



inclusive • connected • future-friendly

Secondary Plan

October 2025

Council-adopted by By-law 241-2025



Weston 7: inclusive • connected • future-friendly

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PART A: The Preamble

1.0 INTRODUCTION

The WESTON 7 Secondary Plan (this Plan) is designed to provide a planning framework that will guide the future development of the Weston Road and Highway 7 Area (WESTON 7) which is a strategic location and a Primary Centre in the City's Urban Structure. WESTON 7 is also subject to two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area.

This Plan, through a focus on mixed-use development, supports the continued evolution of the area as a Primary Centre which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. It is expected that this Plan will transform the existing retail commercial node into a new mixed-use district that establishes WESTON 7 as a complete community in a compact built-form.

WESTON 7 will be developed based on a fine-grained street network that incorporates sidewalks and bicycle facilities, and an urban built-form that creates active and attractive streets for all seasons. This Plan will ensure high quality development that is compatible with surrounding land uses.

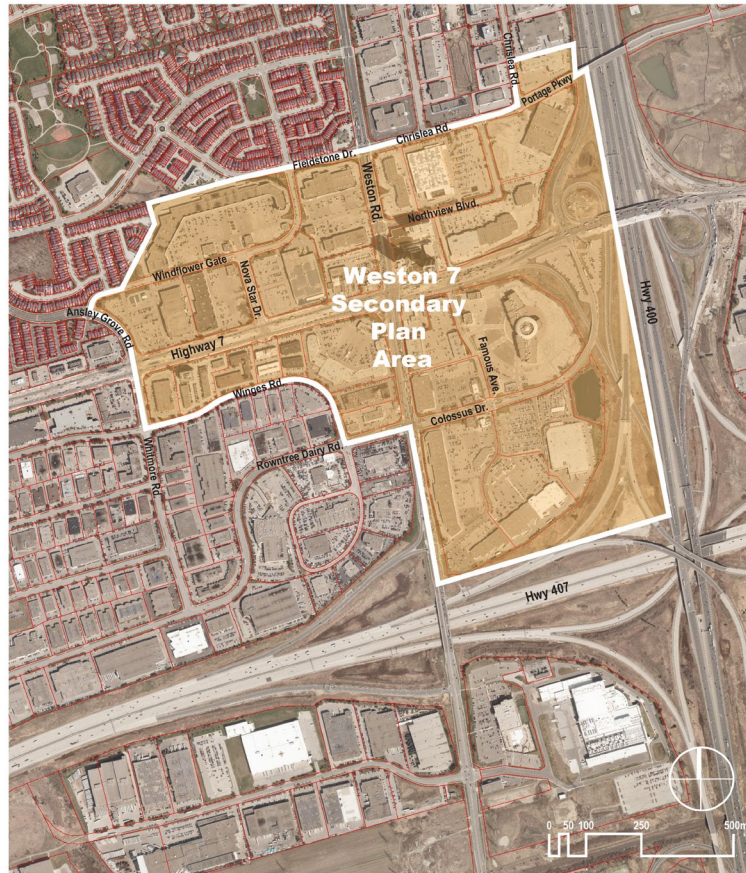
2.0 LOCATION

WESTON 7 is located in the City of Vaughan, as identified on **Map 1**. Generally, WESTON 7 is:

- > Bounded on its eastern boundary by Highway 400, which separates WESTON 7 from the Vaughan Metropolitan Centre (VMC);
- > The southern boundary is defined primarily by Winges Road and Highway 407. Abutting WESTON 7 to the south are existing commercial and industrial uses;
- > To the north, WESTON 7 is bounded by Fieldstone Drive, Chrislea Road and Portage Parkway. Abutting WESTON 7 to the northwest are established neighbourhoods, and to the northeast are commercial and employment uses;
- > Ansley Grove Road and Whitmore Road form the western boundary of WESTON 7 and are adjacent to low density employment uses;
- > Highway 7 divides WESTON 7 in an east-west direction. The road right-of-way accommodates higher order transit (the VivaNext Bus Rapid Transit Route), dedicated cycle lanes, an enhanced pedestrian environment and 6 lanes of vehicular traffic;
- > WESTON 7 incorporates a total of approximately 123 hectares of land, of which approximately 84.54 hectares in Gross Land Area (Total Land Area less Centro Square, less the Highway 7 and Weston Road rights-of-way and less lands associated with Highway 400 and Highway 407); and

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Map 1 - WESTON 7 Secondary Plan - Location Map

- > The Gross Land Area for each quadrant is identified in the following Table.

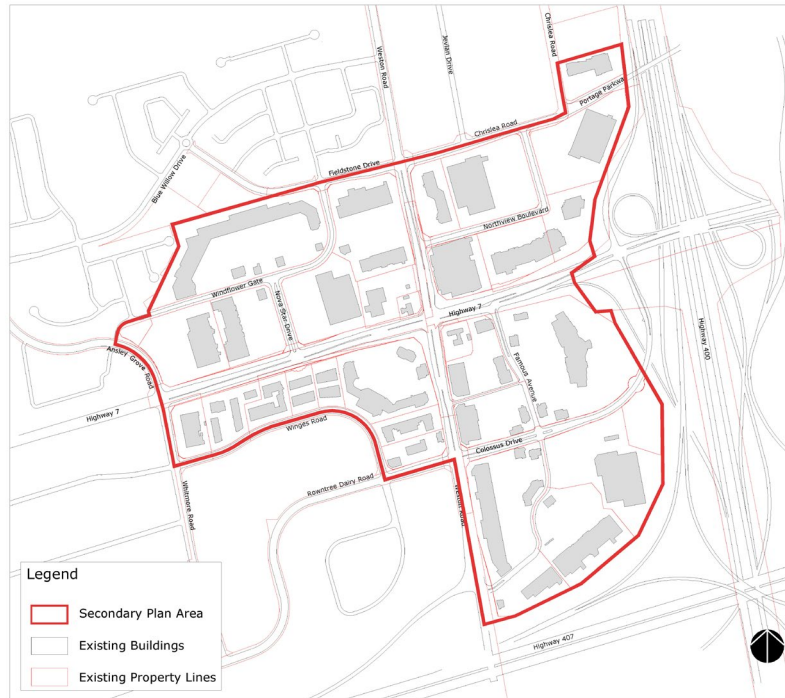
Gross Land Area by Quadrant (all numbers are approximate)

	Gross Land Area*
North-West Quadrant	25.76 hectares
North-East Quadrant	15.52 hectares
South-West Quadrant	11.59 hectares
South-East Quadrant	31.67 hectares
	84.54 hectares

*Gross Land Area is Total Land Area, less lands associated with Highway 400 and Highway 407, less Centro Square and less the Highway 7 and Weston Road rights-of-way.

- > WESTON 7 is comprised of 31 properties that are largely characterized by large footprint commercial buildings and associated large surface parking lots. As it exists today, as identified on **Map 2**, the core function of WESTON 7 is a commercial and entertainment destination for the City of Vaughan and the broader region. WESTON 7 also includes a range of smaller scale service commercial uses and restaurants and a number of light industrial uses; and

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Map 2 - WESTON 7 Secondary Plan - Existing Building Footprints

- > Highway 7 bisects WESTON 7 on an east-west axis and Weston Road forms the north-south axis. Together these roads functionally divide WESTON 7 into four distinct quadrants as identified on **Map 3**.



Map 3 - Weston 7 Secondary Plan - Quadrants

3.0 POLICY CONTEXT

WESTON 7 is subject to an array of applicable planning policies that have an effect on the long-term planning and development. The most relevant to WESTON 7 include:

- > The Provincial Planning Statement (2024); and
- > The City of Vaughan Official Plan.

All of these Planning documents work together to establish an extremely robust, highly integrated and complex planning policy framework. They are generally mutually supportive of one another and establish a number of key policy themes that are considered to be relevant to WESTON 7, including:

- > Requiring comprehensive, integrated and long-term planning;
- > Accommodating projected growth;
- > Delivering a range and mix of housing options, including affordable housing;
- > Promoting efficient and transit-supportive development that achieves a complete community in a compact built-form;
- > Supporting compatibility and the achievement of an appropriate transition between and among different built-forms both within WESTON 7, and on lands adjacent to it; and
- > Promoting the orderly progression of growth and the requiring that decisions about land use planning are linked to the provision of infrastructure (water, wastewater, stormwater and transportation systems), public service facilities and the integrated Pedestrian Realm and Active Transportation Networks.

In a very general sense, WESTON 7 is identified as an important location within the City of Vaughan where intensification and substantial new growth is to be focused. It is within the Urban Area of the City of Vaughan and it is identified as a Primary Centre. WESTON 7 is well served by an evolving high order transit system, and it includes two Protected Major Transit Station Areas.

The Provincial Planning Statement (PPS 2024)

The PPS 2024 identifies a broad range of policies that speak to where and how to grow. None of the policies are specific to WESTON 7, but there are key elements of the policy framework that direct new growth and development to Strategic Growth Areas, like WESTON 7 as a way for the Region and the City to:

- > Support the achievement of complete communities in a compact built-form by accommodating an appropriate range and mix of land uses, housing options, transportation options with multi-modal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
- > Promote the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning; and
- > Ensure that necessary infrastructure and public service facilities are, or will be available to meet current and projected needs.

More specific policies are provided that inform this Plan:

- > Section 2.4 Strategic Growth Areas is instructive. WESTON 7 is defined as a Strategic Growth Area, and includes two Major Transit Station Areas. Section 2.4.1.2, that states: *"To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*
 - b) *as focal areas for education, commercial, recreational, and cultural uses;"...*
- > Section 2.8.1.4 that states: *"Major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available"*
- > Section 3.1.1 that states: *..."Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs."*

The City of Vaughan Official Plan (2010 - Office Consolidation 2020)

Within the VOP 2010 there are a host of broad policies that are applicable to the City generally. They build upon the policy concepts identified by the Province and include compact built-form, complete communities, transit-supportive development and the provision of a mix of housing, including affordable housing options.

More specifically, *Goal 8 - Directing Growth to Appropriate Locations* talks about directing growth to locations that can support it, with an emphasis on intensification in areas with the infrastructure capacity and existing or planned transit service to accommodate growth.

The VOP 2010 identifies a number of key planning objectives, including:

- > Directing, to 2031, a minimum of 29,300 residential units through intensification within the built boundary;
- > identifying Intensification Areas, as the primary locations for accommodating intensification and a mix of uses;
- > Identifying a hierarchy of mixed-use centres to be developed in a compact form and at densities that support transit;
- > Promoting public transit by encouraging transit-supportive densities and an appropriate mix of uses along transit routes;
- > Ensuring that development is phased in a manner that allows for the creation of complete communities; and

- > Requiring that land use/development approvals will proceed in concert with the provision of infrastructure as determined by the Region and the City.

WESTON 7 is identified on **Schedule 1** of the VOP 2010 as a Primary Centre which is expected to be a key location for development through intensification in the form of predominantly mixed-use, high and mid-rise buildings developed at an intensity supportive of transit. Primary Centres will be planned to:

- > Provide a diversity of housing opportunities - diversity of tenure, affordability, size and form - including affordable housing options;
- > Include a range of uses that will serve the residents of the Primary Centre, the surrounding Community Areas and the City as a whole, including retail uses, institutional uses, office uses, community facilities and human services;
- > Develop at densities supportive of transit; and
- > Be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas and/or separation from adjacent Employment Areas.

WESTON 7 is also identified as an Intensification Area. Intensification Areas will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities. Major office uses and retail uses will be directed to Intensification Areas.

Schedule 13 - Land Use of the VOP 2010 identifies that the WESTON 7 Secondary Plan Area includes a number of land use designations including Mid-Rise Mixed-Use, High-Rise Mixed-Use and Community Commercial Mixed-Use.

Further, Section 2.2.5.15 through 2.2.5.24 of the VOP identifies the policy framework affecting Protected Major Transit Station Areas. These policies affect two Protected Major Transit Station Areas within WESTON 7, including the Ansley Grove BRT Station Area (PMTSA 52) and the Weston BRT Station Area (PMTSA 68). The Protected Major Transit Station Area Boundaries are identified on **Schedule 1C** of the VOP 2010.

The New City of Vaughan Official Plan (VOP 2025)

The VOP 2025 builds on the VOP 2010 and is developed to be consistent with recent Provincial policy and legislative changes. The VOP 2025 will guide the City's growth to the 2051 planning horizon and address the needs of current and future residents, works, businesses and visitors to Vaughan. The WESTON 7 Secondary Plan is incorporated into the VOP 2025, and forms Section 6.3 of Volume 2.

The VOP 2025 continues to build on the policy concepts identified in the Provincial Planning Statement and previously established in the VOP 2010 including compact built-form, complete communities, transit supportive development and the provision of a mix of housing, including affordable housing. The VOP 2025 includes the below key changes:

- > The VOP 2025 directs a minimum intensification target of 57%, representing 51,300 new residential units to be developed up to 2051, within the Built-up Area. The VOP 2025 directs the rest of the growth to Designated Greenfield Areas, including New Community Areas and New Employment Areas. WESTON 7 is within the Built-Up Area of the City;

- > “Intensification Areas” as identified in the VOP 2010 are now identified as “Strategic Growth Areas” in the VOP 2025. Further, “Primary Centres” continue to be identified as “Primary Centres” in the VOP 2025;
- > WESTON 7 is a Primary Centre. Primary Centres continue to be planned to be developed with a mix of housing and tenures, include a mix of uses that serve the community, the surrounding areas and the city as a whole. They continue to be planned at densities supportive of transit and be designed to implement appropriate transition to the surrounding Community Areas and/or compatible with the adjacent Employment Areas;
- > The Job to Population target remains at 1 Job to 1.63 people to the year 2051 (354,300 jobs and 575,900 people);
- > Development within WESTON 7 continues to be required to progress in an orderly fashion, aligned with the timely provision of infrastructure, public services facilities and parks;
- > Weston 7 continues to be located within two Primary Transit Station Area’s - the Weston BRT PMTSA (PMTSA 68) and the Ansley Grove PMTSA (PMTSA 52) under Sections 2.2.2 of the VOP 2025;
- > Land uses designations as identified in Schedule 13 of the VOP 2010 are repealed. Schedule 13 of the VOP 2025 makes reference to the land use designations as identified in the WESTON 7 Secondary Plan; and
- > The VOP 2025 includes transition policies to guide the transition from the policy framework of the VOP 2010 to the new VOP 2025.

4.0 PURPOSE

Comprehensive, Integrated and Long-Term Planning

This Plan builds upon the policy framework established at the Provincial, and local levels. The purpose of this Plan is to establish a comprehensive land use planning, urban design and infrastructure (water, wastewater, stormwater and transportation systems) policy framework to guide new development in WESTON 7 to the year 2051. It is recognized that development within WESTON 7 will happen incrementally over the long-term - including beyond the planning horizon of this Plan. New development will take many forms and will respond to the adjacent existing and planned built-form context, market forces, financial feasibility and political directions over many years. This Plan provides a clear policy framework that is about making strategic choices and shaping the future evolution of WESTON 7. This Plan:

- > Sets out the vision for where and how WESTON 7 is expected to grow to the year 2051. Principles and policies move the City towards achieving its vision for the future of this Primary Centre; and
- > Is about getting the fundamentals right. Building a successful mixed-use urban community means making sustainable choices about how growth will be accommodated.

3 Key Elements

There are 3 key elements to this Plan including:

- > *Mix of Uses* - This Plan is expected to articulate the array of land uses that are permitted within the various land use designations, and to establish the requirements to ensure that the evolution of WESTON 7 is truly mixed-use. Each of the four Quadrants that comprise WESTON 7 should include:
 - Elements of the Pedestrian Realm Network to act as focal points and to provide open space elements to serve the local population and businesses;
 - A mixture of unit types, sizes and tenures, including opportunities for affordable housing;
 - A range of non-residential land uses, including all forms of retail and service commercial uses, restaurants, entertainment uses, offices and public service facilities to serve the community;
- > *Built-Form* - This Plan is expected to accommodate Low-Rise, Mid-Rise and High-Rise Buildings, with an intensity of development that is supportive of public transit, Active Transportation and Complete Streets. Further, the harmonious accommodation of new development within the existing and planned context is a key consideration and the management of the pattern of development through regulation of the built-form in terms of minimum and maximum building heights and the identification of maximum permitted densities is crucial.

