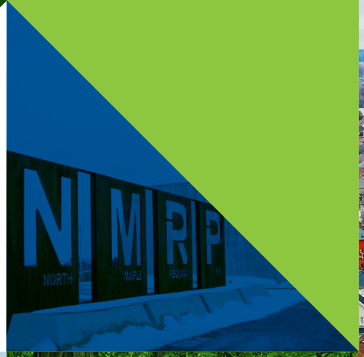













**CITY OF VAUGHAN**
**CERTIFIED TRUE COPY**

Todd Coles

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**CITY CLERK**

# Proposed 2025 Vaughan Official Plan

**vaughan.ca/OfficialPlan**

VAUGHAN

# Land Acknowledgment

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

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

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



## Chapter 1 Introduction 1

**1.1 Purpose of this Plan ..... 1**
**1.2 Structure of this Plan ..... 1**
**1.3 How to Read this Plan ..... 2**
1.3.1 General Policies ..... 2
1.3.2 Transition ..... 4
**1.4 Provincial Planning Framework ..... 6**
**1.5 2051 Vision ..... 6**

## Chapter 2 Shaping Vaughan 7

**2.1 Planning for Growth ..... 7**
2.1.1 Population and Employment Forecasts ..... 7
2.1.2 Vaughan's Evolution: Key Planning Objectives ..... 7
**2.2 Urban Structure (Schedule 1) ..... 9**
2.2.1 Urban Structure Components ..... 9
2.2.2 Phasing Growth ..... 11
2.2.3 Community Areas ..... 12
2.2.4 Employment Areas ..... 13
2.2.5 Natural Areas and Agriculture ..... 14
2.2.6 Rail and Goods Movement ..... 15
2.2.7 Parkway Belt West Lands ..... 16
**2.3 Urban Area (Schedule 1A) ..... 16**
2.3.1 Urban Area, New Community Areas and New Employment Areas ..... 16
**2.4 Strategic Growth Areas (Schedule 1B) ..... 17**
2.4.1 Planning Strategic Growth Areas ..... 17
2.4.2 Vaughan Metropolitan Centre ..... 18
2.4.3 Primary Centres ..... 18
2.4.4 Local Centres ..... 19
2.4.5 Primary Corridors and Local Corridors ..... 19
2.4.6 Major Transit Station Areas (Schedules 1.B.1 to 1.B.5) ..... 20
**2.5 Established Large-Lot Neighbourhoods (Schedule 1C) ..... 22**
2.5.1 Maintaining the Character of Established Large-Lot Neighbourhoods ..... 22
**2.6 Protecting the Agricultural System and Food Production (Schedule 1D) ..... 23**
2.6.1 Agricultural System ..... 23
**2.7 Natural Heritage Network (Schedule 2) ..... 26**
2.7.1 A Systems Approach to Environmental Stewardship ..... 26
2.7.2 Developing and Maintaining a Natural Heritage Inventory ..... 27
2.7.3 Defining Vaughan's Natural Heritage Network ..... 28
2.7.4 Protecting Core Features and Ecological Functions ..... 32
**2.8 Environmentally Significant Areas and Areas of Natural and Scientific Interest (Schedule 3) ..... 39**
**2.9 Provincial Plans and Designation (Schedule 4) ..... 40**
2.9.1 Oak Ridges Moraine Conservation Plan Area ..... 40
2.9.2 Greenbelt Plan Area ..... 43

**2.10 Mineral Aggregate Resources (Schedule 5) ..... 46**
2.10.1 Managing Mineral Aggregate Resources ..... 46
**2.11 Aquifer Vulnerability (Schedule 6) ..... 47**
2.11.1 Low Aquifer Vulnerability and High Aquifer Vulnerability ..... 47
**2.12 Landform Conservation (Schedule 7) ..... 48**
2.12.1 Landform Conservation Measures ..... 48
**2.13 Special Policy Areas (Schedule 8) ..... 49**
2.13.1 Planning Special Policy Areas ..... 49
**2.14 Street Classification and Planned Street Rights-of-Way (Schedules 9A and 9B) ..... 50**
2.14.1 The Street Network ..... 50
2.14.2 Walking and Cycling Facilities and Trails (Schedule 9C) ..... 53
**2.15 Major Transit Network (Schedule 10) ..... 55**
2.15.1 Transit-Oriented Development ..... 55
**2.16 Source Water Protection Areas (Schedule 11) ..... 56**
2.16.1 Protecting Vaughan's Water ..... 56
**2.17 TransCanada Pipelines Limited Facilities (Schedule 12) ..... 59**
2.17.1 New Development Near TransCanada Pipelines Limited Facilities ..... 59

**Chapter 3 Land Use (Schedule 13) 60**

**3.1 General Land Use ..... 60**
3.1.1 General Land Use Policies ..... 60
**3.2 Land Use Designations ..... 65**
3.2.1 Residential ..... 65
3.2.2 Mixed-Use ..... 68
3.2.3 Employment ..... 75
3.2.4 Major Institutional ..... 77
3.2.5 Theme Park and Entertainment ..... 78
3.2.6 Open Space ..... 80
3.2.7 Natural Areas and the Oak Ridges Moraine ..... 81
3.2.8 Prime Agriculture and Rural ..... 84
3.2.9 Infrastructure and Utilities ..... 85
3.2.10 Future Development (Non-Employment) ..... 85

**Chapter 4 General City-wide Policies 87**

**4.1 Housing Options ..... 87**
4.1.1 Housing Affordability ..... 87
4.1.2 Housing Type and Tenure ..... 88
**4.2 Economy and Employment ..... 90**
4.2.1 Economic Growth and Diversification ..... 90
4.2.2 Directing Economic Activity ..... 91
4.2.3 Diversifying Vaughan's Economy ..... 91
4.2.4 The Retail Commercial Sector ..... 92
**4.3 Urban Design and the Elements of a Great City ..... 94**
4.3.1 The Public Realm ..... 94

4.3.2 Built Form and Development ..... 95
4.3.3 Site Design and Building Types ..... 96
**4.4 Parks and Open Space ..... 100**
4.4.1 Parks and Open Space Provision ..... 100
4.4.2 Parks and Open Space Network ..... 100
4.4.3 Parkland System ..... 101
4.4.4 Open Space Typologies ..... 102
4.4.5 Parks and Open Space Design ..... 103
4.4.6 Parkland Dedication ..... 103
**4.5 Community Services and Facilities ..... 105**
4.5.1 Community Facilities ..... 105
4.5.2 Community Centres and Services ..... 105
4.5.3 Schools and Day Care ..... 106
4.5.4 Libraries ..... 106
4.5.5 Public Safety Services ..... 107
**4.6 Climate Change ..... 107**
4.6.1 Sustainable Development and Energy Conservation ..... 107
4.6.2 Improving Air Quality ..... 107
4.6.3 Urban Agriculture ..... 108
4.6.4 Managing Vaughan's Waste ..... 108
**4.7 Infrastructure ..... 109**
4.7.1 Planning for Infrastructure ..... 109
4.7.2 Providing Water and Wastewater Services ..... 109
4.7.3 Stormwater Management ..... 111
4.7.4 Maximizing Investments in Utilities ..... 113
4.7.5 Hydro Corridors ..... 114
4.7.6 Telecommunications and Data ..... 114
**4.8 Soil Quality and Site Remediation ..... 115**
4.8.1 Planning for Soil Quality and Site Remediation ..... 115
**4.9 Protecting Public Health and Safety ..... 116**
4.9.1 Hazardous Lands and Sites ..... 116
4.9.2 Flooding Hazards ..... 117
4.9.3 Erosion Hazards ..... 117
**4.10 Cultural Heritage and Archaeological Resources ..... 118**
4.10.1 Protecting Vaughan's Cultural Heritage and Archaeological Resources ..... 118
4.10.2 Maintaining a Register of Cultural Properties of Heritage Significance ..... 118
4.10.3 Ensuring Protection and Conservation of Cultural Heritage ..... 119
4.10.4 Designated Heritage Properties ..... 119
4.10.5 Non-Designated Heritage Properties ..... 121
4.10.6 Cultural Heritage Impact Assessments ..... 122
4.10.7 Cultural Heritage Landscape Protection ..... 123
4.10.8 Heritage Conservation Districts ..... 124
4.10.9 Cultural Heritage Character Areas ..... 124

4.10.10 Archaeological Resources ..... 125

**Chapter 5 Implementation and Monitoring 128**

**5.1 Detailed Planning ..... 128**

5.1.1 Secondary Plans ..... 128

5.1.2 Block Plans ..... 129

5.1.3 Site and Area Specific Policies ..... 130

**5.2 Engagement and Consultation ..... 131**

**5.3 Implementation Tools ..... 132**

**5.4 Development Applications Process ..... 143**

5.4.1 Pre-Application Consultation ..... 143

5.4.2 Complete Application Submission Requirements ..... 144

**5.5 Monitoring and Review ..... 146**

5.5.1 Monitoring and Reviewing the City of Vaughan Official Plan ..... 146

**5.6 Glossary**

5.6.1 Glossary for the City of Vaughan Official Plan

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# Chapter 1 Introduction

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

The City recognizes that a healthy balance of housing supply is needed, including low-rise, mid-rise, and high-rise options for residents. The City also recognizes that Vaughan's existing **Community Areas** are characterized predominantly by low-rise housing stock largely in the form of **Single-Detached Houses**, with local-serving amenities. While incremental change is expected as a natural part of maturing neighbourhoods, this change should be sensitive to, and respectful of the existing character of the area.

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

## 1.1 Purpose of this Plan

The Ontario *Planning Act* provides the basis for considering Provincial interests, such as protecting and managing natural resources, and establishing local planning administration. It also requires that cities have an Official Plan, which sets out goals, objectives, and policies to manage and direct physical change and its effects on the environment. An official plan is a long-range planning policy document that is prepared by the City in consultation with the community. This Plan guides the physical, social, sustainable, and economic development of Vaughan and:

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

This Plan was crafted as part of a comprehensive review and alignment with several concurrent City studies and Master Plans.

## 1.2 Structure of this Plan

This Plan is divided into Volume 1 and Volume 2.

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

**Chapter 1**: Introduction: sets the context for this Plan's policies and establishes the vision and guiding principles for land use in Vaughan.

**Chapter 2**: Shaping Vaughan: contains the City's growth management strategy, which sets out where and how population, housing, and employment growth will occur in Vaughan. In this chapter, policies are tied to the land use Schedules wherever possible.

**Chapter 3**: Land Use: establishes **Development** criteria and land use designations that provide specific guidance for how **Development** should occur in specific areas of Vaughan.

**Chapter 4**: General City-Wide Policies: this chapter contains general policies that apply throughout Vaughan, grouped by various themes.

**Chapter 5**: Implementation and Monitoring: outlines how this Plan's policies will be implemented, including detailed planning tools, consultation and engagement, and requirements for **Development** applications.

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

**Schedule 1**: Urban Structure

**Schedule 1A**: Urban Area

**Schedule 1B**: Strategic Growth Areas

**Schedules 1.B.1 to 1.B.5**: Protected Major Transit Station Areas

**Schedule 1C**: Established Large-Lot Neighbourhoods

**Schedule 1D**: Agricultural System

**Schedule 2**: Natural Heritage Network

**Schedule 3**: Environmentally Significant Areas and Areas of Natural and Scientific Interest

**Schedule 4**: Provincial Plans and Designations

**Schedule 5**: Mineral Aggregate Resources

**Schedule 6**: Aquifer Vulnerability

**Schedule 7**: Landform Conservation

**Schedule 8**: Special Policy Areas

**Schedule 9A**: Street Classification

**Schedule 9B**: Planned Street Rights-of-Way

**Schedule 9C**: Cycling Facilities and Trails

**Schedule 10**: Major Transit Network

**Schedule 11**: Source Water Protection Areas

**Schedule 12**: TransCanada Pipeline Facilities

**Schedule 13**: Land Use Designations

**Schedule 14A**: Areas Subject to Secondary Plans

**Schedule 14B**: Areas Subject to Area Specific Plans

**Schedule 14C**: Areas Subject to Site Specific Plans

Volume 1 also includes appendices that form part of this Plan.

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

## 1.3 How to Read this Plan

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

The Plan includes illustrative figures and statutory schedules and appendices. Illustrative figures are provided to guide the interpretation of associated policy and are not part of this Plan. The schedules and appendices form part of this Plan.

