall demonstrate that the specific provisions of policy 2.9.2.29.c have been addressed, and that they will be met by the operation;
- b. an application for a new **Mineral Aggregate Operations** or new **Wayside Pits and Quarries** may only be permitted in other key **Natural Heritage Features and Areas** and **Key Hydrologic Features** not identified in policy 2.9.2.29. and any **Vegetation Protection Zone** associated with such other feature where the application demonstrates:
- i. how the **Water Resource System** of the Greenbelt will be protected or enhanced; and
 - ii. that the specific provisions in policy 2.9.2.29.c have been addressed, and that they will be met by the operation;
- c. any application for a new **Mineral Aggregate Operation**, or the expansion of an existing **Mineral Aggregate Operation** shall be required to demonstrate:
- i. how the connectivity between key **Natural Heritage Features and Areas** and **Key Hydrologic Features** shall be maintained before, during and after the extraction of **Mineral Aggregate Resources**;
 - ii. how the operator could immediately replace any lost habitat with equivalent habitat on-site or on **Adjacent Lands**, ensuring it maintains the same **Ecological Functions**, including habitat diversity and species richness, through the completion of a vegetation plan as part of a scoped **Agricultural Impact Assessment**;
 - iii. conformity with any requirements for rehabilitation of the site following its use for aggregate extraction outlined in the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan;
 - iv. how the **Water Resource System** shall be protected or enhanced; and
- d. an application for the expansion of an existing **Mineral Aggregate Operation** may be permitted in the **Natural Heritage System**, including key **Natural Heritage Features and Areas** and **Key Hydrologic Features**, and in any associated **Vegetation Protection Zone** only if the related decision is consistent with the Provincial Planning Statement.

2.9.2.30 That within the Protected Countryside of the Greenbelt Area, existing and new **Mineral Aggregate Operations** and **Wayside Pits** shall comply with the *Aggregate Resources Act* as directed by the **Province** and the provisions of the applicable Provincial Plan.

- 2.9.2.31 To require that all land use activities related to the post extraction rehabilitation of **Mineral Aggregate Operations** are consistent with any relevant approved source protection plan and relevant **Watershed** or sub-watershed Plan.

2.10 Mineral Aggregate Resources (Schedule 5)

Mineral Aggregate Resources in Vaughan, as identified on Schedule 5, shall be protected for long-term use.

2.10.1 Managing Mineral Aggregate Resources

It is the policy of Council:

- 2.10.1.1 That Aggregate Resource Areas and Secondary Sand and Gravel Resource Areas in Vaughan are shown on Schedule 5 of this Plan.
- 2.10.1.2 That in the Oak Ridges Moraine Natural Linkage Area and the Oak Ridges Moraine Countryside designations:
- a. **Mineral Aggregate Operations** may be permitted subject to an amendment to this Plan and the applicable policies of this Plan;
 - b. an application for a **Wayside Pit** may be permitted subject to an amendment to this Plan and the Zoning By-law; and
 - c. wayside pits and/or quarries are licenced in pursuant to the *Aggregate Resources Act*.
- 2.10.1.3 That the City, in the review of all applications for **Mineral Aggregate Operations** and **Wayside Pits**, shall require that the applications comply with Section 35 and 36 of the Oak Ridges Moraine Conservation Plan to the extent that the provisions can be addressed under the *Planning Act* and *Municipal Act*, along with all other applicable provisions of this Plan.
- 2.10.1.4 **Mineral Aggregate Resources**, including those known active sites shown on Schedule 5, are to be protected, however, the **Development** and rehabilitation of extractive resource areas shall be controlled so that land use conflicts and environmental degradation are avoided and the aesthetic quality of the City is maintained. Accordingly:
- a. extraction of **Mineral Aggregate Resources** is permitted in **Prime Agricultural Areas**, on **Prime Agricultural Lands**, on an interim basis, provided that impacts to the Prime Agricultural Areas are addressed, in accordance with the Provincial Planning Statement, 2024, and the site shall be rehabilitated back to an agricultural condition. In the following cases, complete agricultural rehabilitation is not required:
 - i. the depth of the extraction makes restoration to pre-extraction levels unfeasible; and
 - ii. agricultural rehabilitation in remaining areas is maximized.
 - b. extractive operations shall be permitted from existing licensed pits, and adjacent land uses shall be controlled to ensure compatibility;

- c. new extractive operations, other than **Wayside Pits and Quarries**, shall require an amendment to this Plan;
- d. in areas adjacent to or in known deposits of **Mineral Aggregate Resources, Development** that would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - i. aggregate extraction would not be economically, socially or environmentally feasible; or
 - ii. the proposed land use would serve the long-term interest of the public better than would aggregate extraction; and
 - iii. issues of public health, public safety and environmental impact are addressed.
- e. **Wayside Pits and Quarries** as well as **Portable Asphalt Plants** are temporary facilities used only on public authority contracts for specific public street construction projects. These uses shall be permitted without requiring an amendment to this Plan or the City's Zoning By-Law, except within the Oak Ridges Moraine Conservation Plan Area identified on Schedule 4, in areas of existing **Development**, or in the Natural Heritage Network as shown on Schedule 2, where these uses are prohibited;
- f. within the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area, shown on Schedule 4, existing and new **Mineral Aggregate Operations** shall comply with the provisions of the applicable Provincial Plans; and
- g. abandoned **Wayside Pits and Quarries** shall be rehabilitated and the progressive rehabilitation of operating **Wayside Pits and Quarries** shall occur in a manner that is in conformity with the other policies of this Plan.

2.11 Aquifer Vulnerability (Schedule 6)

Highly Vulnerable Aquifers, shown on Schedule 6, are areas susceptible to contamination due to the location of the groundwater aquifer near the ground's surface. Within the City of Vaughan there is a complex system of both underground and **Surface Water Features**, including **Recharge Management Areas**, which form an integral part of the Natural Heritage Network and act as a source of water for human activities, particularly drinking water. Urban **Development** activities impact ground and surface waters that eventually drain into the major tributaries of the Humber and Don River systems, ultimately ending up in Lake Ontario. Mitigating these impacts requires integrated planning on a **Watershed** basis. Vaughan shall promote water quality and maintain natural stream flows, to the extent possible. Vaughan shall also work with neighbouring municipalities to monitor and enhance water quality and natural stream flows throughout the Humber and Don **Watersheds**.

2.11.1 Highly Vulnerable Aquifers

It is the policy of Council:

- 2.11.1.1 That areas of **Highly Vulnerable Aquifers** within Vaughan shown on Schedule 6 are based on mapping provided by the **Province** and the TRCA and are subject to policies of this Plan

respecting groundwater. In addition, notwithstanding other policies in this Plan, the following uses are prohibited with respect to land in areas of **Highly Vulnerable Aquifers**:

- a. generation and storage of hazardous waste or liquid industrial waste;
- b. waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;
- c. underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and
- d. storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to *Regulation 347 of the Revised Regulations of Ontario, 1990*.

2.11.2 Watershed Planning

It is the policy of Council that the areas identified as High and Low Vulnerability Aquifer on Schedule 6:

- 2.11.2.1 To take a systems approach to the identification, improvement, and restoration of **Water Resource Systems** within Vaughan and to provide long-term protection of **Key Hydrologic Features** and areas and their functions in collaboration with the TRCA, as appropriate.
- 2.11.2.2 That the goals and objectives of the Don River and Humber River **Watershed** Plans, as may be amended from time to time, shall inform decisions on the designation of land for growth and planning for water, wastewater, and stormwater **Infrastructure**.
- 2.11.2.3 To identify opportunities for retrofits of existing neighbourhoods to ensure better **Hydrologic Function**.
- 2.11.2.4 That the quality and quantity of groundwater and surface water and the function of **Sensitive** groundwater recharge/discharge areas, aquifers and headwaters shall be protected and enhanced, especially for those stream reaches that are heavily reliant on local sources of groundwater discharge.
- 2.11.2.5 That in **Significant Groundwater Recharge Areas, Highly Vulnerable Aquifers** and **Significant Surface Water Contribution Areas** identified on Schedules 6 and 11, that best management practices are encouraged for all **Development** proposals that involve:
 - a. manufacturing, handling, and/or storage of organic solvents and dense non-aqueous phase liquids; and
 - b. application, storage, and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount.

2.12 Landform Conservation (Schedule 7)

Vaughan has a variety of **Significant** landform features that provide interesting character to the landscape and offer many scenic views and vistas. The most important of these are the Oak Ridges Moraine and the Humber and Don River Valleys. The Oak Ridges Moraine is characterized by rolling terrain with sandy and gravelly soils that perform an important groundwater recharge function. The

many rivers and streams flowing south from the Oak Ridges Moraine, including the Humber and Don River systems, depend on groundwater discharge to sustain their baseflow. Their broad valleys also provide topographic relief, which is otherwise largely dominated by the broad Halton Till Plain.

2.12.1 Landform Conservation Measures

Mass grading and other extensive land alteration activities are a significant threat to Vaughan's distinctive landscape features. The City shall implement landform conservation measures for **Development** and **Infrastructure** projects to protect **Significant** landforms.

It is the policy of Council that for the lands designated as Category 1 or 2 on Schedule 7:

- 2.12.1.1 That landform conservation planning shall be undertaken to ensure that the landform character of the site where **Development** is being proposed is maintained to the satisfaction of the City. Landform conservation planning shall demonstrate that the landform character of the site shall be maintained.
- 2.12.1.2 That landform conservation measures shall be addressed in planning, design and construction, including:
 - a. demonstrating approaches to land use planning, siting and design which shall be **Compatible** with existing landform character and the existing settlement landscape;
 - b. the specific planning, site design, grading, construction, and restoration of landform character of the site shall be addressed to the satisfaction of the City and other appropriate agencies; and
 - c. site design and construction practices shall minimize mass grading and the disturbance of steep slopes.
- 2.12.1.3 To preserve **Significant** landform features and landscape character by:
 - a. allowing increased flexibility in design standards for subdivision layout and building setback requirements;
 - b. ensuring appropriate implementation of the built form and urban design policies of this Plan; and
 - c. considering modifying engineering and design standards to achieve the objective of landform conservation.
- 2.12.1.4 To prohibit **Site Alteration** prior to the approval of **Development** applications and implementation the **Site Alteration** by-law in conformity with the *Municipal Act* to prevent runoff, sedimentation, the removal of topsoil or vegetation and to control erosion.
- 2.12.1.5 That an application for **Development** or **Site Alteration** on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside, except an application for a **Mineral Aggregate Operation**, in the area identified on Schedule 7 as Landform Conservation Area, shall identify planning, design and construction practices that shall keep disturbance of the landform character to a minimum, including but not limited to:

- a. maintaining **Significant** landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;
- b. limiting the portion of the **Net Developable Area** of the site that is disturbed to not more than:
 - i. 25% of the total area of the site in Landform Conservation Area Category 1; or
 - ii. 50% of the total area of the site in Landform Conservation Area Category 2; and
- c. limiting the portion of the **Net Developable Area** of the site that has impervious surfaces to not more than:
 - i. 15% of the total area of the site in Landform Conservation Area Category 1; or
 - ii. 20% of the total area of the site in Landform Conservation Area Category 2.

2.12.1.6 That an application for **Development** or **Site Alteration**, excluding **Major Development** on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside in a Landform Conservation Area of either Category 1 or Category 2 shall, with the exception of applications for **Mineral Aggregate Operations**, be accompanied by a Site Plan that:

- a. identifies the areas within which all building, grading, and related construction occur;
- b. demonstrates that buildings and structures shall be located within such areas to minimize the amount of **Site Alteration** required; and
- c. provides protection of **Areas of Natural and Scientific Interest** in accordance with policy 2.8.13.

2.12.1.7 That an application for **Major Development** or **Site Alteration** on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside in a Landform Conservation Area of either Category 1 or Category 2 as identified on Schedule 7, shall be accompanied by a landform conservation plan.

2.13 Special Policy Areas (Schedule 8)

The PPS generally prohibits **Development** or **Redevelopment** below the Regulatory Floodplain as determined by the TRCA. However, the PPS also recognizes that parts of certain **Urban Areas** have historically developed within floodplains. In accordance with the **Special Policy Area** provisions of the PPS, certain lands within the Regulatory Floodplain of the Humber River in the Woodbridge community have been identified as **Special Policy Areas** on Schedule 8. The **Special Policy Area** policies form part of the Woodbridge Centre Secondary Plan. The **Special Policy Area** policies and schedules were approved by the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources on November 3, 2014. The continued viability of these areas depends on a reasoned application of the Provincial standards for flood plain management.

The PPS recognizes the concept of **Special Policy Area** status as a possible option for flood prone communities or portions thereof where the **Province**, Conservation Authority and the City agree to accept a higher level of risk to floodplain management.

2.13.1 Planning Special Policy Areas

It is the policy of Council:

- 2.13.1.1 That the **Special Policy Area** boundaries are identified on Schedule 8 to this Plan and in the Woodbridge Centre Secondary Plan in Volume 2.
- 2.13.1.2 That Built-Up Valley Lands recognize existing and occupied developed lands located below the physical top of bank. Such lands are found in and around Woodbridge and Kleinburg in the Humber Valley. Minor modifications or additions within these areas may be permitted with restrictions.
- 2.13.1.3 The implementation of flood proofing measures for **Special Policy Areas** shall be a condition of **Development** approval by the City in co-operation with the TRCA.

2.14 Street Classification and Street Types (Schedules 9A and 9B)

Vaughan's street classification is identified on Schedule 9A, and its street types are identified on Schedule 9B to this Plan. The Street Network shall serve as the framework on which to build and enhance other movement networks, including walking, cycling and transit. The network includes a hierarchy of street types, and each street type has a specific profile and characteristics, including traffic volume range, right-of-way width and capacity for transit, cycling and walking:

- a. Provincial highways are Provincially managed, limited access freeways that accommodate a high volume of traffic, but are not accessible for pedestrian and bicycle use.
- b. Arterial streets, or arterials, form the concession block grid that provides the overall structure to Vaughan's street network. Certain arterials are managed by the Region and others are under the jurisdiction of the City. Improvements to arterial rights-of-way are being made to provide safer conditions for pedestrian, bicycle and transit use.
- c. Collector streets provide important linkages within the concession blocks created by arterial streets. Managed by the City, major and minor collector streets provide the main local transit and pedestrian and bicycle facilities for local communities. Major collector and minor collector streets generally have a maximum of four through lanes and two lanes respectively.
- d. Local streets have a maximum of two lanes and accommodate pedestrians, cyclists and may support community-oriented transit, as well as local businesses, where required. Both local and collector streets shall have **Active Transportation** connections, and where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient **Active Transportation** access to adjacent neighbourhoods and community amenities.

2.14.1 The Street Network

The street network hierarchy shall meet a variety of transportation needs, provide greater connectivity between elements and shall create a stronger grid-like network, both within and between the concession

blocks. These enhancements shall promote greater connectivity without undue reliance on increased arterial lanes and increased traffic volumes.

It is the policy of Council:

- 2.14.1.1 To recognize the existing street network as the framework for developing a comprehensive and integrated transit network, including local and rapid transit, and as the framework for an integrated network of walking and cycling **Infrastructure**. The street-based transit network shall be planned to be fully integrated with Subway and Regional rail facilities to promote connectivity and ease of use.
- 2.14.1.2 To plan for a street network that prioritizes safe and efficient pedestrian travel while effectively accommodating cyclists, transit and other vehicles, and to create more pedestrian and transit-friendly street designs.
- 2.14.1.3 To design streets that enhance Vaughan's overall **Public Realm**, as outlined in subsection 4.3.1 of this Plan.
- 2.14.1.4 To recognize a hierarchy of streets based on functional classification and adjacent urban structure designations. Street design shall be planned to be in accordance with the latest version of applicable plans, guidelines and standards, including but not limited to, the Pedestrian and Bicycle Master Plan, **Complete Streets** Guidelines and City engineering standards.
- 2.14.1.5 To protect for and implement the **Multi-Modal** Transportation Network and its associated right-of-way requirements, as shown on Schedules 9A and 9B to this Plan.
- 2.14.1.6 To develop a connected and continuous, grid-like street network that supports convenient and efficient travel by all modes of transportation and to discourage the **Development** of street types that disrupt the grid network. New **Development**, through the Draft Plan of Subdivision application process, shall be planned to support a grid-like street network with multiple connections to collector and arterial streets.
- 2.14.1.7 To implement the various improvements to the street network identified on Schedules 9A and 9B to this Plan in coordination with York Region, adjacent municipalities, utility providers and other agencies, as appropriate. Additionally, to secure land for such purposes through the **Development** approval process. Improvements include:
 - a. widening, as per the right-of ways identified on Schedule 9B;
 - b. completion of incomplete grid connections, such as Langstaff Road over the rail corridor, Kirby Road and Teston Road;
 - c. jog eliminations at intersections and new and improved interchanges with 400-series highways;
 - d. mid-block crossings of 400-series highways;
 - e. grade separated rail and highway crossings; and

- f. sight triangles, cuts, fills, exclusive left and/or right turns, and extra lane turns as a result of new growth and **Development**, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures.
- 2.14.1.8 That additional land may also be required to construct future grade separations.
- 2.14.1.9 That where planned street widths shown on Schedule 9B are greater than 41m right-of-way, the street widths shall include exclusive left and/or right turn lanes.
- 2.14.1.10 That in general, street widenings shall be taken equally from the existing or approved **Environmental Assessment** centre line of construction; however, unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way.
- 2.14.1.11 To direct the undertaking of an appropriate **Environmental Assessment** study and/or process for transportation **Infrastructure** related to crossings of watercourses, and/or entering into the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.
- 2.14.1.12 That on emerging infill areas within secondary, block and tertiary plans, the City shall require new local streets and shared private roadway systems to:
 - a. consolidate access along Regional roads;
 - b. implement a street network that supports the delivery of **Public Emergency Services**; and
 - c. minimizes the use of cul-de-sacs and dead-ends.
- 2.14.1.13 That streets which support the **Agricultural System** be designed to support the movement of farm-related vehicles and equipment.
- 2.14.1.14 To ensure that privately owned streets and driveways are designed to be consistent with the overall transportation network and City engineering standards.

Transportation Demand Management

As Vaughan's population and travel needs grow, **Transportation Demand Management** will be increasingly necessary to promote efficient movement. A variety of **Transportation Demand Management** strategies at a number of scales, ranging from building-specific efforts to regional initiatives, such as the existing Smart Commute program and **Protected Major Transit Station Areas**, will assist in reducing single-occupant vehicle travel and reducing congestion as a whole.

It is the policy of Council:

- 2.14.1.15 That **Transportation Demand Management** measures will be required as part of **Development** applications.
- 2.14.1.16 To facilitate seamless connections between different modes of travel, where appropriate. The City shall support:
- park-and-ride lots and passenger pick-up and drop-off facilities at existing and future rapid transit and GO stations;
 - working with York Region and the private sector to pursue shared use opportunities for park-and-ride facilities related to existing or future higher-order transit stations.
 - convenient bicycle and pedestrian access to transit stations and stops and appropriate bicycle parking facilities;
 - carpool parking and coordination areas; and
 - well-designed and convenient transfer stations and areas for transit users.
- 2.14.1.17 To require the preparation and implementation of a **Transportation Demand Management** plan or program for all applications; and
- 2.14.1.18 To support the development of car-sharing and bike-sharing programs in Vaughan and to recognize car-sharing as an effective means to decrease auto usage and encourage greater use of sustainable modes of transportation.

Transportation Demand Management refers to a broad set of possible strategies that result in more efficient use of transportation systems.

Transportation Demand Management influences travel behaviour by mode, time of day, frequency, trip length, route, or cost.

By developing programs to promote the cycling, walking and the use of public transit, **Transportation Demand Management** techniques and policies provide opportunities to reduce **Infrastructure** expansion and address the challenges of managing congestion, enhancing air quality and reducing greenhouse gas emissions by focusing on moving people and goods rather than single-occupant vehicles.

Complete Streets

This Plan envisions a future where streets are designed to balance the needs of many different street and road users, prioritizing safety and **Accessibility**. **Complete Streets** improve the functionality of the Transportation Network while safely accommodating all road users, including cyclists, pedestrians, transit riders and motorists.

It is the policy of Council:

- 2.14.1.19 That the **Development** of **Complete Streets** will be based on the City of Vaughan Complete Streets Guidelines, Traffic Calming Policy and Traffic Calming Toolbox and Guidelines.

A **Complete Street** is defined as a street that is safe and accessible for people of all ages and abilities whether they are walking, biking, taking public transit or driving.

- 2.14.1.20 That the design of all roads will give consideration to the provision of adequate space and safety measures for pedestrians and cyclists in alignment with **Vision Zero** strategies, and to safe transfers on and off transit vehicles. Specific road requirements will be determined through the detailed design stage.
- 2.14.1.21 To consider the needs of travelers of all ages and abilities in the planning, programming, design, construction, operations, maintenance activities and services on the public road network.

Provincial Highways

Provincial highways play a major structuring role in Vaughan, acting as significant movement corridors and focal points for regionally serving uses. Despite congestion challenges, Provincial highway corridors present significant opportunities for transportation capacity improvements. Vaughan supports the use of Provincial highways and their corridors for **High-Occupancy Vehicle Lanes**, carpool lots and/or other rapid transit initiatives.

The City recognizes the importance of protecting future transportation corridors, as identified on Schedule 9A, and their associated interchanges and accesses. The City also recognizes the interests of the **Province** and neighbouring municipalities in ensuring that land use decisions and **Development** in Vaughan do not preclude or predetermine the findings and requirements of ongoing **Environmental Assessments**, the potential routing of the corridor and the future location of interchanges and other accesses.

Despite the contribution of the 400-series highways to the growth of Vaughan to date and into the future, they also act as barriers, reducing connectivity between parts of the city. Increasing both collector and arterial crossings of Provincial highways will be a priority. While this is most easily accomplished when streets and highways are being built, opportunities for increased connectivity will also be explored in already developed areas.

Provincial highways are under the jurisdiction of the Ministry of Transportation (MTO). In addition to all municipal requirements, MTO approvals and permits are required for land **Development**, change in use, access, signs, works or activities within MTO's permit control area under the *Public Transportation and Highway Improvement Act*. Direct access to a Provincial highway is discouraged and often prohibited.

All applicants proposing new **Development** or changes to existing **Development** on lands within MTO's permit control area are advised to consult with the MTO prior to making formal applications under the *Planning Act*.

It is the policy of Council:

- 2.14.1.22 To work with York Region and the **Province** to plan for and protect corridors and rights-of-way for transportation and transit facilities, including the proposed Highway 413 corridor, as shown on Schedules 9A and 9B. The City will seek to secure land for such purposes, where appropriate, through the **Development** approval process.
- 2.14.1.23 To work with York Region and the **Province** to secure improvements to and new interchanges with 400-series highways, including the proposed Highway 413 corridor, as shown on Schedules 9A and 9B to this Plan. Specifically, this includes intersections with

Highway 400 and Steeles, Langstaff and King-Vaughan Road, Kirby Road and at Highway 7 within the Vaughan Metropolitan Centre. The City will seek to secure land for such purposes, where warranted, through the **Development** approval process.

- 2.14.1.24 To work with the **Province** to provide restoration and/or enhancement of the landscape within and adjacent to the rights-of-way of 400-series highways.
- 2.14.1.25 To encourage and support the early implementation of transit in a dedicated transitway within the Highway 407 and 427 corridors, inclusive to the appropriate higher-order transitway stations and, where warranted, encourage the provision of high occupancy vehicle lanes, and carpool lots along all Provincial highways.
- 2.14.1.26 To encourage and support grade separated crossings of Provincial highways, as needed, at arterial and collector streets that would accommodate all modes of travel and to encourage and support standalone pedestrian and bicycle crossings of Provincial highways. The City will seek to secure land for such purposes, where warranted, through the **Development** approval process.
- 2.14.1.27 That due to noise, environmental and truck traffic concerns, areas directly adjacent to Provincial highways, including MTO patrol yards, should be protected for non-residential purposes. **Single-Detached Houses**, **Semi-Detached Houses**, **Townhouses** and **Stacked Townhouses** are specifically prohibited at such locations.

Arterial Streets

Vaughan's arterial streets form a grid-like network based on the historic pattern of concession blocks. Arterials play an important role in moving large volumes of traffic and will be the primary location for rapid transit service. Their importance is reflected in the urban structure shown on Schedule 1, where they form the basis for the location of nearly all **Strategic Growth Areas**. In addition to enhance pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping and other place-making initiatives to improve the quality of place, especially in **Strategic Growth Areas**. York Region is responsible for major arterials and the City will work with York Region to design major arterial streets that best meet Vaughan's needs.

It is the policy of Council:

- 2.14.1.28 To work with York Region to design arterial streets under Regional jurisdiction that respond appropriately to Vaughan's urban structure, including the development of guidelines for increased connections to arterials, permissions for on-street parking and support for a broad range of mobility options.
- 2.14.1.29 To work with the York Region to create more pedestrian and transit-friendly street cross-sections, including reduced curb radii requirements, increased daylight triangles and reduced on-street parking on Regional arterials.
- 2.14.1.30 That arterial streets be designed to accommodate all modes of travel through the provision of sidewalks, separated cycling facilities, automobile lanes and, where necessary and feasible, to

accommodate **High-Occupancy Vehicle Lanes** or bus lanes, in accordance with the policies of this Section.

- 2.14.1.31 To increase connections from collector streets to arterial streets, where feasible. The City will seek to secure land for such purposes, where warranted, through the **Development** approval process.
- 2.14.1.32 That direct access of individual residential lots to City arterial streets will be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher **Development** density and reduced walking distances. Access to Regional and City arterial streets from blocks for mid- and high-rise **Developments**, parks and open space, institutional, industrial and office and **Retail** uses will be controlled but not prohibited.

Collector Streets

Collector streets give organization to the street system within concession blocks, providing important linkages between local and arterial streets. Collector streets allow for convenient and efficient movement within and between adjacent concession blocks, are expected to carry moderate traffic volumes and should be continuous to facilitate efficient traffic flow and provide effective routing for transit vehicles, bicycles and pedestrians.

It is the policy of Council:

- 2.14.1.33 To plan for the development of a collector street network that provides for short to medium distance trips within the City to support and augment the capacity of the arterial street network. Access to collector streets from abutting properties is permitted and controlled.
- 2.14.1.34 That major collector streets shall:
 - a. serve as primary connections and prioritize the movement of pedestrians, cyclists, **Micromobility** devices and transit;
 - b. generally have a maximum of four through-travel lanes and projected traffic volumes shall generally be in the range of 5,000 to 8,000 vehicles per day during peak periods; and
 - c. be designed to include sidewalks, separated cycling facilities and automobile lanes.
- 2.14.1.35 That minor collector streets shall:
 - a. serve as secondary connections to and from arterial streets, and as primary connections from local roads to other collectors;
 - b. generally have a maximum of two travel lanes and projected traffic volumes shall be less than 5,000 vehicles per day.
 - c. accommodate all modes of travel through the provision of sidewalks, separated cycling facilities and automobile lanes; and
 - d. avoid direct car access to individual **Dwelling Units**.

- 2.14.1.36 That building frontage on minor collector streets is encouraged. Where direct frontage is not feasible, lots may be arranged so that side yards face the minor collector street (flankage). Rear yards of residential lots shall not face onto a minor collector street.
- 2.14.1.37 To provide a minimum of two north/south and two east/west collector streets in new block **Development**, where feasible, including grade-separated crossings of 400-series highways and rail corridors. The purpose of these streets will be to provide for local travel between and within concession blocks without the necessity of traveling on arterial streets, and to provide effective routing for transit vehicles.
- 2.14.1.38 That all collector streets are considered potential transit routes and planned to be able to accommodate conventional bus-based transit service consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.
- 2.14.1.39 That the ultimate rights-of-way for collector streets that traverse through cultural heritage districts and/or have impacts on heritage properties may require deviation from Schedule 9B in this Plan due to existing heritage properties and constraints.

Local Streets

Local streets are intended to provide access to individual properties within residential areas and are low-capacity streets that are not designed to accommodate high vehicle volumes. Generally, local streets are low-speed and pedestrian and bicycle friendly.

It is the policy of Council:

- 2.14.1.40 That local streets are oriented to the collector street system in a grid-like manner, while considering topographical constraints, desire for solar orientation, and special features, to:
- a. provide convenient connections to collector streets, shopping, transit stops, **Schools**, parks and other community amenities;
 - b. promote navigation within concession blocks that is clear and understandable; and
 - c. minimize through-traffic on Local Streets.
- 2.14.1.41 That local streets may accommodate community-oriented transit service, where required, consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.
- 2.14.1.42 To design local streets for lower traffic speeds and volumes that enable safe sharing of the road right-of-way for all road users, including pedestrian, cyclists, and vehicles. Separated cycling facilities should be prioritized on local streets, where this is not feasible cyclists are encouraged to share the road-right-of-way with other users.
- 2.14.1.43 To discourage the elimination or privatization of local streets, especially where the local street strengthens the overall connectivity and continuity of the street network.

- 2.14.1.44 That in addition to the street network, the City may permit mews and laneways to serve **Development** and support the establishment of a fine-grain network of streets. Additional mews and laneways may be public or private. The need for them, and their location, function and character, shall be determined during the preparation and review of **Development** applications.

Road Safety

Vaughan's streets should be safe for all users, regardless of their mode of travel and safety must be the priority, particularly for vulnerable road users. Road safety is closely related to vehicular speed, and speed is influenced by street design. Vaughan's street network should be designed to accommodate all types of movement safely and efficiently.

It is the policy of Council:

- 2.14.1.45 To design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures.
- 2.14.1.46 That streets be designed to provide safety, mobility and access based on their intended purpose, balancing the need for transportation with the need to reduce operating speeds and traffic infiltration.
- 2.14.1.47 That traffic calming measures be identified, designed and implemented in accordance with the City of Vaughan Traffic Calming Policy and Traffic Calming Toolbox and Guidelines.
- 2.14.1.48 That any implementation of traffic calming measures will:
- seek to minimize impacts on emergency, transit and maintenance vehicles; and
 - adhere to the latest version of all applicable design and construction standards and specifications of the City of Vaughan and pertinent Provincial legislation such as the Accessibility for Ontarians with Disabilities Act and the Highway Traffic Act.

MoveSmart is the City's first integrated Mobility Management Strategy and sets a vision to provide "a transportation system that is safer, more efficient, and sustainable". The strategy is a five-year capital and operational plan, founded on three pillars: safety, mobility, and **Sustainability**. MoveSmart's Road Safety Program will work towards a **Vision Zero** goal by bringing together partners and stakeholders to integrate these procedures and safety knowledge into the City's roads and trails and by fostering a culture of road safety with Vaughan's citizens. The principles include a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways.

2.14.2 Walking and Cycling Facilities and Trails (Schedule 9C)

Vaughan's walking and cycling facilities are shown on Schedule 9C to this Plan

The Active Transportation Network

Improvements to the **Active Transportation** Network will increase and expand mobility options for all people, ages and abilities in Vaughan. With expanded, enhanced and safer recreational trails and pedestrian and bicycle facilities, movement will be diversified and equitable and will contribute to the continued **Development** of healthy, **Complete Communities**.

Intensification and mixed-use **Development** will make **Active Transportation** more viable, bringing people and amenities closer together through the **Development** of walkable communities. In addition to commuter and utilitarian travel, complete **Active Transportation** networks will support increased recreational opportunities and encourage active living and healthy communities. The **Active Transportation** Network also has an important role to play in helping the City reduce transportation related greenhouse gas emissions due to the reliance on single-occupancy vehicles.

It is the policy of Council:

- 2.14.2.1 To support walking and cycling as viable modes of transportation for commuter, recreational and other travel required to meet daily needs. City-wide **Active Transportation** will be supported through:
- the provision of appropriate facilities and **Infrastructure**, available year-round through improved maintenance, such as sidewalks, trails and bicycle lanes, which may be secured through the **Development** approvals process, and to plan for universal **Accessibility** for such facilities and **Infrastructure**;
 - maximizing connections to significant destinations, including **Strategic Growth Areas**, employment clusters, **Schools** and institutions, parks and open spaces and other key public places;
 - supporting safe travel for vulnerable users, including children and seniors, by providing safe **School** routes and accessible roads and intersections through the use of enhanced signage and traffic calming measures;
 - ensuring safe and convenient pedestrian and bicycle travel within the street network and other rights-of-way, such as Hydro corridors and mid-block connections, to facilitate movement and contribute to healthy communities;
 - enhancing wayfinding strategies to support **Active Transportation** facilities, including cycling, walking and trail networks,
- 2.14.2.2 To support a comprehensive pedestrian and bicycle network that addresses the needs of all Vaughan's residents and employees through an "all ages and abilities" framework to assess

Walkable communities are compact, well-connected places with a diverse mix of land uses. They are **Complete Communities** that support **Active Transportation** and transit and reduce car dependency.

Active Transportation refers to travellers that walk, cycle, and use other human-powered options to move around the City of Vaughan. This Plan supports a well-integrated network of **Active Transportation** trails, bike lanes and multi-use paths, as well as supporting **Infrastructure** to ensure these options are accessible and safe for all users.

the necessary quality of pedestrian and cycling facilities, including design, signage and safety enforcement.

- 2.14.2.3 To maximize the connectivity of the Street Network for pedestrians and cyclists by:
- ensuring grid-like connectivity that minimizes trip distance;
 - ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections, especially within subdivision **Developments** where there are opportunities to connect new and existing sidewalks;
 - ensuring that the design of large **Development** sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks;
 - ensuring convenient and direct connections to transit stops and stations, especially in **Strategic Growth Areas**, including **Protected Major Transit Station Areas**; and
 - ensuring the provision of grade-separated pedestrian and bicycle crossings of controlled access highways and rail lines where such corridors limit **Accessibility** and restrict pedestrian and bicycle activities.
- 2.14.2.4 To, over time, provide high-quality bicycle parking and change room facilities in all City-owned buildings, including indoor or outdoor bike lockers.
- 2.14.2.5 To support first and last kilometre connections to the Transportation Network by:
- enhancing Active Transportation connections to and from transit stations and stops through direct pedestrian routes and appropriate cycling facilities;
 - providing enhanced and secure bicycle and **Micromobility** parking at local and regional transit stops, in accordance with the policies of this Section; and
 - encouraging transit connections as part of all new **Developments** near **Protected Major Transit Station Areas** and other **Strategic Growth Areas**.

A Walkable and Accessible City

Pedestrian-friendly sidewalks, paths, trails and other connections that allow pedestrians to safely access amenities and services are important elements of Vaughan's **Active Transportation** Network. The policies of this Section, in addition to the Natural Heritage and Parks and Open Space policies of this Plan, identify opportunities to support walking as the preferred and primary method of mobility across Vaughan to achieve walkable neighbourhoods.

It is the policy of Council:

- 2.14.2.6 That to promote increased pedestrian activity and enhance access to transit services and **Community Facilities**:
- sidewalks shall be provided on both sides of all streets in accordance with City guidelines and engineering requirements; and

- b. all sidewalks shall be designed in accordance with City guidelines and standards, as well as compliance with Provincial requirements under the *Accessibility for Ontarians with Disabilities Act*, to accommodate and encourage safe travel by pedestrians.
- 2.14.2.7 That within areas in proximity to **Schools**, parks, transit stops and stations and other public facilities, sidewalks on both sides of the street will be required through the Block Plan or Plan of Subdivision approval process.
- 2.14.2.8 That where sidewalks are currently not provided on both sides of the street, sidewalks will be required during major **Redevelopment** or substantial reconstruction of the right-of-way.
- 2.14.2.9 To encourage a comprehensive network of connected parks and multi-use trails within utility and abandoned rail corridors to support pedestrians and cyclists and augment the on-street network.

A Safe and Comprehensive Active Transportation Network

Cycling has significant community wide health, environmental, economic, social and safety benefits. Over the past decade, there has been an increased societal interest in cycling as a viable and healthy mode of transportation. By planning for a safe and comprehensive cycling network, the City of Vaughan will improve healthy and sustainable living options for residents and visitors.

The policies of this Section will guide the City through the implementation of high-quality, safe and comfortable cycling **Infrastructure** and a connected **Active Transportation** Network.

It is the policy of Council:

- 2.14.2.10 To implement the **Active Transportation** Network in coordination with the appropriate agencies and adjacent municipalities to secure funds and lands for such purposes.
- 2.14.2.11 To plan for dedicated separated bicycle lanes along arterial and collector streets, at a minimum one-way travel of at least 1.5 metres wide or wider in the **Urban Area**, and with physical buffers.
- 2.14.2.12 To facilitate convenient bicycle travel within the Street Network by minimizing restrictions to bicycle flow and considering the specific needs of cyclists in street design and traffic safety measures through the development or adoption of **Multi-Modal** level of service standards specifically related to **Active Transportation** facilities.
- 2.14.2.13 To require short and long-term bicycle parking spaces in all new residential **Development** and short and long-term spaces in new non-residential **Development**.
- 2.14.2.14 To increase the supply of short and long-term bicycle parking spaces in existing areas, with a priority being focused in **Strategic Growth Areas**, **Protected Major Transit Station Areas** and other areas where components of the **Active Transportation** Network and Transit Network intersect.
- 2.14.2.15 To provide convenient locations for bicycle parking within the right-of-way of a street and at public facilities, and to establish annual targets for the installation of public bicycle parking

facilities. Public bicycle parking is encouraged to be provided in **Strategic Growth Areas** and at other public gathering places.

- 2.14.2.16 To require safe and secure bicycle parking at all public **Schools** and community centres/libraries to promote cycling to **School** by both students and staff.
- 2.14.2.17 To promote the use of bicycles as a way of getting to and from public transit by working with transit providers to integrate bicycle and transit networks and provide bicycle supportive **Infrastructure** at transit stations and stops and on transit vehicles, including safe bicycle parking facilities, bicycle racks on buses and other means.
- 2.14.2.18 To implement the Vaughan Super Trail Primary and Secondary Network concepts as a part of the City's multi-use recreational trail network to encourage both commuter and recreational **Active Transportation** trips. The "Vaughan Super Trail" map should be continuously edited and updated, as required, and implementation of this map should reference the latest version.
- 2.14.2.19 To prioritize the implementation of the **Active Transportation** Network in **Strategic Growth Areas**.

2.15 Major Transit Network (Schedule 10)

High quality and convenient transit service is an important means for expanding Vaughan's Transportation Network capacity. Vaughan's Major Transit Network is identified in Schedule 10 to this Plan. Improving the Transit Network through transit-oriented **Development** and other measures can address challenges characterized by auto-oriented **Development** and achieve reduced sprawl, decreased congestion and improved air quality. Future growth and **Intensification** in Vaughan are dependent on transportation capacity increases through investment in transit systems and services. **Strategic Growth Areas** shall be supported by safe, efficient and effective transit to serve Vaughan's growing population. At the same time, this Plan directs higher density **Development** to areas well-served by transit. All areas of Vaughan should be developed with a street pattern and densities that support transit use.

2.15.1 Transit-Oriented Development

It is the policy of Council:

- 2.15.1.1 To support growth in **Protected Major Transit Station Areas** and **Strategic Growth Areas** that accommodate a range and mix of land uses, **Housing Options**, employment, **Active Transportation** amenities and activities, as appropriate.
- 2.15.1.2 To facilitate the planning of a comprehensive transit system for the City in consultation and cooperation with all appropriate agencies, such as York Region Transit/Viva, Metrolinx and Smart Commute.
- 2.15.1.3 To encourage service and fare integration and other opportunities to coordinate transit travel across municipal boundaries, consistent with Regional transit policies or guidelines.

- 2.15.1.4 To support and encourage timely and continuing investments in the implementation of Regional transit initiatives to facilitate the early adoption of rapid transit service throughout Vaughan.
- 2.15.1.5 On a City-wide basis, to encourage the provision of transit service within 500 metres of at least 90% of residences and the majority of jobs, consistent with approved York Region Transit service standards and guidelines and within 200 metres of at least 50% of residents in the **Urban Area**.
- 2.15.1.6 That all new **Development** applications are required to prepare a **Mobility Plan** and identify the proposal's approach to transit as per the complete application submission requirements, as contained in Chapter 5 of this Plan.

Local and Regional Transit

Regional and local transit systems are integral elements of the Major Transit Network, shown on Schedule 10 of this Plan. The planning and implementation of regional and local transit requires input and coordination from several key partners, including the **Province**, York Region, the City and Metrolinx.

GO Transit moves thousands of commuters and other riders to and from Vaughan daily. GO Stations will increasingly become focal points for activity, both as transfer points and as **Strategic Growth Areas** develop to capitalize on the presence of significant transit **Infrastructure**. GO ridership is expected to grow significantly, with plans for a number of additional stations in western Vaughan on the potential Caledon-Vaughan GO line. GO Transit stations are also important destinations and facilities, providing linkages to the **Active Transportation** Network.

The policies of this Section provide the City with direction to ensure that rapid and local transit systems, **Adjacent Lands** and supporting **Infrastructure** are developed to support transit use across the City and beyond.

It is the policy of Council:

- 2.15.1.7 To support and encourage the implementation of the Major Transit Network shown on Schedule 10 to this Plan and working with York Region and other transit authorities, to secure lands, where appropriate, through the **Development** approval process for facilities such as:
 - a. transit stations, including intermodal terminals, mobility hubs, subways, bus and light rail stations and related passenger drop-off and commuter parking areas;
 - b. related **Infrastructure**, including vent shafts, **Transit Operation and Maintenance Facilities**, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic **Infrastructure** and passenger safety facilities; and
 - c. pedestrian and cycling facilities.
- 2.15.1.8 To support the implementation of the planned Yonge North Subway Extension to north of Highway 407 in Richmond Hill as follows:
 - a. support any interim phasing necessary;
 - b. support **Infrastructure** for the future Bus Rapid Transit along Steeles Avenue;

- c. consider the planned extension in land-use planning decisions; and
 - d. plan for an underground pedestrian system with direct access to each of the following subway stations:
 - i. Steeles Subway Station;
 - ii. Clark Subway Station; and
 - iii. Royal Orchard Subway Station.
- 2.15.1.9 To support the possible further extension of the Toronto-York Spadina Subway, generally within the Jane Street right-of-way and adjacent properties.
- 2.15.1.10 To support and encourage service enhancements to transit service, especially in **Strategic Growth Areas**, including busways, **Higher Order Transit** and transit priority measures, such as **High-Occupancy Vehicle Lanes**, queue-jump lanes and signal pre-emption systems, aimed at improving the efficiency of transit.
- 2.15.1.11 To collaborate with Metrolinx and other public agencies, as appropriate, to implement improvements to GO Transit service within the city, including:
- a. increases in the frequency of GO train and bus service in both inbound and outbound directions;
 - b. implementation of additional GO service routes and stations; and
 - c. improved co-ordination of local transit services with GO Transit.
- 2.15.1.12 To encourage the Province to explore new GO Transit **Infrastructure** opportunities through its Transit Oriented Communities program.

2.16 Source Water Protection Areas (Schedule 11)

Healthy and viable **Water Resource Systems** are essential to the successful **Ecological Function** of Vaughan's Natural Heritage Network, and thus the Regional Greenlands System and broader **Watersheds** of the Humber and Don Rivers. It is essential to protect not only **Surface Water Features** such as rivers, streams, lakes, and **Wetlands**, but also groundwater and underground aquifers which provide natural filtration of surface water and often a source of water for use by residents of Vaughan. For example, two groundwater wells in Kleinburg provide backup services to the residents served by the Kleinburg Drinking Water System.

These water resources are **Vulnerable** to contamination, particularly from urban uses, posing a threat to the Natural Heritage Network and the health of Vaughan's residents. In addition to the policies protecting key natural heritage and hydrological features, source protection is achieved through the implementation of source protection plans required under the Provincial *Clean Water Act, 2006*. Source protection plans are intended to protect the quality and quantity of the local water supply.

Three of the four types of "Vulnerable Areas" defined under the *Clean Water Act* occur within the City. These areas are:

- **Significant Groundwater Recharge Areas;**

- **Highly Vulnerable Aquifers**; and
- **Wellhead Protection Areas**.

Vaughan also falls into the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Region.