The regulatory regime that affects built-form needs to be clear and explicit to ensure the appropriate evolution of WESTON 7, and the accommodation of Low-Rise, Mid-Rise and High-Rise Buildings over time; and

- > *Orderly Development* - This Plan is expected to promote the orderly development over time based on the need for the availability of parks, schools and other public service facilities, infrastructure (water, wastewater and stormwater and transportation systems) and the integrated Pedestrian Realm and Active Transportation Networks.

It is a fundamental requirement of the WESTON 7 Secondary Plan to ensure that development decisions are directly linked to the provision of the required infrastructure (water, wastewater, stormwater and transportation systems) capacity improvements over time, as those capacity limitations are identified in the City's WESTON 7 Transportation Master Plan and the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024).

PART B: The Secondary Plan

1.0 VISION + PRINCIPLES

1.1 Vision

WESTON 7 will be a vibrant and inclusive place for all people from Vaughan and surrounding cities to live, to work, to play, to visit and to invest in. As one of the City's Primary Centres, it will be a distinct urban place with a variety of commercial, cultural and entertainment destinations, providing housing options and jobs within walking distance to the Highway 7 Rapidway.

WESTON 7 will evolve into a place that is universally accessible; providing convenient options for everyone to comfortably and safely get around by walking, biking, taking transit or driving.

WESTON 7 will strive to be a low-carbon, healthy community defined by a network of pedestrian oriented, well-connected streets, parks and gathering places that becomes a distinguished, landmark destination of choice in Vaughan.

1.2 Principles

To achieve the vision, the policies of this Plan build upon the following principles:

- Principle 1** *Recognize WESTON 7 as a Vibrant Urban Community* - WESTON 7 will have a definable identity and a balanced mixture of places to live, work, learn and play - all served by a multi-modal transportation network that is connected to the entire region and beyond. WESTON 7 will be planned to fulfill its defined role as a Primary Centre within the City's hierarchy of urban centres and corridors, in recognition that the VMC is the identified strategic location for the tallest buildings, the highest densities and the widest mix of uses in the City.
- Principle 2** *Support Intensification* - New development in WESTON 7 will support the ongoing evolution of the City's urban structure of diverse mixed-use centres and corridors. New development will support an evolution to a higher density, more compact, walkable and transit-supportive development pattern. New development will be efficient, and will be provided with infrastructure systems and public service facilities in a cost-effective and fiscally responsible manner.
- Principle 3** *Ensure WESTON 7 is a Complete Community* - WESTON 7 will be a complete community. It will be welcoming and inclusive, providing a full range of opportunities for public service facilities and Pedestrian Realm and Active Transportation Networks that will be accessible to everyone, for all to enjoy. WESTON 7 will be an important location for investment in higher density forms of residential, commercial, institutional, cultural and entertainment development, while permitting existing commercial uses to continue to thrive, and potentially expand over time.

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- Principle 4** *Provide a Full Range of Housing Options* - WESTON 7 will provide a range of housing options that meet the social, health, economic and well-being requirements of future residents, including Additional Needs Housing. The range and mixture of housing options will accommodate a full spectrum of households, including housing options that are affordable to meet the economic requirements of a growing and diverse population.
- Principle 5** *Promote High Quality Design* - High quality urban design will support the importance of this urban, vibrant and mixed-use community within the structure of the City. New development will demonstrate high quality urban design that contributes to the recognition of WESTON 7 as a sustainable, beautiful and successful mixed-use and urban community. Adjacent low-rise residential communities will be protected from the impacts of high-rise development by appropriate transitions and compatible development forms. Parks, public buildings and infrastructure and streetscapes will set the standard for quality design and will define the quality of development that is expected.
- Principle 6** *Be a Healthy and Diverse Community* - WESTON 7 will be a healthy community that is accessible, connected and inclusive with a diversity of mobility options and a range of housing options. Amenities and services, including the Pedestrian Realm Network, will be close to where people live and will be connected through a comprehensive Active Transportation Network. WESTON 7 will be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services and cultural activities.
- Principle 7** *Respond to a Changing Climate* - WESTON 7 will respond to a changing climate by promoting intensified and higher density development in support of an evolving transit system and robust Active Transportation Network. Policies will identify a host of opportunities to promote green building technologies and green infrastructure emplacement.
- Principle 8** *Establish Integrated Pedestrian Realm + Active Transportation Networks* - Active Transportation planning will be integrated with the Pedestrian Realm Network to ensure development includes a robust system of publicly accessible open spaces and supports an enhanced level of Active Transportation modes, including walking, cycling and other micro-mobility options. The integrated Pedestrian Realm and Active Transportation Networks will be recognized as highly interconnected, safe and conveniently located.
- Principle 9** *Support Public Transit* - Transit planning in WESTON 7 will be integrated with land use planning to ensure that new development supports an enhanced level of transit service over time. The transit network will grow to connect core user groups and key destinations within WESTON 7 and throughout the City and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option for everyone. The key requirements for transit supportive development must be achieved.
- Principle 10** *Focus the Funds Generated into WESTON 7* - The array of funds and required land contributions that are generated over time by the development activity within WESTON 7 through various instruments under the *Planning Act* and the *Development Charges Act* need to consider infrastructure needs, public improvement projects and community benefits within WESTON 7. There should be a clear recognition, and response to the crucial link between growth and the requirements for a full array of

public service and cultural facilities, as well as the required infrastructure systems improvements (water, wastewater, stormwater management and transportation systems) and the needed focus on the integrated Pedestrian Realm and Active Transportation Network improvements - which are all required to properly accommodate anticipated growth.

2.0 ACCOMMODATING GROWTH

2.1 Role of WESTON 7 in Vaughan's Urban Structure

Growth within the Planned Urban Structure

- a) Future growth in Vaughan will be directed and informed by the planned urban structure, as it is identified in the VOP. Within the defined urban structure, WESTON 7 is identified as a Primary Centre and it is also subject to the policy frameworks of two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area.
- b) WESTON 7 is specifically identified as an area where substantial growth and intensification is to be directed. As defined in VOP, WESTON 7 is expected to be a mixed-use area that supports a range of housing types, retail and service commercial uses, institutional uses, office uses, recreational uses, entertainment uses, cultural uses and public service facilities to serve the local community and the City as a whole. WESTON 7 is to be developed at densities supportive of planned transit and as a pedestrian friendly area with a fine grain network of streets to support the integrated Pedestrian Realm and Active Transportation Networks.
- c) The VOP establishes, on a City-wide basis, a job to population ratio of 1 job to 1.63 residents in 2051 (354,300 jobs to 575,900 people). The City's planned urban structure, as it is identified in the VOP identifies an important mixed-use function for WESTON 7, a Primary Centre, including an important economic role in terms of generating jobs in conjunction with new population growth.
- d) WESTON 7 is:
 - i. Specifically identified as an area where substantial growth and intensification is to be directed;
 - ii. Expected to be a mixed-use area that supports a range of housing types, sizes and tenures, as well as a robust array of employment generating, non-residential uses at a minimum ratio of 1 job per 5 people (the jobs to people calculation does not include any jobs assigned to jobs generated through work from home or through no regular place of employment); and
 - iii. Planned to be developed at densities supportive of transit and as a pedestrian friendly area with a fine grained network of streets to support the integrated Pedestrian Realm and Active Transportation Networks.
- e) It is expected that WESTON 7 will accommodate substantial population and employment growth in a primarily mid to high-rise built-form and mixed-use format. The North-West Quadrant of WESTON 7 is appropriate for some low-rise built-forms that act as a transition to the existing and adjacent low-rise residential community.

A 2051 Planning Horizon

- f) This Plan is premised on development in WESTON 7 to the year 2051. It is, however, recognized that the evolution of a mixed-use urban centre like WESTON 7 to its full development potential will continue beyond the planning horizon of this Plan.
- g) Further, and notwithstanding that defined planning horizon, it is understood that WESTON 7 will evolve in lock step with the ability of the City to provide for the identified and required elements and improvements identified in this Plan, including infrastructure (water, wastewater, stormwater and transportation systems) as well as public service facilities and the integrated Pedestrian Realm and Active Transportation Networks, to the satisfaction of the City.

Minimum Density Targets

- h) WESTON 7 is affected by the policy frameworks for two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area. Minimum density targets are prescribed in the VOP for those Protected Major Transit Station Areas, as follows:
 - i. For PMTSA 52 - Ansley Grove BRT Station - a minimum of 200 people and jobs combined per gross hectare. The Ansley Grove BRT Station Area is estimated to incorporate 47.39 gross hectares of land area; and
 - ii. For PTMSA 68 - Weston BRT Station - a minimum of 250 people and jobs combined per gross hectare. The Weston BRT Station Area is estimated to incorporate 88.29 gross hectares of land area.

For the purposes of these density minimums, the Gross Land Areas identified include lands located outside of the WESTON 7 Secondary Plan Area. Further, the jobs calculation does not include any jobs assigned to jobs generated through work from home or through no regular place of employment.

2.2 Growth Management

The Growth Threshold

- a) WESTON 7 has the potential to accommodate substantial urban growth, including tall buildings at high densities over the long-term. However, the City's WESTON 7 Transportation Master Plan (2024) identifies a Growth Threshold of up to 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs to 2041 (the jobs calculation does not include any jobs assigned to jobs generated through work from home or through no regular place of employment). It shall be a policy of this Plan that:
 - i. No increase to the identified Growth Threshold is to be considered until such time as the City is satisfied that additional capacity within the transportation system can be identified, funded, planned and implemented; and
 - ii. Any future increase to the identified Growth Threshold shall be considered and implemented through an Amendment to this Plan.

- b) The City's WESTON 7 Transportation Master Plan (2024), identifies a host of improvements to the Active Transportation Network, the transit system and the road network, as articulated in **Appendix I: Transportation System Improvements**, that are required to facilitate the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs.
- c) Improvements to water, wastewater and stormwater systems will also be required incrementally to achieve the identified Growth Threshold. Required improvements to water, wastewater and stormwater systems are identified in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024). Improvements to the wastewater and water systems are included in **APPENDIX II: Wastewater System Upgrades** and in **APPENDIX III: Water Servicing Infrastructure Projects**.

Development Caps by Quadrant

- d) The identified Growth Threshold is to be generally understood on a Quadrant by Quadrant basis, and shall be linked to a number of implementing tools that will coordinate the phasing of development over time. In accordance with the identified Growth Threshold, Development Caps by Quadrant are identified in **Table 1**, as follows:

Table 1: Estimated Development Caps by Quadrant - 26,000 People and Jobs Combined

(all numbers are approximate)

	Gross Land Area*	People	Jobs**	People + Jobs Combined***	Gross Density
North-West Quadrant	25.76 hectares	4,316	2,697	7,013	272 p+j/ha
North-East Quadrant	15.52 hectares	3,421	2,138	5,559	358 p+j/ha
South-West Quadrant	11.59 hectares	2,023	1,265	3,288	284 p+j/ha
South-East Quadrant	31.67 hectares	6,240	3,900	10,140	320 p+j/ha
	84.54 hectares	16,000	10,000	26,000****	308 p+j/ha

*Gross Land Area is Total Land Area, less lands associated with Highway 400 and Highway 407, less Centro Square and less the Highway 7 and Weston Road rights-of-way.

** The Jobs calculation does not include any jobs assigned to jobs generated through work from home or through no regular place of employment.

***Residential yields are based on 75 square metres/unit and 1.91 people/unit. Employment yields are based on 36.6 square metres per job - which is a combined density based on 20% office at 23 square metres/job and 80% of all other non-residential uses at 40 square metres per job.

****Population/employment does not include existing development, including Centro Square.

- e) The City may consider adjustments to the Development Caps and the expected mix of population and jobs both within and among the various Quadrants without an Amendment to this Plan, in consultation with affected landowners, as long as:
 - i. The identified Growth Threshold for the entirety of WESTON 7 is not exceeded; and
 - ii. There is no increase in the number of vehicle trips in comparison to expectations established in the City's WESTON 7 Transportation Master Plan.

Implementation/Phasing

- f) In evaluating and approving applications for development within WESTON 7, the City shall require technical studies in support of such applications as required by the VOP and the policies of this Plan. The technical studies, including Block Plans and Development Concept Reports, shall detail the relative merits and requirements of the individual property subject to the application, as well as on the Quadrant that the application is located within, and on the broader WESTON 7 area.
- g) Technical studies related to transportation shall be completed through a quadrant-based strategy to facilitate the systematic and cohesive implementation of the internal multi-modal transportation network. The Major and Minor Collector Road Network, as identified on Schedule 4 within a Quadrant will be secured by the City prior to development proceeding within that Quadrant, while Local Roads will be delivered when adjacent development proceeds. A transportation technical study will be necessary to ensure that large-scale developments do not advance significantly without the assurance that fundamental infrastructure elements such as roadways, active transportation networks, and transit capacities are adequately established in both interim and ultimate conditions.
- h) All development within WESTON 7 shall be subject to an implementing Zoning By-law and Site Plan Approval. All implementing Zoning By-law approvals shall be subject to a Hold (H) Provision.
- i) The Phasing of development shall be established on the basis of the requirements for the removal of the Hold (H) Provision, in accordance with the policies of this Plan, and in consideration of the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs.
- j) Notwithstanding the Growth Threshold, the City may consider and approve implementing Zoning By-laws that exceed the identified Development Caps identified in this Plan. Such approval shall be subject to a Hold (H) Provision to ensure that adequate capacity within the transportation system and within the water, wastewater and stormwater systems can be identified, funded, planned and implemented in advance of, or concurrent with the removal of a Hold (H) Provision and/or the issuance of any building permit, to the satisfaction of the City.

3.0 BUILDING A SUCCESSFUL COMMUNITY

3.1 Introduction

- a) This Plan promotes WESTON 7 as a Successful Community. As WESTON 7 evolves over the coming years, success will be measured through a host of elements that will continue to define WESTON 7 as a great place to live, to work, to play, to visit and to invest in.
- b) Being a Successful Community means making informed choices that take into consideration a number of interrelated principles and policies. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development and for social cohesion. Decision making must be interdisciplinary, integrated, and strategic to ensure economic, cultural, environmental and social rewards. Building a Successful Community requires a focus on the Vision and Principles, as articulated in this Plan.

3.2 Providing Housing Options

- a) The City shall encourage a range and mix of higher density housing types, styles, tenures and affordability characteristics to meet the economic requirements and affordability needs of a growing and diverse population. All development that includes a residential component shall demonstrate the approach to the delivery of a range and mix of higher density housing types, styles, tenures and affordability characteristics through the preparation of a Housing Options Statement.
- b) This Plan establishes a target of 20% of all dwelling units in WESTON 7 be affordable housing, and a portion of those dwelling units should be accessible to people with disabilities.
- c) To achieve the target for affordable housing, the City may implement Inclusionary Zoning throughout WESTON 7, as provided for under the *Planning Act* and in accordance with the policies of the VOP.
- d) The following strategies may be considered by the City in an effort to incentivize the development community to assist in achievement of the affordable housing target:
 - i. Permit a range of innovative housing types and tenure models, including, for example, cohousing, communal housing and life-lease housing;
 - ii. Consider affordable housing as a priority use for surplus City-owned and Region-owned land, and work with all levels of government and institutional landowners to make surplus land available to providers of affordable housing at little or no cost;
 - iii. Provide targeted relief from planning, permit and other fees normally charged for projects that provide permanent affordable housing;
 - iv. Apply for government grants and/or subsidies, including land dedication;
 - v. Explore the eligibility of affordable housing for grant programs established under a Community Benefits By-law;
 - vi. Provide financial incentive programs established through a Community Improvement Plan;
 - vii. Provide priority allocation of infrastructure system capacity for projects that provide appropriately secured affordable housing; and/or
 - viii. Pre-approve zoning for projects that provide affordable housing.
- e) To promote the City's commitment to the achievement of the affordable housing target in WESTON 7, the following agreements/partnerships and associated implementation tools may be considered by the City:
 - i. Enact a Municipal Housing Capital Facilities By-Law under the *Municipal Act* to enable the City to enter into agreements with private and non-profit partners for the provision of affordable housing;

- ii. Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the affordable housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing;
- iii. The City may become directly involved in the supply of affordable housing through land acquisitions, use of surplus land, development partnerships, the provision of financial incentives and/or establishment of a not-for-profit housing corporation; and
- iv. The City may provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of affordable housing, as well as a full range of Additional Needs Housing.