### 1.3.1 General Policies

It is the policy of Council:

1.3.1.1 That this Plan is to be read in its entirety and all policies are to be considered and balanced when implementing the Plan.

1.3.1.2 That this Plan is in conformity with applicable Provincial policy and where there is conflict between the policies, applicable Provincial policy prevails.

1.3.1.3 That this Plan includes both numbered policies and explanatory text. The numbered policies represent the specific direction of Council. The explanatory text provides additional information and support to aid in the interpretation of the policies. Terms that are **bolded and blue** are defined terms as outlined in Chapter 5.

1.3.1.4 That all the text, maps, tables, lists, appendices, and numbered figures are considered part of this Plan. Photographs and non-numbered illustrations are not part of the Plan and are intended to provide aesthetic quality and wayfinding to support the ease of reading.

1.3.1.5 That the words "will" and "shall" expresses a mandatory requirement(s), and where the words "should", "may" and "encourage(d)" are used, suitable alternative approaches to meet the City's intent of the policy may be considered by the City.

1.3.1.6 That any Official Plan Amendment approved by Vaughan City Council or the Ontario Land Tribunal between the adoption of this Plan and its approval by the approval authority, which does not require Minister's approval, shall be incorporated into this Plan without further amendment.

1.3.1.7 That the boundaries of land use designations on Schedule 13 are approximate except where delineated by a **Secondary Plan**, Area-Specific policy, or Site-Specific policy, or where they coincide with fixed distinguishable features such as streets, utility corridors, railroads, or **Natural Heritage Features and Areas**. The boundaries of land use designations shall be determined by a review of existing **Zoning By-laws**, prevailing lot depths, orientation of lot frontages, lot patterns, and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries shall not require amendment to this Plan, and the approved subdivision plans and **Zoning By-law** will reflect the detailed boundaries.

1.3.1.8 That where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, noting the exemptions below, provided that such variations respond to the unique conditions or context of a site, and are supported to the satisfaction of the City, through the reports and studies deemed required by the City:

a. the above policy does not apply to environmental standards set out in this Plan; and

b. subject to the policies of 3.1.1.2 and 3.1.1.3 of this Plan, changes to the maximum height and density (**Floor Space Index**) identified on Schedule 13 may be made without an amendment to this Plan.

1.3.1.9 That lands subject to policies found in Volume 2 of this Plan are identified on Schedule 14. For the purposes of this Plan, references to Schedule 14 include Schedules 14A through 14C, inclusive. That Volume 2 policies provide more specific direction than that found in Volume 1

policies, and therefore where Volume 1 policies conflict with Volume 2 policies, the Volume 2 policies shall prevail, except where stated in this Plan.

## 1.3.2 Transition

This section sets out how the Vaughan Official Plan 2010 (VOP 2010) and the York Region Official Plan 2022, as it applies to Vaughan (YROP 2022), shall be transitioned to this Plan, and other relevant matters.

### Repeal of Vaughan Official Plan 2010 and York Region Official Plan 2022

It is the policy of Council:

1.3.2.1 That on approval of this Plan, pursuant to By-law 241-2025, VOP 2010 and the YROP 2022 are repealed, save and except (and until such time as those portions are repealed and replaced pursuant to policies 1.3.2.2 and 1.3.2.3):

a. Volume 1 and Volume 2 of VOP 2010 remain in force and this Plan shall not apply to the lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans, in Volume 1 of VOP 2010, save and except only the following:

   i. the "Weston Road and Highway 7" Required Secondary Plan Area shown on Schedule 14A which is repealed;

   ii. the "Vaughan Metropolitan Centre" area and **Secondary Plan** shown on Schedule 14A, together with Section 11.1.1.11 and Section 11.12 of Volume 2 of the VOP 2010 which are repealed; and

   iii. despite 1.3.2.1 (a)(ii) the site-specific policies in the Vaughan Metropolitan Centre Secondary Plan set out in section 9.3 of Section 11.12 of Volume 2 of VOP 2010 remain in force for the lands to which they apply together with any portions of Section 11.12 of Volume 2 of VOP 2010 required for interpretation and implementation of those site-specific policies, save and except policies 6.1.2, 6.1.3 and 6.1.4 of Section 11.12 of Volume 2 of VOP 2010 which are repealed on approval of this Plan;

b. Volume 1 of VOP 2010, save and except policy 7.3.3 which is repealed on approval of this Plan, which is required for:

   i. approvals of applications or appeals in process pursuant to policies 1.3.2.4 (a), (b), and (d), and 1.3.2.5; and

   ii. those portions of Volume 2 of VOP 2010 which remain in effect pursuant to policy 1.3.2.1 (a);

c. any policies in respect of highways and public transit rights-of-way and related infrastructure, Map 10 (Rapid Transit Network), and Map 11 (Street Network) of the YROP 2022 required for interpretation and implementation of:

i. any approvals of applications or appeals in process pursuant to policies 1.3.2.4 (a), (b), and (d), and 1.3.2.5; and

ii. those portions of Volume 2 of VOP 2010 which remain in effect pursuant to policy 1.3.2.1 (a);

d. For greater certainty, a reference to the policies or schedules of Volume 1 of VOP 2010 in any **Secondary Plan**, Area-Specific or Site-Specific Plan in Volume 2 of VOP 2010 or in an approval arising from an application or appeal in process pursuant to policies 1.3.2.4 (a), (b), (d) and 1.3.2.5 is a reference to Volume 1 of VOP 2010 as it read immediately before it was repealed save and except policy 7.3.3 which is repealed on approval of this Plan.

1.3.2.2 That over time the remainder of Volumes 1 and 2 of VOP 2010 may be repealed as updated or replacement policies are adopted. To that end, the City may amend this Plan to incorporate policies and schedules corresponding, and updated as appropriate, to the policies and schedules of Volume 2 of VOP 2010 for the lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans.

1.3.2.3 That upon the incorporation of policies and schedules into this Plan, as set out in policy 1.3.2.2, the corresponding **Secondary Plan**, Area-Specific Plan, or Site-Specific Plan in Volume 2 of the VOP 2010 shall be contemporaneously repealed, together with any portions of Volume 1 of the VOP 2010 and the YROP 2022 which remained in force for the purpose of interpretation of those repealed Volume 2 VOP 2010 plans.

## Applications and Appeals in Process

It is the policy of Council:

1.3.2.4 That development applications:

a. submitted prior to the date this Plan is adopted (including any appeals of such development applications) shall not be subject to this Plan unless they have been deemed incomplete, and shall be reviewed and assessed under the appropriate Official Plan policies and schedules prior to this Plan save and except in respect of parkland dedication in which case this Plan shall apply;

b. deemed complete from the date this Plan is adopted to the day this Plan is approved (including any appeals of such development applications) shall not be subject to this Plan and shall be reviewed and assessed under the appropriate Official Plan policies and schedules prior to this Plan save and except in respect of parkland dedication in which case this Plan shall apply;

c. which are not within policy 1.3.2.4 (a) or (b) shall be subject to the policies and schedules of this Plan; and

d. for lands that are subject to VOP 2010 pursuant to policy 1.3.2.1 shall be reviewed and assessed under the appropriate VOP 2010 and YROP 2022 policies and schedules, save and except in respect of parkland dedication in which case this Plan shall apply.

1.3.2.5 Applications under the *Planning Act* or the *Condominium Act*, or Block Plan applications, required for development applications that was reviewed and assessed pursuant to policy 1.3.2.4 (a), (b) or (d) shall also be reviewed and assessed under the appropriate Official Plan policies and schedules prior to this Plan save and except in respect of parkland dedication in which case this Plan shall apply.

1.3.2.6 Despite policies 1.3.2.4 (a), (b), (d), and 1.3.2.5, while the review and assessment of the merits of such applications or appeals shall not be subject to this Plan save and except in respect of parkland dedication in which case this Plan shall apply, where such applications or appeals are to be approved, for administrative convenience, where practicable the form of such approvals may be in the form of an amendment to this Plan. Where that is not practicable, then the approval will remain subject to the appropriate prior Official Plan policies and schedules, until the City has amended this Plan to incorporate or update that approval.

## 1.4 Provincial Planning Framework

This Plan has regard for Provincial interests as identified in the *Planning Act*, is consistent with the Provincial Planning Statement, 2024, and conforms with relevant Provincial plans, including the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan.

Vaughan is under the **Watershed**-based jurisdiction of the Toronto and Region Conservation Authority (TRCA), as per the Provincial *Conservation Authorities Act*. The TRCA works in partnership with the City on matters regarding stormwater management, bodies of water, and **Natural Hazards**. Additionally, Vaughan must comply with the Source Water Protection Plan as per the *Clean Water Act*.

## 1.5 2051 Vision

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

By the year 2051:

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

# Chapter 2 Shaping Vaughan

This chapter establishes the population and employment growth forecasts to the year 2051, as outlined in Table 2.1 below, and how this growth should be allocated throughout Vaughan through the Urban Structure.

## 2.1 Planning for Growth

### 2.1.1 Population and Employment Forecasts

It is the policy of Council:

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

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

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

### 2.1.2 Vaughan's Evolution: Key Planning Objectives

It is the policy of Council:

2.1.2.1 That the primary objectives of this Plan include:

a. identifying and protecting **Natural Heritage Features and Areas**, **Natural Hazards** and the **Agricultural System**, and strengthening environmental **Sustainability**;

b. directing a minimum **Intensification** target of 57%, representing 51,300 new residential units to be developed up to 2051, within the **Built-Up Area** identified on Schedule 1A;

c. supporting a transition to higher-density housing forms in the areas identified in policy 2.1.2.1.h;

d. identifying **Strategic Growth Areas** as the primary locations for accommodating **Intensification**;

e. requiring that the **New Community Areas** and **New Employment Areas** be planned to achieve an average minimum density of 65 combined residents and jobs per hectare in the **Developable Area** by 2051 to meet the growth forecasts set out in Table 2.1 of this Plan;

f. that growth through new **Development** and **Redevelopment** results in **Complete Communities** with a compact, accessible urban form that supports transit service and **Active Transportation**;

g. ensuring a sufficient supply of serviced employment lands is planned for and maintained to bolster economic growth, promote employment uses and meet the employment

forecast outlined in Table 2.1 of this Plan in Vaughan's **Employment Areas**, and protect the goods movement associated with **Rail Facilities** within Vaughan;

h. promoting public transit use by encouraging **Transit-Supportive** densities and an appropriate mix of uses along transit routes, particularly within **Protected Major Transit Station Areas** around subway stations, Viva Bus Rapid Transit stations, GO stations, and future rapid transit stations;

i. promoting **Active Transportation** by encouraging compact, walkable, mixed-use **Developments** and investing in cycling **Infrastructure** City-wide;

j. providing for a diversity of **Housing Options** in terms of tenure, affordability, size, and form;

k. establishing a culture of design excellence with an emphasis on providing for a high-quality **Public Realm**, appropriate built form, and attractive architecture through all new **Development** and **Redevelopment**;

l. developing an Open Space Network of linked, active, and passive parks, public spaces, **Greenways**, and natural areas throughout Vaughan to support the anticipated growth outlined in Table 2.1 of this Plan;

m. ensuring **Development** is phased in an appropriate manner to allow for the creation of **Complete Communities** and that such phasing is coordinated with **Infrastructure** investments made by the development community, the City, and York Region;

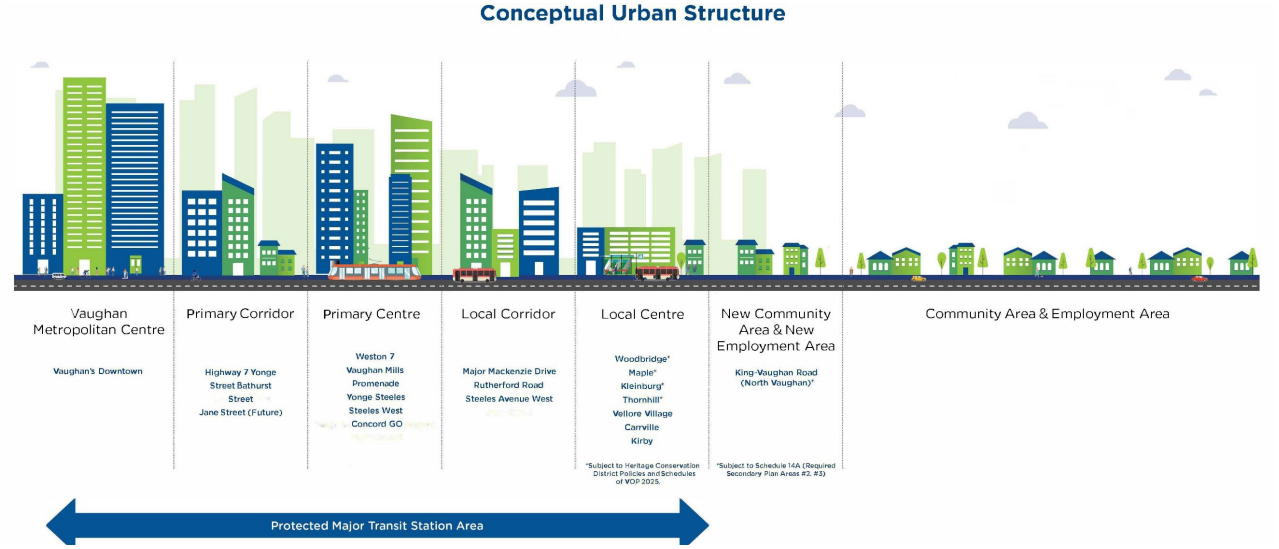
n. planning and designing communities in a manner that facilitates inclusivity and **Accessibility** for residents, workers, and visitors; and

o. ensuring a comprehensive approach to financial management that considers economic, environmental, and social costs.