2.16.1 Protecting Vaughan's Water

It is the policy of Council:

- 2.16.1.1 To implement the policies of the Central Lake Ontario Source Protection Plan as required by the Clean Water Act and that key hydrologic areas shall be updated periodically through revisions to the Plan and shall not require an amendment to the Plan.
- 2.16.1.2 To recognize that the following **Vulnerable** areas, as defined by the *Clean Water Act*, exist in the City of Vaughan:
 - a. **Significant Groundwater Recharge Areas**, shown on Schedule 11;
 - b. **Highly Vulnerable Aquifers**, shown on Schedule 6; and
 - c. **Wellhead Protection Areas**, shown on Schedule 11.
- 2.16.1.3 That the location and boundaries of the **Vulnerable** areas listed in policy 2.16.1.2 will be updated periodically in consultation with the TRCA and York Region as well as through the **Development** process and will not require amendment to this Plan.
- 2.16.1.4 To recognize that there exists a variety of threats to the **Vulnerable** areas listed in policy 2.16.1.2, including but not limited to:
 - a. the storage or application of commercial fertilizers and pesticides;
 - b. the storage or application of agricultural source materials such as manure;
 - c. the use of road salt;
 - d. an activity that takes water from an aquifer or a surface **Waterbody** without returning the water taken to the same aquifer or surface **Waterbody**; and
 - e. an activity that reduces the recharge of an aquifer.
- 2.16.1.5 That where an activity requires a **Risk Management Plan** under the *Clean Water Act* inspections will be conducted on a basis deemed appropriate by the York Region Risk Management Official and Risk Management Inspector.
- 2.16.1.6 To consider incentive programs to encourage actions to reduce the risk to source water.
- 2.16.1.7 To direct **Compatible** land uses with low imperviousness, including Natural Areas, parks and open spaces, to potentially **Significant Groundwater Recharge Areas** through the **Development** process. These areas will be determined in consultation with the TRCA and the City during the **Development** process.

- 2.16.1.8 That **Low Impact Development** techniques, as described in the TRCA's **Low Impact Development** Stormwater Management Planning and Design Guide as may be amended from time to time, will be established, where appropriate, for all new Block Plans or Site Plans for large **Development** sites, to protect groundwater resources and aquatic habitat, and overall groundwater flow patterns. The Master Environment and Servicing Plans shall reflect these best practices.
- 2.16.1.9 That, where **Development** occurs in **Significant Groundwater Recharge Areas**, the Master Environment and Servicing Plan will include a hydrogeological study to define the local **Redevelopment** water balance, establish site-specific water balance criteria that maintain **Ecological Functions** and demonstrate how the appropriate proportion of infiltration and evaporation/reuse measures for stormwater management will achieve the water balance objectives established through the Master Environment and Servicing Plan.
- 2.16.1.10 That significant groundwater infiltration functions be maintained at the **Redevelopment** levels or enhanced, where practical, particularly in those areas identified as **Sensitive** hydrogeological areas. In such areas, appropriate source and conveyance controls, may be required by the City to maintain or enhance **Redevelopment** groundwater infiltration levels.
- 2.16.1.11 That transportation and **Infrastructure** projects should minimize interference with **Significant Groundwater Recharge Areas** and should be located in the least **sensitive** locations for **Infrastructure**.
- 2.16.1.12 That **Development** located in areas of groundwater discharge, including many valley corridors, shall maintain **Significant** discharge functions. Buildings and structures that require substantial below-ground excavation will not be permitted in areas where there is a high potential for groundwater interference and removal of groundwater. The City, in consultation with the TRCA, may approve a mitigation plan where it can be demonstrated that interference and dewatering can be mitigated.
- 2.16.1.13 To work with York Region, the TRCA and the **Province** to ensure safe drinking water conditions for areas of Vaughan serviced by water wells.
- 2.16.1.14 To promote groundwater and source protection for wells through the implementation of the natural heritage and environmental policies contained in Section 2.7 of this Plan.
- 2.16.1.15 To recognize the York Region **Wellhead Protection Areas**, as shown on Schedule 11, which are based on **Time of Travel** zones as follows:
- a. a 100-metre **Wellhead Protection Area-A** zone around each wellhead; and
 - b. Time of Travel zones of 0 to 2 years for **Wellhead Protection Area-B**, **Wellhead Protection Area-C** Time of Travel zones of 2 to 5 years and 5 to 25 years for **Wellhead Protection Area-D**.
- 2.16.1.16 That in **Wellhead Protection Areas** outside of the Oak Ridges Moraine Conservation Plan Area, a **Risk Assessment** shall be conducted, as prescribed by the *Clean Water Act*, and a

Source Water Impact Assessment and Mitigation Plan developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:

- a. petroleum-based fuels and/or solvents;
- b. pesticides, herbicides, fungicides or fertilizers;
- c. construction equipment;
- d. inorganic chemicals;
- e. chlorinated solvents;
- f. tailings from mines;
- g. dense non-aqueous phase liquids;
- h. road salt and contaminants as identified by the **Province**;
- i. hazardous waste or liquid industrial waste and waste disposal sites and facilities;
- j. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and
- k. snow storage and disposal facilities.

- 2.16.1.17 That notwithstanding policy 2.16.1.16, new land uses which involve the storage, manufacture of materials or uses detailed in 2.16.1.16 are prohibited within **Wellhead Protection Areas** where they pose a **Significant Drinking Water Threat** in accordance with the requirements of the Central Lake Ontario Source Protection Plan.
- 2.16.1.18 That outside the Oak Ridges Moraine Conservation Plan Area, where existing land uses in **Wellhead Protection Areas** and areas with high potential for groundwater contamination, involve the storage, manufacture or use of materials detailed in policy 2.16.1.16, a **Risk Assessment** and a **Source Water Impact Assessment and Mitigation Plan** be required.
- 2.16.1.19 That the storage or use of pathogen threats by new land uses, including the siting and **Development** of stormwater management ponds and **Rapid Infiltration Basins** or **Rapid Infiltration Columns**, except for the storage of manure for personal or family use, is prohibited within the 100-metre pathogen zone around each active wellhead shown on Schedule 11 and may be restricted within the 100-metre zone and within the 0-2-year **Time of Travel** zone.
- 2.16.1.20 That expansion of existing incompatible land uses within the 100-metre pathogen zone is prohibited and expansion of existing incompatible land uses within the 100-metre zones, the 0-2 year **Time of Travel** zone and the 2-5 year **Time of Travel** zone shall be discouraged, unless a **Risk Assessment** and **Risk Management Plan**, as defined by York Region, has been undertaken. **Redevelopment** of these uses to more **Compatible** uses is encouraged, subject to an appropriate **Risk Assessment** and a **Risk Management Plan**.

- 2.16.1.21 That the restrictions in 3.1.1 do not apply to lands designated Prime Agriculture if the owner or operator of the agricultural operation is carrying out operations that are regulated under the *Nutrient Management Act*, and complies with all the standards established under that *Act*.
- 2.16.1.22 That **Redevelopment** of incompatible activities to more **Compatible** uses within **Wellhead Protection Areas** and Intake Protection Zones is encouraged, subject to an approved **Source Water Impact Assessment and Mitigation Plan**.
- 2.16.1.23 That proposed geothermal systems are subject to the following:
- geothermal systems are prohibited within **Wellhead Protection Areas** A and B as identified on Schedule 11 with a vulnerability score of 8 or higher;
 - only horizontal closed-loop geothermal systems are permitted within the **Wellhead Protection Area** B as identified on Schedule 11, where the vulnerability score is 6 or less, subject to Regional approval;
 - notwithstanding policies a and b, within **Wellhead Protection Areas**, the entirety of the geothermal systems shall be above the municipal aquifer;
 - notwithstanding policies a and b, geothermal systems are permitted in **Wellhead Protection Areas** and future planned municipal water systems where potable drinking water site condition standards can be demonstrated to the satisfaction of York Region; and
 - notwithstanding policies a and b, within **Wellhead Protection Areas** and where future planned municipal water systems have been identified by York Region, proposed geothermal systems as part of a *Planning Act*, *Condominium Act*, and/or *Building Code Act* application, shall only be permitted if approved by York Region.

2.17 TransCanada Pipelines Limited Facilities (Schedule 12)

TransCanada Pipelines Limited operates high-pressure natural gas pipelines within its rights-of-way which crosses through Vaughan as identified on Schedule 12. TransCanada Pipelines Limited is regulated by the Canada Energy Regulator that has a number of requirements regulating **Development** in proximity to pipelines, including approvals for activities on or within 30 metres of the rights-of-way, such as excavation, blasting and any movement of heavy equipment.

2.17.1 New Development Near TransCanada Pipelines Limited Facilities

It is the policy of Council:

- 2.17.1.1 That, as new **Development** can result in increasing the population density of the area and may result in TransCanada Pipelines Limited being required to replace its pipeline(s) to comply with CSA Code Z662, for **Development** proposals within 200 metres of the pipeline rights-of-way or 750 metres of a compressor station, the City shall require early consultation with TransCanada Pipelines Limited or its designated representative.

- 2.17.1.2 That new **Development** in proximity to TransCanada Pipelines Limited rights-of-way shall incorporate appropriate setbacks in accordance with TransCanada Pipelines Limited's **Development** standards and the Zoning By-law.
- 2.17.1.3 That regard shall be given to noise levels where **Development** is proposed in close proximity to the TransCanada Pipelines Limited compressor station. A noise and vibration study, to be carried out by the proponent, may be required for **Development** proposals within 750 metres of the compressor station. The study shall determine if Provincial guidelines can be achieved, and if necessary, recommend appropriate mitigation measures.
- 2.17.1.4 That, where appropriate, the City shall encourage the use of TransCanada Pipelines Limited rights-of-way for passive open space and trail purposes, including an east-west open space link, subject to TransCanada Pipelines Limited's easement rights.

Chapter 3 Land Use (Schedule 13)

This Chapter sets out land use policies that apply to lands in Vaughan, as identified on Schedule 13 to this Plan. The land use designations describe which land uses are permitted in different parts of Vaughan and provide **Development** criteria for those uses.

3.1 General Land Use

General land use matters are addressed by overarching policies that apply across Vaughan. These policies include, but are not limited to, general matters related to Schedule 13 of this Plan, to the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area, and general policies related to various land use designations as well as the associated Development criteria.

3.1.1 General Land Use Policies

It is the policy of Council:

- 3.1.1.1 That the use of land and the permitted building types on any property shall be those identified and described by the designations and their applicable policies set out in subsection 3.2 and shown on Schedule 13.
- 3.1.1.2 That any lands shown on Schedule 4, located within the boundary of the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area, are also subject to the policies of the those Plans and, where conflict exists between Provincial Plans and this Plan, in all instances the policies of the Provincial Plans shall prevail.
- 3.1.1.3 That no building or structure shall exceed the height in **Storeys** indicated on Schedule 13 by the number following the letter “H”.
- 3.1.1.4 That no **Development** shall exceed the density indicated on Schedule 13 by the number following the letter “D”.
- 3.1.1.5 That where no height or density is indicated on Schedule 13, the maximum height and density shall be established through a **Secondary Plan** or Area-Specific policy and pursuant to the policies of Section 5.1. of this Plan, or through the application of policies of this Plan.
- 3.1.1.6 That for lands designated Mid-Rise Residential, Mid-Rise Mixed Use, High-Rise Residential, and High-Rise Mixed Use, Official Plan and Zoning By-law amendments that would have the effect of reducing the density of a site are not supported unless the need has been identified through a City-initiated **Secondary Plan**, Area-Specific policy, or Site-Specific policy.
- 3.1.1.7 To permit the following uses in all land use designations except **Core Features**, Natural **Linkages**, **Hazardous Lands** and/or **Hazardous Sites**, Prime Agriculture,

Theme Park and Entertainment, and Infrastructure and Utilities, unless specifically permitted in those designations:

- a. **Schools**, except in **Employment Areas** on lands designated General Employment and Prestige Employment;
- b. parks and **open space**;
- c. stormwater management facilities;
- d. **Small-Scale Community Facilities**;
- e. places of worship, except on lands designated Prestige Employment or General Employment, and provided they are located on a public street with a planned rights-of-way of 26 metres or greater;
- f. **Day Cares**, except on lands designated General Employment; and
- g. public safety services, provided they are located on a public street with a right-of-way of 26 metres or greater.

3.1.1.8 That **Public Utilities** are permitted in all land use designations except **Core Features** of the Natural Heritage Network identified on Schedule 2 and any **Hazardous Lands** where **Public Utilities** may not necessarily be appropriate. **Public Utilities** that are authorized under the *Environmental Assessment Act*, where applicable, may be permitted in all land use designations of this Plan.

3.1.1.9 To permit secondary land uses coincident with **Public Utilities** in corridors where they are **Compatible** with surrounding land uses and reviewed/approved by the utility provider, including but not limited to:

- a. **Active Recreational Uses** and **Passive Recreational Uses**;
- b. **community gardens**; and
- c. other utilities and uses such as parking lots and outdoor storage that are **Accessory** to adjacent land uses and are subject to the approval of the utility provider.

3.1.1.10 That on lands within the boundary of the Greenbelt Plan Area shown on Schedule 4, the following policies shall apply:

- a. all **Existing Uses** lawfully used for such purpose on the day before Dec. 16, 2004, being the day the Greenbelt Plan came into force, are permitted;
- b. single dwellings are permitted on existing lots of record, provided they were zoned for such as of Dec. 16, 2004, or where an application for an amendment to a Zoning By-Law is required as a condition of a severance granted prior to Dec. 16, 2003, but which application did not proceed;
- c. a second **Dwelling Unit** is permitted outside of the Natural Heritage system.
- d. expansions to existing buildings and structures, **Accessory** structures and uses, and/or conversions of legally **Existing Uses** which bring the use more into

conformity with the Greenbelt Plan, are permitted subject to a demonstration of the following:

- i. notwithstanding any policies of this Plan regarding new or expanded partial servicing, new municipal services are not required; and
 - ii. the use does not expand into key **Natural Heritage Features and Areas** and **Key Hydrologic Features** or their associated **Vegetation Protection Zones**, unless there is no other alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;
- e. expansions to existing agricultural buildings and structures, residential dwellings, and **Accessory** uses to both, may be considered within key **Natural Heritage Features and Areas** and **Key Hydrologic Features** or their associated **Vegetation Protection Zones**, if it is demonstrated that:
- i. there is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and
 - ii. the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible;
- f. expansion, maintenance and/or replacement of existing **Infrastructure** is permitted, subject to the **Infrastructure** policies of this Plan which apply to the Greenbelt Plan Area; and
- g. **Active Recreational Uses** and parkland are permitted within the linear river valleys, which may include playing fields and golf courses.

3.1.1.11 That on lands within the boundary of the Oak Ridges Moraine Conservation Plan area shown on Schedule 4, the following policies apply in addition to those in subsection 3.2.6 of this Plan:

- a. that nothing in this Plan applies to prevent:
 - i. the use of any land, building, or structure for a purpose, prohibited by this Plan, if the land, building or structure was lawfully used for that purpose on Nov. 15, 2001, and continues to be used for that purpose; or
 - ii. the erection or use for a purpose prohibited by this Plan of a building or structure for which a permit has been issued under subsection 8(2) of the *Building Code Act*, 1992 on or before Nov. 15, 2001, if:
 - a. the permit has not been revoked under subsection 8(10) of the *Building Code Act*, 1992; and
 - b. the building or structure when erected is used and continues to be used for the purpose for which it was erected;

- b. that nothing in this Plan applies to prevent the expansion of an existing building or structure on the same lot, or the expansion of an existing institutional use, if the applicant demonstrates that:
 - i. there shall be no change in use; and
 - ii. the expansion shall not adversely affect the **Ecological Integrity** of the lands within the Oak Ridges Moraine Conservation Plan Area.
- c. an existing **Mineral Aggregate Operation** or an existing **Wayside Pit** within lands designated Oak Ridges Moraine Natural Core Area on Schedule 4 shall not be expanded beyond the boundary of the area under licence or permit;
- d. that nothing in this Plan applies to prevent the reconstruction, within the same locations and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no **Intensification** of the use;
- e. that nothing in this Plan applies to prevent the conversion of an existing use to a similar use, if the applicant demonstrates that the conversion:
 - i. shall bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and
 - ii. shall not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area;
- f. that, if an existing use has **Adverse Effects** on the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan area, any application to expand the building, structure or use, or to convert the existing use to a similar use, shall be considered with the objective of bringing the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan;
- g. that in accordance with Section 7 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection or location of a single dwelling if:
 - i. the use, erection and location would have been permitted by the applicable Zoning By-Law on Nov. 15, 2001; and
 - ii. the applicant demonstrates, to the extent possible, that the use, erection and location will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area;
- h. that in accordance with Section 8 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection or location of a building or structure if:

- i. the use, erection and location were authorized by the approval of an application that was commenced before Nov. 17, 2001, and approved after that date; or
 - ii. the use, erection and location were authorized by the approval of an application that was commenced after Nov. 17, 2001, and decided in accordance with subsection 17(1) of the Oak Ridges Moraine Conservation Act; and
 - i. that **Development** be directed away from **Hazardous Lands** and **Hazardous Sites**.
- 3.1.1.12 To protect Vaughan’s manufacturing, industrial and warehousing sectors from potential impacts, any **Development** or **Redevelopment** of lands where **Sensitive Land Uses** are proposed to be located or are located within 1000 metres of an **Employment Area**, the applicant shall be required to undertake a Land Use Compatibility Study and/or the appropriate studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, to ensure land use compatibility with the surrounding **Employment Area** lands. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to **Development** at the expense of the applicant for the more **Sensitive Land Use**.
- 3.1.1.13 That **Major Facilities** and **Sensitive Land Uses** shall be planned and developed in accordance with the Province’s D-Series guidelines to avoid, or if avoidance is not possible, minimize and mitigate any potential **Adverse Effects** from odour, noise and other contaminants, and minimize risk to public health and safety.

3.2 Land Use Designations

Land use designations are shown on Schedule 13. Every parcel of land in the City is subject to one of these designations, which guide **Development** on those lands and implement the policies of Chapters 2 and 3 of this Plan.

3.2.1 Residential

Lands designated Low-Rise Residential, Mid-Rise Residential, and High-Rise Residential are primarily intended for housing and residential-supportive uses such as convenience **Retail** stores or private home **Day Cares**.

Low-Rise Residential

Lands designated Low-Rise Residential make up most of the **Community Areas**. The primary intent of this designation is to allow for Low-Rise Residential uses and building types that have individual and direct outdoor access.

It is the policy of Council:

- 3.2.1.1 That on lands designated on Schedule 13 as Low-Rise Residential, the following policies apply:
- a. building heights shall not exceed three **Storeys**;
 - b. the following uses shall be permitted in addition to those uses permitted through policy 4.1.1.7:
 - i. residential units;
 - ii. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;
 - iii. **Home Occupations**;
 - iv. private **Day Care**; and
 - v. small-scale stand-alone convenience **Retail**, provided the use is located on a corner lot where at least one of the sides is on a collector or arterial street as indicated on Schedule 9B; and
 - c. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
 - i. **Single-Detached House**;
 - ii. **Semi-Detached House**;
 - iii. **Townhouse**;
 - iv. **Stacked Townhouses** and/or **Back-to-Back Townhouse**;
 - v. **Duplex, Triplex** and **Fourplex**;
 - vi. **Low-Rise Buildings** up to three **Storeys** in height; and
 - vii. **Public and Private Institutional Buildings**.

Mid-Rise Residential

Lands designated Mid-Rise Residential are intended to allow for the provision of housing at a higher density and height than Low-Rise Residential but where achieving a broad mix of uses is not feasible (e.g., lands without direct access to a major corridor or **Higher Order Transit** to allow residents to access services on those lands), and where **High-Rise Buildings**' heights or massing would cause adverse impacts on adjacent low-rise uses.

It is the policy of Council:

- 3.2.1.2 That on lands designated on Schedule 13 as Mid-Rise Residential, the following policies apply:
- a. buildings shall not exceed 12 **Storeys** or the height shown on Schedule 13;
 - b. **Development** shall be designed to a high standard of built form and **Public Realm** pursuant to Section 4.3 of this Plan, and be integrated with adjacent uses;

- c. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. residential units;
 - ii. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;
 - iii. **Home Occupations**;
 - iv. **Small-Scale Convenience Retail**, provided the use is located on the ground floor of a **Mid-Rise Building**; and
 - v. **Community Facilities**;
- d. the following building types are permitted pursuant to the policies in subsection 4.3.2 of this Plan:
 - i. **Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses** incorporated into the podium of a **Mid-Rise Building**;
 - ii. **Mid-Rise Buildings**; and
 - iii. **Public and Private Institutional Buildings**; and
- e. within 70 metres of an area designated as Low-Rise Residential the following building types may be permitted, pursuant to policies in subsection 3.3.2 of this Plan, to provide for an appropriate transition to the Low-Rise Residential area:
 - i. **Townhouses**;
 - ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**; and
 - iii. **Low-Rise Buildings**.

High-Rise Residential

The High-Rise Residential designation is reserved for lands where high-density residential uses and **High-Rise Buildings** are appropriate and shall have minimal impacts on neighbouring uses (e.g., through shadowing) but does not include a broad mix of uses on the lands.

It is the policy of Council:

- 3.2.1.3 That on lands designated on Schedule 13 as High-Rise Residential, the following policies apply:
- a. building heights shall be a minimum of three **Storeys** and shall not exceed the height and density indicated on Schedule 13;
 - b. **Development** shall be designed pursuant to Section 4.3 of this Plan, and be integrated with adjacent uses;
 - c. the following uses are permitted in addition to those uses permitted through policy 3.1.1.7:

- i. residential units;
 - ii. **Home Occupations;**
 - iii. **Small-Scale Convenience Retail**, provided the use is located on the ground floor of a **Mid-Rise Building** or **High-Rise Building**; and
 - iv. **Community Facilities;**
- d. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
- i. **Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses** incorporated into the podium of a **High-Rise Building** or **Mid-Rise Building**;
 - ii. **High-Rise Buildings**;
 - iii. **Mid-Rise Buildings**; and
 - iv. **Public and Private Institutional Buildings**; and
- e. within 70 metres of an area designated as Low-Rise Residential or on streets that are not arterial streets or major collector streets, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate transition to the Low-Rise Residential area:
- i. **Low-Rise Buildings**; and
 - ii. **Mid-Rise Buildings**.

3.2.2 Mixed-Use

The Mixed-Use designations are primarily intended to support the evolution of **Strategic Growth Areas** into vibrant **Complete Communities**, with a range of housing and employment options, and services such as food stores, pharmacies, financial institutions, and restaurants within walking distance of residents. Lands designated Mixed-Use contribute to a comfortable and accessible **Public Realm** and urban form. Mixed-Use lands require both residential and non-residential uses on the same lot.

It is the policy of Council:

- 3.2.2.1 That on lands designated Low-Rise Mixed-Use, Mid-Rise Mixed-Use, High-Rise Mixed-Use, and Transitional Mixed-Use, the following policies shall apply:
- a. **Development** shall include **Universal Design** principles, be **Transit-Supportive** and walkable, integrating high levels of pedestrian connectivity, including, for example, mid-block connections; and
 - b. the ground floor frontage of buildings along arterial and collector streets shall face the street and predominantly consist of **Retail** uses or other non-residential uses that animate the street, pursuant to subsection 4.2.3 of this Plan.

Low-Rise Mixed-Use

The Low-Rise Mixed-Use designation is key to achieving **Complete Communities** in Vaughan, especially outside the City's **Strategic Growth Areas**. Lands designated Low-Rise Mixed-Use are generally located along arterial streets on the periphery of Low-Rise Residential areas and provide **Retail**, community services, and employment opportunities within a short distance of residents of adjacent neighbourhoods. The Low-Rise Mixed-Use designation can also be used in **Strategic Growth Areas** to achieve a gradual transition between higher-density uses and adjacent **Community Areas**.

It is the policy of Council:

- 3.2.2.2 That on lands designated on Schedule 13 as Low-Rise Mixed-Use, the following policies shall apply:
- a. **Development** shall:
 - i. consist of an integrated mix of residential, community and small-scale **Retail** uses intended to serve the local population;
 - ii. be designed to a high standard of architecture and **Public Realm** pursuant to Section 4.3 of this Plan; and
 - iii. be integrated with adjacent uses;
 - b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. residential units, together with non-residential uses, including:
 - ii. one primary residential unit; and
 - iii. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;
 - iv. **Home Occupations**;
 - v. Hotels;
 - vi. **Retail** uses subject to the policies of subsection 4.2.3; and
 - vii. office uses;
 - c. in areas designated as Low-Rise Mixed-Use on Schedule 13 and located in a **Strategic Growth Area** identified on Schedule 1B, a maximum of 30% of a building's **Gross Floor Area** shall be **Retail**;
 - d. in areas designated as Low-Rise Mixed-Use on Schedule 13 and located in a **Community Area** identified on Schedule 1, **Retail** and office uses shall be limited to a maximum of 500 square metres of **Gross Floor Area** each if located on a collector street as indicated on Schedule 9B;
 - e. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:

- i. **Townhouses**;
 - ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**;
 - iii. **Low-Rise Buildings**;
 - iv. **Live-Work Units**; and
 - v. **Public and Private Institutional Buildings**; and
- f. stand-alone residential uses are not permitted in the Low-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

Mid-Rise Mixed-Use

Lands designated Mid-Rise Mixed-Use are intended to facilitate a wide range of uses in lower-density **Strategic Growth Areas** such as **Local Centres** and to provide transition between high-density and **High-Rise Building** uses and adjacent lower density areas. These lands are intended to be vibrant and walkable, with high-quality streetscapes and buildings containing active ground floor uses.

It is the policy of Council:

- 3.2.2.3 That, on lands designated on Schedule 13 as Mid-Rise Mixed-Use, the following policies shall apply:
- a. **Development** shall:
 - i. allow for an integrated mix of residential, community and small-scale **Retail** uses intended to serve the local population;
 - ii. be designed to a high standard of architecture and **Public Realm** pursuant to Section 4.3 of this Plan; and
 - iii. be integrated with adjacent uses;
 - b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. residential units, including **Live-Work Units** and **Home Occupations**;
 - ii. **Community Facilities**;
 - iii. cultural uses, including commercial galleries and theatres;
 - iv. **Retail** uses subject to the policies of subsection 4.2.3;
 - v. office uses, up to a maximum of 4,000 square metres on lands outside **Strategic Growth Areas**;
 - vi. parking structure, if integrated with a mixed-use building;

- vii. **Hotels**; and
 - viii. gas stations, subject to subsections 4.2 and 4.3.2;
- c. **Development** within **Strategic Growth Areas** shall be required to incorporate, at minimum, two of the permitted uses listed in policies 3.1.1.7 and 3.2.2.3.c., while contributing to street activation, street animation, and a mix of residential and non-residential uses, subject to the provisions of the City's Zoning By-Law;
- d. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:
- i. **Mid-Rise Buildings**;
 - ii. **Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses, and Live-Work Units** incorporated into the podium of a **Mid-Rise Building**;
 - iii. **Public and Private Institutional Buildings**; and
 - iv. gas stations, subject to subsections 4.2 and 4.3; and
- e. within 70 metres of lands designated as Low-Rise Residential, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate a transition to the Low-Rise Residential area:
- i. **Townhouses**;
 - ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**; and
 - iii. **Low-Rise Buildings**.
- f. stand-alone residential uses are not permitted in the Mid-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.
- 3.2.2.4 That on lands designated as Transitional Mid-Rise Mixed-Use on Schedule 13, the following policies shall apply in addition to policy 4.2.2.3:
- a. lawfully existing uses as of the effective date of this Plan are permitted;
 - b. **Redevelopment** shall result in a more effective hierarchy of streets, an improved **Public Realm**, and better pedestrian connectivity to transit and adjacent uses;
 - c. the proponent of a **Redevelopment** shall demonstrate through, but not limited to, a Transportation Impact Study and Parking Study, any adverse traffic impacts on the neighbouring area arising from the **Redevelopment** and how they shall be appropriately mitigated;
 - d. where the existing use on a property to be redeveloped is **Major Retail**, the new **Development** shall retain, at minimum, the existing **Gross Floor Area** of **Retail** space;

- e. **Development** shall ensure compatibility with any existing adjacent Low-Rise Residential lands, pursuant to Section 4.3.2 of this Plan;
- f. **Development** shall consider required setbacks and compatibility with adjacent **Infrastructure**, including rail facilities and hydro corridors; and
- g. the proponent of a **Redevelopment** shall submit the required studies for a complete application submission pursuant to Chapter 5 of this Plan.

High-Rise Mixed-Use

The High-Rise Mixed-Use designation is at the heart of the City's highest density areas, including the Vaughan Metropolitan Centre, **Primary Centres**, **Protected Major Transit Station Areas**, and **Primary Corridors** and **Local Corridors**. Where feasible and appropriate, High-Rise Mixed-Use buildings can assist in achieving density targets in **Strategic Growth Areas** and support a broad range of uses that are transit supportive and walkable.

It is the policy of Council:

- 3.2.2.5 That on lands designated on Schedule 13 as High-Rise Mixed-Use, the following policies apply:
- a. **Development** shall:
 - i. require an integrated mix of residential and non-residential uses, including community, office and **Retail** uses intended to serve the local population;
 - ii. be designed to a high standard of architecture and **Public Realm** pursuant to Section 4.3 of this Plan; and
 - iii. be integrated with adjacent uses;
 - b. the following uses are permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. residential units, including **Live-Work Units** and **Home Occupations**;
 - ii. **Community Facilities**;
 - iii. cultural uses, including commercial galleries and theatres;
 - iv. **Retail** uses subject to the policies of subsection 4.2 of this Plan;
 - v. office uses, up to a maximum of 4,000 square metres outside **Strategic Growth Areas** and over 4,000 square metres in **Strategic Growth Areas**;
 - vi. parking structure, if integrated with a mixed-use building and located below grade;
 - vii. **Hotels**; and
 - viii. gas stations, subject to subsections 4.2 and 4.3 of this Plan;

- c. **Development** within **Strategic Growth Areas** shall be required to incorporate, at a minimum, two of the permitted uses (that provide residential and non-residential uses on the same lot), listed in policies 3.1.1.7 and 3.2.2.5.c., subject to the provisions of the City's Zoning By-Law;
- d. the following Building Types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
 - i. **High-Rise Buildings**;
 - ii. **Mid-Rise Buildings**;
 - iii. **Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses**, and **Live-Work Units** incorporated into the podium of a **High-Rise Building** or **Mid-Rise Building**;
 - iv. **Public and Private Institutional Buildings**; and
 - v. gas stations.
- e. within 70 metres of an area designated as Low-Rise Residential or on streets that are not arterial streets or major collector streets, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate a transition to the Low-Rise Residential area:
 - i. **Low-Rise Buildings**; and
 - ii. **Mid-Rise Buildings**.
- f. stand-alone residential uses are not permitted in the High-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

Non-Residential Mixed-Use

Lands designated as Non-Residential Mixed-Use are located along **Primary** and **Local Corridors** adjacent to **Employment Areas**. This designation is intended to support a variety of non-residential uses, including **Employment-Supportive Uses** which benefit from proximity to **Employment Areas** and provide a buffer between **Employment Areas** and residential uses in **Community Areas** or **Strategic Growth Areas**. Such areas are appropriate for non-residential **Intensification** and make efficient use of existing or planned rapid transit and transit investment, but are not appropriate for residential uses.

It is the policy of Council:

- 3.2.2.6 That on lands designated on Schedule 13 as Non-Residential Mixed-Use, the following policies shall apply:
 - a. Non-Residential Mixed-Use lands shall:

- i. support the City's **Intensification** objectives for **Primary Corridors** and **Local Corridors** adjacent to **Employment Areas**;
 - ii. provide a focus for business activity providing for the largest and most comprehensive concentrations of **Employment-Supportive Uses** and amenities in the City including larger scale **Employment-Supportive Uses**;
 - iii. be designed to a high standard of architecture and **Public Realm** pursuant to Section 4.3 of this Plan; and
 - iv. contribute to an urban environment with a strong pedestrian orientation and attractive streetscapes;
- b. the following uses shall be permitted in addition to the uses permitted in policy 3.1.1.7:
- i. in **Strategic Growth Areas** as shown on Schedule 1B to this Plan:
- c. office uses, including **Major Office**;
- d. Hotels;
- e. cultural and entertainment uses;
- f. **Retail** uses, provided that no **Retail** unit shall exceed a **GFA** of 3,500 square metres; and
- g. gas stations subject to subsections 4.2 and 4.3 of this Plan;
- i. outside **Strategic Growth Areas** as shown on Schedule 1B to this Plan:
 - ii. office uses to a maximum of 4,000 square metres **GFA** per lot;
 - iii. cultural and entertainment uses;
 - iv. **Retail** uses, provided that no **Retail** unit shall exceed a **GFA** of 3,500 square metres; and
 - v. gas stations, pursuant to subsections 4.2 and 4.3 of this Plan; and
- h. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
- i. **Low-Rise Buildings**, except on lands within a **Primary Corridors** or **Local Corridors** as shown on Schedule 1B;
 - ii. **Mid-Rise Buildings**;
 - iii. **Public and Private Institutional Buildings**; and
 - iv. gas stations.

3.2.3 Employment

The Employment designations are intended to provide for a variety of employment uses (e.g., manufacturing, warehousing uses) and **Accessory** and ancillary uses, as well as limited non-employment uses, within Vaughan's **Employment Areas**.

General Employment

Lands designated General Employment are predominantly industrial areas characterized by **Low-Rise Buildings** with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of employment uses. Office and **Retail** uses on General Employment lands are to be limited to those **Accessory** uses serving a permitted use (e.g., an outlet store for a factory).

It is the policy of Council:

- 3.2.3.1 That, on lands designated on Schedule 13 as General Employment, the following policies shall apply:
- a. **Development** shall be designed with pedestrian connectivity and amenities to serve the daily employee population and to facilitate access to public transit, while accommodating vehicles and trucks, through the provision of sidewalks, shade via a **Tree** canopy, wayfinding, and other appropriate elements of the **Public Realm** pursuant to policies in Section 4.3 of this Plan;
 - b. the following uses are permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. manufacturing uses, uses related to research and development in connection with manufacturing, and warehousing uses (excluding **Retail** warehouses), including uses related to the movement of goods, processing, distribution, any of which may or may not include outdoor storage; and
 - ii. office and/or **Retail** that are directly associated with any of the uses listed in policy 3.2.3.1.b.i., provided that the associated office and/or **Retail** use is located on the same lot as the primary use; and
 - iii. facilities that are ancillary to the uses mentioned in the *Planning Act*, and business and economic uses as may be prescribed.
 - c. the uses listed in policy 3.2.3.1.b. are subject to land use compatibility policies in subsection 4.2.3 of this Plan;
 - d. uses which are not listed in policy 3.2.3.1.b. but which were lawfully established before October 20, 2024 are permitted to continue;
 - e. no lot within General Employment designated areas shall be used for the sole purpose of outside storage. Where outside storage is proposed on a lot, a building shall be provided in accordance with the provisions of the City's Zoning By-Law. Notwithstanding, outside storage shall not be permitted on a corner lot; and

- f. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
 - i. Employment/Industrial Buildings;
 - ii. **Low-Rise Buildings**; and
 - iii. **Mid-Rise Buildings**.

Prestige Employment

The Prestige Employment designation allows for employment uses and provides for transition to adjacent non-employment uses.

It is the policy of Council:

- 3.2.3.2 That Prestige Employment lands shall generally be located on arterial streets forming the edges of **Employment Areas**, and along 400-series highways, to:
 - i. allow the areas to provide a transition between General Employment lands and more **Sensitive Land Uses**;
 - ii. locate greater intensity uses on key transportation routes; and
 - iii. provide locational opportunities for activities which require high visual exposure and an attractive working environment.
- 3.2.3.3 That on lands designated as Prestige Employment, the following policies shall apply:
 - a. **Development** shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment;
 - b. a variety of lot sizes should be made available to provide flexibility for attracting and accommodating a wide range of employment uses;
 - c. the following uses are permitted in addition to those uses permitted through policy 3.1.1.7:
 - i. manufacturing uses, uses related to research and development in connection with manufacturing, warehousing uses (but not **Retail** warehousing), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted on lands designated Prestige Employment;
 - ii. office and/or **Retail** uses that are directly associated with any of the uses listed in policy 3.2.3.3.c.i., provided that the associated office and/or **Retail** use is located on the same lot as the primary use;
 - iii. the uses listed in policy 3.2.3.3.c are subject to land use compatibility policies in subsection 4.2.3 of this Plan; and
 - iv. Ancillary facilities as per the *Planning Act*.

- d. uses which are not listed in policy 3.2.3.3.c but which were lawfully established before October 20, 2024 are permitted to continue;
- e. the following building types are permitted pursuant to policies in subsection 4.3.2 of this Plan:
 - i. Employment/Industrial Buildings;
 - ii. **Low-Rise Buildings**; and
 - iii. **Mid-Rise Buildings**.

Major Institutional

Lands designated Major Institutional are the site of large-scale campuses for civic, healthcare, cultural, and other institutional uses. These uses serve residents of Vaughan as well as visitors from outside the City. As large sites of institutional activity, they are highly walkable with an internal road network and a high-quality **Public Realm** that offer opportunities for **Passive Recreational Uses** and access to the outdoors for users of the institutional facilities on-site.

It is the policy of Council:

- 3.2.3.4 That on lands designated on Schedule 13 as Major Institutional, the following policies shall apply:
- a. the Major Institutional designation applies to major health, educational, cultural, and government uses that serve a City-wide or regional function;
 - b. permitted uses associated with a Major Institutional use identified in policy 4.2.3.4a include:
 - i. small scale **Retail**; and
 - ii. residential uses directly related to the Major Institutional use, such as student residences;
 - c. prior to the **Development** or **Redevelopment** in an area designated as Major Institutional, a **Secondary Plan** shall be completed which meets the requirements for **Secondary Plans** set out in Chapter 5 of this Plan, including consideration of the following:
 - i. compatibility of proposed uses with adjacent uses;
 - ii. potential for visual and physical connections integrating the campus/institution with adjacent areas, including creating and preserving significant views and creating and preserving a network of pedestrian, cycling and transit links;
 - iii. identification of sites within the campus for future growth, if applicable; and

- iv. identification of sites within the campus that may be surplus to the institutional use that can be developed for other purposes; and
- d. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
 - i. **Low-Rise Buildings;**
 - ii. **Mid-Rise Buildings;**
 - iii. **High-Rise Buildings;** and
 - iv. **Public and Private Institutional Buildings;**

3.2.4 Theme Park and Entertainment

The Theme Park and Entertainment land use designation is specific to Canada's Wonderland theme park, which is one of Vaughan's largest trip generators. The theme park occupies a large site at the intersection of two **Local Corridors** (Jane Street and Major Mackenzie Drive), and is in close proximity to two **Primary Centres** (Vaughan Mills and the Vaughan Healthcare Centre Precinct).

It is the policy of Council:

- 3.2.4.1 That on lands designated on Schedule 13 as Theme Park and Entertainment the following policies shall apply:
- a. the lands are intended for the operation of a theme park and associated entertainment uses with defined entry point(s) and admission procedure(s);
 - b. the north, south and east boundary edges of the lands shall be treated for visual and use compatibility with neighbouring **Development**;
 - c. at any such time as the intended Theme Park and Entertainment uses on the site cease, the City shall undertake a detailed land use study and **Secondary Plan** process pursuant to the policies of Chapter 5 of this Plan to determine the most appropriate new use(s) for these lands;
 - d. the following uses are permitted:
 - i. amusement rides and structures;
 - ii. studios, stages and theatres (indoors and outdoors) for live and filmed shows, including outdoor stages or amphitheatres which can accommodate approximately 10,000 patrons and with the capacity to deliver sound levels to the intended audiences of 85db or greater;
 - iii. games of skill or chance;
 - iv. **Retail** directly associated with the theme park use;
 - v. Hotels;

- vi. conference and trade show facilities;
- vii. office uses directly associated with the theme park use;
- viii. outdoor storage areas associated with the maintenance and operation of the theme park;
- ix. maintenance buildings and facilities associated with the maintenance and operation of the theme park;
- x. parking for patrons and employees; and
- xi. water, sanitary and stormwater management facilities;
- e. other **Retail**, entertainment and recreation uses not restricted to theme park visitors but open to the general public may be permitted subject to a Zoning By-law amendment;
- f. landscaping, buffering, berms, fences, signage, internal private streets and parking may be used on the boundary edges to create an appropriate transition to neighbouring **Development**;
- g. given the specialized nature of the Theme Park and Entertainment designation, building types are not prescribed; and
- h. any new theme park rides proposed within the Theme Park and Entertainment designation shall not be reviewed through the City's zoning process but through the Technical Standards and Safety Authority, however, all other buildings and structures are subject to zoning and building permit review.

3.2.5 Open Space

The Open Space Network defined in Section 4.4 of this Plan consists of a variety of open space and natural lands in both public and private ownership. There are two land use designations that support the Open Space Network: Parks and Private Open Space.

Lands designated Parks are those on which City-owned parkland of varying sizes is located.

Lands designated Private Open Space consist of cemeteries and golf courses and the former Keele Valley Landfill and Township of Vaughan Landfill sites. These lands, while not part of the City's parkland system, contribute to Vaughan's Open Space network.

Parks

It is the policy of Council:

3.2.5.1 That on lands designated on Schedule 13 as Parks, the following policies apply:

- a. Parks are public lands owned and/or operated by the City of Vaughan for **Passive Recreational Uses** or **Active Recreational Uses**;
- b. Parks shall be developed and designed in accordance with the Parkland System policies contained in subsection 4.4 of this Plan; and

- c. given the specialized nature of buildings in Parks, building types are not prescribed.

Private Open Space

It is the policy of Council:

- 3.2.5.2 That the Private Open Space designation is intended for lands that currently support or have the potential to support the City's Open Space Network and that are not intended for **Development** or **Redevelopment**.
- 3.2.5.3 That on lands designated on Schedule 13 as Private Open Space, the following policies shall apply:
 - a. the following uses are permitted:
 - i. cemeteries, including the following **Accessory** buildings and structures, in accordance with the provisions of the City's Zoning By-law:
 - b. mausoleums;
 - c. columbaria or other such structures for the storage of funerary urns;
 - d. chapels;
 - e. caretakers' residences; and
 - f. crematoria, in cemeteries which are greater than four hectares in area and have frontage onto an arterial street;
 - i. golf courses, including club house facilities, event spaces, and driving ranges;
 - ii. public and private open spaces;
 - iii. **Passive Recreational Uses** and **Active Recreational Uses**; and
 - iv. with respect to the former Keele Valley Landfill and former Township of Vaughan Landfill sites, decommissioning activities related to the former landfills, including energy production;
 - g. the design and site layout of cemeteries shall not prevent the implementation of a more compact road network in the future;
 - h. should the Private Open Space cease to exist, appropriate alternate land uses shall be determined through an amendment to this Plan and shall be subject to an area specific study; and
 - i. the following building types are permitted on lands designated Private Open Space, pursuant to policies in subsection 4.3.2 of this Plan:
 - i. **Low-Rise Buildings**; and
 - ii. **Public and Private Institutional Buildings**.

3.2.6 Natural Areas and the Oak Ridges Moraine

The Natural Heritage Network, as established in Section 2.7 of this Plan, consists of a variety of lands, including **Core Features**, **Enhancement Areas**, and lands within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area. In addition to the City-wide policies in Section 2.7 and accompanying mapping in Schedules 2 and 4 to this Plan, certain lands within Vaughan are designated as Natural Areas to protect **Core Features**, and as Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside to implement the policies of the Oak Ridges Moraine Conservation Plan.

Natural Areas

It is the policy of Council:

- 3.2.6.1 That on lands designated on Schedule 13 as Natural Areas, the following policies shall apply:
- a. Natural Areas are subject to the policies applicable to **Core Features** in the Natural Heritage Network in Section 2.7 of this Plan;
 - b. **Enhancement Areas** and other lands in the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area connect and support Natural Areas, such that the policies regarding these lands in Section 2.7 shall be considered, where relevant, for new **Development** and/or **Site Alteration** adjacent to Natural Areas;
 - c. Notwithstanding policy 3.2.6.1.a, lands that are designated as Natural Areas and are owned and/or managed by the TRCA or another public agency may, at the discretion of the public agency, include land uses related to ecological and environmental education, conservation, protection and enhancement, including but not limited to:
 - i. interpretive centres;
 - ii. agriculture;
 - iii. farmers market;
 - iv. animal husbandry;
 - v. wildlife refuge;
 - vi. **renewable energy** generation;
 - vii. sustainable building demonstration; and
 - viii. uses ancillary to the uses set out in paragraphs i. to vii.