3.3 Promoting a Strong Economy

- a) This Plan supports a diverse range of employment generating uses to be located throughout WESTON 7. The City will continue to diversify the economic base of WESTON 7 by supporting its evolving urban development forms, which is expected to include a full range of commercial uses, including large and small scale office development, public service facilities, institutional uses and a variety of restaurants, retail, entertainment and service commercial businesses. Collectively, the lands designated for mixed-use development will provide opportunities to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of WESTON 7, as well as residents of the City and the broader region.
- b) To help attract diverse opportunities for employment generating land uses, the City will support a strong and healthy economy within WESTON 7 by:
 - i. Constructing, upgrading and maintaining high quality, universally accessible infrastructure systems (water, wastewater, stormwater and transportation systems) and public service facilities;
 - ii. Facilitating efficient and convenient transportation options for the movement of people and goods; and
 - iii. Planning for an appropriate range of housing to support the local labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units.
- c) The City recognizes the important contribution of post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Vaughan. The City will support the growth and expansion of creative and cultural industries and institutions throughout WESTON 7 as an important sector of the economy.

3.4 Supporting a Healthy Community

- a) Physical, social, and mental well-being are the necessary components of public health, including opportunities for physical activity. Objectives are to:
 - i. Ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to a range and mix of housing opportunities, healthy food, clean air and water and safe environments;
 - ii. Provide opportunities for social interaction and physical activity including adequate and diverse open spaces, recreational facilities and public service facilities;
 - iii. Commit to an enhanced level of community engagement, where equity, inclusion, information and participation are identified as key building blocks in accountable and transparent decision-making;
 - iv. Be well-connected through a comprehensive transit system enabling the City to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities; and
 - v. Enhance the Pedestrian Realm Network and Active Transportation Network, designing communities around pedestrian activity with a substantial number of destinations, including urban parks, cultural and public service facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity.
- b) A fundamental element of a healthy community within WESTON 7 is the inclusion of urban park spaces and Active Transportation facilities - facilities for walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. As such, this Plan includes a Pedestrian Realm Network and an Active Transportation Network which are highly integrated and connected throughout the community and to transportation systems that serve the broader region. This Plan requires that all development contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
- c) Active Transportation linkages throughout WESTON 7 shall be identified, created and enhanced in tandem with the Pedestrian Realm Network to foster connectivity as well as pedestrian and cycling activity, and include:
 - i. Sidewalks, protected cycling facilities and multi-use paths will connect to the street network and to the Pedestrian Realm Network and public service facilities and will ensure that there are corridors between key destinations; and
 - ii. Active Transportation routes will include streetscaping elements that promote pedestrian and cyclist comfort and safety, are designed to enhance accessibility for all residents, and will comply with the *Accessibility for Ontarians with Disabilities Act*.
- d) Fundamental to the use and enjoyment of the Pedestrian Realm Network and the Active Transportation Network is the requirement for a commitment to ongoing maintenance protocols that are appropriate for the scale and intensity of use anticipated within WESTON 7. High quality facilities require frequent and high quality maintenance.

3.5 Providing Public Service Facilities

- a) New development and the projected population in WESTON 7 will require new public service facilities to meet the needs of new and existing residents. Public service facilities include facilities designed to meet the recreational, health, social, educational, self-directed learning and cultural needs of residents including elementary and secondary schools, post-secondary educational facilities, public libraries, museums, cultural centres, community centres/community hubs and other similar uses.
- b) Public service facilities shall provide multi-functional and shared-use facilities and services to better serve residents and achieve capital and operating cost efficiencies. It shall ultimately be the responsibility of the City, the School Boards and/or other service providers to work with the development industry to secure space for public service facilities within mixed-use buildings.
- c) It is the intent of this Plan that public service facilities be incorporated into development plans in all quadrants to ensure equitable access across WESTON 7 and fair distribution across landholdings, on the basis of population yield.

3.6 Ensuring High Quality Urban Design

- a) All development within WESTON 7 shall be compatible with the existing and planned community context, including the existing context of lands adjacent to WESTON 7. Built-form will be the key determining factor for the types of development permitted. The concept and definition of compatible development is intended to ensure that all new development enhances the image, livability and character of WESTON 7 as it evolves over time. Compatible development shall be considered in the evaluation of all development proposals throughout WESTON 7. The following shall be considered when evaluating the compatibility of development proposals:
 - i. The use, height, massing, orientation and landscape characteristics of nearby properties outside of, and adjacent to WESTON 7 are properly considered and appropriate transitions between various built-forms and uses shall be ensured;
 - ii. Appropriately scaled and designed on-site publicly accessible amenity space is provided and, where appropriate, connected to the broader Pedestrian Realm and Active Transportation Networks; and
 - iii. Appropriate streetscape patterns, including block lengths, setbacks and building separations are implemented.
- b) The interaction between different building types, both within WESTON 7 and adjacent to it, will be a key consideration in determining compatible development. This Plan will provide guidance on the various planning and design tools to be implemented to ensure compatible development, including appropriate transitions between different building types, heights and land uses, taking in to account both existing and planned context.
- c) All development applications shall be consistent with the Vaughan City-Wide Urban Design Guidelines, and any other relevant Council adopted Manuals, Master Plans, Guidelines and Strategies, to the satisfaction of the City. To demonstrate consistency, the City may require the submission of an Urban Design Report in support of any development application.

- d) The policies of this Plan shall be further implemented through the Zoning By-law and through the Plans of Subdivision/Condominium and/or Site Plan Approval process, where applicable. In addition, the City may utilize the Design Review Panel in its evaluation of proposals for development.
- e) All development, with a focus on the integrated Pedestrian Realm and Active Transportation Networks, parking lots and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the principles and directions of Crime Prevention Through Environmental Design (CPTED).
- f) The City shall pursue the installation of public art throughout WESTON 7. Further, in accordance with any enacted Community Benefits Charge By-law, and the applicable policies of this Plan, the City may identify public art as a defined community benefit, in accordance with the Vaughan City-Wide Public Art Program.
- g) The City supports the ongoing investment in public transit service in WESTON 7. Urban design has an impact on ridership and modal choices by enhancing mobility and comfort at transit stops and along pedestrian routes to get to and from the transit stops. Special design attention is essential for all buildings, open spaces and movement networks adjacent to a transit stop.
- h) Transit Supportive Development must consider issues such as activity at street level, streetscape elements to create attractive, safe, and accessible surroundings, as well as convenient connections to destination points. The design must contribute positively to the quality of the Pedestrian Realm Network year-round. All development shall be consistent with the York Region Transit Oriented Development Guidelines and the Provincial Transit Supportive Land Use Guidelines, as may be amended, through the development approvals process.

3.7 Promoting Sustainability + Adapting to Climate Change

- a) This Plan promotes the development of WESTON 7 based on a conceptual design which inherently maximizes the potential for the creation of a complete community, sustainable development and healthy environments through the efficient use of land and infrastructure. This includes the distribution of height and density pattern, the integrated Pedestrian Realm and Active Transportation Networks and multi-modal transportation system. As such, it is expected that WESTON 7 will grow as an environmentally sustainable community over the long term. The City will utilize planning and capital investment tools, as well as urban design approaches, and the Region's Inflow and Infiltration Reductions Standard for Sewers Servicing New Development in its strategic planning for infrastructure and the approval of new development. In addition, the City will provide policy direction on:
 - i. Initiatives related to water conservation, energy conservation, air quality protection and integrated waste management opportunities;
 - ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans;
 - iii. Innovative green residential and public building designs that contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices;

- iv. Green infrastructure to complement existing infrastructure, including the requirement for innovative low impact development opportunities and best practices that minimize the risks associated with natural hazards; and
 - v. Consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.
- b) The City will encourage and support alternative energy systems, renewable energy systems, and district energy systems to accommodate current and projected needs of the community.
- c) The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable development policies of the VOP, as well as the Council approved Sustainability Performance Metrics. In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use and carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency.
- d) To support reducing emissions in the transportation sector, the City shall encourage the installation of a publicly accessible electric vehicle charging network throughout WESTON 7.

4.0 LAND USE + BUILT-FORM POLICIES

4.1 Land Use Specific Policies

4.1.1 Land Uses Permitted in All Land Use Designations

- a) Within all of the land use designations the following uses are permitted, subject to the relevant policies of this Plan:
 - i. Any element of the Pedestrian Realm and Active Transportation Networks;
 - ii. Emergency services facilities, generally having convenient access to Arterial Roads and appropriately integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings;
 - iii. Renewable energy systems, subject to relevant Provincial legislation and regulations;
 - iv. Municipal service infrastructure (sewer, water, stormwater management) and public and private roads; and
 - v. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities subject to any regulatory requirements, such as the provisions of the *Environmental Assessment Act*.
- b) The location of such uses and facilities shall be justified and compatible with surrounding land uses.

4.1.2 Land Uses Prohibited in All Land Use Designations

- a) The following uses are prohibited in all land use designations in this Plan:
 - i. Uses that are noxious, polluting, or produce or store hazardous substances;
 - ii. Uses that involve waste management, recycling and/or the storage of contaminated materials;
 - iii. Drive-through commercial and/or restaurant facilities;
 - iv. Commercial uses requiring extensive outdoor storage areas (with the exception of seasonal markets and garden centres); and
 - v. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.
- b) An implementing Zoning By-law may incorporate general provisions setting out those uses which are prohibited in all zone categories.

4.1.3 Existing Land Uses

- a) It is recognized that existing uses/buildings are expected to be comprehensively redeveloped over time, in conformity with the policies of this Plan. As such, land uses and buildings which legally existed as of the date of adoption of this Plan are subject to the policies of the VOP. Replacement, extension, enlargement, or reduction of a lawfully existing use is permitted, pursuant to the tests as established in the VOP.
- b) Renovations and additions to existing land uses/buildings and/or the construction of new accessory buildings may be permitted, subject to the policies of the VOP and the provisions of the existing implementing Zoning By-law and any applicable Site Plan Agreement.
- c) Where a development approval is required to facilitate the replacement, extension, or enlargement of a lawfully existing use that is not a permitted use identified in the applicable land use designation of this Plan, such development applications shall achieve the following:
 - i. The application is consistent with the applicable the City-wide Urban Design Guidelines and the urban design framework identified in this Plan; and
 - ii. The proposal will not compromise the achievement of the vision and principles for WESTON 7 from developing into a vibrant, mixed-use urban community.

4.1.4 Land Use Compatibility

- a) Proposals for any form of development in proximity to an existing and/or planned/approved land use within WESTON 7 shall have regard for potential adverse impacts.
- b) Proposals for residential development and/or other sensitive land uses in proximity to existing industry and other existing non-residential uses, major facilities and transportation infrastructure - particularly proximity to Highways 400 and 407 - shall demonstrate compatibility through the preparation of a Land Use Compatibility Study and/or Impact Feasibility Study to avoid, and when avoiding is not possible, identify appropriate measures to minimize and mitigate potential adverse impacts. Such a study shall be completed in

accordance with relevant Ministry of Environment, Conservation and Parks guidelines, in accordance with the VOP, to the satisfaction of the City and in consultation with other agencies, as required.

Any recommended on-site and off-site mitigation measures identified in the Land Use Compatibility Study shall be implemented by the applicant at their expense. Further, through the development approvals the city may require the applicant to satisfy the following:

- i. The inclusion of any necessary conditions of Draft Plan or Site Plan Approval that implements the recommendations of the Land Use Compatibility Study;
 - ii. The inclusion of any necessary provisions in the Site Plan Agreement that certifies that the building plans implement the recommendations of the Land Use Compatibility Study prior to building permit issuance; and
 - iii. The inclusion of any recommended warning clauses with respect to the potential impact of Environmental Noise, Air Quality and Hazards be included in the Draft Plan of Subdivision Agreements, Site Plan Agreements, Condominium Agreements and Purchase and Sales Agreements.
- c) With specific reference to the impacts of noise and vibration, proposals for the development of residential and/or other noise sensitive land uses shall have regard for potential noise and vibration impacts from existing industry and other existing non-residential uses, major streets and transportation infrastructure within and in proximity to WESTON 7. Such proposals shall include a noise and vibration study to the satisfaction of the City and in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines in order to:
- i. Identify any appropriate measures to mitigate adverse impacts from the source of noise and/or vibration; and
 - ii. Ensure noise compliance for adjacent regulated industries is maintained.

Should the findings of the noise and vibration study indicate difficulties in meeting the applicable sound level limits for the relevant acoustic class environment, and upon recommendation by a qualified acoustic professional retained by the City, Vaughan Council may, at their discretion and by resolution, grant a Class 4 designation under the Environmental Noise Guideline - Stationary and Transportation Sources (NPC-300) for a site or area which will be implemented by way of the Zoning By-law, condition of Draft Plan of Subdivision/Condominium and/or through Site Plan Approval, in accordance with the Ministry of Environment, Conservation and Parks Land Use guidelines and applicable City policy.

4.1.5 Additional Needs Housing

- a) Additional Needs Housing is a permitted use within the Residential I designation and the Mixed-Use I designation. Additional Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social, or physical condition, require a group living arrangement for their well-being.

- b) Additional Needs Housing shall conform to the associated criteria for Low-Rise, Mid-Rise or High-Rise Buildings that are also identified as permitted within the designation, subject to the Zoning By-law.
- c) Additional Needs Housing shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
 - i. The site is adjacent to and has direct access to an Arterial or Collector Road;
 - ii. The site is located with convenient access to public service facilities;
 - iii. The lot size and configuration is sufficient to accommodate the building, required parking and adequately sized amenity areas;
 - iv. Any changes to a building resulting from the conversion to Additional Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
 - v. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Additional Needs Housing;
 - vi. Additional Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority; and
 - vii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, public service facilities and retail and service commercial facilities.

4.1.6 Live-Work Units

- a) Live-work Units may be permitted within the Residential I designation and the Mixed-Use I designation. Live-work Units are to be related to the street, subject to the associated development policies identified in this Plan, and shall provide:
 - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and
 - ii. Adequate parking and drop-off/pick-up facilities, to the satisfaction of the City.

4.1.7 Short-Term Accommodations

- a) Short-Term Accommodations may be permitted within the Residential I designation and the Mixed-Use I designation. Where Short-Term Accommodations are permitted, they shall only be permitted subject to the provisions of the Zoning By-law to ensure that the City is satisfied that:
 - i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community; and
 - ii. The unit or part of the unit shall only be made available for Short-Term Accommodations if it conforms with the Ontario Building Code, Fire Code and any other applicable legislation, regulation, or standard.

- b) The City may include additional provisions regulating Short-Term Accommodations and may implement a Licensing By-law.

4.1.8 Institutional Uses, Entertainment Uses and Places of Worship

- a) Institutional uses (that are not specifically identified as a public service facility), entertainment uses and places of worship will be located in buildings designed to reflect their role as focal points for the community. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit. Buildings accommodating any of these uses should establish an inviting public entrance on the main façade facing the public street.
- b) Institutional uses (that are not identified as a public service facility), entertainment uses and places of worship will be encouraged to locate in multi-storey buildings and to provide for joint use of parking lots/structures and Pedestrian Realm Network elements to reduce land requirements, where multiple users are located on the same site or in the same building.
- c) A key consideration in the design of institutional uses (that are not identified as a public service facility), entertainment uses and places of worship and any adjacent element of the Pedestrian Realm and Active Transportation Networks is to ensure the efficient and effective use of land and to encourage residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site vehicular parking requirements and minimum on-site bicycle parking requirements. In addition, wider sidewalks and bicycle lanes on key access routes and locations on transit routes may be pursued.
- d) Where an institutional use (that is not identified as a public service facility), an entertainment use or a place of worship is specifically identified as a permitted use in a designation in this Plan, it shall be permitted only where the use will not cause any traffic hazards, or an unacceptable level of congestion on surrounding roads, as demonstrated by a Traffic Impact Study, to the satisfaction of the City.