2.1.2.2 All policies of this Plan shall be read in conjunction with 2.1.2.1 and all future Official Plan Amendments shall be consistent with 2.1.2.1.

## 2.2 Urban Structure (Schedule 1)

Figure 1: Conceptual Urban Structure




## 2.2.1 Urban Structure Components

It is the policy of Council:

2.2.1.1 That Schedule 1, inclusive of Schedules 1A, 1B, 1C, and 1D, shows the planned Urban Structure that:

a. establishes the following hierarchy of **Strategic Growth Areas** in descending order of density, building height, and intensity of use:

i. the Vaughan Metropolitan Centre is Vaughan's downtown, and the largest concentration of Vaughan's tallest and densest buildings, with a wide range of residential, office, **Retail Commercial**, institutional, cultural, civic uses, parks and open spaces, and community gathering places that bring all residents of Vaughan and beyond to its centres, for all ages, abilities and cultures;

ii. **Primary Corridors** are a major focus for **Intensification** on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent **Higher Order Transit**. The **Primary Corridors** link the Vaughan Metropolitan Centre with other **Strategic Growth Areas** in Vaughan and across York Region, as well as major centres in Peel Region and the city of Toronto;

iii. **Primary Centres** are nodes of predominantly mixed-use **High-Rise Buildings** and **Mid-Rise Buildings**, developed at an intensity that is supportive of transit but less than the Vaughan Metropolitan Centre;

iv. **Local Corridors** link other **Strategic Growth Areas** on corridors which can support future **Higher Order Transit** and will be places to accommodate **Intensification** in the form of mixed-use **Mid-Rise Buildings**, limited mixed-use **High-Rise Buildings**, and **Low-Rise Buildings**; and

v. **Local Centres** provide a mixed-use focus for their respective communities, in a manner that supports local needs at a walkable, neighbourhood scale with an appropriate transition of use and built form to surrounding neighbourhoods. Future **Local Centres** may be identified in **New Community Areas** and **New Employment Areas** through detailed planning;

b. delineates **Protected Major Transit Station Areas** as areas of **Transit-Supportive**, mixed-use communities throughout Vaughan that may overlap with other **Strategic Growth Areas** and upon full build-out shall achieve the gross minimum density targets identified in Appendix 2 of this Plan;

c. delineates **Community Areas**, that are primarily intended for residential uses anchored by secondary supportive uses, including parks, community, institutional and **Retail Commercial** uses;

d. preserves lands shown as **Employment Areas** for a variety of industrial, manufacturing, warehousing, **Ancillary**, and **Accessory** uses and parks that support **Higher Order Transit** and Vaughan's two **Rail Facilities**, and provides highway access; and

e. conserves the Natural Areas and **Agricultural System** for environmental, agricultural, or rural uses and restricts the encroachment of urban uses into these areas.

2.2.1.2 That **Strategic Growth Areas** will be the primary locations for the accommodation of growth and the greatest mix of uses, heights, and densities in accordance with the prescribed hierarchy established in policy 2.2.1.1 of this Plan.

2.2.1.3 That where there is overlap between two types of **Strategic Growth Areas**, the policies of the higher level of **Strategic Growth Area** prevail.

2.2.1.4 That notwithstanding the hierarchy of **Strategic Growth Areas** established in policy 2.2.1.1, **Development** may proceed concurrently in multiple **Strategic Growth Areas**, subject to the requirements of this Plan, including but not limited to:

a. the policies of a **Secondary Plan**;

b. appropriate provision of **Infrastructure**;

c. proper and safe access for vehicles and pedestrians; and

d. the type and scale of **Development** is **Compatible** with and provides an appropriate transition of built form to adjacent **Development**.

2.2.1.5 That the **Urban Area** of Vaughan includes all lands within the Urban Boundary line as shown on Schedule 1A.

## 2.2.2 Phasing Growth

It is the policy of Council:

2.2.2.1 That population, housing, and employment growth in Vaughan should be phased and aligned with municipal and Regional **Infrastructure** development and the provision of municipal, Regional, and community services and facilities.

2.2.2.2 That, notwithstanding the hierarchy described in policy 2.2.1.1 of this Plan, **Development** is encouraged to occur first in those **Strategic Growth Areas** meeting the following criteria:

a. are currently served by public transit, in the following order:

i. subway and GO trains;

ii. bus rapid transit; and

iii. bus;

b. have existing access to high-quality parks and open space;

c. have sufficient drinking water and wastewater services to immediately accommodate the planned **Intensification** for the area, or have planned drinking water and wastewater services to accommodate the planned growth of the area, and in areas where this is not in place, ensuring that applicants shall address appropriate services to the satisfaction of the City;

d. are currently served, or are forecasted to be served, by publicly funded elementary and secondary **Schools** with the capacity to accommodate the planned growth for the area;

e. have existing and diverse **Retail Commercial** services which can be retained or replaced within the **Strategic Growth Area**; and

f. are in close proximity to existing or planned community services, such as libraries, community centres, or hospitals.

2.2.2.3 That phasing strategies shall be required through the **Development** application process and shall be provided by applicants, pursuant to policies contained in Chapter 5 of this Plan. Phasing strategies may be provided as part of a Terms of Reference for **Development** Concept Reports and Phasing Plans for **Development** applications within **Strategic Growth Areas**.

2.2.2.4 That growth in any particular **Strategic Growth Area** shall be supported by the equitable distribution of costs among benefitting landowners through development charges, required cost-sharing agreements, or a combination thereof, to address potential **Infrastructure** upgrades within the **Strategic Growth Area**.

2.2.2.5 That **Development** in the **Designated Greenfield Area** shall continue to advance concurrently with **Intensification** efforts but must take place in coordination with **Infrastructure** planning.

2.2.2.6 That **Development** in **New Community Areas** and **New Employment Areas**:

a. shall be supported by water and wastewater expansion undertaken by the City and York Region, as required;

b. shall be guided by new **Secondary Plans** or updates to existing **Secondary Plans**; and

c. shall proceed in a phased manner alongside the **Development** of **Infrastructure** and provision of services to enable **Complete Communities**.

2.2.2.7 That **Development** in **New Community Areas** or **New Employment Areas** shall not occur until adjacent **Community Areas** or **Employment Areas** have achieved their minimum density targets.

2.2.2.8 That the provision of municipal servicing to **New Employment Areas** shall proceed prior to or in parallel with servicing to **New Community Areas**.

## 2.2.3 Community Areas

It is the policy of Council:

2.2.3.1 That **Community Areas** shall provide most of Vaughan's low-rise housing stock, as well as local-serving commercial uses and **Community Facilities**, such as **Schools**, parks, community centres, and libraries. They should function as **Complete Communities** and encourage walking, cycling, and transit use.

2.2.3.2 To encourage a mix of housing types and land uses in all **Community Areas**, pursuant to policies in Section 4.1 and Chapter 3 of this Plan.

2.2.3.3 That new **Development** in **Community Areas** shall respect the form and planned function of the immediate local area, in accordance with the policies in Section 4.3 of this Plan.

2.2.3.4 That **Gentle Intensification** should be permitted in **Community Areas**, as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 3 of this Plan, to serve changing needs with **Housing Options**, including a mix of housing types and tenures, for a greater range of people.

2.2.3.5 That **Development** proposed in **Community Areas** shall comply with any applicable **Heritage Conservation District** Plans and shall be sensitive to and **Compatible** with the character, form, and planned function of the surrounding context.

2.2.3.6 That **Development** immediately adjacent to **Community Areas** shall ensure an appropriate transition in the built forms' scale, intensity, and use, and shall mitigate adverse noise, traffic impacts, and odours, while fulfilling the **Intensification** objectives for **Strategic Growth Areas**, where applicable.

2.2.3.7 That **Designated Greenfield Area** lands within **Community Areas** shall be developed to help achieve the average minimum density of 65 residents and jobs per hectare, combined as required in policy 2.1.2.1.e.

2.2.3.8 That in fully developed neighbourhoods in **Community Areas**, as shown on Schedule 1 of this Plan, buildings shall be designed to respect and reinforce the existing physical character and uses of the surrounding area, specifically:

a. the local pattern of lots, streets, and blocks;

b. the size and configuration of lots and orientation of buildings;

c. the heights, scale, and architectural character of adjacent and immediately surrounding residential properties;

d. the setback of buildings from the street;

e. the pattern of rear and side-yard setbacks;

f. the presence of mature **Trees** and the general landscape character of the streetscape;

g. the existing topography and drainage pattern on the lot and in the adjacent and immediately surrounding properties; and

h. the **Conservation** and enhancement of heritage buildings, heritage districts, and **Cultural Heritage Landscapes**.

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

a. all new dwellings should front and address a public or private street, with the exception of **Additional Residential Units** in **Accessory** buildings, which may front onto laneways and driveways;

b. parking for units fronting an **Arterial Street** shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;

c. the general pattern of front, side, and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained; and

d. subject to the policies of this Plan, where future **Intensification** on adjacent lots would be appropriate through a Block Plan or **Development** Concept Report, **Developments** shall protect for future street and/or laneway interconnections with the adjacent properties to minimize accesses to the **Arterial Street** and facilitate the establishment of a rational and efficient street and laneway network over time. Access arrangements on **Arterial Streets** shall be to the satisfaction of the City.

## 2.2.4 Employment Areas

It is the policy of Council:

2.2.4.1 That the planned function of **Employment Areas**, as shown on Schedule 1, is to support economic activity and economic resiliency in Vaughan by supplying land for a range of industrial, manufacturing, warehousing, **Major Facilities** or **Ancillary**, and **Accessory** uses, and should be maintained.

2.2.4.2 That, as of October 20, 2024, pursuant to subsections 1(1.1) and 1(1.2) of the *Planning Act*, Vaughan's **Employment Areas** include lands which support lawfully established uses that are not manufacturing, warehousing, or **Ancillary** uses. Pursuant to policies in Section 3.2.3 of this Plan, uses lawfully established before October 20, 2024 shall be permitted to continue.

2.2.4.3 That Vaughan's **Employment Areas** are designated as General Employment and Prestige Employment on Schedule 13 of this Plan, pursuant to policies in Section 3.2.3 of this Plan.

2.2.4.4 That the conversion of lands in **Employment Areas** to uses other than the uses permitted in Section 3.2.3 of this Plan, may only be permitted through an amendment to this Plan, and only where it has been clearly demonstrated to the satisfaction of the City that:

a. the criteria set out in policy 2.8.2.5 of the Provincial Planning Statement is met; and

b. potential **Adverse Effects** to **Sensitive Land Uses** by the existing or planned **Employment Area** uses are avoided, or where avoidance is not possible, minimized and mitigated, in accordance with land use compatibility policies in Section 3.1.1 of this Plan.

2.2.4.5 That further to policy 2.2.4.4, where conversions of lands in **Employment Areas** are proposed, it should be shown that the conversion:

a. does not impact the configuration, location, and contiguous nature of the **Employment Area**;

b. does not impede access from **Employment Areas** to major transportation corridors;

c. does not impact the City's ability to provide a variety of land types and sizes in the **Employment Area**;

d. does not introduce land use compatibility concerns through potential direct or indirect **Adverse Effects**, such as odour, noise, and other contaminants, to future residents or employees; and

e. does not create risks to public health and safety.