Oak Ridges Moraine Natural Core Area

The Oak Ridges Moraine Natural Core Areas are areas with a high concentration of key **Natural Heritage Features and Areas**, **Ecological Functions**, **Key Hydrologic Features** or Landform

Conservation Areas. The purpose of the Oak Ridges Moraine Natural Core Area is to maintain and, where possible, improve or restore the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area. Additional objectives and purposes for the Oak Ridges Moraine Natural Core Area are also outlined under Sections 11(1) and (2) of the Oak Ridges Moraine Conservation Plan.

It is the policy of Council:

3.2.6.2 That on lands within the Oak Ridges Moraine Conservation Plan Area, designated on Schedule 13 as Oak Ridges Moraine Natural Core Area, the following policies shall apply:

- a. the following uses shall be permitted:
 - i. fish, wildlife and forest management;
 - ii. conservation projects and flood and erosion control projects;
 - iii. **Agricultural Uses**;
 - iv. transportation, **Infrastructure**, and utilities, pursuant to the requirements of Section 41 of the Oak Ridges Moraine Conservation Plan;
 - v. **Home Occupations**;
 - vi. **Home Industries**;
 - vii. **Bed and Breakfasts**;
 - viii. **Agriculture-Related Uses** and **On-Farm Diversified Uses**, on **Prime Agricultural Lands** only;
 - ix. low-intensity recreational uses as described in the Oak Ridges Moraine Conservation Plan;
 - x. **Unserviced Parks**; and
 - xi. uses ancillary to the uses set out in paragraphs i. to x.
- b. notwithstanding policy 3.2.7.2.a. above, lands within the Oak Ridges Moraine Conservation Plan Area designated Oak Ridges Moraine Natural Core Area are also subject to the policies of this Plan as they pertain to:
 - i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and
 - ii. **Major Development** on the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.

3.2.6.3 That, where there is a conflict between policy 3.2.7.2 and the policies in the remainder of this Plan, policy 3.2.7.2 shall prevail.

Oak Ridges Moraine Natural Linkage Area

The purpose of the Oak Ridges Moraine Natural Linkage Area designation is to maintain, and where possible improve or restore, the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area, and to maintain, and where possible improve or restore, regional-scale open space **Linkages** between Oak Ridges Moraine Natural Core Areas and along river valleys and stream corridors. Additional objectives and purposes for the Oak Ridges Moraine Natural Linkage Area designation are also outlined under Sections 12(1) and (2) of the Oak Ridges Moraine Conservation Plan.

It is the policy of Council:

- 3.2.6.4 That on lands within the Oak Ridges Moraine Conservation Plan Area, designated on Schedule 13 as Oak Ridges Moraine Natural Linkage Area, the following policies shall apply:
- a. the following uses are permitted in addition to those uses permitted through policy 3.2.7.2.a.:
 - i. **Wayside Pits and Quarries** and **Mineral Aggregate Operations** subject to the policies of subsection 2.9.2; and
 - ii. **Accessory** uses;
 - b. notwithstanding 3.2.6.4.a, above, lands designated Oak Ridges Moraine Natural Linkage Area are also subject to the policies of this Plan as they pertain to:
 - i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and
 - ii. **Major Development** on the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.
- 3.2.6.5 That where there is a conflict between policy 3.2.6.4 and the policies in the remainder of this Plan, policy 3.2.6.4 shall prevail.

Oak Ridges Moraine Countryside

The purpose of the Oak Ridges Moraine Countryside designation is to encourage **Agricultural Uses** and other rural uses that support the Oak Ridges Moraine Conservation Plan. Additional objectives and purposes for the Oak Ridges Moraine Countryside designation are also outlined under Sections 13(1) and (2) of the Oak Ridges Moraine Conservation Plan.

It is the policy of Council:

- 3.2.6.6 That on lands designated on Schedule 13 as Oak Ridges Moraine Countryside within the Oak Ridges Moraine Conservation Plan Area, the following policies shall apply:
- a. the following uses are permitted in addition to those uses permitted through policies 3.2.7.2.a. and 3.2.6.4.a.:

- i. small-scale commercial, industrial, and institutional uses as defined in the Oak Ridges Moraine Conservation Plan, these uses are not permitted on lands designated Prime Agriculture and are subject to Section 40 of the Oak Ridges Moraine Conservation Plan;
- ii. **Major Recreational Uses** subject to the policies of and the Oak Ridges Moraine Conservation Plan; and
- iii. **Accessory** uses.
- b. Notwithstanding 3.2.6.6.a., above, lands designated Oak Ridges Moraine Countryside are also subject to the policies of this Plan as they pertain to:
 - i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and
 - ii. **Major Development** within the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.

3.2.6.7 That where there is a conflict between policy 3.2.6.6 and the policies in the remainder of this Plan, policy 3.2.6.6 shall prevail.

3.2.7 Prime Agriculture and Rural

The Prime Agriculture and Rural designations are intended to protect Vaughan's agricultural land base as a key component of the **Agricultural System**, defined in Chapter 2, and to implement the agricultural policies contained in Section 2.6. Most of the lands designated Prime Agriculture are also located within the Greenbelt Plan Area and are therefore subject to the policies of that Plan.

Lands designated Rural are intended to provide for certain residential uses that existed in the **Agricultural System** at the time of the initial adoption of this Plan, and are not intended for **Redevelopment**, nor is the expansion of that designation contemplated by the City.

Prime Agriculture

It is the policy of Council:

- 3.2.7.1 That all types, sizes and intensities of **Agricultural Uses** and **Normal Farm Practices** on lands designated Prime Agriculture shall be promoted and protected in accordance with Provincial standards. Non-agriculture uses, including but not limited to, open storage, transportation and industrial uses, are prohibited from locating on lands designated as Prime Agriculture. Temporary permissions for non-agricultural purposes shall not be permitted.
- 3.2.7.2 That on lands designated on Schedule 13 as Prime Agriculture, the following policies shall apply:
 - a. the following uses are permitted:
 - i. **Agricultural Uses**;

- ii. **Normal Farm Practices;**
 - iii. **Agriculture-Related Uses;** and
 - iv. **On-Farm Diversified Uses.**
- b. **Development** and new land uses, including the creation of lots and new or expanding livestock facilities, shall comply with the Provincial **Minimum Distance Separation Formulae**; and
 - c. given the specialized nature of buildings on **Prime Agricultural Lands**, building types are not prescribed.

Rural

It is the policy of Council:

3.2.7.3 That on lands designated on Schedule 13 as Rural, the following policies apply:

- a. only those uses legally existing prior to the adoption of this Plan are permitted; and
- b. only those building types legally existing prior to the adoption of this Plan are permitted.

3.2.7.4 Notwithstanding 3.2.7.3 in addition to the other policies of the Plan, that consent, or consents, to sever land for **Non-Farm Residences** unrelated to a farm operation may be considered on land designated on Schedule 13 as Rural, subject to the following:

- a. all such applications shall be subject to an amendment to the City's Zoning By-law;
- b. it is the intent of this policy that rural non-farm residential severances shall be strictly limited, and in this regard, the creation of more than three units or lots either through Plan of Subdivision, consent, or Plan of Condominium shall not be permitted. The City's Development and Parks Planning Department shall monitor severances occurring annually;
- c. severances shall not be permitted where they may conflict with the operation of **Agricultural Uses**;
- d. regard shall be had for the Provincial **Minimum Distance Separation Formulae**;
- e. the City shall be satisfied that the approval of the severances shall not establish an undesirable precedent for additional severances in the immediate area;
- f. the City shall be satisfied that the adequacy of the surrounding road network shall not be incrementally compromised with the approval of the application;
- g. lots to be created shall be limited to a size commensurate with their intended use and appropriate in the context of the area in which they are located;
- h. lots created by consent and serviced by private waste disposal systems and individual or municipal wells, outside of estate residential plans of subdivision

shall be in accordance with City of Vaughan requirements respecting minimum lot sizes;

- i. that where **Development** is proposed on private services on lots created by consent, the City of Vaughan shall be satisfied that the lots are of sufficient size, dimensions and capability to provide for:
 - i. adequate long-term subsurface private waste disposal such that adjacent potable water supplies shall not be contaminated by the operation of the septic system; and
 - ii. an adequate quantity and quality of potable water supplies without adversely affecting either the quantity or quality of adjacent potable water supplies; and
- j. limited infilling may be permitted where an application is for a **Non-Farm Residence** on a proposed lot located between existing **Non-Farm Residences** wherein the lots of the existing **Non-Farm Residences** are no more than 100 metres apart on the same side of the road to prevent ribbon or strip **Development**.

3.2.8 Infrastructure and Utilities

The Infrastructure and Utilities designation applies to lands that are used at grade for the provision of **Infrastructure**, such as utility corridors and landscape buffers.

It is the policy of Council:

- 3.2.8.1 That on lands designated on Schedule 13 as Infrastructure and Utilities, the following policies shall apply:
 - a. the following uses are permitted:
 - i. all uses and structures associated with the provision of a utility or municipal service;
 - ii. secondary uses such as **Passive Recreational Uses**, community gardens, other utilities, parking lots and outdoor storage that are **Accessory** to adjacent land uses subject to the review/approval of the utility provider;
 - b. the following applies to the high-pressure natural gas pipelines operated by TransCanada Pipelines Limited and identified on Schedule 12, as agreed by TransCanada Pipelines Limited and to the satisfaction of the City:
 - i. new **Development** in proximity to TransCanada Pipelines Limited rights-of-way shall incorporate appropriate setbacks in accordance with TransCanada Pipelines Limited's **Development** standards and the City's Zoning By-law.
 - c. given the specialized nature of Infrastructure and Utilities, building types are not prescribed.

Chapter 4 General City-wide Policies

This Chapter provides general policies applicable to Vaughan on a city-wide basis.

4.1 Housing Options

The continuing evolution of Vaughan to a healthy, sustainable and vibrant urban place includes ensuring there is a diverse range and mix of **Housing Options** to accommodate all those who choose to make Vaughan their home.

Today, Vaughan's housing stock is predominately comprised of owner occupied single and semi-detached units. Over the past decade, more **Townhouses**, **Stacked Townhouses** and multi-unit buildings, both owner occupied and rentals, have been developed, which have contributed to the diversification of the housing stock. Continued efforts to expand **Housing Options** will help to improve housing affordability and attainability. Access to **Affordable Housing** could help children who grow up in Vaughan to be able to stay close to their family as young adults, and to help seniors who have lived in the community to remain here in housing that best meets their needs. **Housing Options** for non-Vaughan residents and newcomers will also provide opportunities for them to live and work in Vaughan. More **Housing Options** will mean that people who work in the City can find housing opportunities here, reducing the need for long commutes.

Increasing and diversifying **Housing Options** means more options in three areas that can be achieved through the policies of this Plan and in coordination with other efforts by the City and its partners:

- Housing type: adding a greater range of housing types and sizes, including **Additional Residential Units**, more **Townhouses**, **Stacked Townhouses** and multi-unit buildings, to the existing housing stock.
- Housing tenure: adding more rental units, as currently only 10% of Vaughan's housing stock is rental.
- Housing affordability: adding more **Affordable Housing**, and housing that is affordable to all residents, including students, young families, and seniors.

The City recognizes its role in creating opportunities for **Housing Options**. A full range of **Housing Options** includes but is not limited to ownership and **Purpose-Built Rental Housing**, **Affordable Housing**, **Community Housing**, housing for seniors, **Supportive Housing**, emergency shelters for at-risk groups, accessible housing that meets the needs of people of varying or different abilities, and housing that makes more efficient use of the existing housing stock.

To support and accommodate continued growth, the City seeks innovative and unique solutions to secure housing for all needs and income levels, including **Affordable Housing**.

Improving **Housing Options** and access is a priority at both the Provincial and Regional level. The Provincial Planning Statement require municipalities to plan for a range of **Housing Options**, including **Affordable Housing**. Among other tools, such as setting **Affordable Housing** targets, municipalities are required to permit and encourage **Additional Residential Units** in the **Built Boundary**. They also have access to a range of financial and non-financial planning and policy tools to diversify **Housing Options**.

According to the 2021 Canadian census, over 27% of households in Vaughan spent more than 30% of their gross income on housing, which is a common threshold for housing affordability. Additional **Community Housing** within the City would reduce the number of residents exceeding this affordability threshold.

4.1.1 Housing Affordability

Housing is the largest monthly expenditure for most households in Canada. Housing that is affordable is a basic requirement for everyone. The City understands that an appropriate supply of housing that is affordable greatly contributes to healthy, complete, inclusive, and economically prosperous communities.

It is the policy of Council:

- 4.1.1.1 To advance and coordinate **Affordable Housing** needs, policies and targets, the City will strive to achieve the following:
 - a. that a minimum of 25% of all new housing units in Vaughan outside of the Vaughan Metropolitan Centre and **Protected Major Transit Station Areas** be **Affordable Housing**;
 - b. that a minimum of 35% of new residential units in the Vaughan Metropolitan Centre and **Protected Major Transit Station Areas** be **Affordable Housing**;
 - c. that a certain portion of **Affordable Housing** units be accessible for seniors and people of different or varying abilities;
 - d. that all new **Secondary Plans** include provisions to demonstrate how **Affordable Housing** targets will be met;
- 4.1.1.2 That, where possible, the City shall encourage and assist in the creation of **Affordable Housing** by:
 - a. considering the development of an **Inclusionary Zoning** program in **Protected Major Transit Station Areas** to increase the supply of **Affordable Housing**;
 - b. exploring opportunities for prioritizing **Development** applications that provide **Affordable Housing** through consideration for innovative **Housing Options**, such as modular homes, or financial tools and incentives.
 - c. considering **Affordable Housing** as a priority use for surplus City-owned land and exploring opportunities to sell, lease or develop surplus municipal properties for the **Development** of **Affordable Housing** through updating the City's land inventory;

- d. considering the reduction of parking requirements for projects that provide **Affordable Housing** located outside of **Protected Major Transit Station Areas**, to provide financial incentive for inclusion of **Affordable Housing**;

4.1.2 Housing Type and Tenure

Building an appropriate and adequate mix of housing types and tenure is central to meeting the needs of Vaughan's current residents and accommodating new growth. When planning for housing in Vaughan, the City examined the needs of all residents, including seniors, students, multi-generational families, and other unique and diverse groups. It is this diverse population that makes Vaughan a desirable place to live. Through the policies of this Plan, Vaughan will encourage a broader choice of **Housing Options**, including a diverse mix of housing types and tenures.

It is the policy of Council:

- 4.1.2.1 To permit and facilitate the provision of a full range of **Housing Options** in terms of form, tenure, **Accessibility** and affordability across the City and within neighbourhoods to meet the needs of Vaughan's current and future residents.
- 4.1.2.2 To provide for an appropriate range and mix of **Housing Options** and densities required to meet projected requirements of current and future residents by maintaining:
 - a. a minimum 15-year supply of land designated and available for residential **Development**; and
 - b. where new **Development** is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered Plans of Subdivision.
- 4.1.2.3 To promote a mix of housing types, varying unit typologies and land uses within **Community** and **Strategic Growth Areas** to create affordable and **Complete Communities**.
- 4.1.2.4 That **Intensification** is permitted in various built forms and scales to diversify housing types and tenures as densities increase. The City will support and promote a range of **Intensification** methods and opportunities to include **Affordable Housing** units in **Developments**. These methods include infill of vacant and underutilized lots, the use of **Additional Residential Units**, adaptive reuse, and the renovation and retrofitting of older residential units.
- 4.1.2.5 To support and prioritize the following housing initiatives:
 - a. the **Development** of housing appropriate for seniors, including **Affordable Housing**, within existing and new communities;

Housing tenure refers to whether a home is owned or rented. Housing type refers to the physical structure of a house, such as **Single-Detached Houses**, **Townhouses**, **Additional Residential Units** and apartment buildings. Housing tenure and type are important components of promoting and providing an appropriate mix and range of **Housing Options**.

- b. the achievement of a mix of studio and one-bedroom housing units with family-sized housing units of at least two or three bedrooms, which are appropriate for families with children, in all **Developments** with a residential component in **Strategic Growth Areas**;
- c. considering universal **Accessibility** and accommodations for people of varying and different abilities in the development of design guidelines and standards for new residential **Development**; and
- d. allowing **Additional Residential Units** pursuant to policies 4.1.2.8 and 4.1.2.9.

4.1.2.6 To achieve the purpose-built rental targets identified in Table 6.1 between 2021 and 2051.

Table 6.1: Purpose-built Rental Targets for the City of Vaughan, 2021 to 2051

2021 to 2031	2031 to 2041	2041 to 2051	2021 to 2051
Total Unit Target	Total Unit Target	Total Unit Target	Total Unit Target
2,750	3,250	2,500	8,500

4.1.2.7 That **Emergency Shelters** and **Cooling Centres** for all and group homes for people with disabilities be permitted in all land use designations where residential uses are permitted, subject to the policies in Chapter 3 of this Plan.

Additional Residential Units

The City supports **Housing Options** that accommodate gentle increases in density. **Additional Residential Units** can help to diversify **Housing Options** in Vaughan by introducing a different type and tenure of housing, especially in areas where **Single-Detached Houses**, **Semi-Detached Houses** and **Townhouses** predominate. They also provide an opportunity to increase densities in existing neighbourhoods, allowing for more efficient use of the municipal services and **Infrastructure**.

It is the policy of Council:

4.1.2.8 That **Additional Residential Units** shall be permitted subject to the following policies:

- a. In addition to the principal **Dwelling Unit**, up to three **Additional Residential Units** shall be permitted as-of-right on a lot developed with a **Single-Detached House**, **Semi-Detached House**, or **Townhouse** in the form, or combination, of either:
 - i. up to two **Additional Residential Units** in the principal **Dwelling Unit**; or
 - ii. up to two **Additional Residential Units** in the principal **Dwelling Unit** and one **Additional Residential Unit** in a detached **Accessory** building.
- b. an **Additional Residential Unit** shall be permitted in a **Single-Detached House**, **Semi-Detached House** or **Townhouse**, or on a lot where there is a residential **Single-Detached House**, **Semi-Detached House** or **Townhouse**, provided that:
 - i. all requirements of the Ontario Building Code, Fire Code and the City's implementing Zoning By-law are satisfied;

- ii. the **Additional Residential Unit** is fully serviced with municipal water, wastewater and stormwater services;
 - iii. the **Additional Residential Unit** is not on a property located within an environmental protection zone or land subject to **Natural Hazards**; and
 - iv. detached **Additional Residential Units** are not severed as a separate **Dwelling Unit** from the main lot.
- c. the City's Zoning By-law shall implement minimum **Development** standards that must be satisfied before the **Additional Residential Unit** can be considered to be in conformity with this Plan and the Zoning By-law;
 - d. any exterior alterations that impact the exterior elevation(s) or landscaping of a building resulting from the **Development** of an **Additional Residential Unit** on a residential lot that is designated Part IV or Part V or listed under Section 27 of the *Ontario Heritage Act*, may be subject to a Heritage Permit, as outlined in Sections 33 and 42 of the *Ontario Heritage Act*; and
 - e. Council may adopt further regulatory measures regarding the implementation of a program to permit **Additional Residential Units** pursuant to the policies of this Plan and adjust the policies accordingly. Such measures may include, but shall not be limited to, monitoring the **Development** of **Additional Residential Units** that are rented, the provision of a public education program for homeowners and prospective renters, or financial and non-financial incentives to support the **Development** of **Additional Residential Units**.

4.2 Economy and Employment

Vaughan has a diverse economic base that serves both the local and regional economies. The industrial, manufacturing, construction and warehousing sectors are key to Vaughan's economic success. Vaughan's economy is supported by large contiguous **Employment Areas** and significant transportation **Infrastructure**, including Provincial highways, two large rail yards and proximity to Pearson International Airport. Vaughan's **Retail** sector is equally strong, with large, regionally serving **Retail** centres and a high proportion of locally owned retailers. **Retail** tourism, where visitors come to shop, is a major asset alongside the variety of other tourism destinations in Vaughan.

4.2.1 Economic Growth and Diversification

Employment Areas shall be protected to support the long-term health of the industrial, manufacturing, construction and warehousing sectors, with a focus on flexible workspaces, green industries and green construction, emerging technologies and advanced manufacturing providing opportunities for new growth. **Retail** uses shall evolve to include diverse **Retail** environments that meet the needs of local and regional shoppers, are integrated into the urban fabric and provide an enhanced **Retail** experience.

As the Vaughan Metropolitan Centre develops into Vaughan's downtown, it is anticipated to attract new **Major Office Developments** and corporate headquarters, alongside **Protected Major Transit Station Areas** and other **Strategic Growth Areas**. Vaughan's new Cortellucci Vaughan Hospital at Major Mackenzie Drive and Jane Street provides significant employment opportunities in the healthcare sector

and has the potential to generate a cluster of health science industries and institutions. The City shall continue to pursue institutional growth, including post-secondary education programs and institutions, and to foster creative industries and cultural activity.

It is the policy of Council:

- 4.2.1.1 To promote economic growth and diverse employment opportunities that:
 - a. support the long-term economic health and financial stability of the City; and
 - b. allow residents and employees the opportunity to both live and work in Vaughan.
- 4.2.1.2 To provide a supportive municipal framework to grow Vaughan's economy by:
 - a. working with neighbouring local municipalities, the **Province** and other stakeholders in taking a coordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as **Transportation Demand Management** and economic development;
 - b. providing for a wide range, size and mix of available lands for a variety of economic functions;
 - c. constructing, upgrading and maintaining high quality municipal services and **Infrastructure**;
 - d. providing high quality, advanced, efficient and coordinated utilities, services and telecommunications **Infrastructure**, including broadband, to support a knowledge economy;
 - e. protecting a sufficient supply of land for major industrial, manufacturing and warehousing in close proximity to the two rail yards, and/or with highway frontage and access, and/or with access to Pearson International Airport and transit;
- 4.2.1.3 To protect appropriately sized lots for the attraction and retention of the economic sectors.

4.2.2 Directing Economic Activity

Large and accessible **Employment Areas**, for the provision of industrial, manufacturing and warehousing uses, shall continue to provide for Vaughan's economic base, especially as the Highway 400 North lands and West Vaughan Employment Area lands are developed. **Employment Areas** accommodate uses that are not appropriate in **Strategic Growth Areas** or **Community Areas**, such as those uses that create noise or vibration, require very large lot sizes, require frequent truck access for goods movement and loading, and are best located near Provincial highways and rail **Infrastructure** to support efficient goods movement. To remain viable, **Employment Areas** shall be maintained as large, un-fragmented areas that allow flexibility for growth and change and are buffered from conflict with **Sensitive Land Uses**.

Job growth outside of **Employment Areas** shall occur primarily in mixed-use areas, and mostly in **Strategic Growth Areas**, to benefit from increasingly dense populations, significant transit and **Infrastructure** investments, and large capacity for growth in those areas. **Strategic Growth Areas** shall accommodate employment activities that are more **Compatible** with **Sensitive Land Uses**, and shall support many of Vaughan's economic sectors, such as office uses, **Retail**, tourism and cultural industries.

It is the policy of Council:

- 4.2.2.1 To ensure that a supply of land is protected to accommodate the forecast of 354,300 jobs in 2051. Such lands include **Employment Areas** and **Strategic Growth Areas**, as identified on Schedule 1B.
- 4.2.2.2 To direct economic activities in a manner that supports the growth policies set out in Chapter 2 of this Plan. Specifically, only industrial uses such as manufacturing and warehousing and ancillary and **Accessory** uses, shall be permitted in **Employment Areas**. Other economic activities, including **Retail** commercial activities and **Major Offices** shall be directed to **Strategic Growth Areas**, where they can be better served by transit and help create vibrant mixed-use centres and corridors.
- 4.2.2.3 That notwithstanding policy 4.2.2.2, industrial, manufacturing and small-scale warehousing uses that could be located adjacent to **Sensitive Land Uses** without **Adverse Effects** shall be permitted in **Strategic Growth Areas**.
- 4.2.2.4 To provide for the long-term flexibility, vitality and competitiveness of **Employment Areas** by:
- a. maintaining **Employment Areas** as large and contiguous areas for clusters of business and economic activities, including manufacturing, warehousing and industrial;
 - b. allowing for **Intensification** of lands in existing **Employment Areas** through infill, **Development** of vacant lands, and **Redevelopment** of underutilized lands, where feasible, provided that:
 - i. the new use is permitted under Section 3.2 of this Plan;
 - ii. the **Intensification** of the site shall not inhibit the future use of the site for any activity permitted in **Employment Areas**; and
 - iii. the new use shall not cause **Adverse Effects** on nearby employment uses (e.g., through increased traffic);
 - c. ensuring land use compatibility between uses in **Employment Areas** and **Sensitive Land Uses** as directed in policy 3.1.1.12 of this Plan to avoid, and where avoidance is not possible, minimize and mitigate potential impacts on the long-term operations and economic viability of employment uses;
 - d. permitting facilities that are ancillary to the uses permitted in the area of employment;
 - e. prohibiting **Major Retail** and standalone **Retail** uses in **Employment Areas**, except **Retail** uses that are associated with manufacturing uses and warehousing uses, pursuant to policies in Section 3.2 of this Plan;
- 4.2.2.5 That lands in **Employment Areas** located within a **Protected Major Transit Station Area** are intended for more compact employment uses.

4.2.3 Diversifying Vaughan's Economy

Vaughan's strong industrial, manufacturing and warehousing base shall continue to grow and evolve to meet new and changing demands. With emerging interest in the green building industry, Vaughan's building technology and construction industries have an opportunity to emerge as leaders in green **Development** in the Greater Golden Horseshoe. The City shall encourage flexibility and innovation in these sectors in support of continued competitiveness, a sustained employment base, and continued growth.

While Vaughan's **Employment Areas** shall be protected and maintained for employment uses, the City shall foster a vibrant and walkable **Public Realm** in **Employment Areas** to improve employee experience.

It is the policy of Council:

- 4.2.3.1 To support the growth and modernization of Vaughan's manufacturing, industrial and warehousing sectors by:
 - a. encouraging a transition from traditional manufacturing industries to advanced manufacturing;
 - b. supporting Vaughan's emergence as a leader in green industries and technology; and
 - c. expanding Vaughan's leading role in the construction and **Development** industry.
- 4.2.3.2 That **Development** within existing and new **Employment Areas** be designed to minimize surface parking, maximize walkability, provide for a mix of amenities and open space and enhance access and connectivity to a range of transportation modes, including transit and **Active Transportation**, where appropriate.
- 4.2.3.3 To achieve flexible and adaptable **Employment Areas** that include street patterns and building design and siting that allow for **Redevelopment** and **Intensification**.
- 4.2.3.4 That the **Development** of the West Vaughan and Highway 400 North Employment Areas should take the form of eco-industrial districts, which incorporate sustainable planning principles, wherever possible, including but not limited to:
 - a. incorporating district heating, cooling, and energy systems;
 - b. provision of charging for personal electric vehicles as well as future electric trucks used for shipping and logistics within the **Employment Area**;
 - c. incorporation of **Green Roofs**; and
 - d. the physical exchange and re-use of materials, energy, heat or cold, water, and by-products between different businesses.

Attracting Office Uses

Given evolving trends towards knowledge-based sectors, encouraging and accommodating a wide range of business services and office uses, is an opportunity for the economy. Establishing **Major Office Developments** in **Strategic Growth Areas** and directing future office uses around **Protected Major Transit Station Areas**, or along **Primary Corridors** or **Local Corridors** where **Multi-Modal**

transportation and existing or planned frequent transit service will be available is important to achieving the growth management objectives of this Plan.

By permitting smaller-scale campus-style office buildings in some areas and targeting appropriately scaled offices to **Protected Major Transit Station Areas** and **Strategic Growth Areas**, arterials and transit corridors and to highly visible and accessible sites will help to achieve the City's employment **Intensification** objective. Office **Development** will generally be directed to **Strategic Growth Areas**.

It is the policy of Council:

- 4.2.3.5 To allow **Accessory** and ancillary office uses directly associated with another employment use in all **Employment Areas**, pursuant to policies in Section 3.2 of this Plan.

4.2.4 The Retail Commercial Sector

Vaughan's existing **Retail** sector is a large and important component of the overall Urban Structure and local economy.

Most **Retail Development** is currently in the form of stand-alone **Shopping Centres**, ranging from neighbourhood plazas to big box centres including two major indoor shopping malls. The largest concentrations of **Retail** are found in the Vaughan Metropolitan Centre, the Vaughan Mills Mall, Weston Road and Highway 7 and the Promenade Mall, all of which are regional or super-regional **Retail** centres serving a market area that extends well beyond Vaughan and are the centres of significant and ongoing **Redevelopment**. The importance of these **Retail** sites shall be considered all in **Redevelopment** of these centres.

In addition, Vaughan has several successful "main street" mixed-use **Retail** areas, primarily located in the historic Villages of Kleinburg, Woodbridge, Maple and Thornhill.

Existing stand-alone **Shopping Centres** shall be permitted to transform into mixed-use buildings and districts that incorporate residential, office and institutional uses. New **Retail** uses within **Strategic Growth Areas** shall be developed as part of mixed-use centres and corridors, be transit-oriented, and be integrated with their surrounding communities.

Major Retail uses (**Retail** uses over 4,000 square metres) shall be designed and located to serve the needs of residents and support the growth policies of this Plan, as set out in Chapter 2. As such, **Major Retail** uses shall not be permitted in **Employment Areas** and shall be required to undergo further study prior to **Development** within **Strategic Growth Areas**.

It is the policy of Council:

- 4.2.4.1 To maintain an appropriate and diverse supply of **Retail** commercial space throughout Vaughan to serve residential growth and existing neighbourhoods, and to ensure that new **Development** or **Redevelopment** does not result in the loss of key **Retail** amenities for residents of Vaughan.

Main street **Retail** provides opportunities for small-scale commercial activities that are built to the street, accommodate residential or office/service uses above grade and allow for a diverse pedestrian-oriented **Retail** experience. Vaughan shall support these existing **Retail** areas and seek to create new main street **Retail** environments.

- 4.2.4.2 That further to policy 4.2.3.2, the City shall support flexibility in building and site design, where appropriate, to support non-traditional **Retail** spaces, including reduction of parking or loading requirements on a site-specific basis.
- 4.2.4.3 To protect the economic vitality of small-scale main street **Retail** in Vaughan's historic villages of Nashville/Kleinburg, Woodbridge, Maple and Thornhill.
- 4.2.4.4 To require that infill **Development** along arterial streets and collector streets in the historic villages shall:
- include ground-floor oriented **Retail** uses; and
 - incorporate design guidance from the Vaughan City-Wide Urban Design Guidelines to ensure the new **Development** is sensitive to the existing context of the village.
- 4.2.4.5 That to achieve complete, mixed-use communities throughout the City, ground floor-oriented **Retail** uses, or **Retail** uses within the podium, shall be encouraged in all mixed-use **Developments**.
- 4.2.4.6 That where a mixed-use **Development** in the areas described in policy 4.2.4.5 does not include a ground floor-oriented **Retail** use, pursuant to policies in Section 3.2 of this Plan:
- it shall be shown through a Commercial Impact Assessment that the future on-site population and surrounding neighbourhoods are adequately served by other existing or planned **Retail**;
 - pedestrian access and **Gross Floor Area** of any ground-floor residential units with frontage on a public street or open space shall be large enough to accommodate possible conversion to **Retail** commercial uses with **Active Frontages** in the future; and
 - any units noted in policy 4.2.4.6.b. that are subject to a plan of condominium shall permit future **Retail** commercial uses within all condominium documents and agreements. That where a property containing existing **Retail** uses is proposed to be redeveloped into a mixed-use **Development**, the new **Development** will maintain at a minimum the **Gross Floor Area** of the existing **Retail** uses.
- 4.2.4.7 That notwithstanding policy 4.2.4.6, a reduction of the **Retail Gross Floor Area** of **Redevelopments** of existing stand-alone **Retail** in the areas described in policy 4.2.4.5, may be permitted provided it is demonstrated through a Commercial Impact Assessment that the future on-site population and surrounding neighbourhoods are adequately served by **Retail**.
- 4.2.4.8 That the primary location for new **Retail** uses is **Strategic Growth Areas**. **Retail Developments** within **Strategic Growth Areas** shall support the general objectives and policies for these areas through the following:
- Retail** uses shall be provided as part of an overall mixed-use **Development**, in accordance with Section 3.2;
 - Retail** uses shall be ground floor oriented to support walking, cycling and transit use, and additional **Retail** may be considered above the ground floor **Retail**;

- c. building scale and orientation should provide extensive sunlight penetration onto pedestrian areas;
 - d. a mix of **Retail** spaces is encouraged, including both larger format stores that can act as commercial anchors for the street and smaller stores and services that can create a diversity of **Retail** experiences;
 - e. accommodating large food stores, including supermarkets, which are essential to serve the day-to-day shopping within communities and help to attract residential **Development** to an area; and
 - f. on-street parking should be made available, where feasible, to provide added market support and exposure for street-front retailing.
- 4.2.4.9 To support **Retail** uses, at appropriate locations, within **Community Areas**. These **Retail** uses shall be designed to support walking, cycling and transit use. They shall be **Sensitive** to and **Compatible** with the character and form of the surrounding context.
- 4.2.4.10 That **Major Retail** uses are permitted in the Vaughan Metropolitan Centre, **Protected Major Transit Station Areas** and **Primary Centres**, subject to the following criteria:
- a. **Major Retail** uses should be incorporated as part of a mixed-use **Development**; and
 - b. buildings shall contribute to a compact urban form and include frontages which activate the pedestrian realm, pursuant to urban design policies in Section 4.3 of this Plan.
- 4.2.4.11 That **Major Retail** uses are also permitted through a Zoning By-law Amendment, in **Local Centres**, **Primary Corridors** and **Local Corridors** subject to the following criteria:
- a. they will be subject, where applicable, to the more detailed policies contained in **Secondary Plans** and Heritage Conservation District Plans;
 - b. it is demonstrated through a Commercial Impact Assessment there will continue to be sufficient market demand to allow **Strategic Growth Areas** to attract diverse **Retail** opportunities and that such opportunities are not diminished by the proposed **Major Retail** use;
 - c. the minimum trade area population required to service the proposed **Major Retail** use exists or will exist when the facility is constructed;
 - d. sufficient water, sewer and stormwater capacity exists; and
 - e. urban design guidelines are established for **Major Retail Development** to promote a high-quality **Public Realm** and high-quality built form.
- 4.2.4.12 To encourage that master-planned mixed-use communities incorporate food stores of an appropriate size to serve the forecasted population.

Enhancing Creativity, Culture and Tourism

The City shall continue to develop and invest its creative, cultural and tourism economic sectors, especial in **Strategic Growth Areas**, and specifically in the Vaughan Metropolitan Centre. Creative hubs

contribute to the creation of new destinations and amenities that draw additional visitors and talented workers to Vaughan.

It is the policy of Council:

- 4.2.4.13 To direct local tourism generators, including **Hotels**, theatres and cinemas, to **Strategic Growth Areas** for visitors and business travellers.
- 4.2.4.14 To recognize the Vaughan Metropolitan Centre as a cultural and creative hub for Vaughan by:
 - a. planning for cultural spaces, facilities and activities in its design;
 - b. directing new City-wide arts facilities, new multipurpose event and creative spaces, including a large performing arts theatre or visual arts centre, to locate in the Vaughan Metropolitan Centre;
 - c. showcasing examples of cultural expression and Public Art in public spaces within the Vaughan Metropolitan Centre;
 - d. enhancing the City's Community Improvement Plan in the Vaughan Metropolitan Centre to support new construction or expanded construction in targeted economic sectors and further position the Vaughan Metropolitan Centre as a hub for innovation and creativity.

4.3 Urban Design and the Elements of a Great City

Good urban design is a crucial element of city-building. It creates frameworks and processes that promote the **Development** of livable, sustainable, and vibrant communities. In Vaughan, this Plan, the City-Wide Urban Design Guidelines, and other Guidelines and documents work together to guide public and private **Development** throughout Vaughan to create cohesive pedestrian-oriented built forms and **Public Realm**, blocks, neighbourhoods, and districts.

This Plan provides urban design policies for both the **Public Realm** and built form, which are vital in fostering **Complete Communities** enhanced by high-quality architecture that is environmentally sustainable, climate resilient, and energy efficient. Additionally, this section of the Plan sets standards for building typologies, which will be further implemented through the City's Zoning By-law.

4.3.1 The Public Realm

The **Public Realm** consists of the various public and publicly accessible spaces and the interface of private and public spaces in which people can interact. It also plays an instrumental role in improving urban vitality and community-building. It is the public sidewalks, paths, laneways, and streets on which people walk, the parks in which they play, and the squares and open spaces in which they celebrate. The **Public Realm** is also about the amenities found within these spaces, such as benches, light poles, transit shelters, vegetation, and public art, which all work together to provide character and identity within the **Public Realm**.

It is the policy of Council:

- 4.3.1.1 To support the **Development** of a high-quality, attractive, and sustainable **Public Realm** that includes the following interconnected elements:

- a. public streets and rights-of-way;
- b. public parks and open spaces, including public squares;
- c. publicly accessible Natural Areas;
- d. pedestrian and cycling **Infrastructure**, including multi-use recreational trails;
- e. amenities for people with pets, including dog parks and pet relief areas;
- f. transit stations, access corridors, underground pathways and bus stops;
- g. **Privately Owned Public Spaces**; and
- h. shared and common streets, driveways, walkways and gardens associated with condominium **Developments**.

4.3.1.2 That the **Public Realm** contributes to a distinct sense of place and the health and wellbeing of residents by being physically and visually accessible, inclusive, diverse and environmentally sustainable. The investment and design of the **Public Realm**, includes but not limited to, the following:

- a. create a comfortable pedestrian scale and environment by providing pedestrian amenities such as wide boulevards with appropriate and attractive street furniture and street lighting.
- b. contribute to the City's overall design aesthetic through high-quality hard and soft landscaping treatments;
- c. lighting that is pedestrian-scaled and is oriented to reduce light spillover onto adjacent sites and streets;
- d. landscaping that provides suitable microclimatic conditions and creates opportunities to transition between the natural world, the built environment, and the public and private realms;
- e. elements that reduce the urban heat island such as pavers, shade structures, canopies and awnings and an increased **Tree** canopy;
- f. paving enhancements;
- g. waste and recycling receptacles;
- h. bicycle racks, bike lockers and covered storage;
- i. signage;
- j. public art;
- k. transit shelters that are suitable for all four-seasons; and
- l. seating that is accessible to all.
- m. accommodate municipal **Infrastructure** and utilities and that, to the greatest extent possible, these functions be provided below grade;
- n. incorporate, where possible, **Green Infrastructure**, including **Low Impact Development**;

4.3.1.3 To prioritize the pedestrian experience on public streets and rights-of-way by:

- a. requiring sidewalks as per policy 2.14.2.6;
- b. Ensuring a **Universal Design** of the public streetscapes that meet the standards of the *Accessibility for Ontarians with Disabilities Act* and prioritize **Accessibility** for all users;
- c. avoiding **Rear-Lotting** on public streets or other elements of the **Public Realm** such as parks or **Natural Heritage Features and Areas**;
- d. ensuring built form contributes to a human-scaled **Public Realm**, by encouraging active uses along sidewalks;
- e. encouraging active uses along public streets that can include spillover uses to animate the **Public Realm** and improve transition between the private and **Public Realms**;
- f. requiring pedestrian-scaled lighting near transit-stops and along all pathways, sidewalks and ramps in **Strategic Growth Areas, Retail** main streets and heritage districts;
- g. requiring that surface parking areas, loading areas, and utilities be buffered and screened from sidewalks through the use of setbacks and landscaping; and
- h. providing buffer between pedestrians, cyclists, and high levels of vehicular traffic consisting of landscaping and, where appropriate, on-street parking.

4.3.1.4 To promote an interconnected grid-like pattern of streets and blocks that prioritize active and public transportation through the following measures:

- a. ensuring that the length of streets and blocks supports pedestrian and bicycle circulation;
- b. providing mid-block pedestrian and cycling connections, where appropriate;
- c. providing a street and block pattern that promotes and maximizes the number of street connections between arterial streets, adjacent streets, and neighbourhoods;
- d. limiting and discouraging cul-de-sacs and window streets; and
- e. designing streets that are safe for cyclists and, where appropriate, providing for physically-separated bike lanes within the right-of-way.

4.3.1.5 To support **Privately Owned Public Spaces** as permitted by Section 4.4.3 and pursuant to further guidance in the City-Wide Urban Design Guidelines. **Privately Owned Public Spaces** should be designed to a high level of quality and achieve the following:

- a. ensure a seamless transition to public space without physical or visual barriers that may imply that the space is private;
- b. be highly visible for pedestrians, with frontage on at least one public street;
- c. include signage identifying the space as being open to the public;
- d. be accessible, have access to sunlight and located on the ground floor level;

- e. incorporate active and passive programs with features such as trees, landscaping, seating, public art, bicycle parking, and waste and recycling receptacles; and
- f. incorporate Low Impact Development features, wherever possible, to manage stormwater

4.3.1.6 To recognize that some condominium **Developments** will contain private streets and walkways. In such instances these features should be designed to simulate a public street by following the City-Wide Streetscape Implementation Manual with Complete Street Guidelines and policies 4.3.1.3 and 4.3.1.4. Private streets should be:

- a. considered if the City has determined that the road provides no connective value to the surrounding community or future adjacent **Redevelopment** sites;
- b. designed as **Complete Streets** that safely accommodate all modes of traffic, include features that slow vehicular traffic and have a strong design focus on pedestrian and cyclist movement; and
- c. connect to main roads at transit stops to facilitate pedestrian access.

4.3.1.7 That public streets and adjacent uses in the **Agricultural System** should contribute to a rural character, while expanding opportunities for residents and visitors to move through the **Agricultural System** using **Active Transportation** or public transit.

4.3.1.8 To provide a high-quality network of connected public parks and open spaces, as outlined in Section 4.4 of this Plan, that contribute to the City's overall **Public Realm**.

4.3.1.9 To support the development of public art throughout the **Public Realm** by supporting the following goals of the Vaughan City-Wide Public Art Program:

- a. provide for the inclusion of public art in all new major public-sector **Developments**;
- b. encourage a public art contribution from private **Development**;
- c. encourage partnerships to integrate public art with **Infrastructure**;

4.3.1.10 To incorporate elements within the City's **Public Realm** that are sustainable and contribute to an improved environment by:

- a. incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;
- b. maximizing the planting of trees and requiring sustainable growing conditions for trees;
- c. incorporating a diverse range of vegetation, including native and/or drought tolerant species;

This Plan envisions a future where Vaughan's streets have been designed, and function, as **Complete Streets**. **Complete Streets** balance the many competing demands for space and safely accommodate all users while improving the functionality of the transportation network. They recognize the uniqueness of each street and the need for context-sensitive design.

- d. incorporating the use of trees, shrubs and perennials and minimizing the use of high-maintenance annual species; and
- e. incorporating high-quality, attractive materials with extended life spans and lower maintenance and life-cycle costs.

4.3.1.11 To design for universal physical access throughout the **Public Realm** through the creation of an integrated network of public spaces that are universally accessible, including sidewalks and walkways with unobstructed pathways, curb cuts at corners of all public streets and includes **Infrastructure** that supports people with visual and hearing impairments, such as textured paving and audible crosswalks.

4.3.1.12 To design for pedestrian safety and security through various measures

4.3.2 Built Form and Development

Vaughan's built form should integrate well with public spaces, amenity spaces and streetscapes. The design of sites and the ground floor of buildings are particularly important in creating a seamless transition between private and public space and supporting a vibrant **Public Realm**. To support the **Development** of built form that helps define and strengthen the **Public Realm**, a clear set of intentions and expectations are provided for how buildings should be developed in different parts Vaughan.