4.1.9 Public Service Facilities, including Elementary Schools

- a) Public service facilities will be located in buildings designed to reflect their role as focal points for the community. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit. Buildings accommodating public service facilities should establish an inviting public entrance on the main façade facing the public street.
- b) Public service facilities will be encouraged to locate in multi-storey buildings and to provide for joint use of parking lots/structures and Pedestrian Realm Network elements to reduce land requirements, where multiple users are located on the same site or in the same building.
- c) The City shall ensure that the public service facilities required for development are planned for and secured as a part of the development approvals process and appropriately phased in accordance with the proposed development. The City shall work with relevant agencies to monitor population growth and to ensure the provision of appropriate public service facilities are provided to serve the needs of a growing population.
- d) For the purposes of this Plan, Public Service Facilities, not including any required elementary school facilities, shall be provided at a rate of between 0.100 to 0.185 square metres per person,

depending on the needs identified by the City in the relevant policies of the VOP and in consultation with other service providers. Elementary school facilities shall be provided in accordance with the requirements of the relevant School Boards.

- e) It is desirable that public service facilities be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities shall be provided adjacent to elements of the Pedestrian Realm and Active Transportation Networks, and with direct connections to transit facilities. Where public service facilities are specifically permitted within a designation in this Plan, they will be subject to the specific regulations in the Zoning By-law.
- f) In determining appropriate locations for public service facilities, the City shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the City. Where appropriate, public service facilities are encouraged to be incorporated within both public and private development.
- g) A Community Hub is to be considered in WESTON 7, which may consist of a public library and/or a community centre co-located within a public park. The Southeast Quadrant, identified on **Schedule 1**, is the preferred location for the WESTON 7 Community Hub.
- h) **Schedule 1** identifies symbolically conceptual locations for 3 Elementary Schools to serve the future population of WESTON 7. The number and location of future Elementary Schools will be dependent on the actual level of population growth, as WESTON 7 continues to evolve. The following policies shall inform the location and securement of Elementary Schools:
 - i. The precise location, size, configuration and phasing of any Elementary School shall be determined in consultation with the School Boards through the required Block Plan process prior to any planning approvals on sites that include a conceptual location for an Elementary School, as identified on **Schedule 1**. Prior to final approval of such an application for development, satisfactory arrangements shall be made with the appropriate School Board for the securement of lands or floor space to accommodate an Elementary School;
 - ii. Where an Elementary School location identified on **Schedule 1** is not required by a School Board, the lands may be developed in accordance with the underlying land use designation without an Amendment to this Plan;
 - iii. Elementary Schools are a permitted land use within the Mixed-Use I designation. No Amendment to this Plan shall be required should an Elementary School be located anywhere in a designation where they are specifically identified as a permitted use. Schools should be located adjacent to a public park, where feasible; and
 - iv. The City will work with the School Boards to develop Urban Format Elementary Schools that are appropriate within a highly urban context, with a reduced land area, a multi-storey building and/or the opportunity to locate within a mixed-use building. It is crucial that the Province establish capital funding benchmarks and various funding tools for the School Boards to deliver appropriate Urban Format Elementary Schools.

4.2 Built-Form Specific Policies

4.2.1 General Policies

- a) The intent of the built-form policies is to define principles and policy directions that will help manage the physical form and character of new development as part of the intensification of WESTON 7. There are a number of key definitions included within the VOP that will inform the physical form and land use characteristics of new development. With more specific reference to this Plan, the following definitions also apply:
 - i. *Gross Floor Area (GFA)*: Gross Floor Area is 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. Floor area specifically assigned to permitted office uses shall also be excluded from this definition of Gross Floor Area; and
 - ii. *Non-Residential Uses*: Non-residential uses include any permitted use that is not a residential dwelling unit, and includes lobby space and recreation facilities, regardless of whether they are open to the public, or provided solely for the use of the residents of the development. Live-work units, subject to the policies of this Plan, shall be considered a non-residential use.

Non-residential uses unit shall specifically not include outdoor recreation space, or any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade.
- b) The location, massing and design of buildings should include a varied skyline (i.e. a variety of roof forms and building heights), and be integrated in an appropriate manner which transitions to the existing and planned context. Importantly, building height will transition from the tallest buildings located at the intersection of Weston Road and Highway 7 downward toward lower built forms located at the northern and western edges of WESTON 7.
- c) A variety of building types is encouraged including Low-Rise, Mid-Rise and High-Rise Buildings. The perceived mass of Mid-Rise and High-Rise Buildings should be reduced through design measures such as the vertical articulation of the facades, building step-backs at the upper floors, and the use of a podium and tower built-form.
- d) Overall, as WESTON 7 evolves, it will establish an image of well-designed buildings, with high quality architectural detailing. The design of individual buildings and elements of the Pedestrian Realm and Active Transportation Networks will vary throughout WESTON 7. With respect to architectural design, it is the objective of this Plan to:
 - i. Promote and achieve outstanding architecture with a visually harmonious aesthetic; and
 - ii. Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on building 'style'.

- e) The intent of the policies of this Plan is to achieve a balance between a consistency of design as well as individual expression in new developments. This Plan promotes innovation. The design and quality of development shall be measured according to its level of consistency with the Vaughan City-Wide Urban Design Guidelines, and any other relevant Council adopted Manuals, Master Plans, Guidelines and Strategies, to the satisfaction of the City.

4.2.2 Low-Rise Buildings

- a) **Schedule 2** identifies where Low-Rise Buildings are the permitted built-form within WESTON 7. For Low-Rise Buildings, on any site or block:
 - 8. The maximum height shall generally be 3 storeys; and
 - 9. The maximum density shall be a Floor Space Index of 1.5.
- b) Low-Rise Buildings shall generally be located on Local Roads. New Low-Rise Buildings that are located adjacent to Arterial Roads, or Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such roads.

4.2.3 Mid-Rise Buildings

- a) **Schedule 2** identifies where Mid-Rise Buildings are a permitted built-form within WESTON 7. For Mid-Rise Buildings, on any site or block:
 - i. The minimum height shall generally be above 3 storeys;
 - ii. The maximum height shall generally be up to and including 12 storeys; and
 - iii. The maximum density shall be a Floor Space Index of 3.75.
- b) Where a Mid-Rise Building accommodates a permitted office use, either in a stand-alone building, or as a component of a mixed-use building, the Gross Floor Area assigned to the permitted office use will not count toward the permitted density (FSI). However, the job yield will continue to be counted toward the jobs generated by the proposed development in accordance with the identified Growth Threshold, and toward the achievement of the job to population ratio.
- c) For a Mid-Rise Building to achieve the identified maximum height or density on any development site, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with, or transitioned to residential uses in Low-Rise built-forms. In these circumstances, the City shall require supporting studies, such as shadow, wind and privacy assessments, and may implement special measures in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.

4.2.4 High-Rise Buildings

- a) The location of lands designated for High-Rise Buildings within WESTON 7 are identified on **Schedule 2**. For High-Rise Buildings on any site or block:
 - i. The minimum height shall generally be above 12 storeys;

- ii. *High-Rise I* - The maximum height for High-Rise Buildings identified as High-Rise I on **Schedule 2** shall be 18 storeys. High-Rise I Buildings shall have a maximum Floor Space Index of 6.0; and
 - iii. *High-Rise II* - The maximum height for High-Rise Buildings identified as High-Rise II on **Schedule 2** shall be 32 storeys. High-Rise II Buildings shall have a maximum Floor Space Index of 7.5.
- b) Where a High-Rise Building accommodates a permitted office use, either in a stand-alone building, or as a component of a mixed-use building, the Gross Floor Area assigned to the permitted office use will not count toward the permitted density (FSI). However, the job yield will continue to be counted toward the jobs generated by the proposed development in accordance with the identified Growth Threshold, and toward the achievement of the job to population ratio.
- c) For a High-Rise Building to achieve the identified maximum height or density on any development site, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with, or transitioned to residential uses in Low-Rise built-forms. In these circumstances, the City shall require supporting studies, such as shadow, wind and privacy assessments, and may implement special measures in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.
- d) Point Towers are the preferred form for all High-Rise Buildings because they have a reduced negative impact on the Pedestrian Realm Network. High-Rise Point Towers are compact, slim buildings with small floor plates often organized around a central elevator core. This form of building minimizes shadowing and visual impacts from the perspective of the pedestrian, and with appropriate separation, can maximize views between buildings and reduce privacy and over-look impacts. The following design policies shall form the basis of an evaluation of High-Rise Building proposals:
- i. *Suitable Site* - High-Rise Buildings should be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services. High-Rise Buildings should generally have frontage on a Collector or Arterial Road;
 - ii. *Expressive Forms* - High-Rise Buildings should clearly express a base at the street level, the main body of the building, and a roof form. This will be achieved through various means including setbacks and step backs;
 - iii. *Podium/Base* - High-Rise Buildings shall be placed on a podium building which is generally between 2 to 6 storeys in height, setting the scale of the appropriate street wall. The podium should be no longer than 80 meters in length;
 - iv. *Massing/Floor Plate* - The tower (the portion of the High-Rise Building above the podium) shall maintain an average gross floor plate size that is no greater than 800 square metres, except for towers containing office use above the twelfth storey; and
 - v. *Minimum Separation* - The minimum separation between residential towers shall be a minimum of 25 metres or 12.5 m from the lot line.

5.0 LAND USE DESIGNATIONS

5.1 The Residential I Designation

5.1.1 Intent

- a) Within the Residential I designation, it is the intent of the City to promote well-designed and attractive low-rise buildings that act as a transition to the established residential communities that are adjacent to the boundary of WESTON 7.

5.1.2 Permitted Built-form/Uses

- a) All development within the Residential I designation, as shown on **Schedule 1**, shall be within a Low-Rise Building. The Residential I designation shall support residential dwelling units, including apartments and all forms of townhouses.
- b) In addition to the identified permitted residential uses, Day Care Facilities and other uses accessory to the identified permitted residential uses are also permitted.
- c) The uses permitted within the Residential I designation may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

5.1.3 General Development Policies

- a) All development within the Residential I designation shall be in conformity with the relevant policies of the VOP and this Plan, and shall be consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Further, and where applicable, Site Plan Approval shall apply to development applications in the Residential I designation.

5.2 The Mixed-Use I Designation

5.2.1 Intent

- a) The Mixed-Use I designation as identified on **Schedule 1**, is expected to be a focus for a range of commercial uses as well as for residential intensification. It will develop at transit supportive intensities, where new businesses and residents will have access to nearby jobs and services and will be connected to the Pedestrian Realm and Active Transportation Networks.
- b) It is the intent of this Plan to promote within the Mixed-Use I designation the development of Mid to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and public service uses and facilities.

5.2.2 Permitted Built-form/Uses

- a) All permitted uses within the Mixed-Use I designation, as identified on **Schedule 1**, shall be developed within Mid-Rise and High-Rise Buildings. In addition to the uses permitted by the policies of this Plan, uses on lands within the Mixed-Use I designation, may also include, subject to the relevant policies of this Plan:
 - i. Residential apartments and live-work units;
 - ii. Retail and service commercial uses and restaurants;
 - iii. Office uses;
 - iv. Institutional uses, entertainment uses and places of worship;
 - v. Hotels, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Public service facilities, including elementary schools;
 - viii. Day care facilities;
 - ix. Private clubs; and
 - x. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Mixed-Use I designation, the following uses may also be permitted, subject to the Zoning By-law:
 - i. Uses accessory to any of the identified permitted uses; and
 - ii. Pop-up uses and activities.
- c) The list of permitted uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.2.3 General Development Policies

- a) Buildings and sites within the Mixed-Use I designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access, the provision of sewage treatment and water supply infrastructure and stormwater management.
- b) Stand-alone, non-residential buildings are permitted within the Mixed-Use I designation. Stand-alone residential buildings are prohibited. All development applications within the Mixed-Use I designation shall include a minimum of 15% of its total Gross Floor Area as non-residential land uses.

Alternatively, the City may consider that development applications within the Mixed-Use I designation include a minimum of 75% of its at-grade Gross Floor Area as non-residential uses as defined by this Plan. Where this alternative approach is proposed it shall be supported by a

Market Study that specifically concludes that a minimum of 15% of total Gross Floor Area as non-residential land uses is not supported and that a Quadrant-specific Block Plan, approved by Council, articulates how the specific Quadrant will achieve the requirement that WESTON 7 evolve as a mixed-use area that supports a range of housing types, retail and service commercial uses, institutional uses, office uses, recreational uses, entertainment uses, cultural uses and public service facilities to serve the local community and the City as a whole.

- c) The design of buildings within the Mixed-Use I designation that directly abut the Enhanced Urban Streetscapes, as identified on **Schedule 3** shall enhance the quality of the Pedestrian Realm and Active Transportation Networks. It is a requirement of this Plan that:
 - i. No dwelling units be permitted at-grade and a minimum of 75% of the ground floor Gross Floor Area be occupied by active non-residential uses. Retail, service commercial and restaurant uses are desirable and preferred at-grade, however it is recognized that other non-residential uses, including institutional uses, entertainment uses and public service facilities are also permitted at-grade;
 - ii. All development shall incorporate an appropriate floor to ceiling height of the ground floor; and
 - iii. All development shall provide transparent frontages, articulated facades and the use of quality materials at the street level.
- ci) Where a property within the Mixed-Use I designation abuts the Residential I designation, appropriate mechanisms shall be established in the Zoning By-law to ensure compatibility, considering the existing and planned context.
- cii) The City shall require compatible development throughout the Mixed-Use I designation by supporting development applications that conform to all the relevant policies of the VOP and this Plan, and are consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Further, Site Plan Approval shall apply to all development applications in the Mixed-Use I designation.

5.3 The Flood Spill Area Overlay

- a) The Flood Plain Spill Area Overlay is depicted on **Schedule 1**. Prior to any development in conformity with the underlying land use designation, for all properties that are located within the Flood Plain Spill Area Overlay, it shall be a requirement that a site-specific hydraulic analysis be prepared to assess the characteristics of the flood water and develop an appropriate strategy that demonstrates how the flood plain spill condition can be permanently remediated in such a way that there will be no increased flood impacts on adjacent lands upstream or downstream, and that any proposed development is appropriate. The required site-specific hydraulic analysis shall be carried out to the satisfaction of the Conservation Authority.
- b) Where updates to the flood plain spill area mapping are provided by the Conservation Authority, or by development proponents through technical studies completed to the satisfaction of the Conservation Authority, the limits of the spill area depicted on **Schedule 1** may be modified and updated without Amendment to this Plan.

5.4 The Colossus Drive Corridor Protection Area Overlay

- a) The need for the Colossus Drive extension from WESTON 7, over Highway 400 and into the VMC is identified in the City's WESTON 7 Master Transportation Plan. **Schedule 4** identifies the Colossus Drive Corridor Protection Area Overlay. The intent of this overlay is to protect an area from development otherwise permitted by this Plan to accommodate the Colossus Drive Extension across Highway 400, connecting to Interchange Way within the Vaughan Metropolitan Centre. As such, where a development application that utilizes the permissions of this Plan includes lands affected by the Colossus Drive Corridor Protection Area Overlay, such applications shall not be considered for approval until such time as an Environmental Assessment Study is completed and approved.
- b) Notwithstanding b) above, a property that includes lands both within, and outside of the Colossus Drive Corridor Protection Area Overlay may be considered for approval on the basis of the permissions of this Plan only on the portion of the property located outside of the Colossus Drive Corridor Protection Area Overlay.
- c) Following the completion and approval of the required Environmental Assessment Study, development applications that implement the preferred alignment of the Colossus Drive Extension across Highway 400 may be considered for approval on the basis of the underlying land use designation(s), building heights and Active Transportation and Pedestrian Realm elements, and other transportation system improvements identified on **Schedule 1, Schedule 2, Schedule 3** and **Schedule 4** of this Plan.
- d) Nothing in this Section of this Plan precludes the issuance of building permits for development that conforms to an existing Zoning By-law, or any associated existing Site Plan Agreement.

5.5 The Priority Consideration Overlay

- a) The lands identified as within the Priority Consideration Overlay on **Schedule 1** include those lands that are subject to a current application for development that has been deemed complete by the City of Vaughan, as of the date of the approval of this Plan. In recognition of the status of these current applications for development, the City will assign priority to these applications for development review and consideration for adoption in advance of any other applications received within WESTON 7 following the date of the adoption of this Plan.
- b) Priority for the assignment of municipal service infrastructure systems capacity and transportation system capacity may also be considered by the City for the lands within the Priority Consideration Overlay, subject to:
 - i. Conformity with the policies of this Plan, and the relevant policies of the VOP; and
 - ii. Consistency with the Vaughan City-Wide Urban Design Guidelines, and any other relevant Council adopted Manuals, Master Plans, Guidelines and Strategies, to the satisfaction of the City.
- c) Notwithstanding the identified priority consideration area, all implementing Zoning By-law approvals shall be subject to a Hold (H) Provision, in consideration of the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs.