## 2.2.5 Natural Areas and Agriculture

It is the policy of Council:

2.2.5.1 That Natural Areas shall be protected and their **Ecological Functions** preserved through maintenance, restoration, or, where possible, improvement through additional **Linkages** or corridors between features to facilitate the connectivity of the overall network.

2.2.5.2 To facilitate public access to major **Natural Heritage Features and Areas** where such access shall not significantly damage **Natural Heritage Features and Areas** or their functions.

2.2.5.3 That public ownership of major open spaces and natural features within Natural Areas is preferred, and Council should endeavour to acquire the appropriate lands to contribute to the system and/or establish partnerships for the acquisition and stewardship of such lands. The sale or disposal of publicly owned lands within **Natural Heritage Features and Areas** and the **Agricultural System** is discouraged.

## 2.2.6 Rail and Goods Movement

### Rail Transportation

It is the policy of Council:

2.2.6.1 To protect areas near rail **Infrastructure** for industrial and other employment uses and direct industrial **Development** that relies on the rail corridor for business operations, high-volume goods movement, and/or large inputs and outputs to be located adjacent to rail corridors and **Rail Facilities** within **Employment Areas** identified on Schedule 1 of this Plan.

2.2.6.2 To protect rail **Infrastructure** from **Development** that may impede operations or long-term viability due to noise, environmental, or land use compatibility concerns. Specifically, **Development** adjacent to a railway right-of-way or in proximity to **Rail Facilities** shall:

a. demonstrate appropriate land use compatibility through the submission of a Land Use Compatibility study (railway), where applicable, in conformity with Appendix 4 of this Plan;

b. provide appropriate land use compatibility for **Major Facilities**, including **Rail Facilities**, as may be set out in the **Province**'s D-Series Land Use Compatibility guidelines;

c. minimize and mitigate any potential **Adverse Effects** from odour, noise, and other contaminants, and minimize risk to public health and safety, to ensure the long-term operational and economic viability of **Major Facilities**, including **Rail Facilities**, in accordance with federal and Provincial guidelines, standards, and procedures and the Ministry of the Environment, Conservation, and Parks guidelines;

d. achieve appropriate noise and vibration levels for the adjacent **Development**, as may be set out in the **Province**'s guidelines on noise and vibration; and

e. include appropriate mitigation measures such as separation distances and/or safety barriers, as may be prescribed by Provincial or federal guidelines or **Rail Facility** operators.

2.2.6.3 To require grade separations between the street and rail systems, as needed, at arterial and collector street/rail junctions without amendment to this Plan.

### Goods Movement

It is the policy of Council:

2.2.6.4 That integrated planning for growth management, including goods movement and transportation planning, shall support and enhance the **Agricultural System** to ensure uses and **Infrastructure** are **Compatible** with **Agricultural Uses**, where possible, in terms of size, scope, and impact.

2.2.6.5 To minimize truck activity outside of **Employment Areas** and to reduce **Adverse Effects** from truck traffic on **Community Areas**, **Strategic Growth Areas**, and **Sensitive Land Uses**.

2.2.6.6 To designate and protect **Employment Areas** located adjacent to **Major Goods Movement Facilities and Corridors** or in proximity of existing and future major highways and interchanges for manufacturing, warehousing, and logistics, and appropriate associated uses.

### 2.2.7 Parkway Belt West Lands

It is the policy of Council:

2.2.7.1 That the lands identified on Schedule 1 and Schedule 4 as Parkway Belt West Lands are subject to the policies of the Provincial Parkway Belt West Plan, as amended.

2.2.7.2 That, at such time as any Parkway Belt West Lands parcels are declared surplus, an amendment to this Plan is required to redesignate the lands and the appropriate studies shall be undertaken to determine their appropriate use.

## 2.3 Urban Area (Schedule 1A)

### 2.3.1 Urban Area, New Community Areas and New Employment Areas

It is the policy of Council:

2.3.1.1 That the **Urban Area** is lands within the Urban Boundary identified on Schedule 1A as having an urban designation, which includes **Employment Areas**, **Community Areas**, and **Strategic Growth Areas** within the **Built-Up Area** and the **Designated Greenfield Area**.

2.3.1.2 That Schedule 1A shows the **New Community Areas** and **New Employment Areas** that have been added to the **Urban Area** and that are intended to support population growth, to allow for a continued mix of **Housing Options**, including housing on larger lots, and to support employment growth to 2051.

2.3.1.3 That **Development** in **New Community Areas** and **New Employment Areas** shall occur in a phased manner pursuant to the conditions of subsection 2.2.2 of this Plan. **Development** shall not proceed until water and wastewater services to those areas become available. Permitted uses shall be limited to those uses legally existing at the time this Plan comes into effect.

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

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

2.3.1.6 That where **New Community Areas** and **New Employment Areas** are adjacent to Natural Areas or the **Agricultural System**, including those in neighbouring municipalities identified through cross-jurisdictional coordination, the appropriate transition between **Development** and those lands shall be provided.

2.3.1.7 That **New Community Areas** shall be compact, vibrant, inclusive, and diverse, and be planned as **Complete Communities** with a mix of uses, that prioritize people, **Sustainability**, and liveability, and shall be developed with high-quality urban design.

# 2.4 Strategic Growth Areas (Schedule 1B)

## 2.4.1 Planning Strategic Growth Areas

It is the policy of Council:

2.4.1.1 That **Strategic Growth Areas** shall:

a. have the highest rate of new residential growth and accommodate most of the forecasted residential growth to support the 57% **Intensification** target;

b. support **Major Office**, Major Institutional, and **Retail Commercial** uses; and

c. facilitate the **Development** of a mix of uses and appropriate densities to support high levels of existing or planned transit and **Active Transportation**.

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

a. have buildings front onto a public street with generally consistent setbacks and built form along sidewalks;

b. provide active ground-floor uses and grade-related amenity spaces and avoid blank facades;

c. mass new buildings to frame adjacent streets, parks, open spaces, and **Natural Heritage Features and Areas** in a way that provides for a pedestrian-scaled environment;

d. create appropriate transitions in scale to areas of lower density while fulfilling the **Intensification** objectives for the **Strategic Growth Areas**; and

e. demonstrate that there are no **Adverse Effects** on **Sensitive Land Uses** or negative impacts on **Employment Areas** to ensure its long-term protection, in accordance with the land use compatibility policies in Section 3.1.1 of this Plan.

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

a. providing underground parking, where appropriate, for all new **Development** in **Strategic Growth Areas**;

b. prohibiting surface parking between the face of a building and the public sidewalk, except in the case of gas stations; and

c. consolidating vehicular access to parking, service, and loading areas to minimize the number of driveways and curb cuts across public sidewalks and locate service and loading areas away from main public frontages.

## 2.4.2 Vaughan Metropolitan Centre

It is the policy of Council:

2.4.2.1 That the Vaughan Metropolitan Centre should be comprised of residential neighbourhoods, mixed-use areas, and **Employment Areas** that provide a variety of **Housing Options** and diverse employment opportunities and are linked by a fine-grain street pattern and a robust open space system. The open space system shall be comprised of open spaces and Natural Areas, including the Edgeley Pond and Black Creek system.

2.4.2.2 That the Vaughan Metropolitan Centre is subject to the policies of three **Protected Major Transit Station Areas** and shall be planned to be **Transit-Supportive** and walkable.

2.4.2.3 That should there be a conflict between the policies of Volume 1 of this Plan and policies of the Vaughan Metropolitan Centre Secondary Plan 2025, the policies of the Vaughan Metropolitan Centre Secondary Plan 2025 shall take precedence.

## 2.4.3 Primary Centres

It is the policy of Council:

2.4.3.1 That Weston 7, Vaughan Mills, Promenade, Yonge Steeles, Steeles West, and Concord GO are **Primary Centres**. Detailed planning guidance for each of the **Primary Centres** shall be provided through **Secondary Plans**.

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

a. evolve as distinct places of major activity around planned subway stations, **Higher Order Transit**, and existing regional shopping destinations;

b. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and **Affordable Housing**;

c. include a mix of non-residential uses, including **Retail Commercial**, office, institutional, **Community Facilities**, and **Human and Social Services** intended to serve both the local population and Vaughan as a whole, and attract activity throughout the day;

d. develop at densities supportive of planned public transit;

e. be transit-oriented, pedestrian-friendly places and include a variety of built forms, such as **Mid-Rise Buildings** and **High-Rise Buildings**;

f. have a fine-grain **Multi-Modal** transportation network suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding **Community Areas** which may take the form of sidewalks and/or **Greenways**;

g. include an appropriate amount of well-designed public open spaces appropriate for the local context, including City-owned parks;

h. encourage a pedestrian-friendly built form by locating active uses at grade; and

i. be designed and developed to implement the appropriate transition of built form, density, and land use to surrounding **Community Areas**, and/or be **Compatible** with adjacent **Employment Areas**.

## 2.4.4 Local Centres

It is the policy of Council:

2.4.4.1 That Vellore Village, Carrville, Kirby, and the Historic Villages of Woodbridge, Maple, Kleinburg/Nashville, and Thornhill-Yonge Street are **Local Centres** and the cores of their respective communities. Future **Local Centres** may be identified in **New Community Areas** or **New Employment Areas** through the **Secondary Plan** process.

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

a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children as well as **Affordable Housing**;

b. be predominantly residential in character but include a mix of uses, such as **Retail Commercial**, office, and **Community Facilities**, intended to serve the daily needs of the local population to attract activity throughout the day and be the preferred location for the locally delivered community services;

c. have high-quality urban design and be the focal points for expression of community heritage and character;

d. consist of predominantly **Low-Rise Buildings** and **Mid-Rise Buildings** and develop at densities supportive of planned or potential public transit, considering the local urban fabric of each **Local Centre**;

e. have a fine-grain **Multi-Modal** transportation network suitable for pedestrians and cyclists with appropriate internal links, such as sidewalks and **Greenways**, through the **Local Centre** and links to the surrounding **Community Areas**;

f. include well-designed public open spaces that are either landscaped parks, public plazas, or both in a manner that is appropriate to the local context;

g. encourage a pedestrian-friendly built form by locating active uses at grade; and

h. implement the appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent **Employment Areas**.

## 2.4.5 Primary Corridors and Local Corridors

It is the policy of Council:

2.4.5.1 That **Primary Corridors** are prioritized for a higher intensity of uses and accommodating more short-term growth than **Local Corridors**.

2.4.5.2 That the portion of Jane Street identified as a **Local Corridor** on Schedule 1B shall be identified as a **Primary Corridor** once the boundaries of the Jane Street Future **Major Transit Station Areas** and the location of the **Higher Order Transit** stations have been established, in accordance with policy 2.4.6.17 of this Plan.

2.4.5.3 That where a **Primary Corridor** or **Local Corridor** overlaps with an existing or planned **Secondary Plan** Area or **Protected Major Transit Station Area** that defines minimum density targets, the higher target shall apply.

2.4.5.4 That **Primary Corridors** and **Local Corridors** shall be planned to:

a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children as well as **Affordable Housing**;

b. include a mix of non-residential uses, including **Retail Commercial**, office, institutional, **Community Facilities**, and **Human and Social Services** intended to serve both the local population and Vaughan as a whole, and attract activity throughout the day;

c. develop at **Transit-Supportive** densities;

d. include well-designed public open spaces that complement the local context;

e. include **Development** that creates an active street wall along the corridor and encourages a pedestrian-friendly built form by locating active uses at grade; and

f. be designed and developed to implement the appropriate transition of **Intensification** and use to surrounding **Community Areas**, and/or separation from adjacent **Employment Areas**.

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

2.4.6.1 That **Major Transit Station Areas**, consisting of **Protected Major Transit Station Areas** and Future **Major Transit Station Areas**, are **Strategic Growth Areas** located within an approximate 500 to 800 metre radius of a **Higher Order Transit** station or stop representing an approximate 10-minute walk. **Major Transit Station Areas** may be located fully or partially within the **Strategic Growth Areas** listed in Section 2.4 of this Plan and shown on Figure 1.