It is the policy of Council:

4.3.2.1 That all new or redeveloped buildings in the City shall support the following design principles:

- a. heights, massing, scale, setbacks, building articulation and separation distances shall ensure privacy, sunlight, and sky views and limit shadow and/or wind impacts for nearby buildings, parks, open spaces and private amenity spaces;
- b. all elements of the City's built form shall contribute to community wellbeing, sustainable **Development** and environmental resiliency by meeting or exceeding the requirements of the City's Sustainable Metrics Program and incorporating a climate change lens described in Section 4.6 of this Plan;
- c. **Development** will include landscaping features that include vegetation and, wherever feasible, contribute to the City's **Tree** canopy target;
- d. effective **Built Form Transitions** will be applied within single buildings, between buildings on a site and between sites, and will reflect site-specific conditions and adjacent context;
- e. buildings will create a comfortable sense of pedestrian scale and enclosure along public and private rights-of-way and open spaces;

Universal Design refers to the idea that the design and composition of an environment is accessed, understood, and used to the greatest extent possible by all users. The *Accessibility for Ontarians with Disabilities Act* and the City's Inclusive Design Standards are important guiding documents that help to inform **Universal Design** standards.

- f. the built form will reflect architectural design excellence, exhibit variety and visual interest, and use high-quality, durable, and sustainable materials; and
- g. buildings will frame and define public and private rights-of-way, parks and open spaces to create a comfortable pedestrian scale and sense of enclosure.

4.3.3 Site Design and Building Types

The City of Vaughan is evolving, with a diversity of **Development** typologies, lot sizes, and building types. Different areas of Vaughan shall have varying treatments and requirements to develop a character and sense of place. This section summarizes the range of built form typologies permitted within Vaughan.

These building types are defined by their built form in terms of scale, massing and height. Site organization, use allocation and open space as well as the building's relationship to public rights-of-way are also defining factors for site design. Policies relating to building types and site design are informed by the City-Wide Urban Design Guidelines, which help to ensure that each new **Development** will be successfully incorporated in the existing and planned context. The building types listed in this section are not exhaustive but can help to inform innovation in building design.

It is the policy of Council:

4.3.3.1 To permit a broad range of building types to meet the City's land use goals, including:

- a. **Residential Buildings**
 - i. **Single-Detached Houses, Semi-Detached Houses, and Townhouses** which form the core of the City's existing housing stock and will support the inclusion of **Additional Residential Units**;
 - ii. **Duplexes, Triplexes, Fourplexes, Back-to-Back Townhouses, Stacked Townhouses, and Live-Work Units**, which allow more **Housing Options** per lot, and support the **Missing Middle**;
 - iii. **Low-Rise Buildings**;
 - iv. **Mid-Rise Buildings**;
 - v. **High-Rise Buildings**;
- b. Commercial Buildings;
- c. **Industrial Buildings**, which are exclusively located within **Employment Areas**;
- d. **Mixed Use Buildings**; and
- e. Public and Private Institutional Buildings

4.3.3.2 That notwithstanding policies 2.2.3.8 and 2.2.3.9 of this Plan, in **Community Areas**, variations of scale, massing, setback and orientation are permitted to minimize the visual impact of projecting garages and extended driveways. Front entrances and porches should be located closer to the street.

- 4.3.3.3 That the site design for **Low-Rise Buildings**, **Mid-Rise Buildings** and **High-Rise Buildings** shall incorporate features to improve **Sustainability** and **Microclimates**, pedestrian comfort and safety and activation of the **Public Realm**.
- 4.3.3.4 That where **Stacked Townhouses** are combined with **Back-to-Back Townhouses**, any policy of this Plan or guidance in the City-Wide Urban Design Guidelines that applies to either building type will apply.
- 4.3.3.5 That **Stacked Townhouses** and **Back-to-Back Townhouses** shall front onto a public or private street. Where the end unit of one of the building types above does not front a public or private street but flanks a public street, the flanking unit(s) shall provide a front-yard and front-door entrance facing the public street.
- 4.3.3.6 That **Stacked Townhouse** and **Back-to-Back Townhouse** corner units that face two public streets shall provide yards on both frontages and consider additional architectural design features and fenestrations along their non-front-door main entrance face to provide additional eyes on the street opportunities along the secondary facade.
- 4.3.3.7 That the facing distance between blocks of **Stacked Townhouses** or **Back-to-Back Townhouses** that are not separated by a public street should be a minimum of 15 metres to maximize daylight, enhance landscaping treatments and provide privacy for individual units.
- 4.3.3.8 To ensure permeability between groupings of buildings any given block of **Townhouses**, **Stacked Townhouses** and/or **Back-to-Back Townhouses** shall have a maximum linear length of 40 metres.
- 4.3.3.9 That to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing **Single-Detached House**, **Semi-Detached House** or **Townhouse**:
- a. **High-Rise Building** podiums shall be setback a minimum of 7.5 metres from the property line if they have habitable windows facing the property line;
 - b. the entirety of a **Mid-Rise Building** shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated Low-Rise Residential; and
 - c. the first twelve **Storeys** of a **High-Rise Building** shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings.
- 4.3.3.10 That **Mid-Rise Buildings** over six **Storeys** in height and all **High-Rise Buildings** shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation to enhance the building design and provide an active pedestrian streetscape, which is:
- a. two to six **Storeys** in height; and
 - b. designed to the satisfaction of the City.

- 4.3.3.11 That taller building elements above the podium of a **Mid-Rise Buildings** or **High-Rise Buildings** will be setback three metres along all public street frontages to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- 4.3.3.12 That a separation distance of 15 metres will be established between habitable space windows of any two or more podiums. The separation distance between the tower portion of **High-Rise Buildings** will be a minimum of 25 metres.
- 4.3.3.13 That the design of **High-Rise Buildings** should:
- a. incorporate clear distinctions between the base, middle and top of the building;
 - b. be designed to be of architectural interest and contribute to an interesting skyline and cityscape.
 - c. complement the surrounding skyline and have the potential to act as landmarks in the City;
 - d. **mitigate** wind impacts on the pedestrian environment and maximize the hours of direct sunlight on the **Public Realm**;
 - e. include **Active Frontages** that support **Retail** and other uses that animate the **Public Realm**;
 - f. include podiums that, where possible, in mixed-use areas, allow for non-residential uses that serve the daily needs of residents;
 - g. promote permeability and **Accessibility** at ground level;
 - h. provide unimpeded access to publicly accessible private amenities such as courtyards, rooftop terraces and/or facilities (e.g., access to skyways to allow for climate-controlled pedestrian circulation between buildings);
 - i. integrate all utility equipment in the built form and away from main frontages; and
 - j. strive to attain near or **Net-Zero** greenhouse gas emissions and implement district energy, **Green Infrastructure**, or other innovative **Sustainability** elements.
- 4.3.3.14 That **High-Rise Buildings** should be designed as slender towers and spaced appropriately to provide appropriate privacy and daylight conditions for people living and working within them, to minimize shadows created by such buildings and to contribute to overall excellence in the Vaughan's urban design, through the following criteria:
- a. the base and/or podium of the building should be no longer than 80 metres in length;
 - b. the floorplate of the building, measured as the total area contained within the exterior face of a building, excluding balconies, for **Storeys** above the podium generally shall be no greater than 750 square metres, except for **High-Rise Buildings** containing office uses above the twelfth **Storey**;
 - c. the portions of **High-Rise Buildings** above twelve **Storeys** shall be setback a minimum of 12.5 metres from any side or rear property line; and

- d. where more than one **High-Rise Building** is located on the same lot, the distance between any portions of the **High-Rise Buildings** above twelve **Storeys** shall generally be at least 25 metres.
- 4.3.3.15 That the rooftops of **Low-Rise Buildings**, **Mid-Rise Buildings** and **High-Rise Buildings** should incorporate landscaped green space, private outdoor amenity space and/or environmental features, such as solar panels or **Green Roofs**. For **Mid-Rise Buildings** and **High-Rise Buildings** with mechanical systems on the roofs, these features should be included on terraces or roof areas created through step backs at lower levels.
- 4.3.3.16 That parking ramps, loading areas and services should be incorporated into the building form for **Mid-Rise Buildings** and **High-Rise Buildings**.
- 4.3.3.17 That for **Mid-Rise Buildings** or **High-Rise Buildings**:
- a. surface parking is not permitted between the building's front or side and a public street;
 - b. surface parking elsewhere on the lot will be setback from any property line by a minimum of 3 metres and shall be appropriately screened through landscaping; and
 - c. all surface parking areas must provide a high level of landscaping treatment and pedestrian pathways. It is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.
- 4.3.3.18 That for **Mid-Rise Buildings** and **High-Rise Buildings** in **Strategic Growth Areas**:
- a. parking will be provided in underground facilities or in structured parking above-grade contained within the **Mid-Rise Building** and **High-Rise Building**;
 - b. surface parking areas are not permitted, except:
 - i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use; and
 - ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased **Development**; and
 - c. where surface parking areas are included on an interim basis it will be demonstrated through a phasing plan submitted with the **Development** application how the interim surface parking area is to be phased-out over time. This will include demonstration of the final intended state of the interim surface parking area.
- 4.3.3.19 That the following key urban design principles, policies and **Development** criteria apply to employment/industrial buildings:
- a. Employment/industrial buildings are buildings exclusively located within **Employment Areas**;
 - b. buildings will exhibit urban design and architectural design excellence and contribute to a high-quality **Public Realm**;
 - c. buildings should provide visual interest, with significant glazing, prominent entrances, façade articulation and high-quality, bird safe materials and design;

- d. buildings will provide a **Sensitive** transition to adjacent Natural Areas;
- e. buildings and sites are encouraged to incorporate amenity areas for employees;
- f. to provide pedestrian connectivity, employment/industrial buildings shall be oriented to front onto a public street and provide direct and safe pedestrian access, to any main building entrance;
- g. where it is demonstrated through a Site Plan that fronting an employment/industrial building on a public street is not feasible, the building and site will be designed to provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance;
- h. surface parking between the front or side of an employment/industrial building and a public street is limited to one aisle of parking spaces and shall generally occupy no more than 50% of the building frontage;
- i. all surface parking areas must provide a high level of landscaping treatment and pedestrian pathways. It is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system;
- j. all surface parking and areas associated with servicing and loading shall be appropriately screened from the **Public Realm**; and
- k. the rooftop of employment/industrial buildings should include landscaped green space, private outdoor amenity space and/or environmental features, such as solar panels, green and cool roofs, where practical and appropriate.

4.3.3.20 That the following key urban design principles, policies and **Development** criteria apply to **Public and Private Institutional Buildings**:

- a. **Public and Private Institutional Buildings** should exhibit high quality architectural and sustainable design;
- b. **Public and Private Institutional Buildings** will positively contribute to the **Public Realm** by being co-located with parks and open spaces, wherever possible, and include, but not be limited to, public art, benches, lighting and waste receptacles in their site design;
- c. to provide convenient access for pedestrians and transit users, **Public and Private Institutional Buildings** should generally be oriented to front onto a public street and provide direct and safe pedestrian access, separated from parking lots to any main building entrance;
- d. Where possible avoid surface parking between the front or side of new **Public and Private Institutional Buildings** and a public street. Site design, buffers and transitions for surface parking will be established by the City-Wide Urban Design Guidelines. All surface parking areas shall provide a high level of landscaping treatment and pedestrian pathways, and it is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system; and

- e. the rooftop of **Public and Private Institutional Buildings** should include landscaped green space, private outdoor amenity space and/or environmental features, such as solar panels, green and cool roofs.

4.3.3.21 That the following key urban design principles, policies and **Development** criteria apply to gas stations:

- a. gas stations are facilities primarily for the sale of gasoline and other fuels. They are characterized by covered vehicle fuel dispensing facilities and may include ancillary or **Accessory** uses thereto, including an associated **Accessory Retail** component. Car wash and **Drive-Through** facilities are permitted as **Accessory** parts of gas stations. Automobile repair and service facilities are only permitted as part of gas stations if located in an **Employment Area**;
- b. gas stations shall exhibit high quality architectural design, employ high quality material use, and positively contribute to the **Public Realm** by providing safe and accessible pedestrian connections within the site and to public streets;
- c. extensive landscaping and buffering shall be provided along public street frontages and along property lines;
- d. where a gas station contains a **Retail** building greater than 100 square metres, the **Retail** building will be situated in an appropriate location that ensures an attractive streetscape, with convenient and safe pedestrian connections between the building and public street;
- e. where a gas station contains a car wash, the car wash shall generally be located to the rear or side of the site, with sufficient setbacks, landscaping, fencing and noise mitigation measures to ensure compatibility with any adjacent **Sensitive Uses** as may be determined by an approved noise study;
- f. where a proposed gas station contains a **Drive-Through** facility, the **Drive-Through** will be assessed with respect to setbacks, landscaping, fencing, lighting and noise mitigation measures, if required, to ensure compatibility with any adjacent **Sensitive Uses** and the effect on streetscapes. The policies of subsection 4.2 shall not apply to **Drive-Through** facilities developed as part of a gas station; and
- g. surface parking shall be setback from any property line by a minimum of three metres and appropriately screened by landscaping.

Parking

Vehicle parking is an important part of transportation systems, but must be managed properly to minimize adverse impacts to road users and the environment. Generally, surface parking underutilizes urban space, creates gaps in the urban fabric and encourages driving over other modes.

Parking will continue to be provided in Vaughan, but in a style and amount that contributes positively to placemaking and our efforts to respond to climate change. Increased permissions for on-street parking will support **Retail** and economic development, contribute to a high-quality streetscape and calm traffic. Lower parking requirements and shared parking facilities will reduce parking lot sizes and create a higher quality and compact urban environment.

As the City continues to plan for and support **Active Transportation** and transit use, there will be expanded opportunities for other means of transportation. Parking options will reflect this shift and Vaughan's status as a major, growing, **Transit-Supportive** and pedestrian-friendly city.

It is the policy of Council:

4.3.3.22 To reduce parking requirements, where feasible, by:

- a. establishing minimum and maximum parking standards in Zoning By-Laws for all types of **Development**;
- b. establishing context-sensitive parking requirements that respond to diverse settings, including **Strategic Growth Areas**, historic places and other settings;
- c. reducing parking requirements in **Strategic Growth Areas** where transit, walking and cycling alternatives exist;
- d. supporting parking for carpool, carshare and zero emission vehicles through preferential designated parking spots and/or reduced parking fees, where charged by a municipal parking authority and as part of new development, as appropriate;
- e. considering the variability of peak parking periods throughout the day for different types of uses for the purposes of sharing parking between such uses when developing parking standards in mixed-use areas; and
- f. working with the school boards to reduce or preferably eliminate the provision of student parking and on-street parking fronting public elementary and secondary **School** sites.

4.3.3.23 To encourage and support the development of central, shared parking facilities in the **Strategic Growth Areas**, which may result in greater parking and land use efficiencies. Such facilities are encouraged to be provided below grade.

4.3.3.24 To work with York Region, and, with respect to Steeles Avenue, the City of Toronto, to permit on-street parking on arterial streets, where appropriate, and where it may support **Retail** and economic development contribute to a high-quality streetscape and a more active street life. Such on-street parking spaces shall be counted towards any on-site parking requirements as established through zoning.

4.3.3.25 To plan for an accessible parking supply and ensure that design requirements that are coordinated with the City's Zoning By-law and Provincial standards developed under the *Accessibility for Ontarians with Disabilities Act*, as amended. Further, to monitor the utilization of accessible parking to determine its adequacy relative to demand, recognizing the aging population.

4.3.3.26 To require that parking lots and structures be developed as high-quality examples of good urban design and **Sustainability**, with particular emphasis placed on safety for pedestrians and cyclists, permeability, landscaping and vegetation, stormwater management, high quality lighting, signage and materials and a range of parking space types, including parking for **Micromobility** devices and bicycles and charging options for electric vehicles and bicycles.

- 4.3.3.27 That where a structured parking facility fronts onto a street or public space, the parking structure shall be fronted with active uses at the street level. Structured parking facilities may also be situated to buffer **Sensitive Land Uses** from more intense uses, such as industrial uses or rail corridors.
- 4.3.3.28 To use the City's Parking Design Guidelines to evaluate and provide guidance on proposals for parking facilities.
- 4.3.3.29 To consider increasing bicycle parking requirements, where appropriate, especially in **Strategic Growth Areas** and in accordance with the bicycle parking policies of this Section.
- 4.3.3.30 To consider eliminating minimum vehicular parking requirements for **Dwelling Units** while maintaining visitor parking, including amending applicable by-laws as necessary, for multi-unit **Developments** within **Strategic Growth Areas** that do not overlap with a **Protected Major Transit Station Area**

Drive-Through Facilities

- 4.3.3.31 That the following policies apply to **Drive-Through** facilities:
- a. **Drive-Through** facilities shall only be located where they will not adversely affect the goals of this Plan respecting **Intensification**, pedestrianization, attractive streetscapes and transit supportiveness;
 - b. in consideration of potential locations for **Drive-Through** facilities, it will need to be demonstrated that the unique sense of place, characteristic of or envisioned for the area, will be maintained and enhanced;
 - c. **Drive-Through** facilities will not be located where there will be an **Adverse Effect** on adjacent residential uses;
 - d. all new **Drive-Through** facilities shall adhere to the urban design policies and **Development** criteria in Section 4.3 of this Plan, as well as Performance Standard No. 7.4.4 (**Drive-Through**) in the Vaughan City-Wide Urban Design Guidelines; and
 - e. that if co-located in a mixed-use **Development** that includes residential units and/or office uses located in a **Low-Rise Building**, **Mid-Rise Building** or **High-Rise Building**, the proposed use does not:
 - i. conflict with the planned urban design and architectural characteristics of the predominant uses on the **Development** parcel;
 - ii. compromise the use and enjoyment of outdoor amenity areas;
 - iii. impact other uses on the site as a result of noise and odour effects; or
 - iv. affect the functional support systems for the other uses on the **Development** parcel, including loading, refuse pick-up, on-site visitor and resident/tenant vehicular and pedestrian circulation, access and egress.

- 4.3.3.32 That further to policy 4.3.3.1, the following policies shall apply when considering a proposal for **Drive-Through** facilities within the following **Strategic Growth Areas**:
- a. **Drive-Through** facilities proposed for the Vaughan Metropolitan Centre, some **Protected Major Transit Station Areas** and within 200 metres of the intersection of Yonge Street and Steeles Avenue (the future Steeles Avenue Subway Station) will only be permitted on the basis of a site-specific amendment to this Plan;
 - b. **Drive-Through** facilities in the **Primary Centres**, **Local Centres** and **Primary Corridors** will only be permitted on the basis of a site-specific Zoning By-Law amendment; and
 - c. in considering applications for site-specific Official Plan amendments and/or Zoning By-law amendments under policies 4.3.3.2.a. and 4.3.3.2.b. above to permit **Drive-Through** facilities, such applications will need to demonstrate that the proposed drive through facility meets the criteria established in subsection 4.2.3 of this Plan.
- 4.3.3.33 That **Drive-Through** facilities in **Strategic Growth Areas** that legally existed as of the date of approval of this Plan are deemed to conform to this Plan.

Gas Stations

- 4.3.3.34 That the following policies shall apply to the location and **Development** of gas stations:
- a. new gas stations are not permitted in **Primary Corridors**, the Vaughan Metropolitan Centre, **Primary Centres** and **Local Centres** abutting Highway 7, Bathurst Street and Yonge Street, as shown on Schedule 1B, or in Heritage Conservation Districts, as shown on Schedule 14B;
 - b. gas stations that are legally existing as of the date of approval of this Plan may be maintained and redeveloped without amendment to this Plan, subject to the criteria identified in Section 4.3 of this Plan. For the purposes of this policy, redeveloped shall mean the renovation or reconstruction of existing buildings and structures, or construction of new buildings and structures for any of the uses permitted by Section 3.2. of this Plan;
 - c. gas stations that are legally existing as of the date of approval of this Plan and that are located in areas subject to a **Secondary Plan** are permitted to redevelop in accordance with policy 4.3.3.4.b provided the **Redevelopment** takes into consideration the objectives, context and urban design policies of the Volume 2 area and that it incorporates design measures that support and contribute to the overall transition of the site towards the long-term vision of the Volume 2 area;
 - d. notwithstanding policies 4.3.3.4.b and 4.3.3.4.c above, gas stations that are legally existing as of the date of approval of this Plan and that are located in Heritage Conservation District Plans remain subject to the requirements of the Heritage Conservation District Plan and policies in subsection 5.3 of this Plan regarding minor extensions, reductions or expansions of legally existing land uses;
 - e. with respect to areas other than those cited in policy 4.3.3.4.a above, the following policies shall apply:

- i. gas stations shall be located on an arterial street as indicated on Schedule 9B;
 - ii. a maximum of two gas stations will be permitted at any intersection; and
 - iii. where two gas stations are permitted at an intersection, then such gas stations shall preferably be located in the diagonally opposite quadrants of the intersection; and
- f. the type of **Accessory** and/or ancillary services permitted alongside a gas station use, as permitted in accordance with subsection 3.2 of this Plan, will be implemented through the City's Zoning By-Law.

4.4 Parks and Open Space

As Vaughan grows and intensifies, more opportunities for a diversity of new parks and recreational spaces shall be identified. The City shall consider the provision of both **Active Recreational Uses** and **Passive Recreational Uses** to serve the community's varied needs. Parkland and open space provision shall respond to a number of priorities, encompassing a range of outdoor facilities and amenities that support both structured activities and informal enjoyment of natural and urban environments.

Realizing and enhancing the full spectrum of open spaces in Vaughan, whether public or private, active or passive, and formal or informal, is essential in developing an open space network that plays a role in connecting destinations and encouraging citizens to enjoy a range of outdoor recreational activities.

The City's Greenspace Strategic Plan and subsequent updates support the City in shaping and guiding the provision of parkland, park typologies, and addresses planning, design, implementation and management of an integrated greenspace network.

The City's Community Spaces Plan guides the provision of indoor and outdoor recreation, community centres

Vaughan's parks and open spaces assume many forms and together comprise Vaughan's Greenspace Network. Parks and open spaces provide key functions such as protecting **Wildlife Habitats** and their ecological functions, improving human health and well-being, and supporting climate change mitigation and adaptation.

Vaughan's parks support a variety of **Active Recreational Uses** and **Passive Recreational Uses**. Vaughan's open spaces also support **Active Recreational Uses** and **Passive Recreational Uses**, and predominantly include natural heritage features that serve ecological functions, such as sensitive **Wetlands**, valley lands, forests and the Don and Humber River systems. Open space types also include cemeteries, trails, hydro corridors, **Privately Owned Public Spaces**, and the casually tended landscapes around

and library facilities. The Community Spaces Plan assesses current levels of service and makes recommendations on policy, service and community spaces and park facility requirements.

4.4.1 Parks and Open Space Network

All stakeholders shall work together to achieve a vibrant, accessible, and interconnected City-wide parks and open space network.

It is the policy of Council:

- 4.4.1.1 That where there is a conflict between the policies in section 4.4.1, the policies pertaining to the underlying land use designation in this Plan, or the relevant **Secondary Plan**, the more restrictive policies shall apply.
- 4.4.1.2 To implement the parkland objectives and targets of the City’s Greenspace Strategic Plan, and parkland facilities as outlined in the Vaughan Community Spaces Plan, as amended from time to time.
- 4.4.1.3 That over the horizon of this Plan, all residents of Vaughan should have access to parkland located within 500 metres, so as to typically be within a five to ten minute walk.
- 4.4.1.4 That existing parks shall be maintained in public ownership, and that the establishment of new parks shall be prioritized through the parkland dedication policies in subsection 4.4.5. of this Plan prioritizing fee simple land over encumbered lands, stratified lands, **Privately Owned Public Spaces**, or payment-in lieu.

What are Active Recreational Uses?

Active Recreational Uses are sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, racquet sports, aquatics, basketball and multi-use courts, volleyball, ice skating, skateboarding, bocce, hockey, off-leash dog areas and similar uses.

Passive Recreational Uses are activities characterized by low-intensity outdoor pastimes, using unstructured social and recreation facilities such as seating areas, picnic areas, allotment/community gardens, outdoor classrooms and amphitheatres, and similar uses.

4.4.2 Parkland System

This Plan establishes a hierarchy of City-owned parks that are planned, designed and integrated into the fabric of Vaughan to provide a balanced distribution of park facilities and activities throughout Vaughan.

Establishing a parkland hierarchy ensures that a diverse mix of park spaces are provided across Vaughan, depending on the context. The difference in land use goals for **Community Areas** and **Strategic Growth Areas** requires a different approach in park size, design, and programming for each area. In **Strategic Growth Areas** where there may be fewer opportunities for outdoor amenity space due to lower land availability, a parkland system that is diverse, flexible, and strategically connected to the pedestrian

network may be best to serve residents. The City and **Development** partners shall work together with innovative and creative approaches to the design of public space networks to achieve parkland provision targets in **Strategic Growth Areas**.

It is the policy of Council:

- 4.4.2.1 To support a comprehensive parks system that is equitably distributed throughout the city and is integrated with open space types, both public and private, in accordance with the Greenspace Strategic Plan, with the following park classifications:
- a. Destination Parks are signature civic spaces that combine **Significant** natural and **Cultural Heritage Resources** with unique recreational experiences and provide amenities and attractions designed to draw visitors from a broader geographic area. These parks shall serve as major City-wide attractions, offering specialized facilities and flexible spaces for both daily use and large-scale events. Destination Parks shall promote environmental stewardship, protect natural and cultural resources, be used to host educational programs and provide spaces for physical activity and **Passive Recreational Uses**. These parks shall be accessible year-round via multiple transportation modes and include the necessary park facilities and amenities to support extended visits, festivals and City-wide events.
 - b. Regional Parks are expansive recreational and natural areas that serve as hubs for sport, recreation, and leisure. These parks are intended to offer planned outdoor and/or indoor premium lit sport facilities for activities that require larger land areas. Regional Parks function as City-wide destinations and shall be capable of accommodating large-scale events and attractions that draw visitors from outside the local area, such as sport tournaments, and **Passive Recreational Uses**, such as multi-use trails. Regional Parks are intended to offer a natural escape while remaining accessible and inclusive to people of diverse interests, ages, and abilities.
 - c. District Parks serve to provide a wide range of outdoor sports, recreation, and community activity space, extending their reach beyond the immediate neighbourhoods and supporting the diverse needs of the larger communities within which they are located. District Parks are intended to support communities with varying degrees of urban density and foster a sense of community and social connection by providing access to district level amenities and facilities, such as washrooms and large format sports fields.
 - d. Neighbourhood Parks serve as the foundation of our parks and greenspace system in the **Designated Greenfield Area** and low-density neighbourhoods. These parks are intended to support local recreation by providing a balance of **Active Recreational Uses** and **Passive Recreational Uses**, promote social gathering and host local community events to foster connections and strengthen community bonds.
 - e. Urban Parks are versatile and multifunctional green spaces that shall be designed to serve high-density communities in **Strategic Growth Areas**. These parks shall provide intensively programmed outdoor spaces that facilitate diverse year-round recreational activities and community events. Urban Parks shall incorporate flexible programming spaces that accommodate day-to-day **Active Recreational Uses** and **Passive Recreational Uses**, medium to large-scale community events, sport courts, playground

facilities and supporting park amenities. These parks shall be designed and constructed to support intensive use through durable and sustainable materials, include robust municipal community amenities and facilities, and ensure long-term functionality and maintainability to meet the unique demands of higher-density neighborhoods. Urban Parks shall demonstrate commitment to equitable access and inclusive design, year-round activation and programming, environmental **Sustainability** and community integration.

- f. Public Squares are programmed social and civic spaces that shall be designed to serve **Strategic Growth Areas**. These spaces shall incorporate both **Passive Recreational Uses** and active facilities to support diverse community needs and ensure year-round activation. Public Squares shall be strategically located in mixed-use, high-traffic areas adjacent to **Active Frontages** such as **Retail**, food and beverage establishments and public facilities to support neighborhood-oriented social opportunities. These spaces shall be situated in areas of high pedestrian activity and maintain clear visibility from adjacent streets. Public Squares shall be designed and constructed with durable and sustainable materials to support intensive use, incorporating robust municipal community amenities and facilities to ensure long-term functionality. These spaces may include public art, varied seating opportunities, canopy trees, facilities for **Active Recreational Uses**, and a balanced mix of hardscape and softscape areas. Public Squares shall be designed to respond to micro-climatic conditions, providing year-round weather protection, while supporting flexible programming for both daily use and organized events.

4.4.2.2 That in the pursuit of fostering community well-being, the City recognizes the importance of innovative approaches to delivering public parks, recreational and community spaces. Two such approaches - **Strata Park** and **Interim Open Space** - are methods to increase the availability of these spaces.

4.4.2.3 That a **Strata Park** is not a park type, but rather it shall mean a public park that contains encumbrances through stratified ownership arrangements, where:

- a. the surface of the park lands, air rights, and subgrade area containing all park features, structures and utilities are owned by the City;
- b. the encumbered portions of the park (whether surface or below-grade) are privately owned and maintained;
- c. the park shall be publicly accessible at all times in perpetuity;
- d. the park shall be considered part of the City's parkland system and all parts of the park owned by the City will be City-operated and maintained; and
- e. the park shall be given parkland credit for satisfying the parkland dedication requirements for a **Development** or **Redevelopment** in accordance with prevailing City policies and Section 4.4.5 of this Plan.

4.4.2.4 That where a **Strata Park** is conveyed to the City, in addition to meeting all applicable park design requirements in Section 4.4.4 of this Plan, the following requirements shall be met:

- a. Design Requirements:

- i. total encumbrances shall not exceed 60% of the total surface area of the park;
 - ii. appropriate soil depth and structural support are provided to ensure long-term viability of park elements, with a minimum depth of 1.8 metres over any structural elements for large-canopy **Tree** growth, while accommodating intended park programming, park-specific stormwater management and maintaining flexibility for future park redesign needs;
 - iii. ensure all access points to encumbered areas connect directly to public rights-of-way;
 - iv. prohibit utility access points or other technical elements except where required by applicable building and safety codes; and
 - v. integrate any required access points, ventilation structures, or other technical elements in a manner that minimizes their visual and functional impact on the park; and
- b. Infrastructure Limitation:
- i. no private **Infrastructure** shall be permitted beneath the park, including but not limited to:
 - a. private stormwater management **Infrastructure**, including cisterns, storage tanks, and associated mechanical equipment; private water or wastewater **Infrastructure**;
 - b. electrical **Infrastructure**, including transformer rooms, switchgear and utility panels; mechanical rooms;
 - c. telecommunication equipment;
 - d. loading areas; waste storage;
 - e. service corridors; commercial storage areas; and
 - f. any other utilities or **Infrastructure** not directly serving the park's operations and maintenance, with the exception of parking stalls; and
 - ii. no private **Infrastructure** shall be permitted within the park except as approved by the City through agreements.

4.4.2.5 That where a **Strata Park** is conveyed to the City, the owner shall enter into agreements satisfactory to the City regarding access, maintenance, lifecycle replacement, and liability. Such agreements shall include:

- a. maintenance responsibilities and standards for all park elements;
- b. cost-sharing agreements for shared **Infrastructure** and repairs;
- c. emergency repair protocols and procedures;
- d. required inspections and reporting;
- e. dispute resolution mechanisms;

- f. insurance and liability requirements;
- g. restoration requirements for park elements impacted by repairs to encumbered areas; and
- h. lifecycle replacement schedules for major components.

4.4.2.6 That notwithstanding any policies in this Plan:

- a. the City maintains the right to require additional studies, reports, or agreements as deemed necessary and may establish additional **Strata Park** criteria or requirements;
- b. **Strata Parks** shall be developed in accordance with all other applicable policies of this Plan; and
- c. parkland dedication credit shall be calculated net of all encumbrances in accordance with Section 4.4.5 of this Plan.

4.4.2.7 That the City shall pursue opportunities to establish **Interim Open Space** to provide interim recreational uses on:

- a. privately-owned lands identified for future **Development**;
- b. City-owned lands awaiting permanent **Development**;
- c. underutilized portions of public rights-of-way; and
- d. other vacant or underutilized lands deemed suitable by the City.

4.4.2.8 That **Interim Open Space** shall:

- a. be secured through agreements, where necessary, between the City and landowner(s), community organizations, or other parties, or through other appropriate mechanisms;
- b. be ineligible for both parkland credit and **Development** charge reserve funding;
- c. maintain compliance with all applicable safety standards and regulations;
- d. provide appropriate liability insurance as determined by the City; and
- e. be designed and constructed to:
 - i. minimize installation and removal costs;
 - ii. complement the existing parks network;
 - iii. respond to community needs;
 - iv. contain building materials and recreational facilities that can be re-used or re-purposed in future park or open space **Development**;
 - v. support year-round activation, where feasible;
 - vi. incorporate appropriate security measures; and
 - vii. not preclude future **Development** in accordance with the underlying land use designation.

4.4.3 Open Space Typologies

It is the policy of Council:

- 4.4.3.1 To accommodate a variety of open space types, which may be publicly or privately owned, over and above parkland dedication, that provide important benefits to and are evenly distributed throughout the City. In accordance with the City's Greenspace Strategic Plan, open space types are as follows:
- a. **Greenways**, such as hydro corridors or other linear open spaces which are typically a minimum of 25 metres in width, provide important linkages for pedestrians and cyclists, can improve connections between significant destinations such as other parks and open spaces and **Community Facilities**, and may provide seating opportunities or shade within the **Greenway** corridor;
 - b. Natural Areas, such as nature reserves and woodlots, located on public lands as well as, through partnerships, on private lands where such activities will not have an **Adverse Effect** on **Significant** natural features and ecological functions in accordance with Section 2.7 of this Plan. Natural Areas can provide opportunities for **Passive Recreational Uses** and trails, subject to the policies contained in Section 2.7 of this Plan;
 - c. **Green Infrastructure**, such as open stormwater management facilities, in accordance with Section 4.7.3, that can provide opportunities for trails and resting areas and improve **Linkages** to other parks and open spaces;
 - d. cemeteries, that can, where appropriate, provide opportunities for **Passive Recreational Uses** such as pedestrian and bicycle routes; and
 - e. **Privately Owned Public Spaces**, which are a type of urban open space that, while owned and maintained by private entities such as corporations or individuals, are open for public use without any fees or barriers.
- 4.4.3.2 That all **Privately Owned Public Spaces** shall:
- a. be publicly accessible at all times without any fees, physical barriers, or other impediments to public use;
 - b. be designed, constructed and maintained in accordance with the City's POPS Guidelines and Standards, as may be amended from time to time;
 - c. be secured through appropriate legal agreements and easements registered on title; and
 - d. be ineligible for funding from the **Development** charge reserve.

4.4.4 Parks and Open Space Design

New parks and open spaces shall be designed to meet the needs of an increasingly maturing and diverse urban environment and population. The City shall continue to provide high quality and diverse parks that provide for the year-round recreational needs of a variety of residents.

It is the policy of Council:

- 4.4.4.1 That parks and open spaces may include a range of community amenities and park facilities. The types of amenities provided should reflect the catchment area, target population, local needs and the park's functional characteristics, as appropriate to each park type.
- 4.4.4.2 To encourage the naturalization of parks, where appropriate, at the City's discretion, to enhance Vaughan's Natural Heritage Network and provide additional opportunities for **Passive Recreational Uses**. Park naturalization should not impede park programming required to meet provision targets.
- 4.4.4.3 That all parks shall generally be situated and oriented to be:
- centrally located and designed to act as a focal point for the community;
 - connected to other parks, open spaces and natural features, where applicable, to create an interconnected network of parks and open spaces uninterrupted by major physical barriers, such as rail lines, arterial and collector streets, and other physical barriers that restrict access;
 - accessible by transit, bicycle, on foot and by car; and
 - highly visible with prominent public street frontage (50% of park perimeter) to enhance passive surveillance.
- 4.4.4.4 To design parks and open spaces to:
- accommodate a diverse range of both all-season **Passive Recreational Uses** and **Active Recreational Uses** and be adaptable for various programming needs and users;
 - be of sufficient size and dimensions to support their intended recreational functions and programming requirements, including appropriate setbacks to adjacent uses, in a regular geometric configuration that facilitates flexible use of the space;
 - reflect the diverse cultures in Vaughan by providing for unique activities and facilities that reflect the needs of the local community;
 - accommodate universal **Accessibility** and provide for the needs of a range of demographics and all ages and abilities;
 - apply Crime Prevention Through Environmental Design principles;
 - incorporate climate resilient design features to mitigate against extreme weather events; and
 - accommodate **Compatible** uses either on-site or adjacent to the site that can increase the activation of parks and open spaces.
- 4.4.4.5 That park sizes shall be as follows:
- Destination Park: Size will vary
 - Regional Park: Greater than 15 hectares
 - District Park: Greater than 5 hectares
 - Neighbourhood Park: Greater than 0.75 hectares

- e. Urban Park: Greater than 0.75 hectare
- f. Public Square: 0.2 to 0.75 hectare

4.4.4.6 That where buildings or structures that support the planned function of parks and open spaces are proposed within parks and open spaces, they should be sited and designed to:

- a. be a positive, attractive, sensitive and integrated element;
- b. protect, enhance and restore existing vegetation and **Natural Heritage Features and Areas**;
- c. incorporate public amenities, including public art and enhance the user experience of these areas; and
- d. enhance open space **Linkages**, public access, visibility and effective use of the park or open space.

4.4.4.7 That where **Development** is proposed adjacent to parks or open spaces, **Development** will proceed in accordance with the **Public Realm** policies in Section 4.3, and it shall:

- a. incorporate appropriate setbacks to accommodate building structures, overhangs, maintenance requirements and private access within the **Development** site;
- b. configure building massing and orientation to optimize access to sunlight in parks throughout the day and seasons;
- c. be designed and oriented to provide comfortable wind conditions to parks throughout the seasons;
- d. locate all service areas, including loading zones, waste collection, and utility areas away from the park;
- e. be oriented to maximize public access and views to such spaces;
- f. encourage and support the co-location of community services and facilities to benefit from greenspaces;
- g. present a primary and active façade to the park or open space; and
- h. provide for casual overlook thereby increasing the passive surveillance and safety of the park or open space.

4.4.4.8 That **Privately Owned Public Spaces** shall:

- a. provide recreational functions and features in accordance with the City of Vaughan's POPS Guidelines and Standards study, as amended from time to time, that:
 - i. include both **Active Recreational Uses** and **Passive Recreational Uses** appropriate for the size and location of the **Privately Owned Public Space**;
 - ii. respond to identified community needs and programming objectives; and
 - iii. have 50 percent minimum perimeter public frontage, of which half shall be public street, and the balance shall include any combination of **Public Realm** element,

Privately Owned Public Space, and/or privately owned publicly-accessible street or mews; and be developed to meet the following base requirements:

- iv. be of sufficient size and dimensions to support their intended recreational functions and programming requirements, in a regular geometric configuration that facilitates flexible use of the space;
- v. be located entirely outdoors in an unenclosed space at established grade, and not be contained within, above, under or internal to any building or structure;
- vi. maintain public street frontage along a minimum of 50 percent of the space's perimeter, exclusive of private driveways;
- vii. incorporate active ground-floor uses along all building frontages adjacent to the space, with no blank facades, service areas, or other non-active uses permitted along these frontages; and
- viii. be encouraged to be constructed and completed in their entirety within a single phase of **Development**, and where part of a multi-phase **Development**, delivered within the early phases to maximize community benefit.

4.4.4.9 That **Privately Owned Public Spaces** receiving parkland credits shall not:

- a. be used to satisfy amenity area requirements for **Development**; or
- b. be included in site area calculations for density purposes.

4.4.5 Parkland Dedication

While Vaughan currently provides significant parkland resources for all communities and growth, **Intensification** places increased pressure on existing parks and open spaces and accelerates the demand for new parks. Additional parkland shall be required to meet future needs and to maintain current levels of service and parkland provision. Most parkland acquisition is established under the provisions of the *Planning Act* by prioritizing land assembly and securement through parkland dedication, or where land conveyance is not feasible, payment-in-lieu of parkland dedication. While these tools shall continue to be utilized, additional measures for acquiring parkland shall be explored to maximize Vaughan's parkland resources.

In addition to parkland dedication, open space resources will continue to be required through the **Development** process, but outside of the parkland dedication process. These resources complement Vaughan's parkland, providing additional opportunities for **Passive Recreational Uses**, establishing **Linkages** between community resources, and contributing to a healthy natural environment.

It is the policy of Council:

- 4.4.5.1 To consider the parkland objectives and targets established in the Greenspace Strategic Plan, as amended from time to time, in the application of parkland dedication requirements for the

Development process. Communities that do not meet the active parkland targets are considered priorities for additional parkland resources.

- 4.4.5.2 As per the *Planning Act*, to require the provision of new parkland for all residential **Development** or **Redevelopment** as:
- a. a conveyance, at the rate of 5% of the **Net Developable Area**, or 1 hectare of parkland per 600 **Dwelling Units**, or a combination of, whichever is the greatest; or
 - b. payment-in-lieu of parkland dedication, at the rate of 5% of the value of the **Net Developable Area**, or one hectare of parkland per 1,000 **Dwelling Units**, or a combination, whichever is the greatest.
- 4.4.5.3 That payment-in-lieu of parkland dedication, or a combination of payment-in-lieu and parkland conveyance, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the City's Greenspace Strategic Plan, such as in **Strategic Growth Areas** where parcels may be too small to result in an effective parkland dedication.
- 4.4.5.4 That if an alternative parkland rate is employed in accordance with the *Planning Act*, such parkland contribution for residential or the residential portion of mixed-use **Development** or **Redevelopment**—whether in the form of parkland conveyance or payment-in-lieu as determined by the City—shall be subject to a cap of:
- a. 10% of the **Gross Developable Area** or its value if the **Gross Developable Area** is 5 hectares or less; or
 - b. 15% of the **Gross Developable Area** or its value, if the **Gross Developable Area** is greater than 5 hectares.
- 4.4.5.5 To require the dedication of parkland for all **Development** or **Redevelopment** for a commercial purpose or an industrial purpose at the rate of 2% of the **developable land**. Payment-in-lieu of parkland dedication may be considered by the City where such contributions may be more effective in achieving local parkland targets and objectives identified in the City's Greenspace Strategic Plan.
- 4.4.5.6 That parklands classified by the City as Destination Parks, Regional Parks, District Parks, Neighbourhood Parks, Urban Parks, Public Squares, Open Spaces, and Privately Owned Public Spaces are eligible for parkland dedication credits through the **Development** process as described in the City's Parkland Dedication By-Law.
- 4.4.5.7 That a proposed park is identified within the limits of a property, the applicable park lands shall be dedicated to the City as a condition of the first residential **Development** approval within the limits of the property and where necessary, be subject to appropriate legal agreements respecting interim use of the land for parking for existing uses, construction access and staging purposes, at a nominal fee to the landowner.

- 4.4.5.8 That **Privately Owned Public Spaces** may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a **Development** or **Redevelopment**, subject to meeting all requirements established in Sections 4.4.3.2 and 4.4.4.8 of this Plan.
- 4.4.5.9 The City will seek to prioritize the conveyance of fee simple lands over lands encumbered by public or private underground parking, utility easements, or utility structures located above or below grade. Encumbered or stratified parkland shall meet City standards, policies, and requirements.
- 4.4.5.10 Those lands containing **Core Features** of the **Natural Heritage Network** as defined in Section 2.7.4 or major utilities such as TransCanada Pipelines Limited, Hydro One etc., or rail corridors, including environmental and safety buffers and zones, will not be accepted for the purposes of satisfying parkland dedication requirements.
- 4.4.5.11 That parkland conveyed shall be credited net of all encumbrances, including but not limited to, utilities/utility boxes, mailboxes and/or access, servicing easements, private structures and easements and building overhangs.
- 4.4.5.12 To maximize the establishment of open space through the **Development** process, by means other than parkland dedication, to complement parkland resources, to provide important **Linkages**, and to contribute to a healthy natural environment.

4.5 Community Services and Facilities

The provision of resilient and well-maintained **Community Facilities**, services and utilities are critical to meeting everyday needs and to supporting economic growth and development. Much of the work to achieve **Complete Communities** will be to ensure that growth happens in an efficient, coordinated and compact manner and in the areas that are well serviced or that can be serviced with planned or existing **Infrastructure**, like reliable transit, cycle paths and networks, emergency shelters, **Day Cares**, healthcare, **Schools** and employment centres.