6.0 THE PEDESTRIAN REALM NETWORK

6.1 Defining The Pedestrian Realm Network

- a) The Pedestrian Realm Network, identified on **Schedule 3**, in WESTON 7 shall be comprised of various and diverse components, including the Park System and Streetscapes. All of the components play vital roles in connecting and animating WESTON 7. The components included within the Pedestrian Realm Network are significant contributions to the provision of mobility options, recreational opportunities and for social activity.
- b) Each component of the Pedestrian Realm Network must be considered in concert with one another and within the context of the evolving WESTON 7 community. A comprehensive understanding of how these spaces work together and complement each other, and their adjacent uses, will lead to well-connected, universally accessible Pedestrian Realm and Active Transportation Networks throughout WESTON 7. Moving people in to, out of and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Plan. The Pedestrian Realm Network works seamlessly with the Active Transportation Network.
- c) A healthy and sustainable tree canopy is a fundamental element of the character of WESTON 7. On public lands and the lands within the public elements of the Pedestrian Realm Network, the planting and maintenance of the tree canopy shall be in accordance with the City's Urban Forestry Management Strategy.
- d) The City may consider permitting parking, including access to parking, under any element of the Pedestrian Realm Network provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and construction requirements and, where appropriate, a strata title agreement with conditions established to the satisfaction of the City.
- e) Maintenance protocols will be established by the City to ensure the ongoing success of these key Pedestrian Realm Network assets. A commitment to established maintenance protocols is a fundamental requirement to ensure ongoing, successful implementation of a safe and comfortable pedestrian environment throughout WESTON 7.

6.2 The Park System

6.2.1 Intent

- a) It is the intent of this Plan to create a desirable, high quality and uniquely urban Park System within WESTON 7. The various components of the WESTON 7 Park System work together to complement each other, integrate with adjacent buildings and will lead to a well-connected, and universally accessible Pedestrian Realm Network and associated Active Transportation Network. Moving people through WESTON 7 easily and safely, and providing a variety of spaces for socializing, special events and recreation is a priority.
- b) The City shall require parks to be developed in accordance with the following park types:
 - i. Urban Parks: Major recreational and community gathering spaces designed to support intensive programming in high-density areas. These parks shall provide comprehensive facilities for active recreation, flexible gathering spaces for community events, and

infrastructure that enables year-round programming and use. Urban Parks shall function as versatile community assets that integrate both recreational and cultural activities to serve the diverse needs of residents in high-density neighborhoods.

- ii. Public Squares: Programmable civic spaces strategically located in areas of high pedestrian activity. These spaces shall incorporate facilities supporting both active and passive recreation while ensuring year-round activation. Public Squares shall be designed as dynamic community focal points that seamlessly connect with surrounding public realm elements to create vibrant gathering places for diverse community activities.
- c) All of the components of the Park System will play vital roles in animating WESTON 7. Specific planning, design and maintenance considerations are required to ensure the long-term vitality and longevity of the Park System. This Plan will be used by the City to assemble all of the components of Park System, as they are articulated in this Plan.

6.2.2 Policies for the Components of the Park System

- a) The City shall develop a minimum of 10.0 hectares of parkland in WESTON 7 through the acquisition (including purchase, dedication and other conveyance methods) and development of parks symbolically identified on **Schedule 3**, generally in accordance with **Table 2**. This parkland shall serve as the core of the parks system and shall not be substituted by other forms of open space.
- b) All components of the Park System within WESTON 7 will be secured in accordance with the City's Parkland Dedication By-law, and in conformity with all the relevant policies of the VOP and this Plan, and shall be designed consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies.
- c) Urban Parks shall meet the following requirements:
 - i. Provide a minimum contiguous area of 0.75 hectares; and
 - iii. Include facilities to support both active and passive recreation as determined through the park design process.
- d) Public Squares shall meet the following requirements:
 - i. Provide a contiguous area between 0.2 and 0.75 hectares; and
 - iii. Include facilities to support both active and passive recreation as determined through the park design process.
- e) No Amendment to this Plan will be required to make changes to the number, size, configuration and/or location of the parks identified in on **Schedule 1**. However, the number, size, configuration and location of the identified parks shall be confirmed through the required Block Plan process on a Quadrant by Quadrant basis, generally consistent with **Table 2**, subject to the City being satisfied that the Park System and overall Pedestrian Realm Network is being achieved.

Table 2: Park Distribution by Quadrant (all numbers are approximate)

	Gross Land Area (ha)	Minimum Land for Parks	Number of Parks
North-West Quadrant	25.76 ha	3.0 ha	3
North-East Quadrant	15.52 ha	2.0 ha	3
South-West Quadrant	11.59 ha	1.0 ha	2
South-East Quadrant	31.67 ha	4.0 ha	3
TOTALS	84.54	10.0 ha	11 Parks

- f) All parkland proposed for dedication shall meet the following criteria to be deemed acceptable by the City:
- i. Be of sufficient size and dimension in a regular geometric configuration with appropriate grades to support their intended recreational functions and programming requirements;
 - ii. Provide uninterrupted public street frontage along a minimum of 50% of the park perimeter;
 - iii. Form a single contiguous land parcel without fragmentation, including from private drives, easements, or public roads;
 - iv. Demonstrate soil conditions that meet or exceed applicable residential environmental quality standards and are suitable for park development; and
 - v. Include softscape and hardscape elements, intended to accommodate socializing in a dense urban area.
- g) The City shall only accept parkland dedication that does not meet the identified criteria where:
- i. The lands fulfill a specific parks and recreation objective that cannot be achieved at an alternative location within WESTON 7;
 - ii. The deviation from criteria is minor and can be fully mitigated through design measures; and
 - iii. The park demonstrably enhances connectivity within the Pedestrian Realm Network.
- h) Where proposed parkland does not meet the identified criteria the City shall:
- i. Refuse the proposed parkland dedication;
 - ii. Require alternative lands within the development area; or
 - iii. Require payment-in-lieu of parkland dedication.
- i) All parks shall:
- i. Maintain high visibility and accessibility from adjacent streets and pedestrian routes;

- ii. Connect seamlessly with the Pedestrian Realm and the Active Transportation Networks, where applicable;
- iii. Provide configurations and subsurface conditions that support intended programming and facilities;
- iv. Support daily community recreation activities and cultural programming as well as larger civic gatherings, where appropriate based on size, location and context;
- v. Incorporate design elements enabling flexible programming and future adaptation;
- vi. Utilize high-quality, durable, low-maintenance materials and finishes appropriate for intensive urban use and year-round activity through appropriate amenities, features, and associated infrastructure;
- vii. Implement sustainable and climate-resilient design through integrated stormwater management and climate-resilient native species selection;
- viii. Provide adequate soil volume to support urban tree canopy coverage;
- ix. Prioritize inclusive design that addresses diverse accessibility needs through barrier-free access to amenities and facilities, integrated pathway systems that meet or exceed AODA requirements, and recreational opportunities that accommodate varying physical and sensory abilities; and
- x. Adhere to Crime Prevention Through Environmental Design (CPTED) principles while providing appropriate lighting levels and maximizing natural surveillance opportunities.

6.3 Streetscapes

6.3.1 Intent

- a) WESTON 7 is expected to incorporate both existing and new roads to serve new developments with varying functional purposes, with varying pavement widths and rights-of-way. The City will implement a flexible approach to streetscape design, including Pedestrian Realm Network and Active Transportation Network elements, green infrastructure and environmentally sustainable trees/planting programs, street furniture and lighting. Inherent to this design flexibility, the principles for Complete Streets are to be implemented. Streetscape development shall be consistent with the City-wide Urban Design Guidelines and any other applicable Council adopted Manuals, Master Plans, Guidelines and Strategies.
- b) On **Schedule 3**, two Streetscape Character Types are defined according to existing or anticipated levels of pedestrian and vehicular traffic and adjacent land uses and built-form:
 - i. Enhanced Urban Streetscape; and
 - ii. Standard Urban Streetscape.

Streetscapes in WESTON 7 comprise a significant element of the Pedestrian Realm Network and associated Active Transportation Network - which solidifies their importance as a defining feature of WESTON 7. Streetscapes can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy. Streetscape design shall

consider programming strategies that are a key element of street life activation and that promote connectivity, accessibility and a positive transition between the public and private realms.

- c) How built-form interfaces with the Streetscape is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of Streetscape and built-form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks. Active frontages correspond to at-grade uses, and the level of animation also define the type of Streetscape that is appropriate. It is the intent of this Plan:
 - i. That the design and maintenance of the range of Streetscapes in WESTON 7 must reflect its high quality character; and
 - ii. To create an enhanced Pedestrian Realm Network and support pedestrian movement and other forms of Active Transportation by expanding the sidewalk width, and employing mid-block access and well-designed promenades and intersections.

6.3.2 Policies for Streetscapes

- a) Streetscapes within WESTON 7 are to be defined by their attractive character and by their emphasis on environmental quality. Streetscape design will place an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and they may also incorporate transit routes. The development of the various Streetscape Character Types shall be generally consistent with all applicable City plans, guidelines and standards as well as the following design policies:
 - i. Street furnishings, trees and under story plantings and paving materials must be of the highest quality, and are intended to establish a consistent and recognizable sense of place within WESTON 7;
 - ii. The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities, sidewalks, cycle tracks and vehicular traffic; and
 - iii. The City-Wide Streetscape Implementation Manual shall guide the design of all new streetscapes in WESTON 7. In addition, Streetscapes shall be designed in a manner that is generally consistent with the following additional criteria:
 - > Be designed consistent with the Vaughan City-Wide Urban Design Guidelines and the City-Wide Streetscape Implementation Manual; and
 - > Be designed on the basis of the principles of the Vaughan Complete Streets Guide, using sustainable infrastructure innovations.
- b) The City may consider permitting parking, including access to parking, under Streetscape elements provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and construction requirements and a strata title agreement with conditions established to the satisfaction of the City.

Enhanced Urban Streetscapes

- c) Enhanced Urban Streetscapes are identified on **Schedule 3** where non-residential land uses are required at-grade. The elements of the Pedestrian Realm and Active Transportation

Networks and adjacent uses and built-forms shall actively engage with pedestrian traffic. The intent of identifying the Enhanced Urban Streetscapes is to recognize that there is:

- i. Compatibility conflicts between at-grade residential uses abutting Highway 7 and Weston Road; and/or
- ii. The desire to promote a robust retail, service commercial and restaurant focused urban environment.

Standard Urban Streetscapes

- d) On Standard Urban Streetscapes, also identified on **Schedule 3**, active, non-residential land uses are permitted and encouraged at-grade. Where active, non-residential land uses are provided at-grade, a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment.

7.0 TRANSPORTATION, SERVICE INFRASTRUCTURE + UTILITIES

7.1 A Multi-Modal Transportation System

7.1.1 Intent

- a) This Plan has been developed concurrent to, and is supported by the City's WESTON 7 Transportation Master Plan (2024). It is the intent of this Plan to:
 - i. Maintain a safe, multi-modal, and integrated Transportation System, comprised of street, transit and Active Transportation networks, that together facilitates the safe and efficient movement of people and goods within and through WESTON 7 and beyond;
 - ii. Enhance the Region's and the City's transit system by ensuring that transit routes are connected to the Pedestrian Realm and Active Transportation Networks, public service facilities, and that transit is frequent and reliable enough to serve the needs of WESTON 7 and beyond; and
 - iii. Establishes a connected Active Transportation Network that is fully integrated with the Pedestrian Realm Network that serves WESTON 7's anticipated population and business community, and fosters a seamless, multi-modal community where daily travel does not rely primarily on the use of a private automobile.
- b) The Multi-Modal Transportation System serves as the framework on which to provide for travel by all modes of travel. The implementation of the Multi-Modal Transportation System for WESTON 7 will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing safe and comfortably designed spaces for pedestrians and cyclists, with streetscapes that encourage users to walk, bicycle, or to take transit, in accordance with the principles of the Vaughan Complete Streets Guide.
- c) The Multi-Modal Transportation System is premised on the anticipated pattern of development and increases in traffic volumes that are expected within WESTON 7 over time. All development, including all public works related to the Transportation System, shall conform with the relevant policies of the VOP and this Plan.

- d) The Multi-Modal Transportation System in WESTON 7, as depicted on **Schedule 4**, consists of a number of equally important elements, and this Plan provides a broad based policy framework with respect to:
 - i. The Street Network;
 - ii. The Transit Network; and
 - iii. The Active Transportation Network.
- e) This Plan also provides a broad based policy framework with respect to parking, building services, loading and garbage collection/storage facilities and access.
- f) Transportation System improvements shall be implemented through the development approval process as set out in the VOP.

7.1.2 Mitigating Impacts

Traffic Infiltration Study

- a) The mitigation of traffic infiltration on the existing residential neighbourhoods, especially on Fieldstone Drive, Blue Willow Drive and points beyond, will be addressed through a Traffic Infiltration Study for the area outlined on **Schedule 4**.
- b) The overall intent of the required Traffic Infiltration Mitigation Study is to identify and implement measures that minimize the impact of traffic infiltration on existing residential neighbourhoods and local streets. This policy is intended to ensure effective traffic management, thereby protecting residents' quality of life and maintaining the safety and efficiency of the transportation network. The objectives of the Traffic Infiltration Study include to:
 - i. Reduce non-local traffic in residential areas;
 - ii. Enhance safety for pedestrians, cyclists, and local traffic;
 - iii. Maintain the efficiency of the main road network;
 - iv. Promote the use of designated routes for through traffic; and
 - v. Create opportunities for community feedback and engagement.
- c) The Traffic Infiltration Mitigation Study shall be completed prior to or in conjunction with the submission of the first development application seeking to redevelop the existing uses in the northwest quadrant of the Secondary Plan. It may be conducted by the applicant or by the City, but shall be completed to the satisfaction of the City.

Construction Mitigation Plan

- d) The intent of a Construction Mitigation Plan is to ensure that construction activities are carried out in a safe, efficient, and environmentally responsible manner promoting a safe and sustainable environment for all stakeholders. A Construction Mitigation Plan is to be included as part of the Site Plan Approval process for all development within WESTON 7. A

Construction Mitigation Plan shall outline the measures to be implemented to minimize the impact of construction activities on the surrounding environment, community and infrastructure.