### Protected Major Transit Station Areas

It is the policy of Council:

2.4.6.2 That the **Protected Major Transit Station Areas** identified on Schedule 1B, including Schedule 1.B.1 through 1.B.5, are Vaughan's Provincially approved **Protected Major Transit Station Areas**.

2.4.6.3 That **Protected Major Transit Station Areas** should be the focus of higher densities with a mix of land uses and amenities to support transit-oriented **Development**.

2.4.6.4 That each **Protected Major Transit Station Area** includes a minimum gross density target in number of people and jobs per hectare in Appendix 2 of this Plan to be accommodated within that **Protected Major Transit Station Area**.

2.4.6.5 That gross minimum density targets and gross minimum populations and jobs per **Protected Major Transit Station Area** in Appendix 2 of this Plan shall be calculated based on the entirety of the buildings and/or structures within each **Protected Major Transit Station Area**.

2.4.6.6 That minimum **Floor Space Index** in Appendix 2 of this Plan shall apply to buildings and/or structures on each site within the **Projected Major Transit Station Area**.

2.4.6.7 The City may consider a lower **Floor Space Index** for individual sites as identified below without an amendment to this Plan, where it can be demonstrated that the minimum **Floor Space Index** identified in Appendix 2 of this Plan has been achieved within the **Protected Major Transit Station Area**:

a. a minimum **Floor Space Index** of 0.25 for sites within the Low-Rise Residential designation;

b. a minimum **Floor Space Index** of 0.25 for sites within the Low-Rise Mixed-Use designation; and/or,

c. a minimum **Floor Space Index** of 0.25 for sites within the Prestige Employment and/or General Employment designations.

2.4.6.8 That within a **Protected Major Transit Station Area**, any applicable delineation of a **Strategic Growth Area** on Schedule 1B and related policies shall apply.

2.4.6.9 That on lands where a **Protected Major Transit Station Area** overlaps with an existing or planned **Strategic Growth Area**, **Secondary Plan** Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.

2.4.6.10 That within a **Protected Major Transit Station Area**, the applicable schedules, policies, and designations of this Plan, including any **Secondary Plan** forming part of Volume 2 of this Plan, shall apply and shall determine the permitted land uses and built form in the area, including the minimum required and maximum permitted heights and densities with respect to buildings and/or structures.

2.4.6.11 That further to policy 2.4.6.10, a **Protected Major Transit Station Area** where further guidance is needed to determine the appropriate land use and built form including the minimum required and maximum permitted heights and/or densities with respect to buildings and/or structures, will be subject to a **Secondary Plan** or Area-Specific Policy exercise as outlined in Chapter 5 of this Plan.

2.4.6.12 That **Protected Major Transit Station Areas** are to be developed as **Transit-Supportive** neighbourhoods with a diverse mix of residential uses, including a range of housing types and tenures (including **Affordable Housing**), and/or transit-supportive non-residential land uses, and have sufficient community services and facilities and amenities to support these uses.

2.4.6.13 To prioritize growth in those **Protected Major Transit Station Areas** which have existing or planned water, wastewater, and stormwater services.

2.4.6.14 To prioritize **Development** and **Redevelopment** in those **Protected Major Transit Station Areas** with the strongest market opportunities and growth potential.

2.4.6.15 That within **Protected Major Transit Station Areas**:

a. the built form and **Public Realm** shall be oriented around the transit station or stop;

b. there shall be the appropriate provision of open space and parkland to meet the needs of the anticipated growth within the **Protected Major Transit Station Area** and consideration for parkland adjacent to the transit station or stop; and

c. **Development** shall be planned to maintain view corridors and direct access to the transit station or stop and shall result in a high-quality and vibrant **Public Realm**.

### Future Major Transit Station Areas

It is the policy of Council:

2.4.6.16 That Future **Major Transit Station Areas**, identified conceptually on Schedule 1B, represent a preliminary general location for a future **Higher Order Transit** station or stop planned in the long term. The areas around Future **Major Transit Station Areas** are not identified as **Protected Major Transit Station Areas**. There is no guarantee that a station and/or stop shall be constructed at the identified location.

2.4.6.17 That once there is a financial commitment to build the **Higher Order Transit** line and station, the location of the station and the boundary of the **Major Transit Station Area** shall be established through comprehensive integrated planning through a City-initiated amendment.

2.4.6.18 That since these stations or stops are not approved by the relevant transit authority and there is no financial commitment regarding a future **Higher Order Transit** station, planning applications to increase density within the vicinity of a Future **Major Transit Station Area** (500 to 800 metres) cannot use a Future **Major Transit Station Area** as justification to support the higher density.

2.4.6.19 That applications to amend this Plan to reduce the density within 500 to 800 metres of a Future **Major Transit Station Area** are discouraged to protect existing density permissions within the vicinity of a Future **Major Transit Station Area**.

## 2.5 Established Large-Lot Neighbourhoods (Schedule 1C)

### 2.5.1 Maintaining the Character of Established Large-Lot Neighbourhoods

It is the policy of Council:

2.5.1.1 That **Established Large-Lot Neighbourhoods** are generally identified on Schedule 1C, and that the policies of this Plan prevail over the Schedule 1C mapping. In addition to areas identified on Schedule 1C, the policy in subsection 2.5.1 shall also apply to other areas where the subdivision and **Redevelopment** of a large lot or multiple large lots would not respect and reinforce the elements identified in policy 2.2.3.8.

2.5.1.2 That to maintain the character of **Established Large-Lot Neighbourhoods**, the following policies apply to all **Developments** within these areas (e.g. land severances, **Zoning By-law**

Amendments, and minor variances), based on the current zoning, and guide the preparation of any future City-initiated area-specific or implementing **Zoning By-laws** affecting these areas:

a. for lot creation, new lots shall be equal to or exceed the frontages of the adjoining lots or the average of the frontages of the adjoining lots where they differ;

b. the area of new lots shall be consistent with the area of adjacent lots;

c. the configuration of new lots shall respect the existing lotting fabric in the immediately surrounding area and demonstrate building heights and massing that respect the scale of adjacent residential buildings;

d. buildings shall maintain the established pattern of setbacks for front yards and exterior side yards to maintain a consistent streetscape;

e. buildings shall maintain the established pattern of setbacks for rear yards to minimize vision intrusion on the adjacent residential lots;

f. a new dwelling replacing an existing one shall be of the same type, except on a lot fronting an **Arterial Street**, as identified in Schedule 9A where a **Semi-Detached House** or **Townhouse** replacing a **Single-Detached House** may be permitted except in **Heritage Conservation Districts**, subject to policy 2.2.3.9 and Section 4.3 of this Plan; and

g. to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with **Development** in the area and as provided for in the **Zoning By-law** is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the City's **Zoning By-law**.

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

### 2.6.1 Agricultural System

It is the policy of Council:

2.6.1.1 That the **Agricultural System** shown on Schedule 1D of this Plan is an overlay to the Prime Agriculture and Rural land use designations. Schedule 1D establishes the **Prime Agricultural Lands** and **Rural Lands** land use designations. Policies for these designations are contained in Section 3.2.8 of this Plan.

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

2.6.1.3 The policies of Section 2.7 shall apply where lands in the **Agricultural System** are also part of the **Natural Heritage Network** to maintain the integrity of the **Natural Heritage Network**.

2.6.1.4 That within the **Agricultural System**, the **Redevelopment** or **Development** of lands designated Prime Agriculture for uses other than **Agricultural Uses**, **Normal Farm Practices**, **Agriculture-**

**Related Uses**, and **On-Farm Diversified Uses** shall be prohibited, except where the following criteria can be demonstrated:

a. the use on-site is a legally existing use;

b. the proposed **Redevelopment** shall comply with applicable Provincial plans and policies;

c. there is no change to the land use designation, as identified on Schedule 13 to this Plan;

d. no new parcels shall be created, unless expressly permitted in accordance with Provincial plans and policies;

e. the **Redevelopment** does not hinder surrounding agricultural operations and complies with the Provincial **Minimum Distance Separation Formulae**;

f. an **Agricultural Impact Assessment** is submitted to the satisfaction of the City; and

g. the **Natural Heritage Network**'s **Ecological Integrity** is preserved.

2.6.1.5 That an application for the **Development** of new or expanding **Infrastructure** in the **Agricultural System** shall:

a. demonstrate the need for the project;

b. demonstrate that there is no reasonable alternative that could avoid or minimize impacts and demonstrate how impacts will be mitigated on lands designated Prime Agriculture on Schedule 13;

c. measures for mitigation and conservation are implemented to preserve ecological integrity; and

d. undertake an **Agricultural Impact Assessment**, or equivalent analysis, by a licensed agrologist or another relevant agricultural professional.

## Prime Agricultural Areas

It is the policy of Council:

2.6.1.6 That **Prime Agricultural Areas** shall be protected and maintained for **Agricultural Uses** by:

a. prohibiting uses other than **Agricultural Uses**, **Normal Farm Practices**, **Agriculture-Related Uses** and **On-Farm Diversified Uses**, and lot creation, except where permitted in accordance with the Provincial Planning Statement and Provincial plans;

b. applications for new aggregate operations shall be supported by an **Agricultural Impact Assessment** and, where possible, shall seek to maintain or improve connectivity of the **Agricultural System**;

c. in **Prime Agricultural Areas** on **Prime Agricultural Land**, extraction of **Mineral Aggregate Resources** is permitted as an interim use, provided that the site shall be rehabilitated back to an **Agricultural Condition** and subject to policy 2.10.1.4.c. of this Plan; and

d. applying the Provincial **Minimum Distance Separation Formulae** I and II to ensure an adequate separation distance for new land uses, consents, and new and expanding livestock operations in **Prime Agricultural Areas**.

2.6.1.7 That lawfully existing, non-**Agricultural Uses** shall be permitted to continue on lands designated Prime Agriculture. Conversion or expansion of these uses shall only be permitted through an amendment to this Plan and in accordance with the Provincial Planning Statement, applicable Provincial plans, and policy 2.6.1.4 of this Plan.

## Rural Lands

It is the policy of Council:

2.6.1.8 To provide for additional economic opportunities for existing and new **Agricultural Uses** through **On-Farm Diversified Uses**, and by limiting non-**Agricultural Uses** and non-agricultural consents for severance on **Rural Lands**.

2.6.1.9 To ensure that proposed uses are designed and sited to be **Compatible** with surrounding land uses such that the rural character of the area is maintained and that the proposed use does not further fragment **Rural Areas**.

2.6.1.10 That on **Rural Lands**, as per Schedule 1D, that are within the Greenbelt Protected Countryside, as per Schedule 4, the permitted uses are limited to the following:

a. environmental management, restoration, and enhancement;

b. **Compatible** urban agricultural uses; and

c. recreational and parklands uses in accordance with the Greenbelt Plan and local municipal **Secondary Plans** on the basis of appropriate technical studies and natural systems planning.

## Agricultural Uses

It is the policy of Council:

2.6.1.11 That **Agricultural Uses** are to remain the principal activity permitted in **Prime Agricultural Areas**.

2.6.1.12 That farm parcels should be large enough to facilitate flexible and viable farm operations over the long-term while providing for flexibility as the nature of farm operations evolves and should be of sufficient size to permit **Agricultural Uses**.

## Agriculture-Related Uses

It is the policy of Council:

2.6.1.13 To permit **Agriculture-Related Uses** that are **Compatible** with and do not hinder surrounding agricultural operations, subject to limitations on the size, scale, and location on the property as determined by the **Zoning By-law** in accordance with Provincial guidance.

2.6.1.14 To ensure compatibility and appropriateness, proposed **Agriculture-Related Uses** shall demonstrate that the use shall:

a. be supportive of the agricultural community;

b. be in close proximity to farm operations;

c. avoid Class 1 to 3 soils, as defined in the Canada Land Inventory;

d. use the minimal amount of agricultural land required for the purpose of the use;

e. have no **Adverse Effects**; and

f. have adequate service levels for **Rural Areas**, landscaped areas and buffers, and site access.

2.6.1.15 That existing **Agriculture-Related Uses** that require an expansion may be permitted to expand, subject to satisfying the applicable criteria noted in policy 2.6.1.14.