4.5.1 Planning for Community Services and Facilities

It is the policy of Council:

- 4.5.1.1 To support consistent levels of investment to successfully implement the City of Vaughan Parks, Recreation, Libraries Master Plan, known as the Vaughan Community Spaces Plan for Parks Recreation and Libraries, to provide library and recreation facilities and parks and open spaces.
- 4.5.1.2 To prioritize planning and investment for community services and facilities in **Strategic Growth Areas**.
- 4.5.1.3 To provide community services and facilities that aligns growth with the timing and delivery of **Infrastructure** while ensuring **Infrastructure** is phased appropriately to maintain financial sustainability.

- 4.5.1.4 To support sustainable and resilient policies and actions for community services and facilities, including those that support **Green Infrastructure**.
- 4.5.1.5 To provide **Community Facilities** and services that meet the civic, cultural, educational, recreational, religious, social and **Public Emergency Services** needs of all residents, employees and visitors to the City of Vaughan, including Indigenous Peoples and equity deserving groups.

4.5.2 Community Facilities

Community Facilities include arts and recreation facilities, museums, libraries, community health and resource centres, **Schools**, places of worship, **Day Cares**, long-term care facilities and **Public Emergency Services**. The Vaughan Community Spaces Plan provides direction for the municipal provision of many of these services and facilities. Community services and facilities also include **Public Emergency Services** such as fire, police and emergency medical services and dispatch centres. A variety of private and non-governmental organizations provide **Community Facilities** that improve the quality of life for Vaughan residents and employees, in addition to the existing community **Infrastructure** provided by Vaughan and York Region.

Conveniently located, well-maintained and accessible **Community Facilities** are critical to the success of municipal programs and services, contributing directly to the health and social wellbeing of communities. **Community Facilities** should be equitably integrated into existing and **New Community Areas** and **Strategic Growth Areas**. In addition to programming and service requirements, **Community Facilities** should be accessible by bike and transit, as well as walking and other modes of **Active Transportation** and developed for the community according to high quality standards of safety, **Sustainability** and design.

It is the policy of Council:

- 4.5.2.1 To support new and renovated community service and recreation facilities that are appropriately designed, and:
 - a. conveniently accessible by transit, by wheel and on foot;
 - b. centrally located in the area in which they provide service;
 - c. supportive of Active Frontages;
 - d. in proximity to other community services and facilities and places of gathering, where possible;
 - e. designed to support the Sustainability Metrics Program, as set out in subsection 4.6 of this Plan;
 - f. designed to implement Universal Design standards;
 - g. designed to include public art, where appropriate;
 - h. in proximity to accessible green spaces, parks and open spaces, natural areas and trails, bike lanes and multi-use paths, where possible and appropriate; and
 - i. are located outside of Hazardous Lands.

- 4.5.2.2 To encourage the reuse of existing municipally owned facilities for new community serving uses, and to encourage the co-location of multiple activities and services, such as recreational buildings, libraries and arts and cultural facilities.
- 4.5.2.3 To review existing **Community Facilities** to determine that the services available are appropriate and equitable to the community, supporting both the improvement and addition of **Community Facilities** in underserved communities to encourage the creation of a **Complete Community**.
- 4.5.2.4 To encourage and support the **Development** of joint and/or shared **Community Facilities**, such as **Schools**, community centres, libraries, **Day Cares** or other appropriate facilities, on shared sites and, where appropriate, adjacent to public parks.
- 4.5.2.5 To coordinate **Development** of **Community Facilities** in an orderly way with water, wastewater, and transportation capacity, residential/non-residential **Development** thresholds, human and social services and other **Infrastructure**.

4.5.3 Community Centres and Services

It is the policy of Council:

- 4.5.3.1 That community centres shall be planned to develop as, or evolve into, full-service centres that provide for a wide variety of community needs in addition to recreation. To achieve this, community centres may include a variety of municipal services, local-serving **Retail** and limited commercial uses that would contribute to the overall function of the centre as a **Community Hub**.
- 4.5.3.2 To construct community centres to an urban design standard that includes the consideration of alternative site size, **Universal Design**, the use of multi-**Storey** buildings, shared facilities, measures to support transit and **Active Transportation**.
- 4.5.3.3 To encourage community centres and services in **Community Hubs** that, where appropriate, contain a provision of joint facilities, either with the school boards, the City, private **Development**, community services agency/organization, or any combination, for community service purposes.
- 4.5.3.4 To explore the potential for the **Intensification** of existing community centres through the **Development** of residential and local-serving **Retail** and community service uses.
- 4.5.3.5 To assess the adequacy of existing community services and implement a strategy for the timely provision and improvement of existing community services, such as in the form of **Community Hubs**.
- 4.5.3.6 To coordinate the delivery of community services to meet the needs of the City of Vaughan by supporting the co-location or clustering of community centres and libraries and services in **Community Hubs**.

- 4.5.3.7 To promote maintaining and adapting existing community centres and services in **Community Hubs** to meet the needs of the City and to optimize the long-term viability of public investments.
- 4.5.3.8 To ensure that existing community services are located in or near **Strategic Growth Areas** or **Community Hubs** and are easily accessible by **Active Transportation** and transit.
- 4.5.3.9 That community centres and services be responsive to Vaughan's diversity with a range of cultural and age-friendly facilities and services.
- 4.5.3.10 To support the provision of senior and newcomers focused services in multiple languages and to support targeted social services outreach to specific communities with high levels of seniors, new Canadians, people living below the poverty line, children and youth.
- 4.5.3.11 To implement the community service objectives of the Vaughan Community Spaces Plan for Parks Recreation and Libraries, as amended from time to time, by ensuring the per-capita targets for indoor community centres and indoor recreation facilities are met and that planned facilities are sufficient to meet the needs of projected residential populations.
- 4.5.3.12 That community centres have a key role to play in the City's emergency management planning, as potential safe spaces for shelter, and should be located in areas of low-risk in addition to other location criteria listed in subsection 4.5.3.

4.5.4 Schools and Day Care

It is the policy of Council:

- 4.5.4.1 That **Schools** are permitted in all residential, mixed-use and institutional land use designations, in accordance with the policies contained in Chapter 3 of this Plan. The precise location, size and number of **Schools** shall be established in consultation with the appropriate school board through the **Secondary Plan** and/or Block Planning process.
- 4.5.4.2 That **Development** of **Schools** shall be directed outside of **Hazardous Lands** and **Hazardous Sites**.
- 4.5.4.3 To consult with school boards to plan and design **Schools** as part of **Complete Communities** and to facilitate safe **School** travelling by:
 - a. centrally locating **Schools** in communities and adjacent to parks, where appropriate;
 - b. incorporating pedestrian-friendly site design;
 - c. incorporating **Active Transportation** and transit linkages; and
 - d. incorporating **Schools** into the base of multi-**Storey** buildings in **Strategic Growth Areas** with access to outdoor play space.
- 4.5.4.4 To continue to seek shared use agreements with school boards for the use of **School** facilities for community purposes after **School** hours.

- 4.5.4.5 To ensure that the City plans for **Day Cares** in new and existing communities as the City continues to grow. This may be achieved by encouraging **Day Cares**:
- a. in mixed-use communities and **Strategic Growth Areas**, including the Vaughan Metropolitan Centre, and **Primary Centres**;
 - b. in coordination with other **Community Facilities**;
 - c. in residential areas as a neighbourhood supportive use;
 - d. as an ancillary use or adjacent to **Employment Areas** while conforming to Regional and Provincial guidelines regarding the separation of **Sensitive Land Uses**; and,
 - e. in accordance with the policies contained in Chapter 3 of this Plan
- 4.5.4.6 To ensure that **Day Cares** and **School** facilities are designed to a high standard for safety (such as bollards around outside playgrounds), size, location, orientation and comfort, as regulated by school boards, in addition to the specific standards in the implementing Zoning By-Law to regulate the appropriate size, configuration, siting, sunlight exposure, landscaping, setbacks and buffering provisions for the associated outdoor play area.
- 4.5.4.7 To consider the provision and location of **Day Cares** in the preparation of **Secondary Plans**, Plans of Subdivision and Development Plans or Site Plans, giving consideration to the needs of the local community, the availability of existing services and the expected composition of the resident and employment populations.
- 4.5.4.8 To support the reuse of surplus **School** properties and facilities and parks for social services and community, cultural or **Affordable Housing** facilities.

4.5.5 Libraries

It is the policy of Council:

- 4.5.5.1 That libraries are permitted in all residential, mixed-use, employment and institutional land use designations in accordance with the policies contained in Chapter 3 of this Plan. Suitable library sites shall be identified through the **Secondary Plan** and/or Block Planning process and shall be identified in consultation between landowner groups, the Vaughan Public Library Board and the City of Vaughan.
- 4.5.5.2 To implement the library facility objectives of the Vaughan Community Service Plan, including targets for neighbourhood, community and resource libraries, through per-capita targets for library facilities and that existing and planned library facilities are sufficient to meet the needs of projected residential populations.
- 4.5.5.3 To ensure that new and renovated libraries are appropriately designed, and that these facilities shall be:
- a. conveniently accessible by transit, by wheel and on foot;
 - b. centrally located, highly visible and accessible in the community which they serve;

- c. designed to support the Sustainability Metrics Program, as set out in subsection 4.6 of this Plan;
- d. designed to provide service provision levels to all groups, ages and abilities of the communities they support;
- e. assessed for integration with surrounding **Community Hubs** and **Strategic Growth Areas**;
- f. designed to implement **Universal Design** standards;
- g. designed to include an outdoor library component, where appropriate; and
- h. designed to include public art, where appropriate.

4.5.5.4 To encourage and support the **Development** of joint or co-located library facilities, such as community centres, **Schools** or other appropriate facilities.

4.5.6 Public Safety Services

It is the policy of Council:

- 4.5.6.1 That public safety services, such as fire halls, emergency health service stations and police stations, may be located within all land use designations, in accordance with the policies of Chapter 3 of this Plan, to facilitate optimal response times.
- 4.5.6.2 To plan for future sites for public safety services through the planning and **Development** application process.
- 4.5.6.3 To strategically locate public safety services:
 - a. with access to arterial streets to support the effective and efficient delivery of emergency management services; and
 - b. outside of **Hazardous Lands** and **Hazardous Sites**.
- 4.5.6.4 To recognize the challenges extreme weather conditions may place on equity-deserving populations within the City of Vaughan and work with community partners to provide community resources and facilities during a heat or cold alert.
- 4.5.6.5 To develop an extreme temperature protocol which may include the provision of heating and cooling shelters in the City for those who require temporary shelter from the extreme temperatures.

4.5.7 Human and Social Services

A variety of private, government and non-governmental organizations provide human and social services that improve the quality of life for Vaughan residents and employees. These services address the needs of the population in areas such as health care, food banks, services for people with special needs, parenting programs, services for youth and settlement support for new immigrants. While these services can generally be located wherever **Retail** or office uses are permitted, there is great benefit to locating

these services where they can be easily accessed throughout the City in **Community Areas**, **Strategic Growth Areas**, and places such as **Community Hubs**.

It is the policy of Council:

- 4.5.7.1 To work with private, government and non-governmental organizations to develop guidelines, criteria and policies for consideration of human and social services needs in **Development** review processes.
- 4.5.7.2 That opportunities for the provision of human and social services be incorporated into the design and evaluation of existing communities, **New Community Areas** and **Strategic Growth Areas**.
- 4.5.7.3 That human and social services be located in close proximity to where people live and work, and have **Active Transportation** connections such that they are easily accessible by transit and by pedestrians and cyclists.
- 4.5.7.4 That human and social services buildings and facilities should be designed with the principles of universal **Accessibility**, implementing **Universal Design** standards.
- 4.5.7.5 To encourage human and social services to locate in mixed-use buildings that are convenient, easily accessible and integrated into new and existing communities.
- 4.5.7.6 To encourage the co-location or camp using of **Human Services** with other uses, such as recreational, hospitals, public buildings and arts and cultural facilities.

Human services provide support for people throughout all stages of life and positively influence social determinants of health and strengthen communities. These services can provide stabilization, such as those addressing healthcare, social and safety needs, as well as opportunities to enhance quality of life, including learning and recreation.

4.6 Climate Change

Transportation, buildings, food systems, and energy sectors, among others release greenhouse gas emissions that contribute to climate change and result in climate impacts. Changes include acute shocks and chronic stresses, such as more frequent and intense precipitation and weather events, significant changes in weather patterns, including but not limited to, high volumes of precipitation over short durations, temperature fluctuations of extreme heat and cold events, drought and increased severity of storms.

4.6.1 Sustainable Growth

To reduce greenhouse gas emissions, growth shall be directed in a manner that is more sustainable, offering improved energy efficient transportation options, protecting **Natural Heritage Features and Areas**, and encouraging a mix of land uses where appropriate.

It is the policy of Council:

- 4.6.1.1 To support low- or no-carbon energy alternatives and a targeted progression toward **Net-Zero** emissions by 2051, establishing Vaughan as a leader in greenhouse gas reductions by:
 - a. applying high standards of energy performance in new construction and retrofits that implement the City's Sustainability Metrics Program and Municipal Energy Plan; and
 - b. reducing demand for single-occupant vehicle trips and supporting alternative modes of transportation.
- 4.6.1.2 To employ a climate change lens in its consideration of planning applications, policy decisions, asset management planning, and capital projects. This includes the planning and maintenance of transportation, water, wastewater and stormwater, parks, open space, energy and technology systems and other **Infrastructure**. Considerations under this lens shall be informed by the City's Sustainability Metrics Program, Green Directions Vaughan and Municipal Energy Plan.
- 4.6.1.3 To create strong, **Complete Communities** so that residents and businesses can support themselves and their neighbours during extreme weather events without being car dependent.

Climate change mitigation addresses the causes of climate change by reducing Greenhouse Gas emissions, whereas climate change adaptation responds to the impacts of climate change. While it is important to reduce greenhouse gas emissions, Vaughan must also build resilience to ensure that as a community, it can recover from climate-related shocks and stresses that may impact humans and biodiversity, as well as Vaughan's transportation networks, energy sources and **Infrastructure**.

4.6.2 Sustainable Development and Energy Conservation

A great city is a sustainable city – and a sustainable city is one that consists of **Developments** and buildings that minimize the use of energy and resources. Vaughan and its **Development** community

continue to make great strides in this area. As technologies advance, the City shall continue to apply sustainable building standards to public and private **Developments**.

It is the policy of Council:

4.6.2.1 That all Plans of Subdivision consisting of eleven or more residential units and major Site Plans shall meet or exceed the following minimum thresholds of the Sustainability Metrics Program, the City's green **Development** standards:

- a. the Bronze threshold, if the **Development** application is not within a **Strategic Growth Area**; or
- b. the Silver threshold, if the **Development** application is within one or more **Strategic Growth Area**.

The Sustainability Metrics Program is a mandatory point-based system of evaluation for relevant **Development** applications. Points-scoring is based criteria organized around key categories such as the built environment, mobility and the natural environment. Relevant **Development** applications are required to meet the Program's minimum threshold scores.

4.6.2.2 To commit to and prioritize the equitable allocation and neighbourhood distribution of services, facilities, programs, and amenities for all by addressing access barriers (financial, physical and perceived) for members of the community.

4.6.2.3 To develop community energy plans as part of the Development Concept and Block Plan process, as appropriate, for **Strategic Growth Areas**, lands designated as **New Community Areas**, **New Employment Areas**, and as yet undeveloped **Employment Areas** that will:

- a. provide additional detail and clarity about Vaughan's energy consumption;
- b. identify targets for energy reduction;
- c. identify opportunities and targets for on-site energy generation, geothermal energy, and district energy systems;
- d. provide **Development** standards and design guidelines to maximize energy efficiency;
- e. identify opportunities for district energy systems where appropriate densities exist to support such systems, including early consideration for:
 - i. streetscape design for the future construction, maintenance, and operation of district energy systems; and
 - ii. utilities and Infrastructure related to the above.

4.6.3 Improving Air Quality

Clean air is critical to the health of all Vaughan residents and the natural environment. Air pollutants are a by-product of many day-to-day activities, including driving, home heating and industrial activities. Vaughan can play an important role in changing how these day-to-day activities occur by designing and

building communities to encourage active lifestyle choices, protecting the natural environment, and ensuring access to clean air and water.

It is the policy of Council:

- 4.6.3.1 To work with other agencies to develop and implement clean air initiatives, such as **Renewable Energy Systems**, **Transportation Demand Management** programs, transit upgrades and corporate air quality strategies.
- 4.6.3.2 To commit to managing and accommodating future sustainable mobility technologies, such as but not limited to **Micromobility**, as well as **Infrastructure** and service concepts in a way that supports Green Directions Vaughan.
- 4.6.3.3 To implement requirements for electric vehicle charging **Infrastructure** in new **Developments**, in accordance with the Sustainability Metrics Program, to be implemented through the Zoning By-law and/or Site Plan approval.
- 4.6.3.4 To work with the building industry to develop and adopt best practices in construction to mitigate climate change impacts and to reduce airborne pollutants.
- 4.6.3.5 To reduce air pollutants and greenhouse gas emissions and their impacts by:
 - a. increasing opportunities for natural carbon sequestration by achieving targets for **Woodland** and **Tree** canopy cover, and protecting **Natural Heritage Features and Areas** that can act as carbon sinks (e.g., **Wetlands**) in accordance with the policies of this Plan;
 - b. encouraging energy efficient **Development** and energy efficient retrofitting; and
 - c. ensuring that appropriate air quality studies be submitted to the City for new **Developments** to prevent or minimize **Adverse Effects** from incompatible land uses close to one another.
- 4.6.3.6 To require health, environmental and cumulative air quality impact studies that assess the impact on human health for **Developments** with significant known or potential air emission levels near **Sensitive Land Uses**, such as **Schools**, Parks, **Day Cares**, nursing homes, hospitals, and residential communities.
- 4.6.3.7 That **Sensitive Land Uses** should not be located near significant known air emissions sources, such as controlled access provincial 400-series highways.

4.6.4 Urban Agriculture

It is the policy of Council:

- 4.6.4.1 To enable the provision of **Urban Agriculture** through increased flexibility in land use permissions by:
 - a. allowing community gardens and related uses in appropriate land use designations, except Natural Areas, subject to the following:

- i. the location is suitable based on safety, access to water and wastewater services and may require fencing, as determined by the City;
 - ii. there is no **Adverse Effect** on the surrounding area, such as a community garden's appearance, function, rodent infestation, or high volumes of vehicular traffic; and
 - iii. where there is potential risk of **Adverse Effect**, it can be demonstrated through mitigation that the risk is minimized to the satisfaction of the City.
- b. requiring the identification of space for **Urban Agriculture** through the **Secondary Plan** and Block Plan processes;
- c. requiring the identification of space for **Urban Agriculture** in new residential **Development**;
- d. allowing and encouraging community gardens as part of the private outdoor amenity space requirements for new **Development**, including roof-top gardens;

4.6.5 Managing Vaughan's Waste

- 4.6.5.1 To work with York Region and the private sector to ensure new **Development** includes systems that allow for the sorting of solid waste at the unit level, building level and in every neighbourhood, including recyclables, organic material, textiles, and residual garbage.
- 4.6.5.2 To require that all new multi-unit residential buildings:
 - a. incorporate three-stream (waste, recycling, compost) collection capabilities;
 - b. adhere to minimum waste requirement standards for vertical loading and clearances that are up to industry standards; and
 - c. support the participation of existing multi-unit residential buildings in three-stream collection capabilities.

4.7 Infrastructure

Water, sewer, electricity, natural gas, telecommunications, waste disposal, and the transit and road networks are the **Infrastructure** services that keep Vaughan connected. Readily available and efficient **Infrastructure** is pivotal to everyday needs and supports economic growth and development.

4.7.1 Planning for Infrastructure

The City shall continue to prioritize and support utility and service **Infrastructure** investments and provide for the effective provision of all necessary services. These investments can provide secondary benefits that support placemaking initiatives, such as streetscape **Redevelopment**, and contribute to the open space network, such as trails within electricity corridors.

Rising energy and resource costs, limited resource availability, increased greenhouse gas emissions and increasing impacts from climate change are a growing reality. Climate change will place a greater strain on **Infrastructure** and while effort shall be made to respond to the impacts from climate change,

Vaughan shall also support sustainable and efficient services that build resilience to ensure that the City can recover from climate change events and also reduce energy and resource use.

It is the policy of Council:

- 4.7.1.1 To maximize efficiency and minimize resource and energy consumption by efficiently providing utilities and services, and to support and encourage measures to conserve water and energy resources.
- 4.7.1.2 To provide efficient servicing that meets Vaughan's long-term needs by:
 - a. supporting and encouraging measures to conserve servicing capacity;
 - b. implementing efficient and long-term cost-effective means of servicing **Development**;
 - c. supporting a logical extension of municipal services and **Infrastructure** in a coordinated and economically viable and sustainable manner;
 - d. designing sustainable **Infrastructure** and utility corridors to maximize flexibility to accommodate long-term needs, adapt to new technologies and potential new uses and minimize disruption and cost related to upgrades; and
 - e. coordinating a comprehensive servicing plan with York Region to ensure the growth management objectives of this Plan are met and phased appropriately.
- 4.7.1.3 To plan for and protect corridors and rights-of-way for **Infrastructure** facilities to meet current and projected needs and to prohibit **Development** in **Planned Corridors** that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.
- 4.7.1.4 To sequence **Development** in an orderly way, coordinated with water, wastewater, stormwater and transportation capacity, residential and non-residential **Development** thresholds, the provision of **Human Services, Community Facilities** and other **Infrastructure**.
- 4.7.1.5 To establish and implement phasing policies to ensure:
 - a. that specified targets for **Intensification** and **Redevelopment** are achieved prior to, or concurrent with, new **Development** within **New Community Areas and New Employment Areas**, as set out in the Urban Structure sections of this Plan; and
 - b. the orderly progression of **Development** within **Strategic Growth Areas** and the timely provision of the **Infrastructure** and **Public Service Facilities** required to meet current and projected needs and the **Development** of **Complete Communities**.
- 4.7.1.6 To recognize that utilities and **Infrastructure** shall be designed to be sustainable and minimize their impact on the environment, while also being designed to respond to the impacts of climate change, such as extreme weather events.
- 4.7.1.7 To use investments in utility and service **Infrastructure** to support placemaking initiatives and to maximize the use of major utility corridors for a variety of **Compatible** activities, including recreation, community gardening, Pollinator gardens and support biodiversity initiatives.

- 4.7.1.8 That **Development** will proceed in concert with the provision of **Infrastructure**, as determined by York Region and City of Vaughan **Infrastructure** master plans and appropriate phasing, such as the City's Stormwater Management Master Plan. As well as the identification of **Infrastructure** triggers, which will be established through the Secondary and Block Plan processes, as detailed in Chapter 5 of this Plan. This is to ensure that the delivery and planning of **Infrastructure** is coordinated, through the master planning process, with the growth management objectives of this Plan in terms of **Intensification**, phasing of new communities and completion of existing communities.

4.7.2 Providing Water and Wastewater Services

Water and servicing are essential components of the City's **Infrastructure**. These systems should be designed for reliability and resiliency, delivering water and services in a manner that is sustainable.

The City of Vaughan's water system is dependent on Lake Ontario municipal drinking water supply which is conveyed through a network of watermains regulated and owned by both York Region and the City of Vaughan. There are limits to available water resources and the City is prioritizing water conservation and **Sustainability**. Vaughan's water system will provide access to water while maximizing efficiency to protect this valuable resource. Similarly, Vaughan's system is a vital component of protecting lakes and streams and managing the City's wastewater.

Water consumption generates wastewater, which, in the **Urban Area**, is collected and treated by a large network of wastewater pipes and a series of treatment plants. Collection and treatment of wastewater is expensive and has the potential to introduce contaminants into the natural environment. Vaughan will encourage reduced and more efficient water use, decreasing the need for water and wastewater treatment, saving money and conserving a valuable resource. Opportunities also exist to reuse greywater for on-site purposes, reducing water consumption and encouraging environmental innovation in reuse of stormwater.

Most **Development** in the **Agricultural System** is dependent on well water and on-site wastewater treatment. Other water and wastewater **Infrastructure** in the City includes two Regional water wells within Vaughan's **Agricultural System**. Considerations and issues arise when groundwater is used as a source for drinking water, including potential contamination and testing requirements. Where municipal wastewater services are not provided, safe and effective private wastewater treatment will be required.

It is the policy of Council:

- 4.7.2.1 To support the continuous provision of safe drinking water and wastewater service to the **Urban Area**.
- 4.7.2.2 To ensure deep foundations for tall buildings in the **Urban Area** be fully waterproofed.
- 4.7.2.3 That City water and wastewater services will be the required form of servicing for all new **Development** in the **Urban Area**. **Development** in the **Agricultural System** will not be serviced by City water and wastewater services.
- 4.7.2.4 That where there is the option to locate **Infrastructure** services within City of Vaughan or York Region rights-of-way that the preference for required City of Vaughan municipal services be given to locations with City of Vaughan rights-of-ways.

- 4.7.2.5 That notwithstanding policy, existing **Development** may continue on private water services and private sewage disposal systems until the Region and the City's water supply and distribution systems and wastewater collection and treatment systems are extended, at which time lots on private services may connect to municipal services subject to local improvement charge procedures.
- 4.7.2.6 That for **Development** outside the **Urban Area**:
- a. **Private Communal Water Services** and **Private Communal Sewage Services** are the preferred form of servicing for multi-unit/lot **Development**; and
 - b. where City services or **Private Communal Sewage Services** are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**.
- 4.7.2.7 To only permit **Partial Services** in the following circumstances:
- a. where they are necessary to address failed individual on-site water and/or wastewater services in existing **Development**;
 - b. within the **Urban Area**, to allow for infilling and minor rounding out of existing **Development** on **Partial Services** provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**;
 - c. where **Partial Services** have been provided to address failed services in accordance with this Plan, infilling on existing lots of record designated Prime Agriculture or Rural on Schedule 13 may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**; and
 - d. in accordance with this Plan, the extension of **Partial Services** into lands designated Prime Agriculture or Rural is only permitted to address failed individual on-site services for existing **Development**.
- 4.7.2.8 To implement the Integrated Urban Water Master Plan and the City's Assets Management Plans (Core Assets) to ensure the sustainable delivery of water and wastewater services, long term water efficiency, conservation cost savings and public education.
- 4.7.2.9 To provide regular review and updates of City **Infrastructure** standards to ensure appropriate asset sizing, access and conformity with applicable legislation.
- 4.7.2.10 Where minor infill **Development** is proposed in the **Agricultural System** on private individual wastewater systems and is permitted in accordance with the Provincial Planning Statement, these systems will be permitted only if it can be demonstrated to the satisfaction of the City that there are no adverse impacts on soil, surface or groundwater quality and quantity.
- 4.7.2.11 That water and wastewater servicing capacity, assigned by York Region, be allocated by the City in a manner that supports the policies of this Plan and with other Council approved

policies with respect to servicing capacity. **Strategic Growth Areas** shall be the priority when allocating servicing capacity.

- 4.7.2.12 To collaborate with York Region to coordinate and integrate the planning and provision of water and wastewater **Infrastructure** within and beyond the horizon of this Plan with land use planning and growth management throughout the planning process to:
- ensure that water and wastewater **Infrastructure** is feasible, financially viable and sustainable over its life cycle;
 - explore opportunities for optimization and improved efficiency within existing systems supported by strategies for energy and water conservation and water demand management; and
 - address climate change risks and vulnerabilities and resiliency and to reduce greenhouse gas emissions.
- 4.7.2.13 To review **Private Communal** systems in the context of applicable guidelines and policies that ensure suitable administrative, engineering, environmental and financial arrangements to the satisfaction of the City of Vaughan, York Region and the **Province**.
- 4.7.2.14 That, in coordination with York Region, water and wastewater systems shall be sized to consider the potential for expansion of the service area, **Intensification** and increased servicing allocation where permitted by this Plan, York Region Master Plans and Provincial plans, based on planning horizons, as determined by the City of Vaughan, into areas designated for urban **Development** and to accommodate all natural tributary areas subject to:
- phasing growth in new communities to provide for substantial completion, approximately 75%, of one phase prior to proceeding to future phases;
 - identification of key **Infrastructure** requirements to service each phase of growth; and
 - the availability of excess capacity in any given area shall not be interpreted to mean that additional **Development** is appropriate or desirable.

4.7.3 Stormwater Management

It is the policy of Council:

- 4.7.3.1 To implement the City-wide Integrated Urban Water Plan and the City's Assets Management Plans (Core Assets), as may be amended from time to time, to support the sustainable delivery of stormwater systems.
- 4.7.3.2 That planning for stormwater management shall:
- be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
 - minimize, or, where possible, prevent increases in contaminant loads;

- c. minimize erosion and changes in water balance, and prepare for the impacts of a climate change through the effective management of stormwater, including the use of **Green Infrastructure**;
 - d. mitigate risks to human health, safety, property and the environment;
 - e. maximize the extent and function of vegetative and pervious surfaces; and
 - f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and **Low Impact Development**.
- 4.7.3.3 To recognize stormwater management facilities as a functioning part of Vaughan's natural water system and ecosystem. New **Development** shall employ sustainable stormwater management practices that are sensitive to the natural environment and **Natural Heritage Features and Areas**.
- 4.7.3.4 That new **Development** shall satisfy the City with respect to Stormwater Management Criteria for water quantity (flood flow) control, water quality control, erosion control, groundwater recharge and water balance,
- 4.7.3.5 For all **Development**, a treatment train approach to stormwater shall be considered, consisting of source controls (e.g., **Green Roofs**, permeable paving, soak away pit), conveyance controls (e.g., bioswales and permeable pipes), and end-of-pipe treatment (e.g., **Wetlands** and ponds), to be determined by local studies. Such studies should also include direction regarding the short-and long-term maintenance needs for the recommended source controls, conveyance controls, and/or end-of-pipe treatment.
- 4.7.3.6 To work with the Region and relevant agencies to implement the long-range Integrated Urban Water Master Plan that assesses existing and planned stormwater facilities and systems and outlines stormwater **Infrastructure** requirements for new and existing **Development**.
- 4.7.3.7 To require that appropriate stormwater management facilities and outlets be designed in accordance with the City's Engineering Design Criteria Standards.
- 4.7.3.8 That new stormwater facilities shall be:
- a. located outside of **Valley and Stream Corridors**, unless approved by the City and the TRCA in consultation with the **Province**; and
 - b. integrated into the design of the proposed **Development** to positively contribute to the overall character of the **Development**.
- 4.7.3.9 To require new stormwater management facilities to be designed as local amenities while also providing a utilitarian function, in part by:
- a. locating stormwater facilities adjacent to open spaces, parks and/or natural heritage areas contributing to a connected system and to encourage public access to these facilities, where appropriate;

- b. using street patterns to ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community;
 - c. co-locating stormwater management facilities and features with parklands and **Infrastructure**, where suitable and deemed appropriate by the City through related policies and procedures;
 - d. integrating stormwater facilities into surrounding **Developments** as publicly accessible open space and exploring opportunities for pedestrian access around at grade stormwater ponds to create views of the natural landscape and support connectivity to the City's greenspace; and
 - e. encouraging the orientation, design and construction of these facilities as naturalized or formal landscapes that are complementary to adjacent features, functions and **Linkages**, including adjacent landscapes or **Natural Heritage Features and Areas**. These facilities will be naturalized to complement the adjacent natural features/area and integrated with open spaces and trails, where safe and possible.
- 4.7.3.10 To not locate stormwater management facilities within Natural Areas or significant **Natural Heritage Features and Areas**. In limited circumstances, stormwater management facilities may be located adjacent to, but not within, **Natural Heritage Features and Areas**, where it can be demonstrated to the satisfaction of the City, in consultation with the TRCA, that the facility will not result in any **Negative Impact** on the feature or its function.
- 4.7.3.11 To require that proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural features be developed as part of a Master Environment and Servicing Plan to permit proper assessment of **Development** impacts upon environmental features.
- 4.7.3.12 That the Master Environment and Servicing Plan shall apply a range of stormwater management practices, including **Low Impact Development**, to address water quality control, baseflow management, temperature moderation and aquatic habitat protection. The selection of stormwater management techniques shall be governed by flood and erosion conditions, the type of fisheries present, soil conditions and local groundwater conditions. Preliminary and final design will be to the satisfaction of the City and the TRCA, in consultation with the Ministry of Environment, Conservation and Parks.
- 4.7.3.13 To require that road, transit and other **Infrastructure** projects that entail expansion of an existing service provide full stormwater management for new and existing **Infrastructure**, where feasible.
- 4.7.3.14 To require the use of source controls in parking lots and other large, paved surfaces such as oil/grit separators where deemed necessary by the City in consultation with the **Province**.
- 4.7.3.15 To implement end-of-pipe stormwater retrofits as outlined in the City's stormwater management and retrofit study, the City Pond Retrofit Study, as may be amended from time to time.

- 4.7.3.16 To require that all **Significant Developments** provide post-**Development** stormwater quantity control to pre-**Development** levels for all storm events and stormwater quantity control in accordance with current guidelines in consultation with the TRCA and the Ministry of Environment, Conservation and Parks. Should a subsequent TRCA-approved **Watershed** hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with TRCA.
- 4.7.3.17 To require comprehensive flood and stormwater management plans for areas undergoing **Intensification** and **Redevelopment** in advance of or concurrent with **Development** approvals.
- 4.7.3.18 To encourage the use of **Green Infrastructure** to complement existing **Infrastructure**, including innovative **Low Impact Development** opportunities and best practices that minimize the risks associated with **Natural Hazards**.
- 4.7.3.19 To incorporate appropriate **Low Impact Development** and **Green Infrastructure** when:
- Implementing the Integrated Urban Water Master Plan or the equivalent for areas within Vaughan; and
 - undertaking stormwater management planning to assess the impacts of extreme weather events, encouraging the use of landscape-based stormwater management.

4.7.4 Maximizing Investments in Utilities

Utility corridors and facilities play a critical role in transporting energy, transmitting data and supporting communication throughout Vaughan. Utilities also contribute to the quality of the built environment in Vaughan.

Large scale investments in **Infrastructure** and utilities can be used to provide a broad range of benefits that extend beyond Vaughan's service needs, including the benefit of coordinating **Infrastructure** investments with placemaking and City-building opportunities. These **Infrastructure** renewal projects occurring within existing public rights-of-way can serve as opportunities to invest in streetscape initiatives, such as **Tree** planting, redesigned sidewalks, the introduction of street furniture, public art and other initiatives.

Major utility corridors within a separate dedicated rights-of-way, such as high voltage electricity transmission corridors, can also provide placemaking benefits. Transmission corridors represent large contiguous open spaces rivaling only valley corridors in size and connectivity. As such, they should be designed and planned to maximize their usefulness for a variety of uses and to contribute positively to the urban landscape. Major utility corridors may support connectivity by offering trail networks, wildlife **Linkage** areas and offer places for recreation activities, including **Urban Agriculture** and gardening. Respect shall be given to the primary intended use of transmission and distribution of energy while considering these secondary uses.

Vaughan has two high voltage electricity transmission lines and associated distribution facilities, and a TransCanada Pipelines Limited natural gas pipeline, identified as the Pipeline Corridor, that crosses Vaughan south of Kirby Road and includes a compressor station. TransCanada Pipelines Limited Facilities

are identified on Schedule 12. As large-scale investments, major utility corridors should be protected from activities and **Development** that may threaten their long-term viability.

It is the policy of Council:

- 4.7.4.1 To plan for and protect corridors for **Infrastructure**, including electricity generation facilities and transmission systems to meet current and future needs and to prohibit **Development** in **Planned Corridors** that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.
- 4.7.4.2 To maximize the flexibility and adaptability of utility corridors within public rights-of-way to maintain corridors that can accommodate long-term needs and are able to adapt to new technologies.
- 4.7.4.3 To facilitate the coordination of all utilities and services within public rights-of-way and to work with utility providers to coordinate **Infrastructure** renewal and **Redevelopment**. Coordinated **Infrastructure Redevelopment** initiatives will consider placemaking opportunities of utility investments, as discussed in this Plan, as well as the efficient use of public space for their accommodation.
- 4.7.4.4 To support the provision of utilities within public rights-of-way to provide efficient and reliable service.
- 4.7.4.5 To request that utility providers work with the City to implement streetscape improvements and other placemaking initiatives when undertaking new utility **Infrastructure** and **Development** projects within public rights-of-way.
- 4.7.4.6 That visual impacts from the provision of services and utilities shall be encouraged to be minimized through **Infrastructure** design, site design, landscaping and other means, and that municipal design policies and guidelines provide direction for utility and **Infrastructure** design at a City-wide and local scale.
- 4.7.4.7 That metering equipment, transformer boxes, power lines, conduit equipment boxes and other utility equipment and devices be designed and located to reduce their visibility from and within the **Public Realm**, improve the quality of the streetscape and reduce clutter in rights-of-way.
- 4.7.4.8 That, where appropriate, the City, in consultation with the utility provider, shall encourage the use of major utility rights-of-way for **Greenways**, recreational uses, community and private gardening, trails, commuter parking lots and stormwater ponds, subject to Federal legislation, easement rights and/or approval processes established by the utility provider.
- 4.7.4.9 To support that servicing and utilities that are provided in a sustainable manner, and that:
 - a. **Environmental Assessments** for **Infrastructure** planning shall evaluate economic, social, cultural and environmental considerations to maximize benefits from future investments, where applicable;

- b. all servicing and utilities **Infrastructure** shall be developed in a manner that is consistent with the natural heritage policies of this Plan and that new **Infrastructure** shall be directed outside of the **Core Features** of the Natural Heritage Network, identified on Schedule 2, and any hazard areas, where feasible;
- c. the removal of existing **Infrastructure** from the **Core Features** of the Natural Heritage Network and hazard areas should be encouraged when **Development** occurs or when **Infrastructure** is at risk or undergoing maintenance; and
- d. **Infrastructure** be planned and designed to ensure long term fiscal sustainability through advanced design standards, asset management programs and provision for efficient, cost-effective operations.

4.7.5 Hydro Corridors

Vaughan's electricity is delivered through a large network of electricity transmission and distribution facilities, including overhead and underground wires, transformer and municipal substations, poles and structures and other **Infrastructure**. Hydro One Networks Inc. owns and operates the high voltage electricity transmission facilities that pass through Vaughan and Alectra Utilities is responsible for the local distribution of electricity to homes and businesses.

Vaughan will continue to support the provision of safe, reliable and efficient electricity service. For local service, underground circuits will be encouraged to minimize visual impacts and to increase reliability. Existing high voltage corridors will continue to be protected for electricity transmission and distribution facilities, but the large open spaces within these corridors can provide opportunities for other activities.

It is the policy of Council:

- 4.7.5.1 To require the use of underground wires for local electricity distribution systems.
- 4.7.5.2 To recognize the importance of high-voltage hydro corridors in servicing Vaughan and to minimize any adverse impacts on the use of such corridors.
- 4.7.5.3 To recognize the open space character of hydro corridors as an important structuring element of the City and a resource for uses in addition to electricity transmission and distribution facilities, including supporting natural heritage **Linkages**.
- 4.7.5.4 To encourage transformer stations to be designed in a manner that is sensitive to the surrounding context. Potential tools may include locating the station in the prevailing area building type or using the station as a potential opportunity for installations of public art, and/or enhanced landscaping.
- 4.7.5.5 To review opportunities to relocate underground utilities, where possible, including hydro distribution lines.
- 4.7.5.6 To coordinate the provision of services and encourage the integration of utilities to work with corporations, commissions and government agencies responsible for the regulation, transmission and delivery of utilities.

- 4.7.5.7 To support energy conservation and efficiency through effective land use planning and the policies as referenced in this Plan.

4.7.6 Telecommunications and Data

Telecommunications and data networks and **Infrastructure** have grown at a rapid pace in recent years.

The City will support the provision of high speed, reliable and accessible telecommunications, broadband and data service throughout the City, where appropriate. Competing service providers will share resources and **Infrastructure** to minimize use of public rights-of-way and reduce visual clutter from **Infrastructure**, where possible. Design guidelines for wireless communications towers will be developed to minimize the visual impacts of such **Infrastructure**.

It is the policy of Council:

- 4.7.6.1 To encourage the **Development** of efficient, comprehensive and coordinated communications and telecommunications **Infrastructure** and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services.
- 4.7.6.2 That providers be encouraged to share telecommunications and data **Infrastructure**, where feasible, to minimize adverse impacts, including visual impacts, from wireless towers.
- 4.7.6.3 To enhance existing communities within the City by incorporating broadband **Infrastructure**, as required.
- 4.7.6.4 To consider potential impacts on existing utility **Infrastructure** and opportunities for enhancement and/or replacement, as part of street construction, improvements and maintenance through discussions with utility providers.

4.8 Soil Quality and Site Remediation

Clean air and water are vital to environmental and human health, while soil quality can also have a direct impact on human and environmental health. **Brownfield Sites** are abandoned or underutilized properties where **Development** or activities have led to environmental contamination of the soil. To minimize risk of health impacts, sites with contaminated soils are severely restricted in terms of the uses that can occur on the lands.

4.8.1 Planning for Soil Quality and Site Remediation

As Vaughan matures, **Redevelopment** and **Intensification** will result in the identification of an increasing number of **Brownfield Sites**. Many of these sites will be found in **Strategic Growth Areas**, where a significant portion of new growth must occur. **Brownfield Sites** are an important part of the urban fabric and an environmental legacy for which solutions must be identified and implemented. The City shall support their reuse and **Redevelopment** as well as **Development** on or adjacent to **Brownfield Sites** to incorporate these sites into the urban fabric when the lands are safe and sufficiently remediated.

Development that involves significant removal or alteration of existing soil levels and conditions has potential **Negative Impacts** on potential erosion of topsoil and run-off of sediment from construction

sites into **Surface Water Features** and the creation of **Excess Soil**. Erosion and sediment control on **Development** sites is critical to the protection of Vaughan's waterways and the retention of vegetation. **Excess Soil** policies help guide the safe and healthy disposal and reuse or recycling of earth, loam, clay, subsoil, topsoil, sand, and gravel that cannot be reused on the same site from which it was excavated.

Erosion and Sediment Control

It is the policy of Council:

- 4.8.1.1 That all proposed **Development** shall have sediment control measures in place to the satisfaction of the City, in consultation with the TRCA and the **Province**, before topsoil removal and grading of lands.
- 4.8.1.2 To prohibit topsoil removal and grading until approval of a draft Plan of Subdivision or a Site Plan is granted. Topsoil removal and grading at that time shall require that construction practices for erosion and sediment controls are to the satisfaction of the City in consultation with the TRCA and the **Province**.
- 4.8.1.3 That the Master Environment and Servicing Plan will consider the use of sediment retention basins to control the large quantities of suspended matter washed off sites during construction.
- 4.8.1.4 That construction practices and sediment control measures during construction shall be implemented and maintained to the satisfaction of the City of Vaughan in consultation with the TRCA and the **Province**.
- 4.8.1.5 To require that proponents design and undertake a monitoring program for construction sites to maintain effective sediment control measures throughout the entire construction period and subsequent landscaping.

Soil Quality and Site Remediation

It is the policy of Council:

- 4.8.1.6 To support and encourage the cleanup, renewal and **Redevelopment** of **Brownfield Sites** and other contaminated sites for a variety of uses.
- 4.8.1.7 That **Brownfield Sites** and other contaminated sites are a legacy of past or current use that shall be addressed when new **Development** or a change in land use is proposed. New **Development** on or adjacent to **Brownfield Sites** shall plan for the **Redevelopment** and reintegration of the **Brownfield Sites**. **Secondary Plans** and other planning exercises shall also be required to plan for the **Redevelopment** of **Brownfield Sites**.
- 4.8.1.8 That, where **Development** is proposed on a site which in the opinion of the City or other approval authority may be contaminated due to previous use, environmental site assessment reports are required to be submitted in accordance with Provincial regulations and guidelines.
- 4.8.1.9 To require that, prior to considering whether to permit **Development** on contaminated sites, the following be completed to the satisfaction of the City or other approval authority:

- a. determination of the impacted area of the site, in consultation with the City or appropriate approval authority, on the basis of technical studies;
- b. submission of studies by the proponent identifying the level of contamination of the site, proposed remediation measures and post clean-up conditions as deemed necessary for the proposed use;
- c. cleaning or remediation of the site in accordance with Provincial criteria, the policies of this Plan, and the directions identified in studies submitted to support **Redevelopment**; and
- d. submission of a Ministry of the Environment, Conservation, and Parks Record of Site Condition confirming the successful remediation of the contaminated site and/or other technical studies deemed acceptable by the City confirming the management of environmental risks, in accordance with Provincial regulations.