7.1.3 The Street Network

- a) The Street Network within WESTON 7 is identified in, and supported by the City's WESTON 7 Transportation Master Plan (2024) and it is identified conceptually on **Schedule 4**. It is the intent of this Plan that the Street Network provides a connected and continuous system of roads that promote connectivity within, as well as to and from WESTON 7.
- b) Improvements to the Street Network that are required to ensure that WESTON 7 can accommodate the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs, are identified in **APPENDIX I: Transportation System Improvements**.
- c) The Street Network will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night. The Street Network within WESTON 7 shall be designed to an appropriate speed limit to minimize the potential for motorist speeding. Speed limits should be reviewed in the context of the City's Speed Limit Policy to encourage lower speed limits on streets, wherever technically justified, to increase safety for vulnerable road users.
- d) The Street Network within in WESTON 7 establishes a hierarchy of road typologies within WESTON 7. The Street Network has been established and supported through the associated WESTON 7 Transportation Master Plan (2024). The planned Street Network is expected to be fine-grained and is intended to establish the pattern of development sites and blocks. Development sites and blocks are required to have frontage on a Road or Street identified on **Schedule 4**. The hierarchy of road typologies includes:
 - i. *Highway 7 - Regional Bus Rapid Transitway* - The right-of-way width and design of Highway 7 shall comply with the requirements of the Region;
 - ii. *Weston Road - Regional Arterial Road* - The right-of-way width and design of Weston Road shall comply with the requirements of the Region;
 - iii. *Major Collector Roads* - Major Collector Roads shall have a minimum mid-block right-of-way width of 30 metres. Major Collector Roads shall have sidewalks and cycle tracks on both sides of the Road and shall include up to 4 vehicle travel lanes mid-block;
 - iv. *Minor Collector Roads* - Minor Collector Roads shall have a minimum mid-block right-of-way width of 24 metres. Minor Collector Roads shall have sidewalks and cycle tracks on both sides of the Road and shall include a minimum of 2 vehicle travel lanes mid-block;
 - v. *Local Roads* - Local Roads shall have a minimum mid-block right-of-way width of 23 metres. Local Roads shall accommodate 2 vehicle travel lanes and on-street parking mid-block, as well as sidewalks on both sides of the Road and cycle-tracks. The City may consider reduced mid-block right-of-way requirements if it is demonstrated that parking and/or cycle-tracks are not required based on the appropriate justification (e.g. parking study, cycling facility selection guidance), to the satisfaction of the City. Further, the City may consider:
 - > Permitting parking, including access to parking, under Local Roads provided the

purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and construction requirements and, where appropriate, a strata title agreement with conditions established to the satisfaction of the City;

- > Supporting privately owned Local Roads, subject to meeting appropriate design criteria as well as legal agreements registered on title to ensure full public access and public infrastructure emplacement, to the satisfaction of the City; and
- vi. *Private, Mid-Block Mews/Laneways* - Private, mid-block mews or laneways connecting to Local Roads are not identified on **Schedule 4**, but may be considered by the City where they serve development and support the establishment of the interconnected, fine grained planned Road Network identified on **Schedule 4**. Mews and laneways may be considered through the development approval process, and shall be fully publicly accessible, as established through legal agreements registered on title, to the satisfaction of the City.
- e) Notwithstanding any of the road right-of-way widths identified in this Plan, the City and/or the Region may require additional right-of-way width to accommodate improvements to any road intersection. The extent of the enhanced right-of-way width shall be required and secured to address the need for additional intersection-related features such as turning lanes, transit facilities, pedestrian facilities and/or cycling facilities.
- f) Modifications to the location and alignment of the Street Network identified conceptually on **Schedule 4** are permitted without Amendment to this Plan, subject to the following, to the satisfaction of the City:
 - i. For Major and Minor Collector Roads the locations and alignments shall be determined by the City, in consultation with the Region through a Municipal Class Environmental Assessment, a suitable equivalent study and/or through the development approval process; and
 - ii. For Local Roads the locations and alignments shall be determined through the development approval process, and may be modified provided that the intent of this Plan is maintained with respect to the scale and configuration of development sites/development blocks and the location and scale of the identified parks.
- g) The Street Network identified on **Schedule 4** shall be conveyed to the municipality as a condition of the approval of development. The Road Network will be developed in conformity with the relevant policies of the VOP and the recommendations of the City's WESTON 7 Transportation Master Plan (2024). Where possible, the Major and Minor Collector Road Network, as identified on **Schedule 4** within a Quadrant will be secured by the City prior to development proceeding within that Quadrant, while Local Roads will be delivered when adjacent development proceeds.

7.1.4 The Transit Network

- a) WESTON 7 is well served by public transit. **Schedule 4** identifies a number of existing and potential transit opportunities to serve WESTON 7, including:
 - i. The Highway 7 Viva Rapidway, including stations at Weston Road and Ansley Grove Road;

- ii. A Transit Circulator connecting Weston 7 to the VMC and Highway 407 Subway stations; and
 - iii. The planned 407 Transitway.
- b) Improvements to the Public Transit Network that are required to ensure that WESTON 7 can accommodate the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs, are identified in **APPENDIX I: Transportation System Improvements**.
- c) This Plan encourages the use of Public Transit by connecting patrons and residents with transit services through the accommodation of local transit service and the Pedestrian Realm and Active Transportation Networks. The provision of high-quality walking and cycling facilities is encouraged to further increase the potential catchment area of public transit services within WESTON 7.
- d) Vaughan is committed to working with the relevant transit agencies to support public transit service improvements required to ensure the success of WESTON 7. In addition, as part of the development approval process, the City will ensure that lands are secured where appropriate for public transit facilities.

7.1.5 The Active Transportation Network

- a) The intent of the Active Transportation Network is to provide enhanced connectivity to maximize access to, from and within WESTON 7. The Active Transportation Network is planned to provide a fine-grained and highly connected network, providing a seamless grid of routes, enabling shorter walking, cycling and other micro-mobility trips within WESTON 7. The Active Transportation Network is also expected to facilitate enhanced connectivity to Public Transit, including the Highway 7 - Regional Bus Rapid Transit facility, the Vaughan Metropolitan Centre Subway Station and the Potential 407 Transitway.
- b) The Active Transportation Network identified conceptually on **Schedule 4** is fundamentally connected to the Pedestrian Realm Network identified on **Schedule 3**.
- c) Improvements to the Active Transportation Network that are required to ensure that WESTON 7 can accommodate the identified Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs, are identified in **APPENDIX I: Transportation System Improvements**.
- d) The Active Transportation Network must be safe and comfortable for all users, consistent with the facility selection guidance of the City's Pedestrian and Bicycle Master Plan. This will ensure the greatest amount of encouragement for travelers in WESTON 7 to travel by means other than the private automobile. The Active Transportation Network shall be designed to:
 - i. Provide comfortable, pedestrian-friendly and cycling-friendly environments which may include shade trees and other vegetation, street furniture, parking for bicycles, lighting and signed and safe street crossings and other traffic controls;

- ii. Connect to Active Transportation Networks in communities adjacent to WESTON 7 to create a continuous network;
 - iii. Minimize road crossings and, where viable, provide pedestrian overpasses/underpasses constructed where the Active Transportation Network intersects with major roads. **Schedule 4** identifies the key locations for Grade Separated Pedestrian Connections;
 - iv. Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding, as well as the management of vehicle speeds where on-road facilities are provided; and
 - v. Incorporate changes in elevation and direction. Where possible, steep grades should be avoided.
- e) The Active Transportation Network includes a number of Active Transportation Links which are identified conceptually on **Schedule 4**. The actual location and design of the identified Active Transportation Links will be determined by the City through the development approval process. The development of the various Active Transportation Links shall be generally consistent with the following policies:
- i. May be publicly owned, or privately owned and publicly accessible.
 - ii. Can be outdoor or indoor;
 - iii. Will be safe, secure and accessible and shall include appropriate lighting;
 - iv. Shall be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces;
 - v. Shall include several egress opportunities to the public sidewalk system;
 - vi. Will be located between pedestrian destinations and may become destinations themselves;
 - vii. Shall include opportunities for retail along their length, or alternately a green soft landscape treatment with plantings, furnishings and lighting;
 - viii. Shall be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities;
 - ix. Facilities shall include seating and a full furniture program, including lighting, facilities that promote a passive, relaxing atmosphere, water features and Public Art. Where appropriate, opportunities for outdoor cafés and restaurants shall be considered; and
 - x. Shall include comprehensive maintenance schedules to ensure safe, accessible and healthy spaces.
- f) The City may adjust the location and/or alignment of the Active Transportation Links identified on **Schedule 4** to accommodate the actual on-the-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Plan.

- g) The City may consider permitting parking, including access to parking, under Active Transportation facilities, provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and construction requirements and, where appropriate, a strata title agreement with conditions established to the satisfaction of the City.

7.1.6 Parking

- a) It is the intent of this Plan to minimize the amount of surface automobile parking in WESTON 7 in order to realize the intensity of built-form that is anticipated. In accordance with the relevant policies of the VOP, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.
- b) Adequate bicycle and vehicle parking for residents, visitors and employees must be provided within WESTON 7 in accordance with the City's Zoning By-law. Bicycle and vehicle parking should generally be provided on-site. The City will consider opportunities for shared bicycle and vehicle parking facilities. In addition:
 - i. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in proximity to main entrance points or destinations within WESTON 7;
 - ii. The provision of vehicle parking shall include the establishment of maximum parking standards as a mechanism to support transit use and to reduce traffic congestion within WESTON 7; and
 - iii. The City shall monitor the need for public parking facilities in WESTON 7 and may prepare a public parking strategy that addresses, among other matters, the role of a Municipal Parking Authority, in accordance with the relevant policies of the VOP.
- c) Parking facilities for Low-Rise Buildings in the Residential I designation are encouraged to be in structure. Parking facilities, other than short-term surface parking (taxi, delivery, pick-up and drop-off), for Mid-Rise and High-Rise Buildings shall be accommodated in underground, or in above-ground parking structures.
- d) Where an above-grade parking structure fronts onto a public or private road, or any element of the Pedestrian Realm Network, active ground floor uses are encouraged to animate the streetscape and enhance pedestrian and cyclist safety. Where active ground-floor uses are not provided, an above-grade parking structure shall include facades finished with high quality materials to minimize the visual impact of the structure on the Pedestrian Realm Network. In all circumstances, an above-ground parking structure shall screen parking facilities from view at the sidewalk level. The street frontage wall, where an active use is not provided, shall be enhanced by architectural detailing.
- e) Surface parking may continue to be provided for existing development, or on an interim basis in the early phases of new development. Where surface parking currently exists or is proposed on an interim basis as part of an initial phase of a larger Mid-Rise and High-Rise Building development, it is a requirement of this Plan that all applications for development demonstrate, through a Phasing Plan the transition to a built-out scenario where buildings, rather than parking, become the predominant feature of the streetscape and surface parking is eventually be eliminated.

- f) Where permitted to serve existing development, or on an interim basis in the early phases of new development, surface parking facilities shall be designed in a manner which does not impede the Active Transportation components of the Transportation System. Where provided, the design of surface parking shall consider:
 - i. Planting strips and landscaped traffic islands, medians, or bump-outs shall be provided within lots to screen these facilities from adjacent streets and to break up the expanse of hard surface; and
 - ii. Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks.

7.1.7 Building Services, Loading and Garbage Collection/Storage Facilities

- a) Building services, loading and garbage collection/storage facilities shall generally be:
 - i. Provided on-site; and
 - ii. Integrated and enclosed within a building for all Mid-Rise and High-Rise Buildings; and
 - iii. Designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles.
- b) Building services, loading and garbage collection/storage facilities should not be located where they are perceived from the Streetscape and should be hidden from view. Where any building service, loading and garbage collection/storage facility is visible, it shall be screened by the main building, landscape treatment or other screening techniques.

7.1.8 Access

- a) New development abutting Major Collector Roads, Minor Collector Roads and/or Local Roads shall consolidate vehicular accesses wherever possible to minimize conflicts with the Pedestrian Realm and Active Transportation Networks and to limit impacts on traffic flow. All new entrances on to the Road Network shall require the approval of the agency having jurisdiction.
- b) Vehicular access to parking facilities and to building services, loading and garbage collection/storage facilities shall be:
 - i. From a Local Road, Private Mews or Laneway unless technically unfeasible. The location and design of all vehicular access points shall be safe, and where multiple access points are proposed in proximity, they shall be appropriately separated; and
 - ii. Coordinated within the development blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the City and enhance pedestrian safety.
- c) Pedestrian and bicycle access to parking facilities and to building services, loading and garbage collection/storage facilities must be convenient and safe. Pedestrian and bicycle access to parking structures shall be integrated into the structure and be easily identified, well-lit and designed with consideration for CPTED principles.

7.2 Service Infrastructure + Utilities

7.2.1 General Policies

- a) Municipal service infrastructure includes water, wastewater and stormwater facilities that are a critical element in the development of WESTON 7. The objectives of this Plan with respect to municipal service infrastructure are to:
 - i. Provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of development in WESTON 7 in accordance with the phasing policies this Plan and based on sound financial planning; and
 - ii. Develop necessary municipal service infrastructure enhancements and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality's ability to finance such projects.
- b) Municipal service infrastructure in WESTON 7 shall be planned in recognition of the two tier municipal water and wastewater services model and in an integrated and financially sustainable manner, having regard for the long-term development potential for WESTON 7 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:
 - i. Leveraging investments in municipal service infrastructure enhancements to direct growth and development in accordance with the policies of this Plan;
 - ii. Providing sufficient municipal service infrastructure capacity for the ultimate intensification of WESTON 7;
 - iii. Identifying the full life cycle costs of municipal service infrastructure and developing options to pay for these costs over the long-term, as determined by the City and the Region; and
 - iv. Considering the impacts of a changing climate.
- c) All development within WESTON 7 shall be provided with full municipal service infrastructure.
- d) In planning for the expansion of existing municipal service infrastructure corridors, the City will encourage the co-location of linear water, wastewater and stormwater service infrastructure, wherever possible, subject to any more detailed policies of this Plan;
- e) Planned municipal service infrastructure enhancements shall be implemented through the development approval process as set out in the VOP. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.
- f) The processing and approval of development applications shall fully consider the availability of water and wastewater capacity within the local municipal systems, in addition to capacity identified by the Region. Where adequate municipal service infrastructure does not exist, the City may not approve the application, or may use Holding (H) provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing capacity does not exist to

support a proposed development, neither the City nor the Region will not be obligated to provide such servicing in advance of development.

7.2.2 Municipal Water and Wastewater Servicing Infrastructure

- a) Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024). Phasing of development shall be coordinated with the phasing of improvements to municipal water and wastewater services.
- b) Servicing infrastructure for water and wastewater improvements are identified in **APPENDIX II: Wastewater System Upgrades** and in **APPENDIX III: Water Servicing Infrastructure Projects**.

7.2.3 Stormwater Management Infrastructure

- a) Stormwater management in WESTON 7 shall be in accordance with the relevant policies of the VOP and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024).
- b) Both public and private sector development in WESTON 7 is required to incorporate Low Impact Development measures, wherever feasible, to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

7.2.4 Utilities and Communications/Telecommunications Facilities

- a) Public and private utilities will be permitted in all land use designations and will be installed, where possible, within public road allowances. Where facilities cannot be located in a public road allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.
- b) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the City will encourage the co-location of linear utilities and communication/telecommunication facilities.
- c) All utilities and communication/telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road right-of-way or appropriate easement. Where these facilities are required to be located above grade, the City shall require appropriate locations are identified in consideration of City policies or procedures and that may take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.

8.0 APPLICATION, IMPLEMENTATION + INTERPRETATION

8.1 Application

- a) The lands affected by this Plan are identified on **Schedule 1**. The vision, principles, policies and schedules contained in this Plan constitute the WESTON 7 Secondary Plan.
- b) The City shall ensure that this Plan is in conformity with the *Planning Act*. Further, the City shall ensure that this Plan is consistent with the Provincial Planning Statement. Where there is a conflict between this Plan and any Provincial legislation or policy, the Provincial policies, or the more restrictive policies shall prevail.
- c) This Plan is to be read in conjunction with the relevant policies of Volume 1 of the VOP. Where there is a conflict between the designations and policies of this Plan and any policy of the VOP, the policies of this Plan shall prevail.
- d) This Plan is purposefully written to celebrate inclusivity and diversity, and therefore avoids the identification of any person, or group of people, in the vision, principles and subsequent land use policy frameworks.
- e) This Plan establishes a framework for growth and development to the year 2051. It is the City's primary tool for implementing the desired development within WESTON 7. The detailed policies of this Plan build upon the vision for the future and a number of supportive principles. Together, the vision, principles and policies of this Plan are inextricably linked to provide the City with a comprehensive framework to guide decision making about future growth.
- f) This Plan shall be read and interpreted as a fully integrated and comprehensive whole. The vision, principles and policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies. Decision making will be based on conformity with all the relevant policies of this Plan, supported by the following Schedules:
 - i. **Schedule 1** - Land Use Designations;
 - ii. **Schedule 2** - Building Height;
 - iii. **Schedule 3** - Pedestrian Realm Network; and
 - iv. **Schedule 4** - Transportation System.
- g) It is intended that this Plan will form the basis of implementing zoning regulations, either on a site or area specific basis. All implementing Zoning By-laws shall conform to the intent and the specific policies of this Plan.
- h) The VOP, this Plan and any applicable Council adopted Manuals, Master Plans, Guidelines and Strategies all work together to establish the planning and development framework for WESTON 7. It is required that City Council, and all the Committees of Council make decisions in conformity with the vision, principles and policy framework of the VOP and this Plan. Further, all development applications shall be consistent with all relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies.

- i) Where there is a conflict between the policies of this Plan and the policies of the VOP, the policies of this Plan shall prevail. Where there is a conflict between the policies of this Plan and the concepts and directives of any relevant Council adopted Manual, Master Plan, Guideline, or Strategy, the policies of this Plan shall prevail.