### On-Farm Diversified Uses

It is the policy of Council:

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

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

a. be located on a **Farm Property**;

b. be secondary to the principal **Agricultural Use** of the property and not hinder surrounding agricultural operations;

c. be limited in area and reuse existing buildings, wherever possible;

d. can be serviced with appropriate water supply and means of sewage disposal and shall not have an **Adverse Effect** on neighbouring wells;

e. have adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations **Compatible** with surrounding land uses;

f. ensure that access to the site shall not have a negative effect on local traffic;

g. ensure that the proposed use enhances the agriculture and rural character and preserves historic buildings and structures and/or the establishment of a built form that is **Compatible** with the rural surroundings; and

h. ensure that setbacks from existing livestock facilities, manure storage, and anaerobic digesters are in accordance with the Provincial **Minimum Distance Separation Formulae**.

2.6.1.18 That the City may require applicants to prepare a scoped **Agricultural Impact Assessment**, inclusive of a **Minimum Distance Separation Formulae** Report, to the satisfaction of the City to address the requirements listed in policy 2.6.1.17.

## 2.7 Natural Heritage Network (Schedule 2)

### 2.7.1 A Systems Approach to Environmental Stewardship

It is the policy of Council:

2.7.1.1 That any change to Schedule 2 of this Plan that affects the boundary of a **Wetland** or an **Area of Natural and Scientific Interest** (life science), or which confirms the boundaries of a feature not included on Schedule 2, such as **Habitat of Endangered and Threatened Species** or **Fish Habitat**, shall only be made after consultation with the **Province**, and in the case of **Fish Habitat**, with the TRCA as the delegate for the Department of Fisheries and Oceans.

2.7.1.2 To protect, restore, and, where possible, enhance **Natural Heritage Features and Areas** by creating stronger connections in Vaughan's **Natural Heritage Network** in a manner that increases overall biodiversity and resilience in the system. This approach shall identify areas for enhancing and linking the **Natural Heritage Network** while allowing for flexibility in how that is achieved.

2.7.1.3 To increase natural environment features and functions in the **Urban Area** by:

a. enhancing, maintaining, restoring, and protecting existing natural features;

b. expanding **Woodlands**;

c. enhancing and protecting **Valley and Stream Corridors**;

d. restoring and protecting **Wetlands** and **Watercourses**;

e. creating habitat **Linkages**;

f. naturalizing stormwater ponds; and

g. incorporating elements of **Low Impact Development** into streetscapes, rooftops, gardens, and parks.

2.7.1.4 To increase natural environment features and functions in the **Agricultural System**, where it does not impact existing agricultural activities, by:

a. expanding **Woodland** remnants;

b. protecting and restoring **Wetlands** and **Watercourses**;

c. maintaining pasture for grassland species; and

d. ensuring contiguous habitat that allows for the protected movement of wildlife through agricultural land to natural environment areas.

## 2.7.2 Developing and Maintaining a Natural Heritage Inventory

It is the policy of Council:

2.7.2.1 That the City shall continue to use environmental data to maintain and update Vaughan's Natural Heritage Inventory and Schedule 2 of this Plan, as appropriate.

2.7.2.2 To evaluate Vaughan's Natural Heritage Inventory from time to time to ensure that effective natural heritage management is being achieved. Such a review may be coordinated with a comprehensive review of this Plan.

## 2.7.3 Defining Vaughan's Natural Heritage Network

It is the policy of Council:

2.7.3.1 To protect and enhance the **Natural Heritage Network** by:

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

i. **Core Features**;

ii. open space; and

iii. lands within the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area;

b. seeking opportunities to expand and better link the **Natural Heritage Network**;

c. seeking the dedication of **Core Features** and their associated minimum **Vegetation Protection Zones** through the **Development** approval process to the City or an appropriate public agency at no public expense; and

d. securing new **Core Features** and open space for improved connectivity of the **Natural Heritage Network** through the **Development** approval process, conservation easements, donations, or purchases.

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

2.7.3.3 That any use lawfully existing within the **Natural Heritage Network** on the date this Plan comes into effect is permitted to continue as a legally non-conforming use recognized in Section 5.3 of this Plan. Minor alterations or additions to such existing uses are permitted if it is demonstrated through applicable technical studies approved by the City or other respective approval authorities, as required, that there shall be no **Negative Impact** on existing **Natural Heritage Features and Areas** and functions or the control of flooding, erosion, or unstable soil or bedrock, and that the activity is not likely to create conditions or circumstances that, in the event of a **Natural Hazard**, might jeopardize the health or safety of persons or result in the damage or deconstruction of property. Where past **Development** has occurred and buildings currently exist within features of the **Natural Heritage Network**, these uses may continue with minor alterations, and no new such uses shall be permitted to maintain the integrity of the **Natural Heritage Network**.

2.7.3.4 That the boundaries of lands within the **Natural Heritage Network** on Schedule 2 shall be used as guidelines for the preparation of **Zoning By-law** provisions that shall implement the policies of this Plan. The boundaries may be refined through consultation with the City and other approval authorities, where necessary. The Official Plan and the implementing **Zoning By-law** shall be amended to incorporate more detailed mapping when it becomes available.

2.7.3.5 That the **Zoning By-law** shall include general setbacks for lot lines, buildings, structures, parking areas, and similar facilities from lands within the **Natural Heritage Network**, consistent with the extent and sensitivity of the **Natural Heritage Features and Areas**, **Ecological Functions**, and **Natural Hazards** of the area. The general setbacks shall be reviewed by the City for **Development** applications to identify the specific setbacks needed to protect the area from the impacts of that **Development**, and by TRCA where **Development** is proposed within or adjacent to TRCA-regulated **Natural Hazards** and features (e.g. **Valley and Stream Corridors** and **Wetlands**).

## Core Features

2.7.3.6 That **Core Features** are identified on Schedule 2 and consist of the key **Natural Heritage Features and Areas** and **Key Hydrologic Features** and their associated minimum **Vegetation Protection Zones** as shown in Appendix 3.

2.7.3.7 That the limits of the **Core Features** referred to in Appendix 3 need to also account for the greatest extent of any **Natural Hazard** components, including but not limited to the long-term stable top of slope/bank, stable toe of slope, regulatory floodplain, and/or **Meander Belt** and any contiguous **Natural Heritage Features and Areas**.

2.7.3.8 That **Core Features** that are within the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area are subject to policies under this Plan and the applicable Provincial Plan. Where there is a conflict between the Greenbelt Plan or Oak Ridges Moraine Conservation Plan and this Plan, the policy that is more protective of the feature shall apply.

2.7.3.9 That **Development** and/or **Site Alteration** in **Core Features** are prohibited.

2.7.3.10 That notwithstanding any policy in this Plan to the contrary and subject to meeting the requirements of the Provincial Plans, the following uses may be permitted within the **Core Features** at the discretion of the City:

a. natural area management, such as forest, fish, and wildlife management, for the purposes of maintaining and enhancing the functions associated with **Core Features**;

b. transportation, **Infrastructure** and Utilities, conservation projects, and flood or erosion control projects, as may be authorized through processes such as an **Environmental Assessment** or *Planning Act* approval, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and adhere to the following hierarchy of actions in their impact on any **Core Features**:

i. first, avoid **Negative Impacts** on the **Core Features**;

ii. if avoidance is not feasible, minimize **Negative Impacts** on the **Core Features** and measures shall be identified to maintain habitat area and enhance overall **Ecological Function**;

iii. if minimization is not possible, mitigate **Negative Impacts** on the **Core Features**, with every opportunity taken to alleviate the pressure placed on the survival of native species, ecological resources, and spaces because of project activities; or

iv. if mitigation is not possible, offset **Negative Impacts** on the **Core Features** by restoring **Core Features** in other areas; and

v. may include measures to provide compensation, to the satisfaction of the City, and where **Negative Impacts** to **Core Features** are authorized and regulated by TRCA (e.g. **Valley and Stream Corridors** or **Wetlands**), compensation should also be provided to the satisfaction of TRCA;

c. low-intensity and **Passive Recreational Uses** where such activities shall not result in a **Negative Impact** on the **Core Features** and **Ecological Function**;

d. such uses as may be permitted by the policies of the Greenbelt Plan or Oak Ridges Moraine Conservation Plan within their respective Plan areas; and

e. notwithstanding any other policies of this Plan, outside of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan areas, where **Core Features** are not Provincially **Significant Natural Heritage Features or Areas**, mineral aggregate extraction may be permitted in accordance with applicable Provincial policy.

2.7.3.11 That **Development** or **Site Alteration** on **Adjacent Lands** to **Core Features** shall not be permitted unless it is demonstrated through an **Environmental Impact Study** as required through Section 5.4 of this Plan that the **Development** or **Site Alteration** shall not result in a **Negative Impact** on the feature or its functions. **Development** or **Site Alteration** on **Adjacent Lands** to a **Core Feature** within the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area shall be subject to additional policies within those Plans. Nothing in policy 2.7.3.11 shall prevent the extraction of **Mineral Aggregate Resources** where the **Core Feature(s)** in question are not protected by applicable Provincial policies.

2.7.3.12 That notwithstanding policy 2.7.3.9 and 2.7.3.10, an **Environmental Impact Study** shall be required for any **Development** or **Site Alteration** proposals in the identified **Natural Heritage Network** on Schedule 2, or other **Natural Heritage Feature or Area** (or **Wetland** within the Greenbelt or Oak Ridges Moraine Conservation Plan areas), or within lands adjacent to the **Natural Heritage Network** or these features or areas (generally 120 metres). The specific requirements of the **Environmental Impact Study** will be outlined in the Environmental Management Guideline.

2.7.3.13 To prohibit the removal, in whole or in part, of a **Core Feature** by unauthorized **Development** or **Site Alteration**. Areas where an unauthorized removal has occurred shall continue to be subject to the policies of the Plan as if the feature was still in place. Impacted areas shall be restored to the previous condition or better.

2.7.3.14 That **Core Features** and their related **Vegetation Protection Zones** shall be conveyed to the appropriate public agency as a condition of **Development** approval. To enable comprehensive management, such features shall not be fragmented but shall be brought into public ownership to ensure their continued protection and management.

2.7.3.15 That **Core Features** shall be delineated on a site-by-site basis using procedures established by the **Province**, where applicable, through the approval of *Planning Act* applications supported by appropriate technical studies. The delineation of the boundaries of **Core Features** shall be confirmed to the satisfaction of the City. Where such delineation refines boundaries shown on Schedules within this Plan, refinements to these Schedules do not require amendment to this Plan.

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

## Lands Designated "To be Determined through Future Studies"

2.7.3.17 Lands designated on Schedule 2 as "To be Determined through Future Studies" are undeveloped lands with the potential to:

a. enhance form and function of **Watercourses**;

b. maintain and/or enhance water flow;

c. improve **Wildlife Habitat** value;

d. improve species movement and/or dispersal;

e. provide restoration options;

f. improve overall connectivity value; and/or

g. improve the likelihood of maintaining self-sustaining vegetation.

2.7.3.18 That a natural heritage evaluation or **Environmental Impact Study** shall be completed as part of the **Development** process, to the satisfaction of the City, for lands designated "To be Determined through Future Studies" that are proposed for **Development** or **Site Alteration**.

2.7.3.19 That no new **Development** and/or **Site Alteration** on lands designated "To be Determined through Future Studies" shall be permitted except as permitted by policy 2.7.3.10, or where it has been determined, to the satisfaction of the City, by a natural heritage evaluation or **Environmental Impact Study** that the **Development** or **Site Alteration** shall not negatively impact the area's function as described in policy 2.7.3.17.

2.7.3.20 That a natural heritage evaluation or **Environmental Impact Study**, as required by policy 2.7.3.18, shall evaluate the potential for restoration or re-naturalization as a **Core Feature** and/or designation as open space. Should this potential be confirmed, those areas of land shall be incorporated into the **Natural Heritage Network** and conveyed to the City as **Core Feature**

and/or open space as a condition of **Development** approval. Such changes do not require amendment to this Plan.

2.7.3.21 That a natural heritage evaluation or **Environmental Impact Study** shall be completed, to the satisfaction of the City, for lands designated "To be Determined through Future Studies" to evaluate the potential of the lands for restoration or re-naturalization as **Core Features** and/or designation as open space, as a component of an analysis of **Adjacent Lands**:

a. corridors and/or **Linkages** of an appropriate width and design to facilitate the movement of target species, for the main branch of West Robinson Creek and in the upper Purpleville Creek subwatershed;

b. upland habitat of **Wetlands** within which biophysical functions or attributes directly related to the **Wetland** occur, and based on knowledge of species present and their use of habitat types; and

c. **Woodland** enhancements to improve forest connectivity, size, shape, and interior habitat.