4.9 Protecting Public Health and Safety

Development in certain areas of the City poses risks to human health and safety and private property because of proximity to flood **Vulnerable** areas, as defined in the City's Drainage Study Report as amended from time to time, or areas with unstable slopes or erosion issues. Accordingly, the Provincial Planning Statement requires that **Development** be directed away from these areas. Permission for **Development** or **Site Alteration** in these areas is regulated by the TRCA.

4.9.1 Hazardous Lands and Sites

It is the policy of Council:

- 4.9.1.1 To protect the safety of the public by directing **Development** to locations outside of **Hazardous Lands** and **Hazardous Sites**.
- 4.9.1.2 To take a comprehensive approach to natural hazard management for all **Development** and **Site Alteration** proposals by considering factors, including but not limited to:
 - a. risk to life and property;
 - b. upstream and downstream impacts and the cumulative impacts of **Development** on the overall hazard level;
 - c. climate change effects on the overall hazard level; and
 - d. impacts to natural features and areas, including their ecological and hydrologic functions.
- 4.9.1.3 To prohibit new lot creation in **Hazardous Lands** and **Hazardous Sites** except in accordance with an approved **Special Policy Area** as shown on Schedule 8.
- 4.9.1.4 To seek public ownership of **Hazardous Lands** and **Hazardous Sites** through the **Development** process.
- 4.9.1.5 To require any proponent for **Development** in proximity to **Hazardous Lands** or **Hazardous Sites** to determine the limit and extent of such **Hazardous Lands** and **Hazardous Sites** to the

satisfaction of the City and the TRCA, through appropriate study in a manner consistent with Provincial standards.

- 4.9.1.6 To promote and encourage mitigation and remediation works for existing **Development** within **Hazardous Lands** and **Hazardous Sites**.
- 4.9.1.7 That, in accordance with the Provincial Planning Statement, the following uses shall not be permitted to located in **Hazardous Lands** and **Hazardous Sites**:
- a. institutional uses associated with hospitals, nursing homes, pre-schools, school nurseries, **Day Cares** and **Schools** where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;
 - b. an essential **Public Emergency Service** such as that provided by fire, police, ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion; and
 - c. uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
- 4.9.1.8 To minimize risk associated with erosion, in areas where slopes exceed 10% and/or in areas adjacent to **Valley and Stream Corridors**, **Development** may be permitted only if the erosion and siltation control measures are satisfactory to the City of Vaughan and the TRCA and subject to the policies of this Plan.

4.9.2 Flooding Hazards

It is the policy of Council:

- 4.9.2.1 That within the City of Vaughan, a One Zone approach to flood plain management, based on the regulatory flood, will be implemented, in accordance with Provincial standards and policies except where the **Province** has designated and approved a **Special Policy Area**. A One Zone approach will ensure that all lands in the flood plain are subject to uniform policies.
- 4.9.2.2 The limits of the flood plain will be determined in accordance with Provincial standards to the satisfaction of the TRCA. This will occur prior to any affected **Development** applications being submitted. Where flood plain limits are required and not available, or where existing flood plain information is outdated, the City may require the regulatory flood plain to be mapped by a qualified professional at the expense of the proponent, to the satisfaction of the City and the TRCA.
- 4.9.2.3 That **Development** within the floodplain is regulated in accordance with Provincial floodplain management policies and the regulations of the TRCA and that:
- a. new **Development** below the top of bank of **Valley and Stream Corridors**, which are included in **Core Features** identified on Schedule 2, is prohibited; and

- b. applications for **Development** and/or **Site Alteration** in Built-Up Valley Lands as shown on Schedule 2 shall also conform to policy 2.7.4.12 and policy 2.7.4.13.

- 4.9.2.4 That any **Development, Redevelopment** or land use change that would result in **Intensification** within flood **Vulnerable** areas will not be permitted until such time as it has been demonstrated through an appropriate comprehensive study that the flood risk has been reduced through flood remediation, flood proofing, flood warning and emergency response measures, to the satisfaction of the City and the TRCA.
- 4.9.2.5 To update the City's Emergency Response Plan on a regular basis to reflect best practices for disaster response.

4.9.3 Wildland Fire Hazards

It is the policy of Council:

- 4.9.3.1 That **Development** shall be directed away from lands that are unsafe for **Development** due to the presence of hazardous forest types for wildland fire.
- 4.9.3.2 That notwithstanding policy 4.9.3.1, **Development** may be permitted on lands where hazardous forest types for wildland fire are present if it is demonstrated that the risk is mitigated in accordance with wildland fire assessment and mitigation standards identified by the Ontario Ministry of Natural Resources.

4.10 Cultural Heritage and Archaeological Resources

As noted in Chapter 1 of this Plan, Vaughan is the site of significant cultural and historical meaning, with a broad variety of **Cultural Heritage Resources, Cultural Heritage Landscapes** and **Archaeological Resources**. As per Provincial legislation and **Good Heritage Conservation Practices**, this Plan establishes key planning processes for protecting these resources.

4.10.1 Protecting Vaughan's Cultural Heritage and Archaeological Resources

The cultural history of the lands on which Vaughan is located dates back thousands of years. Indigenous Peoples are the traditional stewards of the lands, having arrived during the Paleoindian Period following the retreat of glaciers in North America, and occupied many sites along the tributaries of the Humber and Don Rivers. The record of early Indigenous communities continues to be discovered and documented today.

From the early 17th through the 19th centuries, the arrival of immigrants from various global regions including France, United Kingdom, and United States (Loyalists) began to settle and bring their own cultural perspective to Vaughan Township. This led to the founding of the historic villages of Maple, Thornhill, Woodbridge and Kleinburg/Nashville, which served as centres for a largely rural area. These villages followed the settlement patterns and trade routes of the Indigenous Peoples along rivers, streams and trails. With this migration, also came the disruption and dispersal of the existing Indigenous

Peoples. The City will continue its efforts to recognize the contributions of modern **Cultural Heritage Resources** now and into the future.

Vaughan is committed to protect its **Cultural Heritage and Archaeological Resources** as it recognizes these resources are vital links to Vaughan's past. **Cultural Heritage and Archaeological Resources** come in many forms ranging from the recognizable, such as **Built Heritage Resources** and **Heritage Conservation Districts**, to the less recognizable, like buried **Archaeological Resources**. Many of these resources play a significant role in Vaughan's past and tell an important story for Vaughan's present and future.

Today, there is a rich tapestry of cultures throughout Vaughan, including descendants of early Indigenous Peoples and settlers, as well as more recently, new Canadians from across the world.

It is the policy of Council:

- 4.10.1.1 To identify and conserve **Cultural Heritage Resources** and **Archaeological Resources** that have been determined to have cultural heritage value and interest through the established processes and criteria of the *Ontario Heritage Act*.
- 4.10.1.2 To develop and implement strategies for conserving **Archaeological Resources**, such as archaeological management plans, and **Significant Built Heritage Resources** and **Cultural Heritage Landscapes**.
- 4.10.1.3 To not permit **Development** and **Site Alteration**, on lands within **Areas of Archaeological Potential** or **Adjacent Lands** unless the **Archaeological Resources** have been preserved.
- 4.10.1.4 To not permit **Development** and **Site Alteration** on **Adjacent Lands** to a **Protected Heritage Property** unless the **Heritage Attributes** of the **Protected Heritage Property** are conserved.
- 4.10.1.5 To engage early in the process with Indigenous Peoples to ensure their interests are considered when identifying, protecting and managing **Archeological Resources**, **Built Heritage Resources** and **Cultural Heritage Landscapes**.

4.10.2 Maintaining a Register of Cultural Properties of Heritage Significance

The City's **Register of Cultural Properties of Heritage Significance (Heritage Inventory)**, is an important tool for identifying and monitoring **Cultural Heritage and Archaeological Resources**.

It is the policy of Council:

- 4.10.2.1 To maintain a **Register of Cultural Properties of Heritage Significance (Heritage Inventory)** pursuant to the *Ontario Heritage Act* that identifies properties that are of cultural heritage value. These properties have been identified for:
 - a. designation under Parts IV or V or VI or Listed under Part IV of the Ontario Heritage Act;
 - b. protection through a heritage easement, entered into under Parts II to IV of the *Ontario Heritage Act*;

- c. recognition by Council as having cultural heritage value;
 - d. recognition by the **Province** as a Provincial Heritage Property under the Standards and Guidelines for Conservation of Provincial Heritage; or
 - e. protection under Federal legislation or as United Nations Educational, Scientific and Cultural Organization World Heritage Sites.
- 4.10.2.2 To consider the contributions of Vaughan’s diverse ethnic and cultural groups in identifying and evaluating the cultural heritage value of properties on the **Heritage Inventory**.
- 4.10.2.3 To require that identified heritage resources not yet listed in the **Heritage Inventory** be evaluated and **Conserved**, as appropriate, through any legislated planning or assessment processes, including the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act*.
- 4.10.2.4 That the identification of **Cultural Heritage and Archaeological Resources** is an on-going process of inventorying, surveying, and evaluation. All **Secondary Plans**, Block Plans and **Development** applications will be reviewed by the City to determine:
- a. if the lands contain **Cultural Heritage and Archaeological Resources**; and
 - b. if a Built Heritage Evaluation Assessment form accompanied by a **Cultural Heritage Impact Assessment** report is required.
- 4.10.2.5 That the City shall use criteria established by *Ontario Regulation 9/06 (O.Reg.9/06)* under the *Ontario Heritage Act* for determining cultural heritage value or interest, and for identifying and evaluating properties for inclusion in the **Heritage Inventory** and for designation under Part IV of the *Ontario Heritage Act*. The City may further refine these criteria and provide guidelines for their use through the Guidelines for **Cultural Heritage Impact Assessments**.
- 4.10.2.6 That when listing a property in the **Heritage Inventory** the City will provide notice to the property owner that includes the following:
- a. a statement explaining why Council believes the property to be of cultural heritage value or interest;
 - b. a description of the property that is sufficient to readily ascertain the property;
 - c. a statement that if the owner of the property objects to the property being included in the Inventory that they may object to the property’s inclusion by serving to the City Clerk a notice of objection setting out the reasons for the objection and all the relevant facts; and
 - d. an explanation of the restrictions concerning the demolition or removal, or the permitting of the demolition or removal, of a building or structure on the property.

4.10.3 Ensuring Protection and Conservation of Cultural Heritage

The *Ontario Heritage Act* provides the basis for the conservation of property of cultural heritage value and interest. Municipalities are encouraged to develop and implement proactive strategies for conserving

Significant Built Heritage Resources and **Cultural Heritage Landscapes**. The City makes use of a variety of tools to support cultural heritage protection and **Conservation**, including the following:

- **Cultural Heritage Impact Assessment** and **Conservation Plan for Heritage Resources** which provide an opportunity to understand heritage impacts from **Development**.
- **Heritage Permit Applications** and **Heritage Conservation District Conformity Reports** which are required for any exterior alterations, demolitions or removals to **designated heritage properties**, and provide City staff with an opportunity to review and monitor impacts to **Cultural Heritage Resources**.
- **Good Heritage Conservation Practices** as per international, federal, provincial and municipal statutes and guidelines.

Significant Built Heritage Resources and **Cultural Heritage Landscapes** will be in continual use through rehabilitation, renovation, **Conservation** and reuse. Through a creative application of heritage protection tools, Vaughan can maintain a legacy of heritage resources that reflect the City's rich and diverse past.

It is the policy of Council:

- 4.10.3.1 To make full use of the provisions of Provincial legislation, such as the *Ontario Heritage Act*, *Planning Act*, *Municipal Act* and *Environmental Assessment Act*, to protect and **Conserve Cultural Heritage Resources** in Vaughan.
- 4.10.3.2 To apply the section 34 (demolition and removal) and section 42 (erection, demolition, etc.) of the *Ontario Heritage Act* to **Cultural Heritage Resources and Cultural Heritage Landscapes** listed on the **Heritage Inventory**, if threatened. The City may use such controls to support the goals of heritage **Conservation** and may seek additional legislative authority to further protect **Cultural Heritage Resources** and **Cultural Heritage Landscapes** from demolition, removal and construction. The *Ontario Heritage Act* allows for Council to consider a report for designation should a listed property on the **Heritage Inventory** is in danger of demolition or inappropriate alteration.
- 4.10.3.3 That retention, integration, and adaptive reuse of **Significant Built Heritage Resources** and **Cultural Heritage Landscapes** will be the overriding objectives in **Cultural Heritage Resource** planning while insensitive alteration, removal and demolition will be avoided.
- 4.10.3.4 That **Cultural Heritage and Archaeological Resources** within **Secondary Plan** study areas shall be identified and **Conserved**.
- 4.10.3.5 To require a letter of credit or other financial security satisfactory to the City from the owner of a **Cultural Heritage Resource**, to secure:
 - a. protection of the resource during **Development** and/or relocation; and/or
 - b. implementation of **Conservation** measures for the **Cultural Heritage Resource** approved by the City.
- 4.10.3.6 To require that public works and **Infrastructure** programs take into consideration impacts on **Cultural Heritage Resources** by requiring the preparation of a **Cultural Heritage Impact**

Assessment where there is a potential to impact such resources including mitigation measures.

4.10.4 Designated Heritage Properties

As described in subsection 4.10.2 the City may identify **Cultural Heritage Resources** and add them to the **Heritage Inventory**. Some of these resources may also be designated under the *Ontario Heritage Act*, which resources are afforded the highest level of protection and **Conservation**.

It is the policy of Council:

- 4.10.4.1 That, pursuant to the *Ontario Heritage Act*, the City may, through a by-law, protect **Cultural Heritage Resources** by designation of:
 - a. individual properties;
 - b. Heritage Conservation Districts where there is a concentration of **Cultural Heritage Resources** in accordance with policy 4.10.8.2;
 - c. **Cultural Heritage Landscapes**; and
 - d. **Archaeological Sites**.
- 4.10.4.2 That if **Development** is proposed on any property listed in the **Heritage Inventory**, that the property, or portions of the property, may be considered for heritage designation or entering into a heritage easement agreement to secure **Conservation**.
- 4.10.4.3 Pursuant to the *Ontario Heritage Act*, the City shall establish minimum standards for the maintenance of the **Heritage Attributes** of all properties on the **Heritage Inventory**.
- 4.10.4.4 **Designated Heritage Properties** shall be **Conserved** in accordance with **Good Heritage Conservation Practices**.
- 4.10.4.5 That the City may require a **Conservation Plan for Heritage Resources**, which provides a detailed description of work proposed to the **Cultural Heritage Resource**. The **Conservation Plan for Heritage Resources** may be required on its own or as an accompanying document to a **Cultural Heritage Impact Assessment**.
- 4.10.4.6 The City may permit alterations or additions to **Designated Heritage Properties** when those properties and their **Heritage Attributes** are **Conserved** in accordance with **Good Heritage Conservation Practices**. All irreversible alterations, additions, demolitions or removal affecting a **Heritage Property** shall require a **Heritage Permit Application** to be submitted for the approval of the City.
- 4.10.4.7 To require that for any irreversible alteration, addition, demolition or removal of a **Designated Heritage Property** the applicant shall submit a **Cultural Heritage Impact Assessment**, as set out in this Plan and in the Terms of Reference for **Cultural Heritage Impact Assessments**, when:

- a. the proposal requires an Official Plan amendment, a Zoning By-Law amendment, a Plan of Subdivision, a Plan of Condominium, a Minor Variance, Consent, or a Site Plan application;
- b. the proposal involves the demolition of a building, or the removal of a building or part thereof, or a heritage landscape feature; or
- c. there is potential for adverse impact to a **Cultural Heritage Resource** from the proposed **Development** activities.

4.10.4.8 That, in reviewing **Heritage Permit Applications**, the City be guided by the following heritage **Conservation** principles:

- a. **Good Heritage Conservation Practices;**
- b. protecting **Cultural Heritage Resources, Cultural Heritage Landscapes** and **Archaeological Resources** or **Areas of Archaeological Potential**, including their environments, from any adverse impacts of the proposed alterations, additions, works or **Development**;
- c. preserving and repairing original building fabric and architectural features;
- d. new additions and features shall generally not exceed the existing building height and, wherever possible, be placed to the rear of the building or set back substantially from the principal façade to make the addition unobtrusive from the pedestrian realm; and
- e. new **Development** on vacant lots or lots currently occupied by non-contributing structures in Heritage Conservation Districts designated under Part V of the *Ontario Heritage Act* be designed in one of the contributing architectural styles identified in the district plan to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:
 - i. being similar in height, width, mass, bulk and disposition;
 - ii. providing similar setbacks;
 - iii. using appropriate materials and colours; and
 - iv. using well-proportioned windows, doors and roof shape.

4.10.4.9 To explore all options for on-site retention of heritage buildings and landscape features on **Designated Heritage Properties** before resorting to relocation. The following alternatives be given due consideration in order of priority:

- a. on-site retention in the original use and integration with the surrounding or new **Development**;
- b. on-site retention in an adaptive re-use; and
- c. relocation to another site within the same **Development**.

- 4.10.4.10 To allow, where appropriate, the adaptive re-use of a **Built Heritage Resource** on a **Designated Heritage Property** in a manner that does not adversely impact the **Heritage Attributes** of the resource.
- 4.10.4.11 That for all **Development** applications, demolition control applications and **Infrastructure** projects adjacent to a designated property and/or adjacent to a Heritage Conservation District, the proposal will be **Compatible** by:
- a. respecting the massing, profile and character of adjacent heritage buildings;
 - b. maintaining a building width along the street frontage that is consistent with the width of adjacent heritage buildings;
 - c. maintaining the established setback pattern on the street;
 - d. being physically oriented to the street in a similar fashion to existing heritage buildings;
 - e. minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;
 - f. having minimal impact on the heritage qualities of the street as a public place;
 - g. minimizing the loss of landscaped open space and maintaining the existing **Tree** canopy;
 - h. designing any permitted above-grade parking facilities, so that they are integrated into the **Development** in a manner that is **Compatible** with the heritage surroundings; and
 - i. requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes and other utility equipment and devices, including electric vehicle charging stations, in locations that do not detract from the visual character or architectural integrity of the heritage resource.

4.10.5 Non-Designated Heritage Properties

The **Heritage Inventory** may also include **Cultural Heritage Resources** that are listed under Section 27 of the *Ontario Heritage Act*, but not formally designated under subsection 27 (2) of the *Ontario Heritage Act*. These resources are also important to honouring Vaughan's heritage and will be **Conserved**.

It is the policy of Council:

- 4.10.5.1 That when **Development** is proposed on a property that is not designated under the *Ontario Heritage Act* but is listed on the **Heritage Inventory**, recognized as a **Cultural Heritage Character Area**, or identified as having potential cultural heritage value, the applicant shall:
- a. provide a minimum of sixty days notice to the City prior to demolition or removal of any portion of a building or structure on the property; and
 - b. submit a **Cultural Heritage Impact Assessment** when:
 - i. the proposal requires an Official Plan amendment, a Zoning By-Law amendment, a Plan of Subdivision, a Plan of Condominium, a Minor Variance, Consent, or a Site Plan application;

- ii. the proposal involves the demolition of a building, or the removal of a building or part thereof, or a heritage landscape feature; or
- iii. there is potential for adverse impact to a **Cultural Heritage Resource** from the proposed **Development** activities.

4.10.5.2 That if provided notice of the **Development** of a property listed on the **Heritage Inventory**, Council may issue a Notice of Intention to Designate the property, and will within 120 days, either:

- a. designate the property, pursuant to subsection 4.10.4 of this Plan; or
- b. remove the property from the **Heritage Inventory**.

4.10.5.3 That a property which has been listed on the **Heritage Inventory** should be retained on the list in keeping with the current regulations of the *Ontario Heritage Act*.

4.10.5.4 That when **Development** is proposed on a property adjacent to a property that is not designated under the *Ontario Heritage Act* but is listed on the **Heritage Inventory**, recognized as **Cultural Heritage Character Area**, or identified as having potential cultural heritage value:

- a. the proposal should be **Compatible** with the characteristics, context, and appearance of the adjacent **Cultural Heritage Resource** and its streetscape context; and
- b. the applicant shall submit a **Cultural Heritage Impact Assessment** if through the **Development** approval process it is determined that there is the potential for adverse impact on the adjacent heritage resource from the proposed **Development**.

4.10.6 Cultural Heritage Impact Assessments

Cultural Heritage Impact Assessments provide the City with information about the potential impacts **Development** may have on a **Cultural Heritage Resource** and provide a basis for establishing how those impacts may be avoided or mitigated. **Cultural Heritage Impact Assessments** may be required for many **Development** activities on or adjacent to heritage resources.

It is the policy of Council:

- 4.10.6.1 That **Cultural Heritage Impact Assessments** shall be prepared by a qualified heritage conservation professional with the Canadian Association of Heritage Professionals' (CAHP) credentials, in accordance with the requirements of this Plan. The **Cultural Heritage Impact Assessments**:
- a. shall demonstrate whether the heritage values and character of **Cultural Heritage Resources**, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed **Development**;
 - b. may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and

- c. shall document, to the City’s satisfaction, the cultural heritage values of the property where there is no designation by-law, in absence of a Built Heritage Evaluation Assessment, approved heritage character statement or approved conservation plan.
- 4.10.6.2 That **Cultural Heritage Impact Assessments** are subject to City review. In the review of a **Cultural Heritage Impact Assessment**, the City:
 - a. will be guided by **Good Heritage Conservation Practices** as identified in policy 4.10.4.7 of this Plan, by priorities for on-site retention as identified in policy 4.10.4.8 of this Plan and by any other relevant policies of this Plan;
 - b. may impose conditions of approval to secure the long-term conservation of the resource; and
 - c. may, at its discretion, require a peer review of said assessment.
- 4.10.6.3 That if a **Development** proposal substantially changes in scope and/or design from that described in the **Cultural Heritage Impact Assessment**, the City may require that the applicant submit additional cultural heritage information, including a revised **Cultural Heritage Impact Assessment**.
- 4.10.6.4 That, in the event a **Cultural Heritage Resource** is to be demolished, the **Cultural Heritage Impact Assessment** shall recommend, to the City’s satisfaction, mitigation measures, such as the re-use of materials or building elements in the **Development** or in other **Developments**, and archival documentation, as may be defined in the applicable Vaughan Heritage Conservation Guidelines for Cultural Heritage Assessments.

4.10.7 Cultural Heritage Landscape Protection

Cultural Heritage Landscapes recognize clusters of related built heritage structures, lands, vegetation, natural heritage and **Archaeological Resources**. As per the Provincial Planning Statement, **Cultural Heritage Landscapes** shall be conserved. Given the wide range of **Cultural Heritage Landscapes** and the Provincial mandate for their **Conservation**, Vaughan will seek to identify, protect and **conserve Cultural Heritage Landscapes** through a variety of means. These landscapes may be designated under the *Ontario Heritage Act*, including designation as a Heritage Conservation District, or listed in the **Heritage Inventory** as an area of cultural heritage character.

The size and scale of some **Cultural Heritage Landscapes** provide opportunities to link cultural heritage with natural heritage resources. Vaughan will actively seek opportunities to pursue the joint protection of cultural and natural heritage resources as a more complete means of **Conserving** Vaughan’s heritage resources.

It is the policy of Council:

- 4.10.7.1 To **Conserve** and protect **Cultural Heritage Landscapes** deemed significant through **Cultural Heritage Surveys** or other studies and in partnership with Indigenous Peoples and Aboriginal and Treaty rights holders.
- 4.10.7.2 To identify and maintain a list of areas of cultural heritage character, historic cemeteries, and of **Cultural Heritage Landscapes** for inclusion on the **Heritage Inventory**.

- 4.10.7.3 That it shall designate **Cultural Heritage Landscapes** as per the *Ontario Heritage Act*.
- 4.10.7.4 That a **Cultural Heritage Impact Assessment** be required for **Development** adjacent to a **Cultural Heritage Landscape** including historic cemeteries and heritage conservation districts.
- 4.10.7.5 To showcase **Cultural Heritage Landscapes** by encouraging, where appropriate public access and preserving viewpoints, viewsheds and vistas to and from **Cultural Heritage Landscapes**.
- 4.10.7.6 That, where **Cultural Heritage Landscapes** are located within close proximity to natural heritage resources, the City will apply the Natural Environment and Vaughan's Natural Heritage Network policies of this Plan to integrate these resources.

4.10.8 Heritage Conservation Districts

With a long history of land-based activities, Vaughan has a rich legacy of **Cultural Heritage Landscapes**. Some of these are already recognized as Heritage Conservation Districts, which are clusters of related buildings and features that reflect an aspect of local history.

Heritage Conservation Districts form an integral part of our cultural heritage. They contribute to an understanding and appreciation of the cultural identity of the local community, region, **Province** or Nation. Heritage Conservation Districts may comprise an area with a group or complex of buildings, or a larger area with many buildings and properties. It may also comprise an entire municipality with a concentration of heritage resources with special character or historical association that distinguishes it from its surroundings.

It is the policy of Council:

- 4.10.8.1 That the historic villages of Kleinburg/Nashville, Maple, Woodbridge, and Thornhill are designated as Heritage Conservation Districts on Schedule 14B to this Plan and are guided by the *Ontario Heritage Act*, as well as the policies of this Plan and applicable Provincial, Regional, and Conservation Authority policies.
- 4.10.8.2 To identify areas of heritage value and interest for future study and potential designation of heritage conservation districts.
- 4.10.8.3 To study and designate areas of heritage character pursuant to Part V of the *Ontario Heritage Act*. Heritage Conservation Districts shall possess one or more of the following attributes:
 - a. a group of buildings, features and spaces that reflect an aspect of local history through association with a person, group, activity or **Development** of a community or a neighbourhood;
 - b. buildings and structures that are of architectural or vernacular value or interest; and
 - c. important physical and aesthetic characteristics that provide context for **Cultural Heritage Resources** or associations within the area, including features such as buildings, structures, landscapes, topography, natural heritage, and **Archaeological Sites**.

Vaughan's Heritage Conservation Districts include the historic villages of Kleinburg/Nashville, Maple, Woodbridge, and Thornhill.

- 4.10.8.4 To **Conserve** Heritage Conservation Districts by approving only those alterations, additions, new **Developments**, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan, a **Secondary Plan**, or any other planning document, the Heritage Conservation District Plan shall prevail.
- 4.10.8.5 To require a **Heritage Conservation District Conformity Report** for a **Development** on any subject property located within a Heritage Conservation District. The **Heritage Conservation District Conformity Report** ensures that **Development** conforms to Heritage Conservation District Plan and its policies.
- 4.10.8.6 That any proposed private or public **Development** or **Infrastructure** within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district, as described in the Heritage Conservation District Plan.
- 4.10.8.7 That a demolition permit for a building or part of a building within a Heritage Conservation District shall not be issued until plans for the site's **Redevelopment** have been submitted to the City and approved by a delegate or City staff, including any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the applicable Heritage Conservation District Guidelines and the policies of this Plan.
- 4.10.8.8 That all applications for irreversible alterations, additions, or other activities affecting properties within Heritage Conservation Districts shall be accompanied by a **Cultural Heritage Impact Assessment** and/or a **Heritage Conservation District Conformity Report** that attests to the proposal's adherence to the policies and guidelines specified in the Heritage Conservation Districts Plan and the *Ontario Heritage Act*.

4.10.9 Cultural Heritage Character Areas

Cultural Heritage Character Areas are areas of heritage value that may not merit designation under the *Ontario Heritage Act* but warrant special **Conservation** efforts. Vaughan will recognize and support the **Conservation** and protection of **Cultural Heritage Character Areas**. While designation of **Cultural Heritage Character Areas** under the *Ontario Heritage Act* may not be appropriate, recognition and protection of these resources is important to preserve Vaughan's past.

It is the policy of Council:

- 4.10.9.1 That it may identify areas as **Cultural Heritage Character Areas** upon the completion of a Cultural Heritage Study, and/or based on recommendations from **Cultural Heritage Surveys** and other studies, including but not limited to, planning studies for **Secondary Plans**, Block Plans, area planning studies, or Zoning By-Laws.

Cultural Heritage Character Areas can include farmsteads (e.g., farmhouse, barn and fields), old industrial landscapes (e.g., mill complex and watercourse, grain elevator and rail corridors), and other similar heritage resources.

- 4.10.9.2 That **Cultural Heritage Character Areas** are not designated under the *Ontario Heritage Act*.
- 4.10.9.3 That it may adopt guidelines for each **Cultural Heritage Character Area** to promote conservation of **Cultural Heritage Resources** and to help manage change. Each **Cultural Heritage Character Area** is different however there are common elements such as a concentration of **Built Heritage Resources**, sites, structures and **Cultural Heritage Landscapes**.
- 4.10.9.4 That the City may require a **Cultural Heritage Impact Assessment** when a proposed **Development** adjacent to an identified **Cultural Heritage Character Area**.

4.10.10 Archaeological Resources

Indigenous and European **Archaeological Resources** or **Areas of Archaeological Potential** contribute to Vaughan's unique identity. **Archaeological Sites** are highly fragile, non-renewable, and often difficult to identify. Many of these sites occur on or below the current land or water surface. **Archaeological Sites** can take the form of surface scatters of **Artifacts**, subsurface cultural deposits and human remains, the remains of structural features and buildings, or a combination of these attributes.

Archaeological Resources or **Areas of Archaeological Potential** are links to a distant past no longer visible on the landscape, but that reflect careful stewardship of the land by Indigenous Peoples in the past. **Archaeological Sites** are distributed in a variety of settings across Vaughan, reflecting a variety of past human activities or events that are of cultural heritage value or interest. Many **Archaeological Sites** are remnants of pre-contact Indigenous activities as well as post-contact European settlements. This Section includes policies that recognize the importance of **Conserving Archaeological Resources** and the potential to commemorate archaeological discoveries in recognition of their contribution to community identity. Vaughan will support the identification and protection of **Archaeological Resources**.

It is the policy of Council:

- 4.10.10.1 To support the identification, protection and/or **Conservation** of **Archaeological Sites** in Vaughan by:
- designating, where appropriate, **Archaeological Sites** under the *Ontario Heritage Act*, especially any sites found on City-owned land;
 - ensuring the existence and location of existing **Archaeological Sites** are not revealed to protect against vandalism, disturbance and the inappropriate removal of resources, as per any applicable data-sharing agreements between the City and Provincial Ministry responsible for administering the *Ontario Heritage Act*;
 - requiring the submission of an **Archaeological Assessment**, where the City deems appropriate for **Development** applications on lands where there are **Archaeological Resources** or **Areas of Archaeological Potential**;
 - encouraging that **Development** proposals introduce innovative architectural and/or landscape architectural design, public art, or other **Public Realm** projects that celebrate **Archaeological Sites**;

- e. preparing a contingency plan, with the advice of a licensed archaeologist and the **Province**, and adopted by-law for emergency situations to protect **Archaeological Resources** or **Areas of Archaeological Potential** that are accidentally discovered or are under imminent threat(s); and
- f. providing terms of reference for an **Archaeological Assessment**. An Archaeological Assessment shall be:
 - i. conducted by an archaeologist licensed under the Ontario Heritage Act. An alteration to a watercourse may require a marine archaeology survey conducted by a licensed marine archaeologist; and
 - ii. in compliance with the guidelines set out by the applicable Provincial Ministry, as well as licensing requirements developed under the *Ontario Heritage Act*.

4.10.10.2 That upon receiving information that land proposed for **Development** may include **Archaeological Resources** or contain an **Area of Archaeological Potential**, the proponent of the **Development** shall undertake studies by a provincially licensed archaeologist to:

- a. complete the applicable level of **Archaeological Assessment** of the land in compliance with current Provincial requirements, including the Standards and Guidelines for Consultant Archaeologists and Standards and Guidelines for Archaeology prepared by relevant Indigenous Communities; and
- b. assess the impact of the proposed **Development** on any **Archaeological Resources** identified.

4.10.10.3 That the **Heritage Inventory** may identify **Archaeological Resources** or **Areas of Archaeological Potential** by including relevant mapping from the Provincial database as made available by the Province

4.10.10.4 That **Archaeological Resources** or **Areas of Archaeological Potential** shall be protected and **Conserved** by:

- a. not permitting **Development** and **Site Alteration** on lands containing **Archaeological Resources** or **Areas of Archaeological Potential** unless the **Archaeological Resources** are **conserved**.
- b. where **Archaeological Resources** are **Conserved In Situ**:
 - i. the area subject to **In Situ Conservation** shall be excluded from the calculation of the **Developable Area** of the site;
 - ii. the area subject to **In Situ Conservation** may be included, at the discretion of the City, as part of the required open space land dedications;
 - iii. the **Conservation** of the **Archaeological Resources In Situ** will be included within the relevant **Development** agreement;
 - iv. Should **In Situ Conservation** of **Archaeological Resources** is not possible, an alternative **Conservation** approach may be considered subject to engagement of

the local Indigenous Peoples and to their agreement of the Conservation approach;
and

- v. the City will explore the use of additional regulatory tools such as heritage easement agreements to protect **Archaeological Resources In Situ**;
- c. developing and implementing archaeological management plans for conserving **Archaeological Resources** or **Areas of Archaeological Potential**;
- d. requiring early engagement with Indigenous Peoples to ensure their interests are considered when identifying, protecting and managing **Archaeological Resources** or **Areas of Archaeological Potential**;
- e. seeking conservation opportunities with Indigenous Peoples during the **Development** applications for the retention of **Archaeological Sites**; and
- f. that **Development** will occur according to **Good Conservation Heritage Practices** as specified in policy 4.10.4.7;
- g. where feasible and in accordance with the Parks and Open space policies in Section 4.4 of this Plan, create parks or open space to protect **Archaeological Resources**;
- h. keeping confidential the existence and location of **Archaeological Sites** to protect against vandalism, disturbance, and the inappropriate removal of resources, as per the Provincial Ministry responsible for administering the *Ontario Heritage Act* and the City of Vaughan data sharing agreement;
- i. undertaking an archaeological contingency plan and funding for emergency situations to protect **Archaeological Resources** or **Areas of Archaeological Potential** that are accidentally discovered or are under imminent threat; and
- j. **In Situ** or nearby commemoration of **Archaeological Sites** that have been previously disturbed due to **Development**.

4.10.10.5 That where **Archaeological Resources** or **Areas of Archaeological Potential** are documented during a Stage 1 **Archaeological Assessment** and found to be Indigenous in origin, the proponent is required to:

- a. consult and follow the City's engagement protocol, as amended;
- b. through their consultant archaeologist, ensure that all Indigenous Peoples having interest, as identified by the City, receive a copy of the Stage 1 **Archaeological Assessment** report and are given an opportunity to provide comments and feedback prior to the **Development** proceeding; and

Indigenous Peoples have Aboriginal and Treaty rights to lands, air, and water that intersect with the municipal boundaries of the City. These communities have a responsibility to act as stewards of the lands, waters, and resources for the benefit of generations to come. This responsibility must be recognized and honoured by the City of Vaughan.

- c. have regard for the applicable archaeology protocols of the Mississaugas of the Credit First Nation, the Huron-Wendat and the Haudenosaunee people.
- 4.10.10.6 That where **Archaeological Resources** are Indigenous in origin, as identified during a Stage 2 **Archaeological Assessment**, and the conservation in their current location is not possible, the City and the proponent are required to engage Indigenous Peoples to ensure the identification and appropriate protection of Indigenous **Archaeological Resources**.
- 4.10.10.7 To require proponents, through their consultant archaeologist, to ensure that where a Stage 3 **Archaeological Assessment** of such an **Archaeological Resource** is being undertaken to define the nature and extent of the resource, those Indigenous Peoples with the closest cultural affiliation and in whose **Traditional Territories** the **Archaeological Resource** is located, be notified in advance of onsite assessment work.
- 4.10.10.8 To require proponents to submit a copy of all reports and Provincial letters confirming that reports have been accepted into the Provincial Register.
- 4.10.10.9 That, where burial sites are encountered during any excavation or other action, all work shall immediately cease, and the site secured in accordance with legislated requirements. The required provisions under the *Funeral, Burial and Cremation Services Act*, along with other applicable protocol or policy, shall be followed. The City's engagement protocol, as amended shall be followed.
- 4.10.10.10 To ensure adequate **Archaeological Assessments** and consultation with appropriate agencies, including the Provincial Ministry responsible for administering the *Ontario Heritage Act*, when an identified and marked or unmarked cemetery is affected by land use **Development**. The provisions under the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall also apply.

Chapter 5 Implementation and Monitoring

Chapters 1 through 4 of this Plan establish the vision, guiding principles, and policies for land-use planning in Vaughan to the year 2051. Achieving these goals and policies requires implementation through a variety of detailed planning tools, the **Development** process, and engagement and consultation. These tools and processes are laid out in Chapter 5.

Implementation of this Plan's policies involve further work on the part of both the City and proponents of **Development**. This work includes more detailed planning beyond this Plan through **Secondary Plans**, Block Plans, and Site or Area Specific Policies, through the consultation process, and through other planning tools such as zoning and **Development** applications.

5.1 Detailed Planning

Volume 1 of this Plan represents the land use policy for all of Vaughan. Certain areas of Vaughan that are expected to undergo significant change may require a more detailed planning framework. Council may pass **Secondary Plans**, to be included in Volume 2 of this Plan, to provide additional structure for the **Development** of **New Community Areas**, **New Employment Areas**, **Employment Areas** or **Strategic Growth Areas**.

Upon the adoption of a **Secondary Plan**, a Block Plan may be required, at the discretion of the City, to be prepared by participating property owners in conjunction with a **Development**. The Block Plan is a comprehensive plan for the creation of individual plans of subdivision where large parcels remain. While this tool will be most used in areas of new **Development**, it may also be applied, at the discretion of the City, in **Strategic Growth Areas**.

Some areas of the City, that may or may not be subject to **Secondary Plans**, will also be subject to Site and Area-Specific policies. These policies are to reflect historical conditions or **Development** permissions that have been previously approved and still maintain the main goals and objectives of this Plan, but do not fit within the specific policy structure that has been created in this Plan. Council may approve additional Site and Area-Specific policies through the review of **Development** applications where it is felt that the goals and objectives of this Plan are maintained but a modification to the policy structure is required.

5.1.1 Secondary Plans

It is the policy of Council:

- 5.1.1.1 Schedule 14A identifies areas subject to completed Secondary Plans (contained in Volume 2) and areas where a future Secondary Plan Study are required. Additional Secondary Plans areas may be added, at the discretion of the City.
- 5.1.1.2 Secondary Plans shall be adopted and approved as an Amendments to this Plan, and shall promote comprehensive planning as per this Plan, and amongst other matters address:
 - a. overall capacity for **Development**, including projections for residential population and/or jobs;

- b. defining a community core for the **Secondary Plan** Area, within a five-minute walking distance from the majority of the population, that will be the focus of local **Retail**, commercial and community services, and will provide connections to local, regional and rapid transit; and
- c. include all of the necessary supporting technical studies; and identify phasing and order of **Development**, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, community facilities, parks, schools).

5.1.1.3 That further to policy 5.1.1.2, **Secondary Plans** will include land use designations from Chapter 3 of this Plan wherever possible, to achieve consistency between land use designations across the City.

5.1.1.4 That in addition to the requirements of policy 5.1.1.2, in the case of **Secondary Plans** for **Strategic Growth Areas**, **Secondary Plans** shall also include the following:

- a. minimum density requirements and targets established by the **Province**, where applicable;
- b. an urban built form that is massed and designed to create active use frontages and attractive pedestrian-oriented streets for all seasons with ground-floor uses such as **Retail**, service commercial, human and personal services;
- c. a concentration of **Development** and the greatest mix of uses within a five-minute walking distance of rapid transit stations and/or planned subway stations, taking into account the immediate context and an appropriate transition to the surrounding community and the hierarchy of Urban Growth Areas;
- d. where implemented through **Inclusionary Zoning**, 35% of all new housing units provided within these areas shall be **Affordable Housing**. This may occur through negotiations with the **Development** community and, if applicable, landowner groups, through a secondary plan that is equitable across all landowners, subject to subsection 4.1 of this Plan;
- e. policies that phase **Development** in an orderly manner, coordinated with the provision of municipal services and **Community Facilities**, parks, roads, transit and other **Infrastructure**;
- f. policies to promote excellence in urban design and sustainable construction methods, including consideration for designs and methods for all seasons;
- g. policies that establish urban greening targets, which may be achieved through **Urban Forest** canopy, green walls and/or requirements for on-site greening;
- h. provisions for an urban **Public Realm**, including passive and active parks and meeting places that contribute to a sense of place and clear identity;
- i. policies that encourage the inclusion of public art in all significant private sector **Developments** and that require the dedication of 1% of the capital budget of all major Regional and Local municipal buildings to public art;

- j. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, **Low Impact Development**, **Green Roofs**, and water capture and reuse;
- k. a **Mobility Plan** with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and blue roofs facilities; and
- l. requirements for new **School** sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-**Storey** buildings and shared facilities.

- 5.1.1.5 That **Secondary Plans** shall be prepared by the City in consultation with the public, pursuant to the policies of Section 5.1.1 of this Plan.
- 5.1.1.6 That where it has been determined that a **Secondary Plan** is required but not yet completed, no amendments to this Plan or the Zoning By-Law will be permitted without prior or concurrent adoption of the **Secondary Plan** for that area.
- 5.1.1.7 That, within each block of the **Secondary Plan**, **Development** applications should coordinate neighbouring **Development** proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown in the Development Concept and Phasing Plan.

5.1.2 Block Plans

It is the policy of Council:

- 5.1.2.1 The City may request a Block Plan as a requirement of a **Development** application(s) to illustrate and provide details on the siting of a particular proposal within a broader surrounding context. The requirements and limits of the Block Plan will be identified by the City. Council may endorse the Block Plan as part of the **Development** application. The **Development** proponent is to consult with other landowners in the Block Plan area when developing the Block Plan. The Block Plan is to address the following matters on a detailed basis for the proponent's lands and in a conceptualized basis for the remaining lands not owned by the proponent to the satisfaction of the City:
 - a. the proposed land uses, building heights, housing mix, densities and employment projections to meet Plan objectives;

Secondary Plans vs. Block Plans

Secondary Plans are City-led planning exercises which form a statutory part of the Official Plan, and which set out at a more specific level of detail how **Development** in a given area should proceed, including Land Use designations, conceptual street networks, location of parks and open space, **Community Facilities**, transit stations, and natural heritage features.

Block Plans are applicant-led planning exercises which demonstrate how Official Plan and **Secondary Plan** policies will be applied throughout a defined area of **Development**, including the precise locations of the elements listed in the paragraph above. Future **Development** applications are intended to comply with the Block Plans.

- b. the pattern of lots, streets and blocks including transition and connectivity to surrounding **Development** both existing and proposed;
- c. the provision of public transit, pedestrian and cycling facilities and connection to existing networks;
- d. the provision of public and private services and stormwater management;
- e. the protection and enhancement of the Natural Heritage Network;
- f. the proposed location of any parks, open spaces, schools, fire stations, community centres, and libraries; and
- g. phasing of **Development**.

5.1.3 Site and Area Specific Policies

It is the policy of Council:

- 5.1.3.1 Those areas subject to Site and Area Specific policies, as contained in Volume 2 of this Plan, are identified on Schedule 14B and 14C.
- 5.1.3.2 That existing Site and Area Specific policies maintain the goals and objectives of this Plan and have been established because the **Development** permissions do not otherwise fit within the specific policy structure of this Plan.
- 5.1.3.3 That Council may establish, from time to time, new Site and Area Specific policies, to be contained in Volume 2 of this Plan, through the processing of **Development** applications, where it has been demonstrated that the goals and objectives of this Plan are being met.

5.2 Engagement and Consultation

The City recognizes the importance and value to the planning process of meaningful engagement and consultation. The implementation of the policies of this Plan will include opportunities for inclusive engagement with Indigenous Peoples. Engagement opportunities will also be provided for the public and affected stakeholders.