8.2 Implementation

8.2.1 This Plan

Monitoring this Plan

- a) In order to evaluate the effectiveness of this Plan, including the approach to phasing, the City, in partnership with the Region will monitor development activity and changes in land use and may develop key performance indicators for this Plan. Where it is deemed necessary due to changes in the physical, social or economic makeup of the City, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated. Monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall Vision, Principles and intent of the policies of this Plan;
 - iii. The development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City;
 - iv. The policy framework and implementing regulations continue to be based on an understanding of changes in modal split, travel behavior and parking requirements;
 - v. The development is achieving the job to population ratio; and
 - vi. The pace of development is being appropriately managed in sync with the approval and development of the required infrastructure systems improvements, the delivery of affordable housing units, and the development of public service facilities and the delivery of the integrated Pedestrian Realm and Active Transportation Networks.

Plan Review

- b) The City will review the policies of this Plan to identify planning issues and trends affecting the ongoing evolution of WESTON 7, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Plan to ensure its continued relevance and usefulness.
- c) The City will review existing and future legislation contained in the *Planning Act*, the *Municipal Act*, the *Development Charges Act* and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

Amendments to this Plan

- d) An Amendment to this Plan shall be required where the Vision or Principle, a policy, designation, or Schedule is added, deleted or significantly altered. The City will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan. All Amendments to this Plan shall proceed in accordance with the *Planning Act* approval requirements set out in the VOP. The responsible approval authority may be assisted in their review of a proposed Amendment by any agency having jurisdiction.
- e) An applicant of an Amendment to this Plan shall be required to submit a Planning Justification Report to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:
 - i. Conformity/consistency with relevant Provincial legislation, policies and plans;
 - ii. Conformity to the relevant policies of the VOP, and other City adopted By-laws, and consistency with any applicable Design Guidelines, Master Plans, or any sustainable development standards adopted by the City;
 - iii. The need for the proposed Amendment;
 - iv. Suitability of the lands for the proposal;
 - v. Land use compatibility with the existing and future uses and built-forms on surrounding lands; and
 - vi. The adequacy of infrastructure systems (water, wastewater, stormwater and transportation systems), public service facilities and the elements of the integrated Public Realm and Active Transportation Networks to support the proposed use.

Technical Revisions to this Plan

- f) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
 - i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
 - ii. Altering punctuation or language for consistency;
 - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors; and/or
 - iv. Changing format or presentation.

8.2.2 Development Applications

Application Review

- a) All applications for development within WESTON 7 shall be evaluated in the context of:
 - i. The availability of capacity within the municipal service infrastructure systems and the transportation system;

- ii. Conformity with this Plan and the relevant policies of the VOP; and
 - iii. Consistency with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies, including consistency with the WESTON 7 Transportation Master Plan.
- b) To ensure orderly development of WESTON 7, and the most efficient and economical use of existing infrastructure, justification shall be required with a development application, to the satisfaction of the City that:
- i. Transportation System requirements necessary to ensure that fundamental infrastructure elements such as roadways, active transportation networks, and transit capacities are adequately established in both interim and ultimate conditions within a timeframe deemed acceptable to the City and the Region. The capital costs for any Transportation System requirements necessary to facilitate the proposed development shall not adversely affect the City's or the Region's budget;
 - ii. Municipal service infrastructure requirements are in place and/or available within a timeframe deemed acceptable to the City and the Region. The capital costs for any municipal service infrastructure requirement necessary to facilitate the proposed development shall not adversely affect the City's or the Region's budget;
 - iii. The requirements for the Pedestrian Realm and Active Transportation Networks and the delivery of public service facilities are in place and/or available within a timeframe deemed acceptable to the City, and the associated capital costs associated with the Pedestrian Realm and Active Transportation Networks, as well as the public service facilities required for the development shall not adversely affect the City's budget; and
 - iv. Adequate school capacity has been confirmed by the school boards including provision of school sites, as required, or such other alternative solution has been agreed upon by the school boards.

Block Plans

- c) Prior to any application for development being approved within any Quadrant within WESTON 7, as defined on **Schedule 1**, the City shall require the preparation of a Block Plan that addresses the complexities of comprehensive planning within the affected Quadrant, scoped as required in accordance with the policies of the VOP, and in accordance with the policies of this Plan. Block Plans are to:
- i. Consider the long-term development potential of all of the lands within the Quadrant, including lands owned by non-participants, in conformity with the Vision, Principles, designations and policies of this Plan;
 - ii. Address the phasing of development within the Quadrant in accordance with the Estimated Development Caps identified in **Table 1**;
 - iii. Create a pedestrian-oriented and highly interconnected street and block pattern, that integrates the Pedestrian Realm and Active Transportation Networks, with connections to adjacent communities and to public service facilities and the transit network;

- iv. Ensure that the job to population ratio can be achieved, including the identification of opportunities for a full range of public service facilities;
- v. Be supported by appropriate technical studies that include the cumulative impact of the long-term development potential of all of the lands within the Quadrant, and throughout WESTON 7;
- vi. Establish a logical sequence of improvements which align the anticipated timing of development and the requirements for infrastructure systems improvements (water, wastewater, stormwater and transportation systems) and the delivery of public service facilities; and
- vii. Be adopted by Council.

Development Concept Report

- d) In addition to the requirements for a complete application for development established in the VOP, the City shall require that each individual, site specific application for development within WESTON 7 shall be supported by a Development Concept Report, to be prepared by the applicant prior to the approval of development applications for Draft Plan of Subdivision/Condominium, or Zoning By-law Amendment, or Site Plan Approval. The Development Concept Report shall be based on the findings of the Block Plan, and shall conform to the vision, principles and policies of this Plan and the relevant policies of the VOP.

8.2.3 Implementing Zoning By-laws

- a) It is anticipated that this Plan will be implemented through a number of Implementing Zoning By-laws that are development site or block specific. Implementing Zoning By-laws shall implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the *Planning Act* and, where appropriate, may be more restrictive than this Plan. Implementing Zoning By-laws shall:
 - i. Include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation;
 - ii. Include provisions for development to ensure compatibility and an appropriate transition between different uses and built-forms, taking into account existing and planned context. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions. Any development application may be subject to review by the City's Design Review Panel, prior to the submission of formal development applications, as necessary;
 - iii. Be approved by the City where the City is satisfied that:
 - > The proposed use and/or building/structure will be compatible with adjacent development;
 - > The proposed use does not pose a danger to adjacent uses by virtue of any defined hazardous nature;

- > The proposed use will not pollute any water, groundwater and/or soil or otherwise threaten the environment, including any endangered species or species at risk;
- > The proposed use conforms to the policies and designations of this Plan, the VOP and the provision of the *Planning Act*; and
- > Municipal service infrastructure, including municipal water and wastewater capacity and the transportation system is sufficient and available to support the proposed use.

The Holding (H) Provision

- b) All Zoning By-law Amendment applications within WESTON 7 shall only be approved by the City with a Holding (H) Provision. The requirements for the removal of the Holding (H) Provision shall include:
 - i. A capacity allocation for infrastructure (water, wastewater, stormwater and transportation systems) is approved by Council;
 - ii. The applicant/owner has, to the satisfaction of the City and, where appropriate, the Region, entered into:
 - > All agreements including a Site Plan Agreement, a Development Agreement, Front-Ending Agreement and any other appropriate agreements to ensure the provision of the identified and required elements and improvements identified in this Plan for the Quadrant, including infrastructure systems improvements (water, wastewater, stormwater and transportation systems), the delivery of public service facilities and the delivery of the integrated Pedestrian Realm and Active Transportation Networks; and
 - > An Agreement with the Landowner's Group that ensures that all proponents of development equitably share of the cost of required infrastructure systems improvements (water, wastewater, stormwater and transportation systems) for WESTON 7, based on the recommendations of the City-Wide Integrated Urban Water Master Plan Environmental Assessment (2024) and the City's WESTON 7 Transportation Master Plan (2024).

8.2.4 Site Plan Approval

- a) Site Plan Approval will be used by the City in accordance with the provisions of the *Planning Act* and the City's Site Plan Control By-law as a means of achieving well-designed, functional, accessible, safe, sustainable built-form and public space. Site Plan Approval is one of the key tools for implementing the City's policies on urban design in accordance with this Plan.
- b) All development within WESTON 7, including public buildings shall be subject to Site Plan Approval, with the specific exemption of residential development that includes 10 dwelling units or less.
- c) Notwithstanding b) above, the City may exempt forms of development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed.

- d) As part of the City's design review process, any development application may be subject to review by the City's Design Review Panel, prior to the submission of formal development applications, as necessary.
- e) Site Plan Approvals shall be consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. However, where Site Plan Approval is required, or an Amendment to an existing Site Plan Agreement is required to facilitate modifications to an existing use, these Site Plan Approvals/Amendments shall be evaluated on their ability to generally improve existing on-site conditions to the satisfaction of the City, in general consideration of the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies.

8.2.5 Other Planning Tools

- a) The City shall utilize the planning tools available to them, as they are empowered by the VOP, and as they are refined through this Plan.

Parkland Dedication

- b) The City has the authority to require parkland dedication, or payment-in-lieu of parkland dedication under the Planning Act. That authority shall be utilized to secure the components of the Park System identified in this Plan. Parkland dedication, and/or the payment-in-lieu of land shall be required in accordance with the Planning Act, the relevant policies of this Plan and the City's Parkland Dedication By-law, as a condition of all development approvals.
- c) The City shall require parkland to be dedicated in a coordinated manner that creates complete and cohesive park blocks. A strategy shall be identified in the required block plan process. Where a park spans multiple development parcels:
 - i. The full park block shall be secured and dedicated as a single coordinated conveyance; and
 - ii. Partial dedications shall only be considered where they form part of a comprehensive strategy to achieve the complete park block.
- d) The City's approach to the securement of the Park System will include the following:
 - i. It is the City's preference to secure unencumbered, fee simple parkland dedication; and
 - ii. Strata Park arrangements may be considered, subject to the policies of the VOP, and the City's Parkland Dedication By-law.
- e) The City shall encourage the consolidation of parkland dedications from multiple developments where such consolidation would result in larger, more functional parks by:
 - i. Facilitating land exchanges or purchases for optimal park configuration;
 - ii. Coordinating dedication timing between developments; and
 - iii. Requiring landowners to enter into agreements addressing:
 - > Land dedication and construction timing;

- > Park development cost sharing;
 - > Interim conditions and temporary facilities;
 - > Infrastructure and services coordination; and
 - > Phased maintenance responsibilities.
- f) Where any component of the Park System is identified on any property, either as shown on Schedule 1 or Schedule 3 to this Plan, or on a Block Plan, or in site specific application for development, and the identified component is considered acceptable for parkland dedication by the City, the applicable parkland dedication shall be secured by the City as a condition of first residential approval, subject to appropriate legal agreement(s) respecting interim use of the lands for parking for existing uses, construction access and staging operations.

Development Charges By-law

- g) To implement specifically the required growth related costs anticipated for the long-term development of WESTON 7 in accordance with the policies of this Plan, the City may prepare a background study and enact an Area Specific By-law under the *Development Charges Act*, to ensure that the capital costs of growth related services does not place a financial burden upon the City's existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.

8.2.6 Municipal Finance

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide required municipal service infrastructure enhancements and transportation system improvements are paid for in an equitable and appropriate manner.
- b) Development will be monitored to ensure that a balance is maintained between demands for municipal service infrastructure enhancements and transportation system improvements and the overall fiscal capacity of the City.
- c) Where possible, the City will use financial mechanisms available to it under any legislative authority, including the *Municipal Act*, *Development Charges Act*, *Planning Act* and any other applicable legislation, for the purposes of land use planning and the provision of municipal service infrastructure enhancements, transportation system improvements, the Pedestrian Realm and Active Transportation Networks, public service facilities and any identified community benefits.
- d) It is the intent of this Plan that, wherever possible, the City, on the basis of the policies contained within this Plan, establish a staged program for the implementation of municipal service infrastructure enhancements, transportation system improvements, public works and/or any other municipally-assisted projects within WESTON 7. A five-year capital improvement program should be developed to systematically implement necessary capital improvements. This program should be reviewed annually as part of the capital budget procedure.
- e) The City will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal service infrastructure enhancements and the transportation system improvements that are necessary to facilitate the ongoing development of WESTON 7.

8.2.7 Agreements

Landowner's Group Agreement

- a) To address infrastructure systems capacity constraints, applicants/landowners within WESTON 7 shall enter into a WESTON 7-wide Landowners Group Agreement to implement the financial requirements for the growth related elements of this Plan - infrastructure systems (water, wastewater, stormwater and transportation systems), public service facilities and the integrated Pedestrian Realm and Active Transportation Networks - to ensure their timely provision without adverse financial impact to the City's or the Region's financial capabilities. This may require front-ending agreements to advance the timing for the required elements of this Plan, to address any acceleration in associated costs, and to implement a fair and equitable sharing of the costs of providing the required elements of this Plan.

Development Agreements/Other Measures

- b) As a condition of approval of development in WESTON 7, the City shall require the implementation of appropriate development agreements and other appropriate measures/agreements to ensure that new development in WESTON 7 is coordinated and that the required commitments of funds, lands and services are secured and/or in place.

These agreements and other measures shall ensure that the reasonable costs of the identified municipal service infrastructure enhancements, including transportation system improvements and the delivery of the Pedestrian Realm and Active Transportation Networks and public service facilities are fairly and equitably shared without adverse impact on the City's financial capability. The agreements and measures permitted by this policy shall be only those permitted by law and otherwise agreed to by the landowner(s) and the City.

8.3 Interpretation

8.3.1 Land Use Boundaries and Roads

- a) The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features.
- b) Future Road and Active Transportation Networks shown on the Schedules to this Plan are illustrated in approximate locations only. As such, Amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries, location of roads, or service area boundaries, provided that the general intent of this Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Plan.
- c) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

8.3.2 Numeric Standards

- a) With the specific exception of identified building height and density (FSI) limitations, and road right-of-way widths, it is intended that all other numeric standards identified in this Plan be considered approximate and not absolute.
- b) With the specific exception of identified building height and density (FSI) limitations, and road right-of-way widths, Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

8.3.3 Subsequent Legislation/Companion Documents

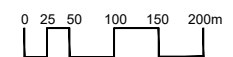
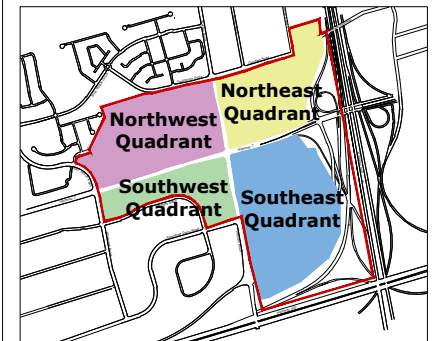
- a) Where a Provincial or Federal Act, regulation or guideline is referred to in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to Region or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.
- b) Where reference is made to the VOP, it is intended that such reference be interpreted to include any subsequently approved Official Plan Amendment, or any approved revised or updated Official Plan.
- c) Where reference is made to any Council adopted Master Plan, Strategy, Guidelines Manual, or municipal By-law, or any Appendix to this Plan, it is intended that such reference be interpreted to include any subsequently revised or updated version, policy, regulation or guideline that may replace the specified companion document, or municipal By-law.