## 2.7.4 Protecting Core Features and Ecological Functions

### Woodlands

It is the policy of Council:

2.7.4.1 To protect and enhance **Woodlands**, as identified on Schedule 2, by:

a. prohibiting **Development** or **Site Alteration** in **Woodlands** and their minimum **Vegetation Protection Zones**;

b. encouraging that minimum **Vegetation Protection Zones** be restored using a diversity of native **Tree** species that are resistant to the **Negative Impact** of invasive species and invasive destructive pests;

c. seeking public ownership of **Woodlands** and their **Vegetation Protection Zones** through the **Development** application process;

d. supporting the maintenance of important environmental functions, attributes, and **Linkages** of **Woodland** resources to create more stable, resilient systems of vegetation and wildlife;

e. using **Woodland** management practices that shall maintain or enhance existing functions, attributes, and **Linkages**, including entering into easement agreements, where **Woodland** resources remain in private ownership; and

f. further encouraging the planting of native species that are culturally **Significant** to **Indigenous Peoples**.

2.7.4.2 That an application for **Development** or **Site Alteration** on **Adjacent Lands** to **Woodlands** shall not be considered by Council unless:

a. the precise limits of any **Woodland** within the area of the application have been established to the satisfaction of the City; and

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

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

a. the **Woodland** does not meet any of the following criteria defining a **Significant Woodland**:

i. is 0.5 hectares or larger and:

A. contains **Globally or Provincially Rare Plants, Animals, or Communities** as designated by the Natural Heritage Information Centre;

B. contains species designated by the Committee on the Status of Endangered Wildlife in Canada or by the Committee on the Status of Species at Risk in Ontario as **Threatened Species**, **Endangered Species**, or **Special Concern Species**;

C. is within 30 metres of **Wetlands**, **Lakes And Their Littoral Zones**, permanent and **Intermittent Streams**, **Kettle Lakes**, **Seepage Areas and Springs**;

ii. is four hectares or larger in size;

iii. is over two hectares and is within 100 metres of another **Core Feature** or occurs within the **Natural Heritage Network**;

iv. on the Oak Ridges Moraine the **Woodland** will be evaluated for significance based on the requirements of the Oak Ridges Moraine Conservation Plan and associated technical papers; or

v. on lands in the Greenbelt Natural Heritage System, the **Woodland** will be evaluated for significance based on the requirements of the Greenbelt Plan and associated technical papers;

b. the **Woodland** is considered to be **Early Successional** or the **Woodland** is dominated by invasive non-native tree species as determined by a **Woodland** Dominance Study to the satisfaction of the City;

c. the **Woodland** does not contain species or communities listed in policy 2.7.4.3.a.i.A. or 2.7.4.3.a.ii.B.;

d. the **Woodland** is located outside of and is not connected to the **Natural Heritage Network**;

e. impact to the **Woodland** is unavoidable or the **Woodland** is not suitable for restoration and rehabilitation, as demonstrated through an assessment of **Development** alternatives to the satisfaction of the City; and

f. a net gain in **Woodland** area can be provided as measured by attributes such as size, habitat condition, and landscape context, to the satisfaction of the City, should all or part of the **Woodland** be modified.

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

a. a **Woodland** evaluation, natural heritage evaluation, or **Environmental Impact Study** identifies on-site **Woodland** features and **Ecological Functions** to the satisfaction of the City;

b. any **Woodland** retained on-site is protected by an edge management plan and a **Vegetation Protection Zone** that demonstrates that existing functions, attributes, and **Linkages** of the **Woodland** are maintained or enhanced;

c. any **Woodland** removed from the site is compensated, includes three-year maintenance of the plantings, and demonstrates a net gain in **Woodland** area to the satisfaction of the City;

d. compensation replaces the ecosystem structure and the land base of the **Woodland**, and final plans are approved by the City;

e. **Development** and **Site Alteration** include an assessment of **Woodland** retention, restoration, and/or enhancement through sensitive subdivision and site design prepared to the satisfaction of the City; and

f. restoration areas are incorporated into the **Natural Heritage Network**.

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

a. an assessment of **Woodland** retention, restoration, and/or enhancement through subdivision and site design has been prepared to the satisfaction of the City;

b. **Trees** removed are compensated using a mix of species native to the area and suited to planting site conditions;

c. for **Woodlands** outside of the **Natural Heritage Network**, **Tree** replacement is based on a replacement ratio or cash-in-lieu of **Tree** planting determined by and to the satisfaction of the City;

d. inside the **Natural Heritage Network**, habitat area is replaced through land base compensation determined by and to the satisfaction of the City, to replicate **Ecological Functions** associated with **Woodland** loss;

e. edge management is conducted for **Trees** exposed by removals; and

f. **Woodland Compensation Plans** are reviewed and approved by the City.

## Valley and Stream Corridors

It is the policy of Council:

2.7.4.6 To protect and enhance **Valley and Stream Corridors** as critical elements of the **Natural Heritage Network** by:

a. prohibiting **Development** or **Site Alteration** in **Valley and Stream Corridors** and their required **Vegetation Protection Zones**, except as permitted per the provisions of policy 4.9.1.9 and policy 2.7.4.10 and to the satisfaction of the City and the TRCA (when applicable);

b. prohibiting uncontrolled storm sewer discharges into **Valley and Stream Corridors** within Vaughan; and

c. requiring that the minimum **Vegetation Protection Zone** adjoining a **Valley and Stream Corridor** be excluded from any proposed **Development** block and shall be restored and revegetated with native species and maintained as part of the **Natural Heritage Network**.

2.7.4.7 That an application for **Development** or **Site Alteration** on **Adjacent Lands** to **Valley and Stream Corridors** shall not be considered by Council unless the precise limits of **Valley and Stream Corridors** have been established to the satisfaction of the City and the TRCA, and the **Ecological Function** of the **Adjacent Lands** have been evaluated, as required by policy 2.7.3.12, to ensure no **Negative Impacts** to the feature and its function, and to determine a **Vegetation Protection Zone** of sufficient width, to meet the requirements of Section 3.2.5 of the Greenbelt Plan and Section 22(3) of the Oak Ridges Moraine Conservation Plan, where applicable.

2.7.4.8 That public works considered to be generally **Compatible** for location in the **Valley and Stream Corridors** are those associated with flood control, erosion control, reconstruction, repair, or maintenance of existing drains approved under the *Drainage Act, 1990*. Public works that must cross the **Valley and Stream Corridors** are permitted following the completion of necessary **Environmental Assessments**. Where such structures are deemed to be necessary, they will be properly sited and designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts, and will be identified to maintain habitat area and enhance overall **Ecological Function** according to the stormwater management principles defined in the **Province**'s "Stormwater Management Planning and Design Manual", as amended from time to time.

2.7.4.9 That **Watercourses** may need to be confirmed by the City and the TRCA through field investigation. Headwater drainage features will be identified and managed to the satisfaction of the City based on the standard practices and procedures for evaluating headwater drainage features set out in TRCA's Evaluation, Classification and Management of Headwater Drainage Features Guidelines.

2.7.4.10 To recognize that proposals for modifications to **Watercourses** may occur at the time of proposed **Development** or **Site Alteration**. Such proposals may only be considered provided that all other policies of this Plan are satisfied and that such modification is associated with a permitted **Development**. Where such alterations are proposed, the proponent will satisfy the requirements of the TRCA and demonstrate improvement of the **Ecological Function** of the **Watercourse**. Modifications to **Watercourses** are required to follow all requirements under the *Ontario Water Resources Act, 1990*, including any applicable permit requirements.

2.7.4.11 Land conversions or **Redevelopment** in or abutting Urban River Valleys in the Greenbelt Plan Area, including those identified as Built-Up Valley Lands on Schedule 2 of this Plan, will strive to:

a. establish or increase the extent or width of **Vegetation Protection Zones** in **Natural Self-Sustaining Vegetation**, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);

b. increase or improve **Fish Habitat** in streams and in the adjacent riparian lands;

c. include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both **Wildlife Habitat** and movement corridors; and

d. seek to avoid, minimize, and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems.

## Built-up Valley Lands

2.7.4.12 That Built-up Valley Lands, as identified on Schedule 2, recognize existing developed lands located below the physical top of bank and within the area regulated in accordance with the *Conservation Authorities Act*. Pursuant to policies 2.7.3.3 and 5.3.1.22, minor alterations or additions to such legally existing buildings and structures may be permitted, subject to the policies of this Plan and subject to all requirements of the TRCA, York Region, or the **Province**, as required.

2.7.4.13 That new **Development** and/or **Site Alterations** on Built-up Valley Lands are prohibited, except in accordance with an approved **Secondary Plan**, within and in accordance with an approved **Special Policy Area** and/or an approved permit under the *Conservation Authorities Act*.

## Wetlands

It is the policy of Council:

2.7.4.14 To protect and enhance all **Wetlands** by:

a. prohibiting **Development** or **Site Alteration** on **Wetlands** and their minimum **Vegetation Protection Zones**, except as permitted per the provisions of policy 4.9.1.9 and in accordance with Provincial requirements;

b. encouraging the rehabilitation of privately-owned **Wetlands** and the creation of new **Wetlands**, to provide for their continued environmental and natural heritage functions in the landscape;

c. encouraging environmental farm programs that would direct livestock grazing areas away from **Wetlands** and seek alternative water sources for livestock; and

d. encouraging alternatives to the placement of drains in **Wetland** areas.

2.7.4.15 That notwithstanding policy 2.7.4.14.a. of this Plan, prior to **Development** or **Site Alteration** approval, other **Wetlands** that may be impacted will be assessed through detailed studies that

identify their features and **Ecological Functions**. Other **Wetlands** and newly identified **Wetlands**:

a. determined to be Provincially **Significant** shall be protected according to Provincial requirements and the policies of this Plan;

b. within the Oak Ridges Moraine and Greenbelt Plan Areas shall be subject to the requirements of those Plans;

c. evaluated as not Provincially **Significant** shall be protected, including a **Vegetation Protection Zone** determined through an **Environmental Impact Study** to the satisfaction of the City and the TRCA; and

d. determined by the City and the TRCA to have features to be protected will be maintained in their current location and state, except where it is demonstrated through appropriate technical studies, completed to the satisfaction of the City and the TRCA, that the ecological and **Hydrologic Function** of the **Wetland** area is minimal and all efforts to protect the **Wetland** through the mitigation hierarchy have been exhausted. Where compensation is agreed to by the City and the TRCA, the following criteria shall apply:

   i. compensation outcomes will fully replace the same level of lost ecosystem structure, function, and land base in proximity to where the loss occurs;

   ii. the compensation outcome shall achieve an overall net ecological gain;

   iii. compensation shall be directed to on-the-ground ecosystem restoration and be informed by strategic **Watershed** and restoration planning; and

   iv. the compensation process shall use an adaptive management approach incorporating monitoring, tracking, and evaluation to gauge success and inform program improvements.

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

a. there will be no loss of **Wetland** features and functions, including the hydroperiod of the **Wetland** (i.e., timing, volume, and duration of water);

b. there will be no loss of contiguous **Wetland** area;

c. subsequent demand for **Development** will not cause increased pressure on the **Wetland** in the future; and

d. the minimum **Vegetation Protection Zone** between the **Wetland** and the proposed **Development** is sufficient to address policy 2.7.4.16 (a), (b) and (c).

## Species at Risk and Significant Wildlife Habitat

It is the policy of Council:

2.7.4.17 That areas where species are found that are considered Species at Risk as determined by the *Federal Species at Risk Act* or *Provincial Endangered Species Act*, or areas with certain

characteristics known to provide habitat for such species, shall be protected to maintain the health of the species.

2.7.4.18 To protect and enhance the **Habitat of Endangered and Threatened Species**, and **Special Concern Species**, by:

a. prohibiting **Development** or **Site Alteration** within the **Habitat of Endangered and Threatened Species** as identified on the Species at Risk in Ontario List, except in accordance with provincial and federal requirements;

b. ensuring appropriate buffers from this habitat are provided as identified in provincial guidelines;

c. encouraging stewardship measures to protect the **Habitat of Endangered and Threatened Species**; and

2.7.4.19 To protect and enhance **Significant Wildlife Habitat** by:

a. identifying **Significant Wildlife Habitat** in accordance with criteria provided by the **Province** through the appropriate study, such as a **Watershed** plan or natural heritage or hydrological evaluations, prior to undertaking any **Development** or **Site Alteration**; and

b. prohibiting **Development** or **Site Alteration** within **Significant Wildlife Habitat** in accordance with the Provincial Planning Statement.