Indigenous Peoples of Canada and the Duty to Consult

It is the policy of Council:

- 5.2.1.1 That the City respectfully acknowledges that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation, the **Traditional Territory** of the Huron-Wendat and the Haudenosaunee and is committed to ongoing dialogue.
- 5.2.1.2 That the City will work with local Treaty 13 First Nations and other Indigenous Peoples on building a constructive and cooperative relationship, based on mutual respect, between planning authorities to facilitate knowledge-sharing and inform decision-making in land use planning.

- 5.2.1.3 That the City acknowledges the value of the traditional knowledge and history of Indigenous Peoples and will encourage further partnerships to achieve the objectives of this Plan, support mutual learning and understanding and strengthen relationships. Involvement and engagement with Indigenous Peoples will occur as early as reasonably possible on planning proposals.

Public Consultation, Engagement and Notification

It is the policy of Council:

- 5.2.1.4 To provide notification in accordance with the statutory requirements outlined in the *Planning Act* and:
- a. seek input from residents, agencies, and other stakeholders on planning matters;
 - b. offer mutually respectful and meaningful engagement;
 - c. provide equitable opportunity for a wide demographic to be informed and involved on planning matters;
 - d. consider and utilize partnerships and innovative consultation methods or tools for engagement; and
 - e. ensure an accessible, accountable, and transparent planning process.
- 5.2.1.5 To engage and consult with neighbouring municipalities, public bodies and private agencies on matters of mutual interest and concern.
- 5.2.1.6 To notify the public on planning matters in accordance with the Planning Act, the Environmental Assessment Act, the Accessibility for Ontarians with Disabilities Act and other applicable legislation, policies, and regulations.
- 5.2.1.7 A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur:
- a. any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting; and/or
 - b. an application(s) has been deemed by the City to be significantly amended, such as an increase to the proposed density and/or building height beyond what was proposed and considered by Council at a previous public meeting.
- 5.2.1.8 That notice of the public meeting shall be given to the public by at least one of the following methods:
- a. publication in a newspaper that is, in the City Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment applies;
 - b. posted to the City's website; or
 - c. prepaid first class mail or personal service to every landowner within 150 metres of the land to which the proposal applies and a posted notice sign on the proposed property that includes the date and time of the meeting.

- 5.2.1.9 In addition to giving notice to the public, the City will also give notice of a public meeting to any person or agency that has provided to the City a written request for such notice in respect of the specific proposal if such request includes the person or agency's address or email address.
- 5.2.1.10 Corrections to the Plan that have no material change to the meaning of the Plan can be made without an Amendment to the Plan as follows:
- a. changes or corrections to format, spelling errors, or reference errors; or
 - b. alteration in the numbering and arrangement of any provisions.

5.3 Implementation Tools

Achieving the objectives of this Plan and setting out the transformative agenda within it requires an ongoing commitment to implementing the policies of the Plan. For these policies to have impact and guide change, tools have been afforded to municipalities by the Province and the *Planning Act*. This section outlines the tools that the City has available to implement the principles and policies of this Plan.

Zoning By-laws

Zoning By-laws are the primary tool the City has available under the *Planning Act* to implement the policies of this Plan. Zoning By-laws translate the higher-level policies of the Official Plan into more specific provisions and lot and building requirements, such as building heights, massing, and setbacks, for each property within the City.

It is the policy of Council:

- 5.3.1.1 That Zoning By-laws shall be used to implement the policies of this Plan by regulating the use of land, buildings or structures pursuant to the provisions of Section 34 of the Planning Act.
- 5.3.1.2 That the full range of uses, densities or heights permitted by this Plan may not be permitted by the Zoning By-law in all locations or all instances. Zoning By-law provisions may be more restrictive than the policies of this Plan.
- 5.3.1.3 That, subject to the requirements of the *Planning Act*, Zoning By-laws may be enacted to permit the use of land, buildings or structures subject to one or more prescribed conditions set by Council.

Inclusionary Zoning

Inclusionary Zoning allows the City to require, through a by-law passed under the *Planning Act*, that a certain number of **Affordable Housing** units be provided in new **Developments** or **Redevelopment** within a **Protected Major Transit Station Area** as delineated on Schedule 1B. It is the policy of Council:

- 5.3.1.4 To consider establishing, through a municipal by-law, an **Inclusionary Zoning** program pursuant to the *Planning Act*, to require the **Development** of **Affordable Housing** within **Protected Major Transit Station Areas** shown in Schedule 1B to this Plan.

- 5.3.1.5 That on the completion of the City’s Housing Strategy, additional policies authorizing the use of **Inclusionary Zoning** may be considered for inclusion in this Plan through an Official Plan Amendment.

Minor Variances

It is the policy of Council:

- 5.3.1.6 That the Committee of Adjustment will consider applications for minor variances to the use and/or regulation provisions of the Zoning By-law in accordance with the provisions of the *Planning Act*.
- 5.3.1.7 That when considering an application, the Committee of Adjustment shall consider the professional advice provided, including legal, planning, engineering, etc., and the Committee shall provide an explanation as to what effect the written and oral submissions it received had on the decision, if any. The Committee of Adjustment will be satisfied that the general intent and purpose of this Plan and the Zoning By-law would be maintained, and that the variance would be minor in nature and desirable for the appropriate **Development** or use of the land, building, or structure.

Temporary Use By-laws

It is the policy of Council:

- 5.3.1.8 To allow the temporary use of land, buildings or structures through a by-law, provided the temporary use meets the following conditions that are relevant to the specific application:
- a. meets the general intent of this Plan;
 - b. is temporary in nature;
 - c. is satisfactory in mitigating negative impact on adjacent land uses;
 - d. sufficient servicing and transportation capacity exists for the temporary use; and
 - e. maintains the long-term viability of the lands for the uses permitted in this Plan.
- 5.3.1.9 That if a temporary use by-law is passed, the by-law will permit the specific use on site for renewable periods of up to three years, except in the case of a **Garden Suite** that may be permitted for up to twenty years, in accordance with the provisions of the *Planning Act*. An extension may be granted for further periods of not more than three years each during which the temporary use is authorized, provided that Council grants an extension prior to the expiry of the temporary use by-law.

Interim Control By-laws

It is the policy of Council:

- 5.3.1.10 That interim control by-laws may be passed to restrict **Development** within a defined area while the City considers the preparation of a planning study for the area to ensure that the policies of this Plan are implemented.

- 5.3.1.11 The *Planning Act* defines the time limits and extension of an interim control by-law will take effect for up to one year to allow the study to be completed and can be extended provided the total period of time does not exceed two years from the date of the passing of the interim control by-law, in accordance with the *Planning Act*.

Holding By-laws

It is the policy of Council:

- 5.3.1.12 That Zoning By-laws may be enacted to permit the use of land, buildings or structures for a future use by applying a Holding Symbol (H) in conjunction with the appropriate zone category.
- 5.3.1.13 That until such time as a by-law is enacted by Council to remove the Holding Symbol (H), the by-law may permit either the continuation of the existing use or a temporary use which will not inhibit the future use established in the by-law.
- 5.3.1.14 That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land is premature until one or more of the following have been addressed:
- a. the necessary wastewater, water and stormwater services;
 - b. the necessary transportation facilities;
 - c. the necessary **Community Facilities**, public **Infrastructure** and public parks;
 - d. special design features, as required;
 - e. completion of specific studies related to traffic, **Infrastructure**, drainage and/or environmental issues, urban design and/or archaeological as it pertains to **Development**;
 - f. the necessary remedial activities and confirmation of environmental suitability through the submission of regulatory documents, as required, for contaminated lands;
 - g. the necessary technical studies to ensure land use compatibility such as a Land Use Compatibility study, noise and air quality impact assessments;
 - h. execution of Site Plan agreement or letter of undertaking;
 - i. any required approvals from external agencies have been obtained;
 - j. the required agreements, as appropriate, are entered into;
 - k. the entering into or payment of required cost-sharing under cost-sharing agreement;
 - l. fulfillment of Block Plan conditions;
 - m. approval of a related Draft Plan of Subdivision Application and entering into a required Subdivision Agreement;
 - n. any required lot consolidation; or

- o. any required conveyance of parkland, finalization of park spaces and/or **Privately Owned Public Spaces**, and entering into the necessary agreements with respect to these park facilities and/or payment of cash-in-lieu.
- p. to ensure the orderly **Development** of the project where **Development** relies upon other matters occurring first, such as the consolidation of land ownership or completion of a **Development** agreement;
- q. to secure funding and/or to equitably cost share among benefiting landowners, for sewer, water, stormwater, transportation **Infrastructure**, parks, multi-use recreational trails, community services and facilities, or outstanding application processing fees; and/or
- r. Any other such condition to ensure orderly development

5.3.1.15 That a by-law to remove the holding symbol (H) may be enacted only when an application has been submitted to the City and the reason for the use of the holding symbol has been satisfied.

Financial and Land Dedication Tools

It is the policy of Council:

- 5.3.1.16 To ensure that costs to service new **Development** and **Complete Communities** are borne by the **Development** creating the demand for the services; the City will use financial tools available to it under legislative authority, including **Development** Charges, **Development** Charge credit agreements, Parkland Dedication, Community Benefit Charges and Community Improvement Plans. The City may also consider financing tools, including public/ private partnerships, agreements with other government agencies, and developer frontend financing.
- 5.3.1.17 As per the *Planning Act*, the City shall enact a by-law for Community Benefits Charges to pay for the capital costs of facilities, services and matters required because of **Development** or **Redevelopment** in the area to which the by-law applies.
- 5.3.1.18 That **Development** approvals shall implement the required equitable contributions of funds, land dedications and commitments for services that will be in place and operative prior to, or coincident with occupancy and use of the land. Items which may be addressed in **Development** agreements or other forms of agreements include but are not limited to:
 - a. parks, park facilities, recreational trails, open space and Natural Heritage Network features, including the protection, ownership and management of **Table Land Woodlands**;
 - b. features that enhance the environmental sustainability and ecological function of the subject lands;
 - c. streetscaping and landscaping;
 - d. water provision;
 - e. wastewater collection;

- f. stormwater management, features that enhance the environmental sustainability and **Hydrological Function** of the subject lands;
- g. municipal services;
- h. street, cycling and pedestrian **Infrastructure**;
- i. transitways and pedestrian access to transit facilities;
- j. financial arrangements required to implement the **Development**;
- k. other utilities and improvements; and
- l. preservation of heritage structures and surrounding landscapes

5.3.1.19 Community Improvement Plans are a planning tool provided to municipalities under the *Planning Act* that empowers municipalities to provide incentives to stimulate investment in certain areas. That Community Improvement Project Areas may be designated by by-law for areas that display any or all of the following criteria:

- a. inadequate municipal **Infrastructure**, including piped services, streets and streetscapes, public parking facilities and/or stormwater management facilities;
- b. inadequate **Community Facilities** such as public recreational/cultural facilities, public parks, public open space and/or social services, including **Affordable Housing**;
- c. building and/or property deterioration, including facade treatment; to the extent that it has a negative effect on the overall image of the broader community;
- d. faulty arrangement of lands;
- e. encroachment of incompatible land uses;
- f. poor overall streetscape and urban design;
- g. existing or potential Business Improvement Areas;
- h. vacant lots with **Redevelopment** or infill potential to achieve the City's Urban Structure;
- i. underdeveloped properties which have potential for **Redevelopment** or expansion to better utilize the land base to achieve the City's Urban Structure;
- j. **Development** at densities that are too low to support planned transit facilities;
- k. barriers to the improvement or **Development** of vacant or underutilized lands or buildings such as lots that are **Brownfield Sites**, contaminated soil, fragmented ownership or financial disincentive to private investment;
- l. conservation of heritage resources through restoration, rehabilitation and adaptive re-use; and/or
- m. any other reason as provided for under the *Planning Act*.

5.3.1.20 That a Community Improvement Plan will be prepared and adopted for the area with input from area residents, property owners and other interested stakeholders.

- 5.3.1.21 That, when the intent of a Community Improvement Plan has been carried out, it may be dissolved by by-law.

Existing Uses

It is the policy of Council:

- 5.3.1.22 To recognize legally existing land uses as they exist at the time this Plan is approved. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed below are met:
- a. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;
 - b. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially regarding the requirements of the City's Zoning By-Law;
 - c. the characteristics of the existing use and the extension or enlargement shall be examined regarding to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
 - d. the neighbouring or planned uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating **Adverse Effects** caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use to improve its compatibility with the surrounding area;
 - e. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected;
 - f. within Natural Areas, it is demonstrated that there will be no **Negative Impact** on existing natural features and functions;
 - g. there is no increased risk to public health and safety associated with **Natural Hazards** in accordance with the **Natural Hazards** policies of this Plan; and/or
 - h. where applicable, permission is obtained in accordance with the *Conservation Authorities Act*.

Legal Non-conforming Uses

It is the policy of Council:

- 5.3.1.23 That the use of land, buildings or structures which does not conform to the City's Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. When a legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate.

- 5.3.1.24 That when a legal non-conforming use ceases it will be replaced by uses, buildings or structures that conform with this Plan and the Zoning By-law.
- 5.3.1.25 That the Committee of Adjustment may permit, at their discretion, the extension or enlargement of non-conforming uses subject to Section 45(2) of the *Planning Act* and may include the following consideration:
- a. the neighbouring conforming uses will be protected, through the provision, where necessary, of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, measures to increase compatibility of character and planned function and reduce nuisances and regulations for alleviating **Adverse Effects** caused by outside storage, lighting, advertising signs.

Site Plan Control

- 5.3.1.26 That the whole of the City of Vaughan is considered a Site Plan Control Area in accordance with the Planning Act.
- 5.3.1.27 That the City will enact the Site Plan Control Area referenced in policy 5.3.1.26 through a municipal by-law. By-laws may be passed to designate the whole or any part of the City as a Site Plan Control Area, and/or identify where site plan control does not apply. By-laws may also be passed to designate a Site Plan Control Area by reference to one or more land use designations and/or zone categories or on a site-specific basis.

Plans of Subdivision

It is the policy of Council:

- 5.3.1.28 That a Plan of Subdivision, pursuant to the *Planning Act*, shall be deemed necessary in the following cases:
- a. where the number of new lots created is greater than three;
 - b. where the extension or creation of a public road allowance is required;
 - c. where the extension or creation of municipal services is required; or
 - d. where agreements or conditions are required by any municipality or other government with regard to any part of the remaining lands.
- 5.3.1.29 A stormwater management plan/report shall be reviewed and approved by MTO for those **Developments** located adjacent to or in the vicinity of a Provincial highway whose drainage would impact a highway downstream.
- 5.3.1.30 Where a Draft Plan of Subdivision is proposed adjacent to a Provincial highway, the layout of the subdivision should be designed such that the lots back onto the Provincial highway and front onto a local internal street.
- 5.3.1.31 That Plans of Subdivision shall only be approved if:

- a. where a **Secondary Plan** and/or Block Plan is required, the **Secondary Plan** and/or Block Plan in which the subject lands are located has been adopted by Council and all conditions of **Secondary Plan** and/or Block Plan approval have been satisfied;
- b. the Plan of Subdivision conforms with the policies of this Plan, including any **Secondary Plans**, and, where a Block Plan is required and has been completed, conforms with the Block Plan;
- c. the subject lands can be provided with adequate services and facilities, including available transportation capacity and availability of public transit, as required by this Plan; and
- d. the Plan of Subdivision is not premature and is in the best interest of the City.

5.3.1.32 That the owner seeking to subdivide land may be required to satisfy certain conditions prior to final approval of a Plan of Subdivision, including but not limited to, the following requirements:

- a. land be dedicated, or other requirements satisfied, for park, public open space, or other public recreational purposes according to the policies of this Plan;
- b. transportation network facilities, including pedestrian pathways, cycling facilities, streets and public transit rights-of-way be dedicated as necessary;
- c. land be dedicated for commuter parking lots and transit stations, including related facilities and **Infrastructure** for the use of the general public, as necessary;
- d. where the proposed subdivision abuts an existing street, that sufficient land, other than land occupied by buildings or structures, be dedicated to providing for the widening of the street to such width as indicated on Schedule 9B; and
- e. land that is planned as a **School** site for any school board that has jurisdiction in the area in which the land is situated be offered to the school board in accordance with the provisions of the *Planning Act*.

5.3.1.33 That prior to approval of Draft Plans of Subdivision, the City shall confirm the availability of servicing capacity and shall plan to allocate such capacity in conjunction with the approved Phasing Plan for the block, or where there is no Block Plan, in a manner that facilitates the orderly **Development** of land.

5.3.1.34 That an owner(s) seeking to subdivide land may be required to enter into one or more agreements to secure the matters associated with the subdivision of land as is deemed necessary by the City.

5.3.1.35 That if a plan of subdivision or part thereof has been registered for eight years or more, and does not meet the growth management targets of the Plan and does not conform to the policies of this Plan, Council shall use its authority under the Planning Act to deem it not to be a registered plan of subdivision.

5.3.1.36 That approvals of draft plans of subdivision include a lapsing date in accordance with the *Planning Act*.

Consents (Severances)

- 5.3.1.37 That a consent to sever land may be considered, as per the Planning Act, provided that a Plan of Subdivision is not deemed necessary by the City and that the consent complies with the Plan.
- 5.3.1.38 That a consent to sever land for the creation of new lots applies whether the transaction takes the form of a conveyance, a lease for twenty-one years or more, or a mortgage.
- 5.3.1.39 That a consent may be permitted for the following purposes:
- the creation of three (3) or fewer new lots or boundary adjustments to existing lots;
 - the creation of easements over existing lots; and/or
 - to convey additional lands to an adjacent lot.
- 5.3.1.40 That a consent shall not be granted for uses that are inconsistent with this Plan.
- 5.3.1.41 That a consent to sever land in the **Urban Area**, including the lands designated as **Oak Ridges Moraine Settlement Area** on Schedule 4, will be considered for the purposes of infilling in an existing **Urban Area**, but shall not extend the existing **Urban Area**.
- 5.3.1.42 That a consent in the **Urban Area** will be subject to the following policies:
- infilling which economizes the use of urban land without disturbing the existing pattern of **Development**, perpetuating an undesirable pattern of **Development** or prejudicing the layout of future **Development** shall be considered acceptable;
 - where a parcel of land is located within an existing settlement or is designated by this Plan for **Development**, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other similar applications on the original parcel, such individual severances from that parcel shall not be permitted but may be considered through an application for a Plan of Subdivision; and
 - where existing developed lots have the potential for **Redevelopment** on a more comprehensive scale, a proposed severance(s) which might block potential points of access or further fragment ownership of these lands, shall not be approved unless such severance is determined to be appropriate following a Council approved comprehensive study of the area such as through a **Secondary Plan** or Block Plan process.
- 5.3.1.43 That a consent to sever land designated on Schedule 13 as **Natural Area** and Prime Agriculture, may be permitted in the following instances:
- Agricultural Uses** where both the severed and retained lands are intended for **Agricultural Uses** a minimum size of 40 hectares outside the Urban Boundary shown on Schedules 1 and 1B;
 - severance of a **Residence Surplus to a Farming Operation** because of a farm consolidation, on which a habitable residence was an existing use, provided that:

- i. the severance will be limited to the minimum size needed to accommodate the use and appropriate sewage and water services; and
- ii. the retained lot of farmland will not be the location of a residential dwelling in perpetuity.

5.3.1.44 That a consent to sever land within the Oak Ridges Moraine Conservation Plan Area boundary, designated on Schedule 13 Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, or Oak Ridges Moraine Countryside, may be permitted in the following instances:

- a. where the owner and operator of a farming operation acquires land to consolidate into the farming operation, a lot on which is situated a habitable residential dwelling that existed before July 1, 2017 and that after the consolidation has become surplus to the consolidated farming operation may be severed from the lot of the consolidated farming operation but only if:
 - i. the new lot will be limited to the minimum size that is needed to accommodate a residential use and the required sewage and water services; and
 - ii. no new residential dwellings will be constructed on a remnant parcel of farmland created by the severance;
- b. severance of two or more lots for **Agricultural Uses** where the lot size of the severed and retained lots is at least 40 hectares;
- c. the addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used; or
- d. severance from each other of parts of a lot that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

5.3.1.45 That the Committee of Adjustment in assessing each consent application is required to consider the matters set out in the *Planning Act*. In addition to these matters, Council considers the following to apply:

- a. in the case of non-conformity of the approval with the Official Plan, no consent shall be granted;
- b. in cases where either the subject or retained lands are not in conformity with the approved Zoning By-law, the applicant shall file a Zoning By-law amendment or a minor variance application prior to, or concurrently with, the consent application. When considering such Zoning By-law Amendment or minor variance applications, Council or the Committee of Adjustment shall have regard for the consent policies of this Plan; and
- c. in cases where a Site Plan application is deemed necessary to assess a consent application, the City may defer the consent application until the City is satisfied with the Site Plan.

- 5.3.1.46 That in addition to matters under the *Planning Act*, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies:
- a. complies with the policies of this Plan;
 - b. conformity of the proposed size, shape and use of the lot with this Plan and the City's Zoning By-law;
 - c. that both the lot severed and the remaining parcel front on an existing assumed public highway or street, or upon a dedicated public road allowance upon which the applicant is constructing a road pursuant to an Agreement with and/or support from the City or the appropriate authorities. Valley lands acquired for conservation purposes by the TRCA are exempt from these access requirements;
 - d. that if the proposed lot or remaining parcel has frontage on a Provincial Highway, any consent shall be subject to the requirements of the Ministry of Transportation.
 - e. that if the proposed lot or remaining parcel has frontage on a Regional or City road, any consent shall be subject to the requirements of appropriate Regional or City authorities including daylighting triangles and reserves;
 - f. that creation of lots fronting on designated arterial streets shall be discouraged, as granting of an entrance permit to serve a new lot provides another point of conflict with the smooth flow of traffic for which the road is designed, particularly in areas where strip **Development** already poses traffic problems;
 - g. that all proposed lots shall have appropriate water and sanitary services. Where a proposed lot is in an area serviced by a municipal water system and/or sanitary sewer, the Committee of Adjustment shall obtain confirmation from the appropriate City and/or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated **Development** by Plan of Subdivision;
 - h. TRCA and/or qualified consulting services retained by the City of Vaughan shall be consulted in respect of applications for consent which are subject to flooding, wind or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or **Fish Habitat**, mature **Tree** stands and areas of high aggregate potential; and
 - i. the creation of lots shall not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility.

Community Planning Permit System

The City's Community Planning Permit System is enabled through the *Planning Act*. This tool may be used by municipalities to streamline the **Development** approval process by combining zoning, minor variance, and Site Plan applications into one application package. Certain conditions may be also applied to approval of applications. The Community Planning Permit System may be applied to specific areas or to the entire municipality.

It is the policy of Council:

- 5.3.1.47 That the City may, through an amendment to this Plan, identify one or more areas in Vaughan to which a Community Planning Permit System applies, and, through a by-law passed under the *Planning Act*, enact a Community Planning Permit System for that area.

5.4 Development Applications Process

The City strives to process **Development** applications efficiently and effectively to facilitate quality **Development** consistent with the policies of this Plan.

5.4.1 Pre-Application Consultation

The pre-application consultation is the first step in the **Development** review process to ensure that **Development** applications are complete and supported by submissions that fulfill the review requirements of the City and other pertinent review agencies as set out under the *Planning Act*.

It is the policy of Council:

- 5.4.1.1 That a pre-application consultation meeting with the City may be requested by an applicant and be held prior to the submission of **Development** applications for Official Plan Amendments, Zoning By-law Amendments, Draft Plans of Subdivision, Draft Plans of Condominium and Site Plan Approval.
- 5.4.1.2 That the purpose of the pre-application consultation meeting is to identify the required information, reports, studies and materials to assist an applicant in the preparation of a complete **Development** application. The pre-application consultation meeting may also include the identification of potential policy conformity and technical issues that the applicant will need to address to ensure a complete **Development** application. The comments resulting from the pre-application consultation meeting do not constitute an approval and/or endorsement of the application by the City. The comments provided by the City are at the sole discretion of the City and cannot be modified by the applicant.
- 5.4.1.3 Applicants may refer to the City's Pre-application Guide for information about the pre-application consultation process.

5.4.2 Complete Application Submission Requirements

- 5.4.2.1 That the City and/or external review agencies may issue Terms of Reference, Standards and Guidelines or other guidance documents to establish the technical standards and format for any required information, reports, studies and materials. In the absence of a Terms of Reference, Standards and Guidelines document, applicants will rely on the instructions provided by the City and review agencies in preparation of their **Development** application(s). Where Terms of Reference are not available from the City, applicants may be required to prepare a Terms of Reference to the satisfaction of the City and/or review agencies prior to the submission of a **Development** application(s).

- 5.4.2.2 That the following information, reports, studies and materials, identified in Table 5.1, may be identified as being required in support of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval.

Table 5.1: Required Information, Reports, Studies and Materials

PLANNING

- Aerial Orthophotograph(s) – Colour
- Agricultural Impact Assessment
- Application Form
- Aviation Report (Within Downsvie Flight Path + 10-storey or Greater – Bombardier Requirement)
- Block Plan
- Community Services and Facilities Impact Study
- Comprehensive Development Plan/Phasing Plan
- Concept Plan
- Description of Development Proposal Geo Referenced AutoCAD (UTM NAD 83, Zone 17) Site Plan/Concept Plan in accordance with GIS Digital Drawing Submission Standards
- GIS layered PDF's (Site Plan/Concept Plan/Draft Plan, Landscape Plan, Building Elevations) in accordance with GIS Digital Drawing Submission Standards
- Draft Plan of Condominium
- Draft Official Plan Amendment
- Draft Plan of Subdivision
- Draft Zoning By-law Amendment
- Environmental Impact Study or Natural Heritage Evaluation
- Executed & Valid PAC Understanding
- Geodetic Elevations (6-Storeys or Greater – NAV Canada/Bombardier Requirement)
- GIS Conformity Letter (Email Confirming GIS Compliance)
- Housing Options Statement
- Internal Floor Plans + Roof Plans
- Legal Survey Plan
- Market Impact Study
- Oak Ridges Moraine Conformity Report / Greenbelt Conformity Report
- Parcel Abstract (within last 30 days)
- Parking Level Plans (Underground Parking only)
- Planning Justification Report
- Real Estate Appraisal Report
- Site Plan Accessibility Impacts Checklist
- Site Plan
- Special Policy Area Studies (Woodbridge)
- Sustainability performance metrics scoring tool and summary letter
- Sustainable Development Report
- Community Energy Plan
- Title Opinion (Freehold Semi-detached & Freehold Townhouse Proposals)
- Waste Collection Design Standards

URBAN DESIGN AND CULTURAL HERITAGE

- 1:50 to 1:100 Scale Detailed Colour Building Elevations (6 storeys or greater) (or #6)
- Arborist Report with Tree Inventory and Preservation Plan (if no trees are present, letter from ISA certified Arborist required)

- Architectural Control Architect Approved Drawings (where applicable)
- Architectural Design (control) Guidelines
- Architectural Material or High-Quality Photos
- Colour Rendered Perspective Drawings (or #1)
- Computer Generated Building Mass Model (VMC)
- Context Map (scaled)
- Demarcation of physical and stable top of bank, areas regulated by TRCA, and/or limits of natural heritage systems, wetlands, and/or natural hazards, Vegetative Protective Zones (VPZs) in accordance with Section 3.0 of VOP 2010 (if applicable)
- Detailed Wind Tunnel Model Analysis (10 storeys or greater)
- Digital 3D Model (VMC & Heritage)
- Edge Management/Restoration Plans (TRCA requirement)
- Exterior Photometric Lighting Plan - if new lighting is proposed on site
- Green Roof Amenity Area Plans (if applicable) (VMC)
- Landscape Cost Estimate
- Landscape Master Plan
- Landscape Plans and Details (Including Exterior Lighting)
- Pedestrian and Bicycle Circulation Plan
- Pedestrian Level Wind Study (10 storeys or greater)
- Public Utilities Plan (Intensification Areas) (shadowed on the landscape plan)
- Signage Design and Lighting Plan
- Site and Building Cross Sections (including change of grade & the neighbors)
- Site and Building Elevations (demonstrating grade changes)
- Sun/Shadow Study (10 storeys or greater)
- Urban Design and Sustainability Brief/Report
- Urban Design and Sustainability Guidelines
- Archaeological Assessment
- Cultural Heritage Impact Assessment
- Conservation Plan for Heritage Resources
- Heritage Conservation District Conformity Report

DEVELOPMENT ENGINEERING

- Air Quality Assessment Report
- Draft Reference Plan (showing Parcels of Tied Land (POTL))
- Environmental Site Assessment Report(s)
- Erosion and Sediment Control Plan
- Functional Servicing Report
- Geotechnical/Soils Report
- Hydrogeological Report
- Master Environmental Servicing Plan (MESP) (TOR Required)
- Metadata Table
- Noise and Vibration Report
- Parking Study
- Pavement Marking & Signage Plan
- Pedestrian and Bicycle Circulation Plan
- Site Plan Engineering Fee
- Site Servicing and Grading Plan & Supporting Drawings (If grade changes are proposed)
- Site Screening Questionnaire and Environmental Certification
- Stormwater Management Report
- Transportation Demand Management (TDM) Plan

- Transportation Impact Study
- Transportation Maneuverability Plans (e.g., waste collection, emergency vehicles, etc.)
- Water Balance Assessment Report

PARKS

- Community Services and Facilities Impact Study
- Park and Open Space Master Plan – abutting Open Space
- Park and Open Space Detailed Facility Fit Study
- Parkland Dedication Summary Chart

OTHER

- Other agencies, municipalities or corporations to be contacted by the applicant as identified by the City
- Payment of all Applicable Fees
- Executed Preapplication Understanding
- Completed and signed Development Application Form
- A copy of the GIS submission confirmation approval email
- Digital copies submitted via One Drive. All files shall be labelled in accordance with the City of Vaughan’s standard nomenclature
- All pdfs shall be layered and unlocked and non-password protected
- When rendering drawings to PDF, options for saving text as comments shall not be selected and all text shall be flattened.
- All drawings and reports to be submitted to the City in a format both hard and electronic form to standards required by the City and signed and/or stamped by a qualified professional
- Additional Studies as required
- Site Walks or Site visits
- Demarcation of Development limits by the TRCA and/or City where applicable
- Subsequent Environmental Site Assessments
- Vaughan Design Review Panel review
- Source Protection Plan
- Agricultural Impact Assessment
- Heritage Vaughan Committee approval
- application(s) for Development on or adjacent to lands regulated by other authorities, including but not limited to, TransCanada Pipelines Limited, Hydro One Limited and the Ontario Ministry of Transportation are required to have **Development** limits established to the satisfaction of the appropriate authority and identified in the appropriate plans and reports required for submission prior to the application being deemed complete by the City;

- 5.4.2.3 That for the purpose of deeming an application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Approval complete, the following information is required, to the satisfaction of the City:
- a complete application form(s) for the prescribed approval(s);
 - the prescribed application fee, in accordance with the City’s Fees and Charges By-law in effect on the date the application(s) is submitted to the City;
 - all information, reports, studies and materials identified, if applicable in a Pre-Application Consultation Understanding and through the pre-application consultation

meeting(s) or as deemed required by City Staff, including the requirements of external review agencies, with content and in a form satisfactory to the City.

- d. where a pre-application consultation has been conducted, a confirmation of a pre-application consultation meeting with the City, in the form of a signed and valid Pre-Application Consultation Understanding, for the purposes of confirming the required application(s) and submission information, reports, studies and materials; and to confirm the other external review agencies for which the applicant was required to consult. The Pre-Application Consultation Understanding shall be valid for 180 days from the date of the pre-application consultation meeting. If the Pre-Application Consultation Understanding has expired, it is no longer considered valid. The applicant will be required to make a pre-application consultation extension request with the City in writing and pay the required fee(s) prior to the expiration of the Pre-Application Consultation Understanding should an extension be required
- e. The City may deem incomplete information and materials submitted if it is determined the quality of the submission does not meet the standards prescribed in the Terms of Reference, Standards and Guidelines, where available, prepared by the City. Further, the City requires a confirmation from commenting agencies that studies, reports and plans are acceptable and that all required fees have been paid;

- 5.4.2.4 That if the submissions do not contain the information, material and studies required and do not address the technical and policy issues identified through the requirements in 5.4.1.6, the City, upon review of the submission, may in its sole discretion, deem the submission as incomplete.
- 5.4.2.5 That when the application(s) is deemed complete, a Notice of Complete Application Letter will be issued by the City, and the processing of the application(s) will begin.
- 5.4.2.6 That through the application review process for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval that has been deemed complete, the City or other external review agency may require additional information, reports, studies and/or materials. However, the request for additional information, reports, studies and/or materials will not affect the date the application was deemed complete.
- 5.4.2.7 That where a study has been submitted in support of a **Development** application(s), and it is determined that a peer review is required, the peer review shall be coordinated by the City and undertaken by a peer reviewer retained by the City, but at the expense of the applicant. This would be required as a component of a complete application.
- 5.4.2.8 That the policies in Section 5.4 shall prevail over any conflicting policies in this Plan.

5.5 Monitoring and Review

This Plan is a high-level policy document intended to manage and direct Vaughan's physical growth and change to the year 2051 and beyond. It is important that the City monitors this Plan on a regular basis to ensure that the Vision and Guiding Principles and policies are being achieved.

5.5.1 Monitoring and Reviewing this Plan

It is the policy of Council:

- 5.5.1.1 To undertake a review of the policies of this Plan as per the requirements on the *Planning Act*. The review shall determine if the policies of the Plan are adequately achieving the goals, objectives and intent of this Plan.
- 5.5.1.2 That the City shall review and monitor this Plan, in accordance with specific policies set out in this Plan, and may amend, or modify, the objectives and policies to adapt to changing legislative, social, economic, environmental or technical **Developments**.
- 5.5.1.3 That the City may incorporate amendments to this Plan through Office Consolidations for the convenience of all stakeholders and the public. For accurate reference, the original Official Plan as approved by the **Province**, Ontario Land Tribunal decisions, and amendments to this Plan should be consulted.
- 5.5.1.4 That the City may also consider requests for amendments to this Plan from a person or public body, in accordance with the provisions of the *Planning Act* and the policies of this Plan.
- 5.5.1.5 That key performance indicators for the Official Plan Monitoring Report shall include:
 - a. the City's overall housing supply, broken down by housing typology mix and tenure type (i.e., rental or ownership);
 - b. progress toward **Affordable Housing** targets;
 - c. progress toward population and employment density targets in the Vaughan Metropolitan Centre and in **Protected Major Transit Station Areas**;
 - d. the total land supply in **Employment Areas** and any change from previous years;
 - e. the **Development** status of certain **Secondary Plan** areas, including but not limited to:
 - i. types of buildings and uses proposed, approved, and/or built within the **Secondary Plan** Area;
 - ii. achieved housing supply and typology mix within the **Secondary Plan** area; and
 - iii. provision and/or conveyance of parkland pursuant to the **Secondary Plan** process and Section 3.5 of this Plan;
 - f. progress made in implementing required land use studies as directed by the policies or schedules of this Plan, such as **Secondary Plans**;
 - g. transportation indicators, including:
 - i. linear kilometres of new cycling **Infrastructure**;
 - ii. modal shifts in transit; and
 - iii. any changes in transportation-related Greenhouse gas emissions per capita; and

- h. overall progress toward City-wide greenhouse gas reduction targets.

5.6 Glossary

Certain words throughout the Plan have been capitalized and bolded in blue. Words that have been bolded in blue have been defined in Table 5.2 below. For all other words found in this Plan, the standard meaning is implied.

It is the policy of Council:

- 5.6.1.1 That the definitions in Table 5.2 shall apply to this Plan.
- 5.6.1.2 That where a definition in Table 5.2 conflicts with the definitions in the City's Zoning By-law, the Zoning By-law's definition will prevail.

Table 5.2: Glossary for the City of Vaughan Official Plan

ACCESSIBILITY	A combination of aspects, physical or virtual, that influence a person's ability to function within an environment and to access it with ease.
ACCESSORY	Land uses, buildings, or structures that are located on the same parcel as the principal use but are subordinate, incidental and devoted exclusively to the principal use, and includes Accessory structures.
ACTIVE FRONTAGES	Building frontages or edges that allow a visual or physical engagement between the street users and the ground floors of buildings. Frequent openings and windows with few blank walls; narrow-frontage buildings that give vertical rhythm to the street edge; facade articulation; transparency that promotes eyes on the street; and uses spilling onto the street contribute to Active Frontages .
ACTIVE RECREATIONAL USES	Active Recreational Uses are sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, racquet sports, aquatics, basketball and multi-use courts, volleyball, ice skating, skateboarding, bocce, hockey and similar uses.
ACTIVE TRANSPORTATION	Human-powered travel, including but not limited to, walking, cycling, rolling (inline skating, scootering) and travel with the use of a mobility aid, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.
ADDITIONAL RESIDENTIAL UNIT	A self-contained residential unit with a private kitchen, bathroom and sleeping area located within a Single-Detached House , Semi-Detached House , or Townhouse that is Accessory to the principal residential unit, or in a building or structure ancillary to a Single-Detached House , Semi-Detached House or Townhouse located on the same lot as the principal residential unit.
ADJACENT LANDS	Those lands contiguous to: <ul style="list-style-type: none"> a) Existing or Planned Corridors and transportation facilities where Development would have a Negative Impact on the corridor or facility. The extent of the Adjacent Lands may be recommended in Provincial guidance or based on municipal approaches that achieve the same objectives; b) A specific natural heritage feature or area where it is likely that Development or Site Alteration would have a Negative Impact on the feature or area. The extent of the Adjacent

	<p>Lands may be recommended by the Province or based on municipal approaches which achieve the same objectives;</p> <p>c) Lands on the surface of known Petroleum Resources, mineral deposits, or deposits of Mineral Aggregate Resources where it is likely that Development would constrain future access to the resources. The extent of the Adjacent Lands may be recommended by the Province; and</p> <p>d) A Protected Heritage Property or as otherwise defined in this Plan.</p>
ADVERSE EFFECT	<p>As defined in the <i>Environmental Protection Act</i>, means one or more of:</p> <ol style="list-style-type: none"> impairment of the quality of the natural environment for any use that can be made of it; injury or damage to property or plant or animal life; harm or material discomfort to any person; an Adverse Effect on the health of any person; impairment of the safety of any person; rendering any property or plant or animal life unfit for human use; loss of enjoyment of normal use of property; and interference with the normal conduct of business.
AFFORDABLE HOUSING	<p>In the case of ownership housing, the least expensive of:</p> <ol style="list-style-type: none"> housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality. <p>In the case of rental housing, the least expensive of:</p> <ol style="list-style-type: none"> a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or a unit for which the rent is at or below the average market rent of a unit in the municipality. <p>For the purposes of this definition, “low- and moderate income household” means:</p> <ol style="list-style-type: none"> In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality or; In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.
AGRICULTURAL CONDITION	<ol style="list-style-type: none"> In regard to specialty crops areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the Microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and In regard to prime agricultural land outside of specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced.
AGRICULTURAL IMPACT ASSESSMENT	<p>The evaluation of potential impacts of non-agricultural uses on the Agricultural System. An assessment recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.</p>
AGRICULTURAL SYSTEM	<p>A system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:</p> <ol style="list-style-type: none"> An agricultural land base comprised of Prime Agricultural Areas, including specialty crop areas. It may also include rural lands that help to create a continuous productive land base for agriculture; and

	b) An Agri-Food Network which includes agricultural operations, Infrastructure , services and assets important to the viability of the agri-food sector.
AGRICULTURAL USES	The growing of crops, including nursery, biomass and horticultural crops; raising of livestock; raising of other animals for food, fur or fiber, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including but not limited to, livestock facilities, manure storage, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.
AGRICULTURE-RELATED USES	Those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity.
AGRI-FOOD NETWORK	Within the Agricultural System , a network that includes elements important to the viability of the agri-food sector such as regional Infrastructure and transportation networks; agricultural operations including on-farm buildings and primary processing; Infrastructure ; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.
AGRI-TOURISM USES	Farm-related tourism uses, including limited accommodation such as a Bed and Breakfast , that promote the enjoyment, education or activities related to the farm operation.
ALTERNATIVE ENERGY SYSTEMS	A system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the number of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.
AQUIFER VULNERABILITY	An aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.
ARCHAEOLOGICAL ASSESSMENT	A survey undertaken by a Provincially licensed archaeologist to identify an archaeological site and, to the extent required, the cultural heritage value or interest of the site and applicable mitigation measures. There are four levels of assessment that are specific to the circumstances, a Stage 1, Stage 2, Stage 3 or Stage 4 Archaeological Assessment , each of which is required as completed by a Provincially licensed archeologist in accordance with the current Provincial requirements, standards and guidelines applicable to Provincially licensed archaeologists.
ARCHAEOLOGICAL RESOURCES	Includes Artifacts , Archaeological Sites , and marine Archaeological Sites , as defined under the <i>Ontario Heritage Act</i> . The identification and evaluation of such resources are based upon Archaeological Assessments carried out by archaeologists licensed under the <i>Ontario Heritage Act</i> .
ARCHAEOLOGICAL SITES	Any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest.
AREAS OF ARCHAEOLOGICAL POTENTIAL	Areas with the likelihood to contain Archaeological Resources , as evaluated using the processes and criteria that are established under the <i>Ontario Heritage Act</i> .
AREA OF NATURAL AND SCIENTIFIC INTEREST	Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

ARTIFACT	Any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest.
BACK-TO-BACK TOWNHOUSE	A Townhouse which shares a rear wall as well as a sidewall(s), resulting in a building with two facades where individual entrances to the units are located with no rear yard. A Back-to-Back Townhouse may be combined with a Stacked Townhouse .
BALANCED DENSITY	An approach to urban design that ensures people, jobs, amenities, and services are located throughout an urban area in balanced proportions. It is achieved through a mix of open spaces as well as low-rise, mid-rise and High-Rise Buildings that expand opportunities for mixing of residential, commercial, community, and recreational uses, while providing a wide selection of housing and employment opportunities that help contribute to a Complete Community .
BED AND BREAKFAST	An owner-operated establishment, operated as an Accessory use to a single detached dwelling, where temporary sleeping accommodation and sanitary facilities are made available and where meals are provided to guests. A Bed and Breakfast shall not include a Hotel, Hotel (small scale) or short-term rental.
BROWNFIELD SITES	Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
BUILT BOUNDARY	All lands within the limits of the developed Built Boundary as identified on Schedule 1A.
BUILT FORM TRANSITION	The tapering of building heights and densities as a way of achieving compatibility of built forms from areas of one character to another (e.g., low-rise to high-rise built forms).
BUILT HERITAGE RESOURCES	A building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.
COMMUNITY AREA	Areas where most of the housing required to accommodate the forecast population will be located, as well as most population-related jobs and most office jobs. Community Areas include lands within the delineated Built Boundary and Designated Greenfield Areas .
COMMUNITY FACILITIES	Public facilities used for indoor and outdoor recreational, institutional, social or cultural activities, which may be further defined as Small-Scale Community Facilities .
COMMUNITY HOUSING	Affordable Housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of-market rents.
COMMUNITY HUB	Community Hubs serve as a central access point, which offer services in collaboration with different community agencies and service providers, reduce administrative duplication, improve services for residents and are responsive to the needs of their communities. Whether in a high-density urban neighbourhood or an isolated rural community, each hub is as unique as the community it serves and is defined by local needs, services and resources related to health, social, cultural, and recreational matters.