Schedule 1 Weston 7 Land Use Designations

Legend

-  Secondary Plan Area
-  Residential I
-  Mixed-Use I
-  Weston 7 Parks
-  Elementary School
-  Existing Stormwater Management Pond
-  Flood Plain Spill Area Overlay
-  Priority Consideration Overlay
-  Lands Subject to OLT Decision (OLT-22-004652, March 18, 2025)
-  Existing Development (Centro Square)

Quadrants



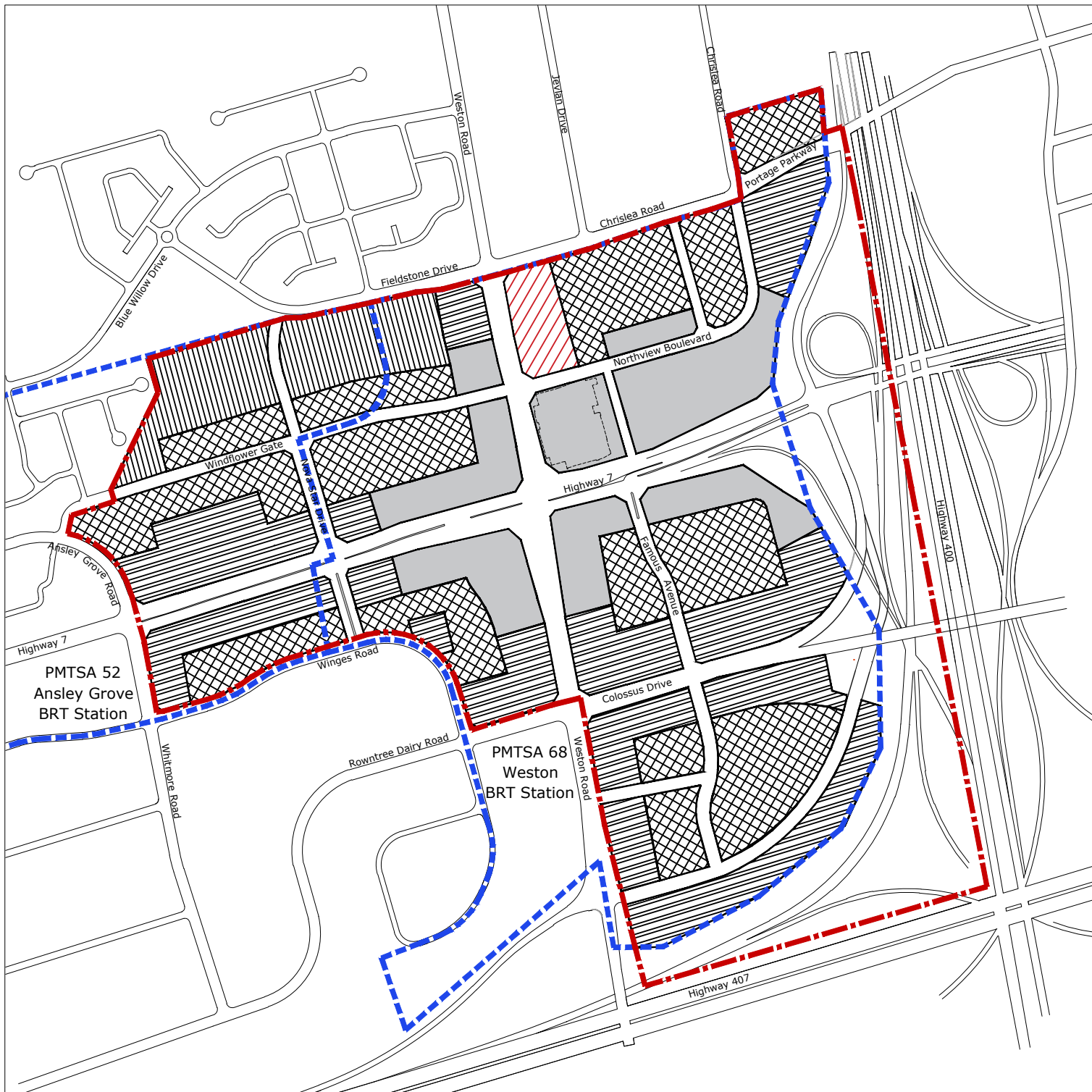
October 2025



Schedule 2 Weston 7 Building Height

Legend

-  Secondary Plan Area
-  Low-Rise
-  Mid-Rise
-  High-Rise I
-  High-Rise II
-  Lands Subject to OLT Decision
(OLT-22-004652, March 18, 2025)
-  Existing Development
(Centro Square)
-  Protected Major Transit
Station Areas
PMTSA 52-Ansley Grove BRT Station
PMTSA 68-Weston BRT Station



0 25 50 100 150 200m



October 2025

Schedule 3 Weston 7 Pedestrian Realm Network

Legend

-  Secondary Plan Area
-  Weston 7 Parks
-  Enhanced Urban Streetscape
-  Standard Urban Streetscape
-  Elementary School
-  Existing Stormwater Management Pond
-  250m Radius, 2-3 Minute Walking Distance



0 25 50 100 150 200m



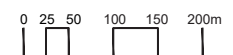
October 2025

Schedule 4 Weston 7 Transportation System

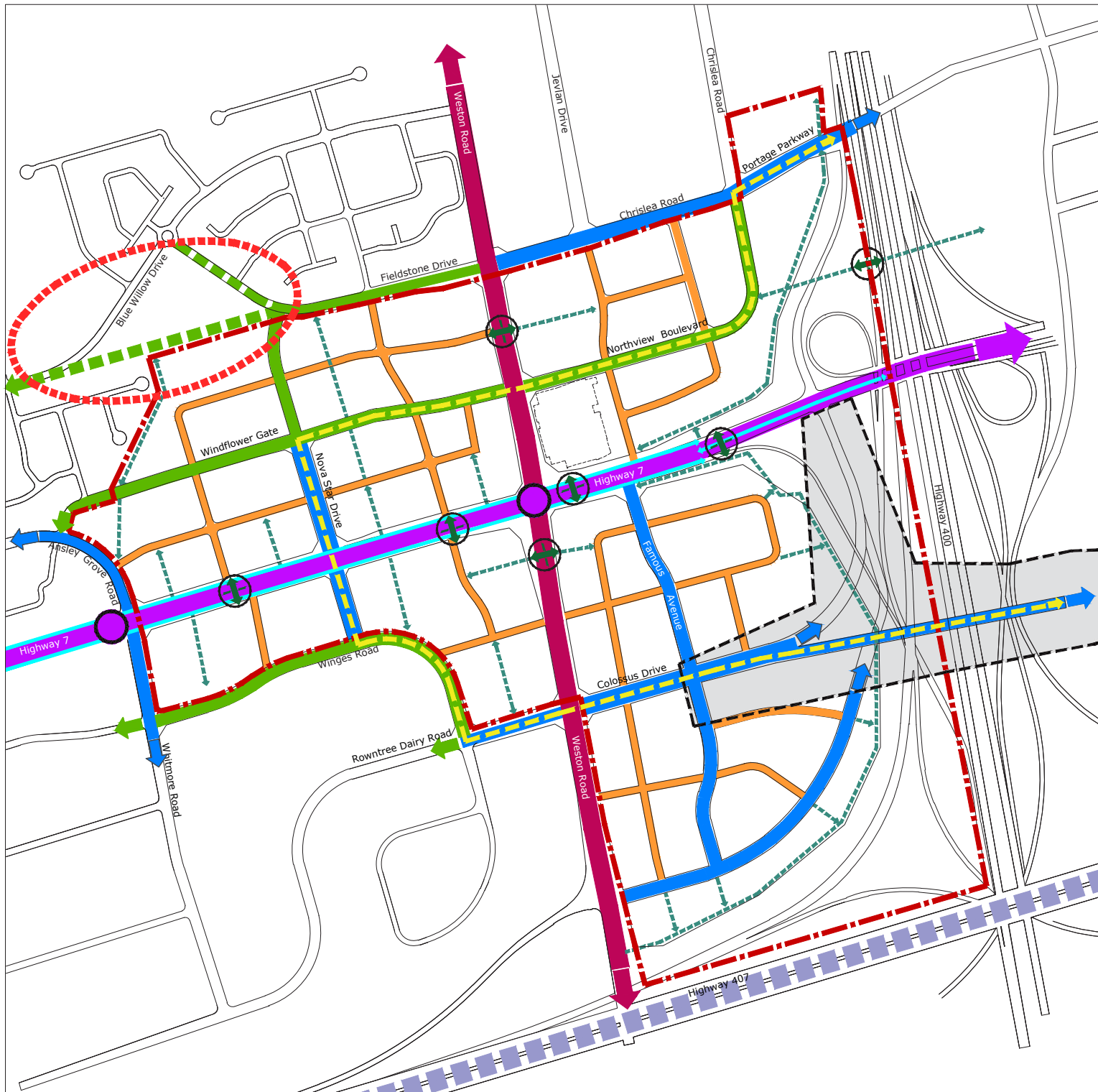
Legend

-  Secondary Plan Area
- Street and Transit Network**
-  Existing Roads
-  Highway 7 - Regional Bus Rapid Transitway
-  Bus Rapid Transit (BRT) Stop
-  Regional Arterial Road - Weston Rd
-  Major Collector
-  Minor Collector
-  Local Road
-  Colossus Drive Corridor Protection Area
-  Weston 7 to VMC Transit Circulator
-  Potential 407 Transitway
- Active Transportation Network**
-  Existing Cycle Track
-  Active Transportation Link
-  Active Transportation Grade Separated Pedestrian Connection
-  Traffic Infiltration Study Area

Note: Alignments are Conceptual



October 2025



APPENDIX I: Transportation System Improvements

Based upon the City's Weston Road and Highway 7 Transportation Master Plan (2024)

The WESTON 7 Secondary Plan promotes an approach to growth management on the basis of the Growth Threshold of 26,000 people and jobs combined - a maximum of 16,000 people and 10,000 jobs. This Growth Threshold is based on the work carried out within the City's Weston Road and Highway 7 Transportation Master Plan (2024).

The implementation framework of the multi-modal transportation network proposed for the WESTON 7 Secondary Plan, as articulated in the City's Weston Road and Highway 7 Transportation Master Plan (2024) will be imperative for planning, protecting, and positioning WESTON 7 to accommodate additional population and jobs over time. The implementation framework is structured around both required broader City and Regional Transportation improvements as well as the multimodal transportation network projects recommended for implementation within WESTON 7.

Broad City and Regional Transportation System Improvements

The necessary broader City and Regional Transportation Improvements are as follows:

- > Colossus Drive extension over Highway 400;
- > Bass Pro Mills extension from Highway 400 to Weston Road;
- > Langstaff Road widening between Weston Road and Creditstone Road (4 to 6 lanes);
- > Langstaff Road connection over CN Yard;
- > Langstaff Road full interchange at Highway 400;
- > Steeles Avenue widening west of Jane Street (4 to 6 lanes);
- > Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes);
- > Weston Road widening north of Steeles Avenue (4 to 6 lanes);
- > Keele Street widening north of Steeles Avenue (4 to 6 lanes);
- > Highway 7 rapid transit corridor (Viva headway 10 minutes);
- > Steeles Avenue Transit Corridor (4 general purpose lanes plus dedicated transitway east of Jane Street); and
- > Jane Street Transit Corridor (4 general purpose lanes plus dedicated transitway between Major Mackenzie Drive and Highway 7 - Viva headway 10 mins).

WESTON 7 Transportation System Improvements

Within WESTON 7, a Quadrant-based approach is proposed for the orderly and contiguous implementation of the multi-modal transportation network internal to WESTON 7.

Generally, the Major and Minor Collector Road Network (as identified on **Schedule 4** to the WESTON 7 Secondary Plan) within a Quadrant will need to be secured prior to development proceeding within that Quadrant, while Local Roads will be delivered when adjacent development proceeds. The Identification of phasing of projects and improvements for Local Roads should also consider existing parcel fabric and built-form.

Active Transportation Improvements - The following Active Transportation Improvements are recommended for implementation within WESTON 7 follows (note that the ID# make reference to the numbering included within the City's WESTON 7 Transportation Master Plan (2024)):

- > AT-12: New pedestrian/cycling overpass connecting Weston 7 with VMC over Highway 400, located between Highway 7 and Portage Parkway existing structures.
- > AT-15: Weather protection along the existing Highway 7 median multi-use path over Highway 400;
- > AT-19: Over Highway 7 - grade-separated pedestrian/cycling linkages from the SE Quadrant to the NE Quadrant; and
- > AT-24: Weston Road between Highway 407 ETR EB Ramp to Chrislea Road/Fieldstone Drive – Improved AT Separated in-boulevard cycling facilities.

Public Transit Improvements - The following Transit Improvements are recommended for implementation within WESTON 7:

- > Ten-minute all-day bus frequencies along the Highway 7 Viva Rapidway; and
- > Transit circulator connecting Weston 7 to VMC and Highway 407 Subway stations.

Road Network Improvements - The following Road Improvements are recommended for implementation within WESTON 7:

- > ST-34, ST-36 and ST-31: Colossus Drive Extension and connecting roadways;
- > ST-35 and ST-10: All ages and abilities cycling infrastructure along Chrislea Road and Portage Parkway (Weston Road to VMC); and
- > ST-5, ST-1.1, and ST-1.2: Fieldstone Drive extension and related improvements (Weston Road to Blue Willow Drive).

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In addition to those Road Improvements listed on the previous page, there are a number of more Quadrant specific improvements that are identified as follows:

ID#	Roadway	From	To
ST-10 ST-35	Chrislea Road	Weston Road	Applewood Crescent/ Portage Pkwy
ST-12.1 ST-12.2	Northview Blvd	Weston Road	Chrislea Road
ST-2.1 ST-2.2 ST-2.3	Windflower Gate	Ansley Grove	Weston Road
ST-1.2	Fieldstone Drive	Blue Willow Drive	Weston Road
ST-5	Road C (Fieldstone Drive Extension)	Fieldstone Drive	Blue Willow
ST-7 ST-8	Nova Star Drive	Fieldstone Drive	Highway 7
ST-19	Nova Star Drive	Highway 7	Winges Road
ST-31	Road W	Weston Rd. @ 407 ETR EB Ramp	Colossus Drive
ST-26 ST-33	Famous Avenue	Highway 7	Road W
ST-23 ST-24.1 ST-24.2	Winges Road, Rowntree Dairy Road, Whitmore Road	Highway 7	Weston Road

APPENDIX II: Wastewater System Upgrades

Based upon the City's Integrated Urban Water Plan - Weston Road and Highway 7 FSSR, Volume 3 – Sanitary Servicing (June 2024)

Servicing infrastructure for wastewater shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024).

Phasing of development shall be coordinated with the phasing of improvements to municipal wastewater services. It is understood that improvements to the wastewater system will be required incrementally to achieve the Growth Threshold identified in this Plan. Required improvements to the wastewater system are identified in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024), and are summarized below:

Project	General Location	Description	Completed By	EA Schedule
A2- P 1	From Fieldstone Drive south along Windflower Gate to Weston Road	335m of 450mm	Prior 2028	Schedule B
A2- P 2	Along Northview Boulevard	329m of 450mm	Prior 2028	Exempt
A2- P 6	Along Ansley Grove and Tumbleweed Court	76m of 250mm and 188m of 375mm	Prior 2028	Exempt
A2- P 7	Along Vittorio De Luca Drive and crosses east up to Helen Street	335m of 250mm	Prior 2028	Exempt
A2- P 9	Along Weston Road and Colossus Drive (east of Weston Road)	803 m of 675mm, some tunnelling	Prior 2028	Exempt
A2- P 10	Along Helen Street, then south on Bruce Street, then towards West Street up to the Regional Sewer Outlet	360 m of 250mm, 502m of 300mm and 53m of 1050mm	Prior 2028	Exempt
A2- P 11	Along Winges Road and south to Rowntree Dairy Road	481m of 450mm	Prior 2028	Exempt
A2- P 12	Starts from west of Rowntree Dairy Road, then along Tall Grass Trail to Timber Lane, then west to A2-P 10 - south of Highway 7 south along Sydel Crescent	332m of 300mm, 122m of 825mm and 1489m of 900mm	Prior 2028	Exempt
A2- P 13	Along Rowntree Dairy Road (from Weston Road) up to A2-P 12	1725m of 750mm and 1041m of 825mm	Prior 2028	Exempt

Reference - Table 5.2 - City of Vaughan Integrated Urban Water Plan - Weston Road and Highway 7 FSSR, Volume 3 – Sanitary Servicing (June 2024)

APPENDIX III: Water Servicing Infrastructure Projects

Based upon the City's Integrated Urban Water Plan - Weston Road and Highway 7 FSSR, Volume 2 – Water Servicing (June 2024)

Servicing infrastructure for water shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024).

Phasing of development shall be coordinated with the phasing of improvements to municipal water services. It is understood that improvements to the water system will be required incrementally to achieve the Growth Threshold identified in this Plan. Required improvements to the water system are identified in the City-Wide Integrated Urban Water Plan Class Environmental Assessment (2024), and are summarized below:

ID	Description	Diameter	Length	Phase	EA Schedule
1	Highway 400 crossing	400mm	520m	2028	Schedule B
2	Weston Road	400mm	1,400 m	2036	Exempt
3	Windflower Gate	400mm	190 m	2041	Schedule B
4	Highway 7 and Pine Valley Drive	300mm	490 m	2041	Exempt
5	Various future roads	300mm	4,760 m	2041	Schedule B
6	Islington Avenue	300mm	70 m	2041	Exempt
7	Various future roads	200mm	2,810 m	2041	Schedule B

Reference - Table 4 - City of Vaughan Integrated Urban Water Plan - Weston Road and Highway 7 FSSR, Volume 2 – Water Servicing (June 2024)