COMPACT BUILT FORM	A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, Retail , workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for Infrastructure . Compact Built Form can include Detached Houses and Semi-Detached Houses on small lots as well as Townhouses , Duplexes , Triplexes and walk-up apartments, multi- Storey commercial Developments , and apartments or offices above Retail . Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and Active Transportation , sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.
COMPATIBLE	Development that is not the same as, or even similar to existing Development within immediate surroundings of one another but that enhances the character of the surrounding community without causing any undue, adverse impacts on adjacent properties.
COMPLETE COMMUNITY/COMMUNITIES	Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, Public Service Facilities , local stores and services. Complete Communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.
COMPLETE STREETS	Streets which are designed to accommodate all vehicles and modes of travel, including passenger vehicles, goods movement, transit, Active Transportation and users of all ages and abilities. Complete streets should be safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel.
CONSERVE (Also: Conserved , Conserves , Conserving , Conservation)	The identification, protection, management and use of Built Heritage Resources , Cultural Heritage Landscapes and Archaeological Resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a Conservation plan, Archaeological Assessment , and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative Development approaches should be included in these plans and assessments.
CONSERVATION PLAN FOR HERITAGE RESOURCES	A detailed report prepared by a heritage specialist, outlining proposed work to a heritage resource to ensure its longevity, and may be required with or without a Cultural Heritage Impact Assessment .
CONTAMINANT MANAGEMENT PLAN	A report that demonstrates how Development proposals involving the manufacturing, handling and/or storage of bulk fuels or chemicals (activities prescribed under the <i>Clean Water Act, 2006</i>) and demonstrates safety measures that will be implemented in order to help prevent contamination of groundwater or surface water supplies. The Contaminant Management Plan shall include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment would be mitigated and managed.
COOLING CENTRES	A Cooling Center in Vaughan is an air-conditioned public space that provides temporary refuge from extreme heat weather conditions. In the event Environment Canada and the Medical Officer of Health issue an extreme heat alert, all community centres and libraries in Vaughan will act as cooling centres.
CORE FEATURE	Core Features include key natural heritage features, key hydrological features, key hydrological areas, Environmentally Significant Areas , and Areas of Natural and Scientific Interest throughout the City of Vaughan, including within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area.
COWORKING SPACE	A space where people from different teams, companies, or organizations come together to work in a single shared space.

CULTURAL HERITAGE CHARACTER AREA	A defined geographical area modified by human activity consisting of landscapes and/or groupings of buildings or structures of heritage value that may not merit designation under the <i>Ontario Heritage Act</i> but that merit special Conservation efforts. Such areas can include mill sites, hamlets, neighbourhoods and Natural Areas.
CULTURAL HERITAGE IMPACT ASSESSMENT	A document prepared by a qualified professional with appropriate expertise comprising text and graphic material, including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of Cultural Heritage Resources together with a description of the process and procedures in deriving potential effects and mitigation measures.
CULTURAL HERITAGE LANDSCAPE	A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, Archaeological Sites , or natural elements that are valued together for their interrelationship, meaning or association.
CULTURAL HERITAGE RESOURCES	Built Heritage Resources , Cultural Heritage Landscapes and Archaeological Resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some Cultural Heritage Resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.
CULTURAL HERITAGE SURVEY	A document prepared by a qualified professional with appropriate expertise that: <ul style="list-style-type: none"> a) identifies any Cultural Heritage Resources on or in close proximity to the subject lands and the significance of those resources; and b) makes recommendations for Conserving the Cultural Heritage Resources, including whether a Cultural Heritage Impact Assessment should be prepared.
DAY CARE	A building or part of a building that receives more than five children primarily for the purpose of providing temporary care, or guidance, or both temporary care and guidance, for a continuous period not exceeding twenty-four hours, pursuant to the <i>Day Nurseries Act</i> .
DESIGNATED GREENFIELD AREA	Lands outside of the Built Boundary that are designated for urban use but are not yet developed for such use.
DESIGNATED AND AVAILABLE	Lands designated for urban residential use. Where more detailed official plan policies (e.g., Secondary Plans) are required before Development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be Designated and Available for the purpose of this definition.
DESIGNATED HERITAGE PROPERTY/PROPERTIES	Real property designated under Parts IV, V or VI of the <i>Ontario Heritage Act</i> or real property that is subject to a heritage conservation easement under Parts II or IV of the <i>Act</i> .
DEVELOPMENT	The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the <i>Planning Act</i> , but does not include: <ul style="list-style-type: none"> a) Activities that create or maintain Infrastructure authorized under an Environmental Assessment process or identified in provincial standards; or b) Works subject to the <i>Drainage Act</i>; or c) For the purposes of policy 4.1.4.a of the Provincial Planning Statement, 2024, underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the <i>Mining Act</i>. Instead, those matters shall be subject to policy 4.1.5.a of the Provincial Planning Statement, 2024.
DRIVE-THROUGH	The land and structures Accessory to a principal use that is used to provide a service to patrons while remaining in their motor vehicle.
DUPLEX	A building that has two residential units, with one residential unit entirely or partially above the other. A Single-Detached House that has an Additional Residential Unit is not a Duplex .

	<p>A previously non-wooded, currently regenerating area in which:</p> <p>there is less than 2 square metres of basal area per hectare in Trees that are 10 centimetres or more in diameter from any combination of species listed in the following Table; and,</p> <p>there is less than 2 square metres of basal area per hectare in Trees that are 25 centimetres or more in diameter from any combination of species listed below plus White Ash (<i>Fraxinus americana</i>), Black Cherry (<i>Prunus serotina</i>), White Cedar (<i>Thuja occidentalis</i>), White Elm (<i>Ulmus americana</i>) or Red Elm (<i>Ulmus rubra</i>).</p>
EARLY SUCCESSIONAL	<p>Mid to Late Successional or Site Restricted Tree Species</p> <p>Abies balsamea – Balsam Fir</p> <p>Fraxinus nigra – Black Ash</p> <p>Acer pensylvanicum – Striped Maple</p> <p>Juglans cinerea – Butternut</p> <p>Larix laricina – Tamarack</p> <p>Juglans nigra – Black Walnut</p> <p>Ostrya virginiana – Hop-hornbeam</p> <p>Picea mariana – Black Spruce</p> <p>Picea glauca – White Spruce</p> <p>Pinus resinosa – Red Pine</p> <p>Acer rubrum – Red Maple</p> <p>Pinus strobus – White Pine</p> <p>Acer saccharinum – Silver Maple</p> <p>Quercus alba – White Oak</p> <p>Acer saccharum – Sugar Maple</p> <p>Quercus macrocarpa – Bur Oak</p> <p>Betula alleghaniensis – Yellow Birch</p> <p>Quercus rubra – Red Oak</p> <p>Carpinus caroliniana – Blue-beech</p> <p>Quercus velutina – Black Oak</p> <p>Carya cordiformis – Bitternut Hickory</p> <p>Sorbus americana – American Mountain-ash</p> <p>Carya ovata – Shagbark Hickory</p> <p>Tilia americana – Basswood</p> <p>Cephalanthus occidentalis – Buttonbush</p> <p>Tsuga canadensis – Hemlock</p> <p>Fagus grandifolia – Beech</p> <p>Ulmus thomasii – Rock Elm</p>
EARTH SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSIs)	<p>Areas of land and water containing natural landscapes or features that have been identified by the Province as having earth science values related to protection, scientific study or education. On the Oak Ridges Moraine, Provincially and Regionally significant Earth Science Areas of Natural and Scientific Interest are included. Elsewhere within this Plan, only Provincially significant Earth Science Areas of Natural and Scientific Interest are addressed.</p>
ECOLOGICAL FUNCTION	<p>The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical, and socio-economic interactions.</p>
ECOLOGICAL INTEGRITY	<p>The condition of ecosystems in which:</p> <ol style="list-style-type: none"> The structure, composition and function of the ecosystems are unimpaired by the stresses from human activity; Natural ecological processes are intact and self-sustaining; and The ecosystems evolve naturally.
EMERGENCY SHELTERS	<p>An Emergency Shelter provides evacuees access to food, clothing, lodging, pet sheltering, mobile device charging, washroom/bathing facilities and services to support recovery from the situation. To provide a place of refuge for evacuees during times of need, Vaughan’s community centres will act as emergency shelters.</p>
EMPLOYMENT AREA	<p>Areas designated in the Official Plan for clusters of business and economic activities, including manufacturing, warehousing, goods movement, associated Retail and office, and ancillary facilities. An Employment Area also includes areas of land described by subsection 1(1.1) of the <i>Planning Act</i>. Uses that are excluded from Employment Areas are institutional and commercial, including Retail and office not associated with the primary employment use listed above.</p>
EMPLOYMENT-SUPPORTIVE USES	<p>Land uses, including Retail commercial uses but not Major Retail, which serve the businesses and employees of an Employment Area but do not inhibit existing or preclude future employment uses in the Employment Area.</p>
ENDANGERED SPECIES	<p>A species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.</p>

ENVIRONMENTAL ASSESSMENT	An Environmental Assessment undertaken in accordance with the <i>Environmental Assessment Act</i> of Ontario, RSO 1990, as amended.
ENVIRONMENTAL IMPACT STUDY	A study to confirm the presence and/or significance of natural features, the extent of the feature(s) and/or to determine the potential direct and indirect impacts, of a proposed Development on the Natural Heritage Network and/or on a key natural heritage feature or Key Hydrologic Feature and their functions.
ENVIRONMENTALLY SIGNIFICANT AREA(S)	Areas that require special protection to preserve their environmentally significant qualities. Environmentally Significant Areas contain forests, meadows, Wetlands , and landforms that support a variety of plant and animal life.
EQUITY-DESERVING GROUP	A group of people who, because of systemic discrimination, face barriers that prevent them from having the same access to the resources and opportunities that are available to other members of society, and that are necessary for them to attain just outcomes. The emphasis on deserving recognizes that groups' barriers to equal access, opportunities and resources are due to marginalization created by attitudinal, historical and environmental barriers. This term is not limited to racialized groups and can be applicable to other marginalized groups.
EXCESS SOIL	Naturally occurring soil or soil mixed with rock, commonly known as earth, topsoil, loam, subsoil, clay, sand or gravel, or any combination thereof, that has been excavated as part of a project and removed from the project area, typically as a result of construction activities, and cannot or will not be reused at the site where the soil was excavated and shall be moved off site.
EXISTING USES (GREENBELT ONLY)	When applicable to the Greenbelt Plan, uses legally established prior to the date that the Greenbelt Plan came into force on December 16, 2004, or for the purposes of lands added to the Greenbelt Plan after December 16, 2004, uses legally established prior to the date the Greenbelt Plan came into force in respect of the land on which the uses are established.
FARM PROPERTY	Land that is actively in Agricultural Use , as described and defined by the Province's Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas.
FISH HABITAT	As defined in the <i>Fisheries Act</i> , Fish Habitat means water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes including spawning grounds and nursery, rearing, food supply, and migration areas.
FLOOR SPACE INDEX	The quotient obtained by dividing the total Gross Floor Area of all buildings on the lot, by the lot area.
FOURPLEX	A building that has four residential units, with at least one residential unit entirely or partially above another residential unit. A Single-Detached House , Semi-Detached House , or Townhouse that has one or more Additional Residential Units is not a Fourplex .
GARDEN SUITE	A one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.
GENTLE INTENSIFICATION	Residential Intensification within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single family (or low density), in a way that is Compatible with the existing neighbourhood.
GLOBALLY OR PROVINCIALLY RARE PLANTS, ANIMALS OR COMMUNITIES	Plant or animal species or communities that have been assigned a Provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of: S1 – Extremely rare; S2 – Very rare; S3 – Rare to uncommon; G1 – Extremely rare; G2 – Very rare; or G3 – rare or rare to uncommon.
GOOD HERITAGE CONSERVATION PRACTICE	Is the approach to Conserving a cultural heritage resource accepted by professionals engaged in the work and is set out in the following documents: a) United Nations Educational, Scientific and Cultural Organization (UNESCO) and International Council on Monuments and Sites (ICOMOS) Conventions and Charters – Venice, Appleton, Washington and Burra; b) Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada; c) The Ontario Ministry of Culture's eight guiding principles in the Conservation of built heritage properties; and

	d) The respective Heritage Conservation District Plan or guidelines in which the property is located, if the property is designated under Part V of the <i>Ontario Heritage Act</i> .
GREEN INFRASTRUCTURE	Natural and human-made elements that provide ecological and hydrologic functions and processes. Green Infrastructure can include components such as Natural Heritage Features and Areas and systems, parklands, stormwater management systems, street Trees , Urban Forests , natural channels, permeable surfaces, and Green Roofs .
GREEN ROOF	An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium.
GREENWAY	Trail corridors which are typically a minimum of 25 metres in width and provide linkages for pedestrians and cyclists between significant designations such as parks, open spaces, and Community Facilities .
GROSS DEVELOPABLE AREA	All lands available for Development for both private and public uses, including residential, and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds).
GROSS FLOOR AREA	The aggregate of the floor areas of all Storeys of a building measured from the outside of the exterior walls, but excluding any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade.
GROUNDWATER FEATURES	Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.
HABITAT OF ENDANGERED AND THREATENED SPECIES	The habitat, as approved by the Ontario Ministry of Environment, Conservation and Parks, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of Endangered Species or Threatened Species , and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. In addition, select species placed on the Species at Risk in Ontario List are identified in regulations under the <i>Endangered Species Act</i> , which may provide further definition of Habitat of Endangered and Threatened Species .
HAZARDOUS LANDS	Property or lands that could be unsafe for Development due to naturally occurring processes. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means that land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.
HAZARDOUS SITES	Property or lands that could be unsafe for Development and Site Alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography).
HEAT ISLAND EFFECT	Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other Infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited, become "islands" of higher temperatures relative to outlying areas.
HERITAGE ATTRIBUTES	As defined under the <i>Ontario Heritage Act</i> , in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.
HERITAGE CONSERVATION DISTRICT CONFORMITY REPORT	A report prepared by a heritage specialist prepared for a Development proposal on any subject property within a designated Heritage Conservation District. The purpose of the report is to ensure that proposed Development conforms to the Heritage Conservation District Plan and its policies.
HERITAGE INVENTORY	See Register of Cultural Properties of Heritage Significance (RCPHV).
HERITAGE PERMIT APPLICATION	An application for a permit under Parts IV or V of the <i>Ontario Heritage Act</i> to alter, add to, construct, demolish or remove a structure or feature on a property. The Heritage Permit Application shall be accompanied by the following information: <ul style="list-style-type: none"> a) municipal and legal address of the property;

	<ul style="list-style-type: none"> b) name and address of the property owner; c) property survey of the affected property; d) current photographs of the buildings and landscape features of the property that will be affected by the proposal; e) a description of the proposed work, including: <ul style="list-style-type: none"> o Site Plan; sketches or architectural drawings of the proposed work showing materials, dimensions and scope of the work to be undertaken; any research or documentation in support of the proposal, including; archival photographs of the property; pictures or plans of similarly styled heritage buildings in the community; and signed statement by the owner authorizing the application and permitting staff to inspect the property.
HIGHER ORDER TRANSIT	Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed-traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher Order Transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.
HIGHLY VULNERABLE AQUIFER (HVA)	Aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant Adverse Effect .
HIGH-OCCUPANCY VEHICLE LANES	Reserved rights-of-way for public transit vehicles and other vehicles such as emergency vehicles, taxis or multiple-person vehicles.
HIGH-RISE BUILDING	A building over twelve Storeys in height with a range of heights and densities appropriate for the surrounding context pursuant to Schedule 13 of this Plan, applicable Secondary Plans , and the Zoning By-law. May include buildings intended for both residential and non-residential uses.
HOME INDUSTRIES	<p>An industry that is carried out in the home or in a building that is Accessory to the home or, if the home is located on a farm, to the agricultural operation and:</p> <ul style="list-style-type: none"> a) If the home is not located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the home as a single dwelling, provides a service such as carpentry, metalworking, welding, electrical work or blacksmithing, primarily to the farming community, and does not include uses such as auto repair or paint shop or furniture stripping; or b) If the home is located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the farm as an agricultural operation and may include, but is not limited to, a sawmill, welding or woodworking shop, manufacturing or fabrication shop, equipment repair and seasonal storage of boats or trailers.
HOME OCCUPATION	A small-scale privately operated business which provides a service as an Accessory use within a residential dwelling unit, or an Accessory building to a residential dwelling unit, and is performed by one or more of the permanent residents of that dwelling unit and is Compatible with the character of the surrounding area. Permitted Home Occupation uses will be defined and Development standards established in the Zoning By-Law.
HOTEL	A building(s), or part thereof, used for the temporary sleeping accommodation of the public and may include Accessory uses and ancillary cooking facilities as established in the Zoning By-law.
HOUSING OPTIONS	As defined in the Provincial Planning Statement, 2024, a range of housing types, such as, but not limited to single-detached, semi-detached, rowhouses, Townhouses , Stacked Townhouses , multiplexes, Additional Residential Units , tiny homes, laneway housing, Garden Suites , rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, Affordable Housing , additional needs housing, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational or institutional or uses such as long-term care homes.
HUMAN SERVICES	Supports for people in every stage of their life that positively influence social determinants of health and strengthen communities. Human Services can help provide stabilization, such as those addressing healthcare, social and safety needs, as well as opportunities to enhance quality of life, including learning and recreation.
HYDROLOGIC FUNCTION	The functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks,

	and in the atmosphere, and water's interaction with the environment, including its relation to living things.
HYDROLOGICALLY SENSITIVE FEATURE	See Key hydrologic feature.
IN SITU	In Situ means remaining in place in the original location where something was found.
INCLUSIONARY ZONING	Regulatory tool that allows municipalities to require, through a by-law passed under section 35.2 of the <i>Planning Act</i> , Affordable Housing units to be provided in new residential Developments or Redevelopments located within Protected Major Transit Station Areas .
INFRASTRUCTURE	Physical structures (facilities and corridors) that form the foundation for Development . Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, Active Transportation systems, oil and gas pipelines and associated facilities.
INTENSIFICATION	The Development of a property, site or area at a higher density than currently exists through: <ul style="list-style-type: none"> a) Redevelopment, including the reuse of Brownfield Sites and underutilized shopping malls and plazas; b) the Development of vacant and/or underutilized lots within previously developed areas; c) infill Development; and d) the expansion or conversion of existing buildings.
INTERIM OPEN SPACE	A temporary public space created to enhance urban areas for a limited time, providing recreational and community benefits until park and recreation facilities are developed.
INTERMITTENT STREAM	Stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year.
KETTLE LAKES	A depression formed by glacial action and permanently filled with water.
KEY HYDROLOGIC FEATURE	Key Hydrologic Features are described in Section 3.6 of this Plan and include Wetlands, Lakes And Their Littoral Zones , permanent and Intermittent Streams, Kettle Lakes, Seepage Areas and Springs .
LAKES AND THEIR LITTORAL ZONES	Means any inland body of standing water, usually fresh water, larger than a pool or pond or a body of water filling a depression in the earth's surface. The littoral zone refers to the area of shallow water in a lake that extends from the shoreline lakeward to limit occupancy of rooted aquatic plants.
LIFE SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST	An area that has been: <ul style="list-style-type: none"> a) identified as having life science values related to protection, scientific study, or education; and b) further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.
LINKAGE	Connections between Natural Areas that provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage Network.
LIVE-WORK UNIT	A building, or part of a building, containing a business that is operated by at least one resident of an associated dwelling unit comprising a non-residential use component with a residential use component located on the same premise.
LOCAL CENTRES	A subset of Strategic Growth Areas as identified on Schedule 1B and include Woodbridge, Maple, Kleinburg, Thornhill, Vellore Village Centre, Carrville Centre and Kirby Centre.
LOCAL CORRIDORS	A subset of Strategic Growth Areas identified on Schedule 1B and include Major Mackenzie Drive West, Rutherford Road, Steeles Avenue West and Jane Street.
LOW IMPACT DEVELOPMENT	An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. Low Impact Development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, Green Roofs and exfiltration systems.
LOW-RISE BUILDING	A building up to a maximum of four Storeys in height. May include buildings intended for both residential and non-residential uses.

MAJOR DEVELOPMENT	<p>Development consisting of:</p> <ul style="list-style-type: none"> a) the creation of four or more lots; b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or c) the establishment of a Major Recreational Use.
MAJOR FACILITIES	Facilities which may require separation from Sensitive Land Uses , including but not limited to, airports, manufacturing uses, transportation Infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems and resource extraction activities.
MAJOR OFFICE	Office uses greater than 4,000 square metres per lot or with approximately 200 jobs or more.
MAJOR RECREATIONAL USE (GREENBELT PLAN AND OAK RIDGES MORaine CONSERVATION PLAN ONLY)	Where applicable to the Greenbelt Plan Area or Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, Major Recreational Uses are recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to, the following: golf courses; serviced playing fields; serviced campgrounds; and ski hills.
MAJOR RETAIL	Includes Retail big-box stores, including warehouse-style stores, and Shopping Centres . For the purposes of this definition, a Shopping Centre is not a collection of ancillary uses that primarily serve the business functions on employment lands.
MASS TIMBER DEVELOPMENT	Development constructed from wood that has been bonded together in layers to create strong and sustainable planks, posts, beams and other structural elements.
MICROCLIMATE	The climate of a very small or restricted area, especially when this differs from the climate of the surrounding area.
MICROMOBILITY	Transportation over short distances provided by eco-friendly, usually single-person vehicles, such as electric bicycles and scooters.
MID-RISE BUILDING	A building with a minimum height of five Storeys up to a maximum of twelve Storeys in height. May include buildings intended for both residential and non-residential uses.
MINERAL AGGREGATE OPERATION	<p>Means:</p> <ul style="list-style-type: none"> a) Lands under license or permit, other than for Wayside Pits and Quarries, issued in accordance with the <i>Aggregate Resource Act</i>; b) For lands not designated under the <i>Aggregate Resources Act</i>, established pits and quarries that are not in contravention of municipal zoning by-laws and including Adjacent Land under agreement with or owned by the operator, to permit continuation of the operation; and c) Associated facilities used in extraction, transport, beneficiation, processing or recycling of Mineral Aggregate Resources and derived products such as asphalt and concrete, or the production of secondary related products.
MINERAL AGGREGATE RESOURCES	Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the <i>Aggregate Resources Act</i> suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the <i>Mining Act</i> .
MINIMUM DISTANCE SEPARATION FORMULAE	Formulae and guidelines developed by the Province , as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.
MINISTERIAL ZONING ORDER	An order of the Minister of Municipal Affairs and Housing issued pursuant to Section 47 of the <i>Planning Act</i> .
MISSING MIDDLE	Residential buildings that contain a higher density than a single detached house but lower density than a Mid-Rise Building , ideally at different thresholds of affordability to deliver a full range and mix of Housing Options .
MOBILITY PLAN	A Mobility Plan is a combination of a Multi-Modal Mobility Plan along with the traditional transportation impact study analyses and is required to support all Development applications in York Region that have potential impacts on Regional and local transportation systems.

MULTI-MODAL	Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, Higher Order Transit , rail (such as freight), trucks, air, and marine.
NATURAL HAZARDS	Hazards due to flooding, erosion, dynamic beaches, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.
NATURAL HERITAGE FEATURES AND AREAS	In accordance with the Provincial Planning Statement, 2024, features and areas, including Significant Wetlands , Significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E, Fish Habitat, Significant Woodlands and Significant Valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), Habitat of Endangered and Threatened Species , Significant Wildlife Habitat , and Significant Areas of Natural and Scientific Interest , which are important for their environmental and social values as a legacy of the natural landscapes of an area.
NATURAL HERITAGE SYSTEM	A system made up of Natural Heritage Features and Areas , and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include Natural Heritage Features and Areas , federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support Hydrologic Functions , and working landscapes that enable ecological functions to continue. In accordance with the Provincial Planning Statement, 2024, the Province has a recommended approach for identifying Natural Heritage Systems , but municipal approaches that achieve or exceed the same objective may also be used.
NATURAL SELF-SUSTAINING VEGETATION	Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.
NEGATIVE IMPACT(S)	<p>Natural Heritage Features and Areas As defined in the Provincial Planning Statement, 2024, means:</p> <ul style="list-style-type: none"> a) In regard to policy 3.6.4 and 3.6.5, potential risks to human health and safety and degradation to the quality and quantity of water, sensitive Surface Water Features and sensitive ground water features, and their related Hydrologic Functions, due to single, multiple or successive Development. Negative Impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with Provincial standards; b) In regard to Fish Habitat, any harmful alteration, disruption or destruction of Fish Habitat, except where an exemption to the prohibition has been authorized under the <i>Fisheries Act</i>; c) In regard to other Natural Heritage Features and Areas and areas, degradation that threatens the health and integrity of the natural features or Ecological Functions for which an area is identified due to single, multiple or successive Development or Site Alteration activities. d) In regard to policy 4.2, degradation to the quality and quantity of water, sensitive Surface Water Features and sensitive ground water features, and their related Hydrologic Functions, due to single, multiple or successive Development or Site Alteration activities; and e) In regard to policy 3.3.3, any Development or Site Alteration that would compromise or conflict with the planned or existing function, capacity to accommodate future needs, and cost of implementation of the corridor.
NET DEVELOPABLE AREA	<p>All lands available for Development for both private and public uses, including residential and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds). The Net Developable Area excludes:</p> <ul style="list-style-type: none"> a) Environmental features and areas identified in policy 3.6.3, unless such areas have been utilized for associated servicing Infrastructure; b) The Regional Greenlands System and approved local municipal natural heritage systems where Development is prohibited; c) Key Natural Heritage Features and Areas and Key Hydrologic Features and any required buffers; d) Major Infrastructure rights-of way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and

	e) Existing Uses (e.g., cemeteries, estate subdivisions).
NET-ZERO	Refers to a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production.
NEW COMMUNITY AREAS	Lands added to the Urban Area for community purposes, including residential and population-related employment, beyond those designated for Urban uses prior to approval of this Plan.
NON-FARM RESIDENCE	A single residential unit, unrelated to a farm operation located in the Prime Agriculture or Rural land use designations.
NORMAL FARM PRACTICES	A practice, as defined in the <i>Farming and Food Production Protection Act</i> , that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances, or that makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal Farm Practices shall be consistent with the <i>Nutrient Management Act</i> , and regulations made under that Act.
ON-FARM DIVERSIFIED USES	Uses that are secondary to the principal Agricultural Use of the property and are limited in area. On-Farm Diversified Uses include, but are not limited to, Home Occupations , Home Industries , Agri-Tourism Uses , uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and energy storage systems.
PARTIAL SERVICES	Means: <ul style="list-style-type: none"> a) Municipal sewage services or Private Communal Sewage Services combined with individual on-site water services; or b) Municipal water services or Private Communal Water Services combined with individual on-site sewage services.
PASSIVE RECREATIONAL USES	Activities characterized by low-intensity outdoor pastimes, using unstructured social and recreation facilities such as seating areas, picnic areas, allotment/community gardens, outdoor classrooms and amphitheatres, off-leash dog areas and similar uses.
PETROLEUM RESOURCES	Oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas, other hydrocarbons or compressed air energy storage.
PLANNED CORRIDORS	Corridors or future corridors which are required to meet projected needs, and are identified through Provincial transportation plans, preferred alignment(s) determined through the <i>Environmental Assessment Act</i> process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has competed, the identification of a corridor.
PORTABLE ASPHALT PLANT	A facility: <ul style="list-style-type: none"> a) With equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and b) Which is not of permanent construction, but which is to be dismantled at the completion of the construction project.
PRIMARY CENTRES	A subset of Strategic Growth Areas as identified on Schedule 1B and include Weston 7, Vaughan Mills, Promenade Centre, Yonge Steeles, Steeles West, Vaughan Healthcare Precinct and Concord GO Centre.
PRIMARY CORRIDORS	A subset of Strategic Growth Areas as identified on Schedule 1B and include portions of Yonge Street, Centre Street, Bathurst Street and Highway 7.
PRIME AGRICULTURAL AREA	Areas where Prime Agricultural Lands predominate. This includes areas of Prime Agricultural Lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime Agricultural Areas may be identified by a planning authority based on Provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.

PRIME AGRICULTURAL LANDS	Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.
PRIVATE COMMUNAL SEWAGE SERVICES	Sewage works within the meaning of Section 1 of the <i>Ontario Water Resources Act</i> that serves six or more lots or private residences and is not owned by a municipality.
PRIVATE COMMUNAL WATER SERVICES	Non-municipal drinking-water system within the meaning of Section 2 of the <i>Safe Drinking Water Act, 2002</i> that serves six or more lots or private residences and is not owned by a municipality.
PRIVATELY OWNED PUBLIC SPACES (POPS)	Open space that is privately owned and maintained but is a publicly accessible space complementing public parks or offering other public programming purposes secured by an easement in favour of the City.
PROTECTED HERITAGE PROPERTY	Means property designated under Part IV or VI of the <i>Ontario Heritage Act</i> ; property included in an area designated as a heritage conservation district under Part V of the <i>Ontario Heritage Act</i> ; property subject to a heritage conservation easement or covenant under Part II or IV of the <i>Ontario Heritage Act</i> ; property identified by a Provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under Federal heritage legislation; and United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.
PROTECTED MAJOR TRANSIT STATION AREAS (PMTSAs)	Areas of land identified on Schedule 1B and Schedule 1.B.1 through 1.B.5 surrounding existing or planned Higher Order Transit stations or stops and include a minimum density target of people and jobs per hectare, as identified in Table 2.2 of this Plan.
PROVINCE	The Province of Ontario.
PUBLIC EMERGENCY SERVICE	Fire, police, or emergency medical services and dispatch centres.
PUBLIC AND PRIVATE INSTITUTIONAL BUILDINGS	Public and Private Institutional Buildings are occupied by public and private institutional uses, such as libraries, civic buildings, community centres, private or public Schools and places of worship.
PUBLIC REALM	Publicly owned places and spaces that belong to, and are accessible by, everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas.
PUBLIC SERVICE FACILITIES	Land, buildings and structures, including but not limited to, Schools , hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. Public Service Facilities do not include infrastructure .
PUBLIC UTILITIES	A public body or private corporation providing infrastructure to the public such as hydro, natural gas, communications/telecommunications, cable, sewer and water.
PURPOSE-BUILT RENTAL HOUSING	Buildings containing one or more rented residential units, including vacant units, that is used for rented residential purposes, but does not include condominium-registered, life-lease or other ownership forms which are rented out by individual owners.
RAPID INFILTRATION BASIN	A basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
RAPID INFILTRATION COLUMN	A column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
REAR-LOTING	Lot layout where the rear yard of the Development faces anything other than another rear lot or a laneway.
RECHARGE MANAGEMENT AREA	An area that includes Wellhead Protection Area-Q1 and Wellhead Protection Area-Q2 where the aquifers in the area are susceptible to impacts where activities take water without returning it to the same source and where these activities that reduce recharge may be a threat to water quantity.
REDEVELOPMENT	The creation of new units, uses or lots on previously developed land in existing communities, including Brownfield Sites .

REGISTER OF CULTURAL PROPERTIES OF HERITAGE SIGNIFICANCE (RCPHV)	The register of Cultural Heritage Resources as established under Section 27 of the <i>Ontario Heritage Act</i> . Also known as the Heritage Inventory .
RENEWABLE ENERGY SOURCE	An energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.
RENEWABLE ENERGY SYSTEMS	A system that generates electricity, heat and/or cooling from a Renewable Energy Source .
RESIDENCE SURPLUS TO A FARMING OPERATION	<p>When applicable to lands within the Oak Ridges Moraine Conservation Plan Area:</p> <ul style="list-style-type: none"> a) if there are two or more farm residences, all built before 1978, on a lot that is being used in a farming operation, one of those residences that is surplus to the farming operation; or b) if the owner and operator of a farming operation acquires an additional lot and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation. <p>When applicable outside the Oak Ridges Moraine Conservation Plan Area: an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).</p>
RETAIL	A building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public.
RISK ASSESSMENT	An evaluation and study completed by a qualified person that examines the pathways and quantitatively and/or qualitatively evaluates the level of risk associated with a land use, land use activity or Infrastructure , and/or threats to intended users.
RISK MANAGEMENT PLAN	A document completed by a qualified person that describes the results of the Risk Assessment , proposes a plan for the mitigation and management of the identified risks, and outlines an emergency response plan to be executed in the event that a risk occurs.
RURAL AREA	A system of lands within the municipality that may include rural settlement areas, Rural Lands , prime agricultural areas, Natural Heritage Features and Areas and areas, and resource areas.
RURAL LANDS	Lands which are located outside settlement areas and which are outside prime agricultural areas.
SAND BARRENS	<p>Land (not including land that is being used for agricultural purposes and no longer exhibits Sand Barrens characteristics) that:</p> <ul style="list-style-type: none"> a) Has sparse or patchy vegetation that is dominated by plants that are: <ul style="list-style-type: none"> i. adapted to severe drought and low nutrient levels; and ii. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire; b) has less than 25 percent Tree cover; c) has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
SAVANNAH	<p>Means land (not including land that is being used for agricultural purposes and no longer exhibits Savannah characteristics) that:</p> <ul style="list-style-type: none"> a) has vegetation with a significant component of non-woody plants, including Tallgrass Prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has from 25 percent to 60 percent Tree cover; c) has mineral soils; and d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
SCHOOL	Means an educational facility which includes both an elementary or secondary School , which every person who attains the age of six years is required to attend, as enacted by the <i>Ontario Education Act</i> .

SECONDARY PLANS	Land use plan for a particular area of the city that is prepared as an amendment to this Official Plan.
SEEPAGE AREAS AND SPRINGS	Sites of emergence of groundwater where the water table is present at the ground surface.
SEMI-DETACHED HOUSE	A Low-Rise Residential building, up to three Storeys in height, situated on a single lot and attached to no more than one other residential building situated on a separate parcel.
SENSITIVE USES/SENSITIVE LAND USES	Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more Adverse Effects from contaminant discharges generated by a nearby Major Facility. Sensitive Land Uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, Day Cares , and educational and health facilities.
SHOPPING CENTRE	Premises consisting of a building or group of buildings that are managed as a unit by a single owner or tenant, or by a group of owners or tenants, and contain at least three commercial units.
SIGNIFICANT	<p>Means:</p> <ul style="list-style-type: none"> a) In regard to Wetlands, coastal Wetlands and Areas of Natural and Scientific Interest, an area identified as Provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time; b) In regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of Trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province; c) In regard to other features and areas in policy 4.1 of the Provincial Planning Statement, 2024, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system; and d) In regard to mineral potential, an area identified as Provincially Significant through Provincial guidance, such as the Provincially Significant Mineral Potential Index. e) In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest, Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i>. <p>Criteria for determining significance for the resources identified in section c) – d) are provided in Provincial guidance, but municipal approaches that achieve or exceed the same objective may also be used.</p> <p>While some Significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.</p>
SIGNIFICANT DEVELOPMENT	A Development with 100 or more residential dwelling units or a total Gross Floor Area of all uses of 12,500 square metres or greater.
SIGNIFICANT DRINKING WATER THREAT	A condition or activity that has a high potential to have a Negative Impact on the quantity and/or quality of groundwater that supplies a municipal well.
SIGNIFICANT GROUNDWATER RECHARGE AREA	<p>A significant groundwater recharge area identified:</p> <ul style="list-style-type: none"> a) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Planning Statement; b) as a significant groundwater recharge area in the assessment report required under the <i>Clean Water Act</i>, or c) as an ecologically significant groundwater recharge area delineated in a Subwatershed Plan or equivalent in accordance with Provincial guidelines. <p>Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and Wetlands.</p>
SIGNIFICANT SURFACE WATER	Areas, generally associated with headwater catchments, that contribute to baseflow volumes which are significant to the overall surface water flow volumes within a Watershed .

CONTRIBUTION AREAS	
SINGLE-DETACHED HOUSE	A Low-Rise Residential building, up to three Storeys in height, situated on a single lot and not attached to any other residential building.
SITE ALTERATION	Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. For the purposes of policy 4.1.4.a of the Provincial Planning Statement, 2024, Site Alteration does not include underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as in the <i>Mining Act</i> . Instead those matters shall be subject to policy 4.1.5.a of the Provincial Planning Statement, 2024.
SMALL-SCALE COMMUNITY FACILITIES	Community or Neighbourhood library as defined in the Vaughan Community Spaces Plan, or a community centre.
SMALL-SCALE CONVENIENCE RETAIL	Retail uses intended to serve the residents of the immediate area with basic provisions such as a corner store. For clarity, a restaurant is not considered as a Small-Scale Convenience Retail use.
SOURCE WATER IMPACT ASSESSMENT AND MITIGATION PLAN	A report completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with the land uses or land use activities that may pose a threat to the quantity or quality of a municipal drinking water supply. It proposes a plan for the mitigation and management of the identified risks and outlines an emergency response to be executed in the event that a risk is realized.
SPECIAL CONCERN SPECIES	A species that is classified as a Special Concern Species in Ontario Regulation 230/08 (Species at Risk in Ontario List) made under the <i>Endangered Species Act</i> , or successor or replacement Act.
SPECIAL POLICY AREA	An area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of Existing Uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to Provincial policies concerning Development . The criteria for designations and procedures for approval are established by the Province . A Special Policy Area is not intended to allow for new or intensified Development and Site Alteration , if a community has feasible opportunities for Development outside the flood plain.
STACKED TOWNHOUSE	An attached building up to four Storeys in height comprising two to four separate residential units stacked on top of each other. Stacked Townhouse units are typically massed to resemble a traditional street Townhouse and each unit is provided direct access to ground level. A Stacked Townhouse may be combined with a Back-to-Back Townhouse .
STOREY	A level of a building located between the surface of a floor and the ceiling or roof immediately above it, but shall not include a basement, attic, mezzanine, or mechanical penthouse. Any portion of a building partially below grade shall be deemed a Storey where its ceiling is at least 1.8 metres above the established grade.
STRATA PARK	A park with horizontal delineation of legal ownership between public and private uses as described in the <i>Condominium Act, 1998, SO 1998, c 19</i> , for example, a public park located on top of privately owned parking structure.
STRATEGIC GROWTH AREAS	Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating Intensification and higher-density mixed uses in a more Compact Built Form . Strategic Growth Areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or Development will be focused, that may include infill, Redevelopment (e.g., underutilized shopping malls and plazas), Brownfield Sites , the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or Higher Order Transit corridors may also be identified as Strategic Growth Areas .
SUBWATERSHED PLAN	A plan that reflects and refines the goals, objectives, targets and assessments of Watershed Planning for smaller drainage areas, is tailored to subwatershed needs and addresses local issues. A Subwatershed Plan should: consider existing Development and evaluate impacts of any potential or proposed land uses and Development ; identify hydrologic features, areas, Linkages and functions; identify natural features, areas and related Hydrologic Functions ; and provide for protecting,

	<p>improving or restoring the quality and quantity of water within a subwatershed.</p> <p>A Subwatershed Plan is based on pre-Development monitoring and evaluation; is integrated with natural heritage protection; and identifies specific criteria, objectives, actions, thresholds, targets and best management practices for Development, for water and wastewater servicing, for stormwater management, for managing and minimizing impacts related to severe weather events, and to support ecological needs.</p>
SUPPORTIVE HOUSING	Affordable Housing linked to support services for populations in need of assistance. Such support services may be offered on site or through outreach programs and may include accessible mental health, substance addiction, employment, and other support services.
SURFACE WATER FEATURES	Water-related features on the earth's surface, including headwaters, rivers, permanent and Intermittent Streams , inland lakes, seepage areas, recharge/discharge areas, springs, Wetlands , and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.
SUSTAINABILITY	Decisions and actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations.
TABLE LANDS	Lands in the City of Vaughan which are not contained within the defined valleys of watercourses, including rivers and streams.
TALLGRASS PRAIRIES	<p>Means land (not including land that is being used for agricultural purposes or no longer exhibits Tallgrass Prairie characteristics) that:</p> <ul style="list-style-type: none"> a) has vegetation dominated by non-woody plants, including Tallgrass Prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25 percent Tree cover; c) has mineral soils; and d) has been further identified, by the Minister of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
THREATENED SPECIES	A species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.
TIME OF TRAVEL	The estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A Wellhead Protection Area is typically divided into several Time of Travel zones.
TOWNHOUSE	A Low-Rise Residential building, up to three Storeys in height, situated on a single parcel and part of a row of at least three, but no more than six, attached residential units.
TRADITIONAL TERRITORY/TERRITORIES	The geographic area traditionally occupied or used regularly by a First Nation and/or their ancestors.
TRANSIT OPERATION AND MAINTENANCE FACILITIES	Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. These facilities may also include offices and other accommodations for on-site workers and transit vehicle operators.
TRANSIT-SUPPORTIVE	In regard to land use patterns, means Development that makes transit viable, optimizes investments in transit Infrastructure and improves the quality of the experience of using transit. It often refers to compact, mixed-use Development that has a high level of employment and residential densities, including air rights Development , in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.
TRANSPORTATION DEMAND MANAGEMENT	A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.
TREE	Any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of Trees shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground.
TRIPLEX	A building that has three residential units, with at least one residential unit entirely or partially above another residential unit. A Single-Detached House or Semi-Detached House that has one or more Additional Residential Units is not a Triplex .

UNIVERSAL DESIGN	The design of buildings and public places, and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
UNSERVICED PARK	Only applicable to the Oak Ridges Moraine Conservation Plan Area: A park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, Accessory commercial facilities, paved parking lots or permanent water or sewer facilities.
URBAN AGRICULTURE	Food production in urban and settlement areas for personal consumption, commercial sale, education or therapy. It includes, but is not limited to, gardening and livestock raised in backyards, container gardening on balconies or rooftops, community gardening, vertical farming, and urban composting.
URBAN AREA	Lands identified on Schedule 1A Urban Area as having an urban designation, including Employment Areas , Community Areas , and Strategic Growth Areas .
URBAN FOREST	A treed area that occurs within the Urban Area , both in and out of the Natural Heritage Network, which does not meet the criteria for Woodland and where Trees are less than 20 metres apart.
VALLEY AND STREAM CORRIDOR	Valley and Stream Corridors are the natural resources associated with river systems characterized by their landforms, features and functions. Valley and Stream Corridors are distinguished from other physiographic features by their connection to the river system as a whole. The physical landform of a valley corridor can visually be identified from its surrounding landscape (i.e. it is well-defined). The physical landform of a stream corridor cannot be visually identified from its surrounding landscape (i.e. it is ill-defined). Therefore, valley corridors are distinguished from stream corridors by the presence of a distinct landform. Valley corridors may or may not have a defined Watercourse channel. Stream corridors will typically have a defined Watercourse channel, except at the upper limit of the corridor - source area - where the Watercourse (headwater stream) is characterized by surface flow and/or high water tables originating from springs and seepage areas. Where a Significant Area, as defined in the Valley and Stream Corridor Management Program, is within and/or immediately adjacent to a valley or stream corridor, the corridor boundary is extended to include the Significant Area and a minimum ten metres inland. Valley and Stream Corridors are Significant valley lands and will be further clarified through ongoing studies such as the Natural Heritage Network Study and studies in support of Development applications.
VALLEYLANDS	A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.
VEGETATION PROTECTION ZONE	A vegetated buffer area surrounding a key Natural Heritage Feature and Area or Key Hydrologic Feature .
VISION ZERO	A strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The strategy includes a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways.
VULNERABLE	A condition of surface and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater.
WATER RESOURCE SYSTEM	A system consisting of Groundwater Features and areas, Surface Water Features (including shoreline areas), Natural Heritage Features and Areas and Hydrologic Functions , which are necessary for the ecological and hydrological integrity of the Watershed .
WATERBODY	Lakes, Woodland ponds, etc. which provide Ecological Functions . For the purposes of determining significant Woodlands, Waterbody generally does not include small Surface Water Features such as farm ponds or stormwater management ponds, which would have limited Ecological Function .
WATERSHED	An area that is drained by a river and its tributaries.
WATERSHED PLANNING	Planning that provides a framework for establishing comprehensive and integrated goals, objectives and direction for the protection, enhancement or restoration of water resources, including the quality and quantity of water, within a Watershed and for the assessment of cumulative, cross-jurisdictional and cross- Watershed impacts. Watershed Planning evaluates and considers the impacts of a changing climate on Water Resource Systems and is undertaken at many scales. It may inform the identification of Water Resource Systems .
WAYSIDE PITS AND QUARRIES	A temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

WELLHEAD PROTECTION AREA	The surface and sub-surface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field.
WETLAND	Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of Wetlands are swamps, marshes, bogs and fens. Periodically soaked or Wetlands being used for agricultural purposes which no longer exhibit Wetland characteristics are not considered to be Wetlands for the purposes of this definition. Wetlands on the Oak Ridges Moraine and Greenbelt include any Wetlands further identified by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
WILDLIFE HABITAT	Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific Wildlife Habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.
WOODLAND	Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of Wildlife Habitat , outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels. Woodlands may be delineated according to the <i>Forestry Act</i> definition or the Province's Ecological Land Classification system definition for "forest".