2.7.4.20 That **Development** or **Site Alteration** are not permitted on **Adjacent Lands** to **Significant Wildlife Habitat** unless it is demonstrated through an **Environmental Impact Study** that there shall be no **Negative Impacts** on the feature or its **Ecological Function**.

## Fisheries and Aquatic Habitat

It is the policy of Council:

2.7.4.21 To protect aquatic biodiversity outside the Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas by:

a. prohibiting **Development** and **Site Alteration** in areas identified as **Fish Habitat**, except in accordance with Provincial and Federal requirements;

b. preserving or remediating natural variation in stream flows to maintain healthy aquatic systems and ensuring any permitted **Development** meets the TRCA stormwater management criteria, to the satisfaction of the City, regarding water balance, groundwater direction, infiltration quantities, surface water quality, and groundwater quality;

c. prohibiting **Development** and **Site Alteration** within sensitive **Surface Water Features**, including **Waterbodies**, **Seepage Areas and Springs**, and their **Vegetation Protection Zone**, unless it is demonstrated through an **Environmental Impact Study**, natural heritage evaluation, or hydrologic evaluation that the **Development** or **Site Alteration** shall not result in a **Negative Impact** to the ecological and/or **Hydrologic Functions** of the sensitive **Surface Water Feature**; and

d. encouraging consistency with the framework for fisheries management outlined in the Humber and Don River **Watershed** Plans and supporting documents, as may be amended from time to time.

2.7.4.22 That any **Development** application shall be reviewed by the City and appropriate agencies with respect to its potential impact on **Fish Habitat** to determine if it will result in a reduction of the **Ecological Functions**, attributes, or **Linkages** of the stream which could impair aquatic health. Where **Adverse Effects** are confirmed, authorizations shall be consistent with Ontario's Provincial Fish Strategy and the Fish Habitat Referral Protocol for Ontario, as may be amended from time to time.

2.7.4.23 That **Development** and associated servicing **Infrastructure** that has a **Negative Impact** on streams identified as habitat for one or more species at risk shall provide for the protection and enhancement of aquatic habitat that supports these species. **Development** shall be required to adhere to recommendations in the applicable Federal Species at Risk Recovery Strategy.

2.7.4.24 That, where permitted by the City and the TRCA, stream restoration or alteration shall be undertaken using natural channel design principles where alterations to stream channels may be required and/or where channel instability is indicated.

2.7.4.25 That **Development** or **Site Alteration** are not permitted on **Adjacent Lands** to **Fish Habitat** unless it is demonstrated that there will be no **Negative Impacts** on the feature or its **Ecological Function**.

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

It is the policy of Council:

2.8.1.1 To protect and enhance **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest**, as identified on Schedule 3, by prohibiting **Development** or **Site Alteration** in both unless it has been demonstrated that there will be no **Negative Impacts** on the **Natural Heritage Features and Areas** or their **Ecological Functions**.

2.8.1.2 That an application for **Development** or **Site Alteration** on lands adjacent to **Environmentally Significant Areas** and/or **Areas of Natural and Scientific Interest** shall:

a. identify planning, design, and construction practices that will provide for the protection of the ecological attributes for which the **Environmentally Significant Area** or **Areas of Natural and Scientific Interest** was identified;

b. determine the appropriate minimum **Vegetation Protection Zone**, specify the dimensions of that zone, and provide for the maintenance and, where possible, improvement or restoration of the natural vegetation within it; and

c. assess the potential impact of the **Development** on the **Ecological Functions** and attributes of the **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** and provide a detailed mitigation strategy.

2.8.1.3 An application for **Development** or **Site Alteration** within the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, and within an earth science **Area of Natural and Scientific Interest** feature shown on Schedule 3 and the related minimum area of influence which includes all lands within 50 metres of any part of the feature, shall be accompanied by an earth science heritage evaluation that:

a. identifies planning, design, and construction practices that will ensure the protection of the geological or geomorphological attributes for which the **Area of Natural and Scientific Interest** was identified; and

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

# 2.9 Provincial Plans and Designation (Schedule 4)

## 2.9.1 Oak Ridges Moraine Conservation Plan Area

It is the policy of Council:

2.9.1.1 That the use of land within the Oak Ridges Moraine Conservation Plan boundary identified on Schedule 4 is subject to the applicable policies of the Oak Ridges Moraine Conservation Plan, as interpreted throughout this Plan.

2.9.1.2 That where there is a conflict between the policies of the Oak Ridges Moraine Conservation Plan and the policies of this Plan, the policies of the Oak Ridges Moraine Conservation Plan shall prevail.

2.9.1.3 To implement **Tree** cutting and **Site Alteration** by-laws in accordance with the *Oak Ridges Moraine Conservation Act, 2001*.

2.9.1.4 That notwithstanding policy 2.7.3.8, on lands designated Oak Ridges Moraine Settlement Area on April 22, 2002, a minimum **Vegetation Protection Zone** less than that specified in Appendix 3 in accordance with policy 2.7.3.6 and policy 2.7.3.7, may be permitted where it is adopted on the basis of environmental studies or **Infrastructure** planning, including **Environmental Assessments**, **Infrastructure** servicing studies, or through Master Environment and Servicing Plans.

2.9.1.5 That no amendment to this Plan is required where minor changes to the boundary of the key **Natural Heritage Features and Areas** or **Hydrologically Sensitive Features** are based on studies provided to the satisfaction of the City, and carried out in accordance with:

a. this Plan;

b. the Oak Ridges Moraine Conservation Plan Technical Papers; or

c. updated information from the TRCA, the **Province**, where applicable, and/or the Federal Department of Fisheries and Oceans or their delegate.

2.9.1.6 That the presence or absence of **Significant** portions of **Habitat of Endangered and Threatened Species**, **Fish Habitat**, **Significant Valley Lands**, **Significant Wildlife Habitat**, and **Seepage Areas and Springs** on the lands subject to a **Development** or **Site Alteration** application and within 120 metres of the application, shall be confirmed through environmental studies using criteria established by the **Province**. Such confirmation will be undertaken to the satisfaction of the City in consultation with the TRCA, where required.

2.9.1.7 That key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** identified in the Oak Ridges Moraine Conservation Plan Area, but not shown on Schedules of this Official Plan, are subject to the provisions in Sections 2.7.1, 2.7.3, and 2.7.4 of this Plan respecting key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features**. **Fish Habitat** in the Oak Ridges Moraine Conservation Plan Area are to include, but are not limited to, all **Hydrologically Sensitive Features** with surface water characteristics.

2.9.1.8 That applications for **Development** or **Site Alteration** with respect to land within a key natural heritage feature or **Hydrologically Sensitive Feature** or its area of influence (as defined by the Oak Ridges Moraine Conservation Plan), shall be accompanied by a natural heritage and/or hydrologic evaluation which meets the relevant requirements of the Oak Ridges Moraine Conservation Plan. Conformity with the relevant sections of the Oak Ridges Moraine Plan shall be documented in an Oak Ridges Moraine conformity report.

2.9.1.9 That within the Oak Ridges Moraine Conservation Plan Area, no new **Agricultural Uses**, **Agriculture-Related Uses**, or **Accessory** uses shall be permitted within key **Natural Heritage Features and Areas**, **Hydrologically Sensitive Features**, and their associated minimum **Vegetation Protection Zone** if the lands were not being used for that use on November 15, 2001.

2.9.1.10 That the technical papers associated with the Oak Ridges Moraine Conservation Plan be consulted to provide clarification in implementing the policies related to key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features**. In the event of a conflict in the interpretation of the provincial technical papers and the policies of this Plan, the policy which is more protective of the feature will apply.

2.9.1.11 That the minimum **Vegetation Protection Zone** that applies within the Oak Ridges Moraine Conservation Plan Area is not required to extend beyond the boundaries set out in the Oak Ridges Moraine Conservation Plan, except as follows:

a. an **Environmental Impact Study** and/or a natural heritage evaluation, prepared to the satisfaction of the City confirms that a minimum **Vegetation Protection Zone** should be extended beyond the Oak Ridges Moraine Conservation Plan boundary; and

b. where a **Woodland**, **Wetland**, or life science **Areas of Natural and Scientific Interest** identified for protection is located both within and outside the Oak Ridges Moraine Plan boundary, and more than 50% of the feature is located within that boundary. In this case, the **Vegetation Protection Zone** that is most protective of the feature shall generally apply to the portion outside of the Oak Ridges Moraine Plan Area, unless an

**Environmental Impact Study** and/or a natural heritage evaluation demonstrates that a lesser **Vegetation Protection Zone** is appropriate to the satisfaction of the City.

2.9.1.12 That all applications for **Development** and **Site Alteration** in the Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside designations shall identify planning and design construction practices that demonstrate that no buildings or other **Site Alterations** impede the movement of plants and animals among key **Natural Heritage Features and Areas**, **Hydrologically Sensitive Features**, and **Adjacent Land** within Oak Ridges Moraine Natural Core Areas and Oak Ridges Moraine Natural Linkage Areas.

2.9.1.13 That for every application in the Oak Ridges Moraine Conservation Plan Area commenced on or after April 23, 2007, **Major Development** as defined in Section 3(1) of the Oak Ridges Moraine Conservation Plan is prohibited unless:

a. the **Major Development** conforms with the Humber River **Watershed** Plan and/or Don River **Watershed** Plan; and

b. a water budget and conservation plan, prepared in accordance with Section 25 of the Oak Ridges Moraine Conservation Plan and demonstrating that the water supply required for the **Major Development** is sustainable, has been completed.

2.9.1.14 That an application for **Major Development** within the Oak Ridges Moraine Conservation Plan Area commenced prior to April 23, 2007 shall not be approved unless a water budget and conservation plan has been completed, or the requirements in policy 24(8)(b) of the Oak Ridges Moraine Conservation Plan are met by the applicant.

2.9.1.15 That with respect to land in the Oak Ridges Moraine Conservation Plan Area, except lands designated Oak Ridges Moraine Settlement Area, all **Development** and **Site Alteration** with respect to land in a subwatershed are prohibited if they would cause the total percentage of the area of the subwatershed that has impervious surfaces to exceed 10% or any lower percentage specified in the applicable **Watershed** plan.

2.9.1.16 That with respect to land in the Oak Ridges Moraine Conservation Plan Area, except lands designated Oak Ridges Moraine Settlement Area, in considering applications for **Development** or **Site Alteration** with respect to land in a subwatershed, the City will take into account the desirability of ensuring that at least 30% of the area of the subwatershed has self-sustaining vegetation.

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

a. ensuring that natural vegetation is maintained and, where possible, improved or restored; and

b. keeping impervious surfaces to a minimum.

2.9.1.18 That within the Oak Ridges Moraine Conservation Plan Area, any application for **Major Development** shall be accompanied by a stormwater management plan prepared in accordance with Section 46 of the Oak Ridges Moraine Conservation Plan.

2.9.1.19 That within the Oak Ridges Moraine Conservation Plan Area, any application for **Development** or **Site Alteration** shall demonstrate that planning, design, and construction practices that protect water resources will be used as set out in Section 45 of the Oak Ridges Moraine Conservation Plan.

2.9.1.20 That within the Oak Ridges Moraine Conservation Plan Area an application for **Major Development** shall be accompanied by a sewage and water system plan that meets the requirements of Section 43(1) of the Oak Ridges Moraine Conservation Plan.

2.9.1.21 That within the Oak Ridges Moraine Conservation Plan Area, the construction or expansion of **Partial Services** is prohibited, except as set out by Section 44 of the Oak Ridges Moraine Conservation Plan.

2.9.1.22 That within the Oak Ridges Moraine Conservation Plan Area, policy 2.9.1.21 does not apply to prevent the connection to municipal water for existing lots and for lots in Plan of Subdivision applications which received draft plan approval prior to November 16, 2001, in the Woodland Acres Area, where the lots have been approved for **Development** based on private sewage disposal systems and a municipal water supply.

2.9.1.23 That despite anything else in this Plan, new waste disposal sites and facilities and organic soil conditioning sites are prohibited on lands designated Oak Ridges Moraine Natural Core Areas or Oak Ridges Moraine Natural Linkage Areas on Schedule 13 of this Plan, or in key **Natural Heritage Features and Areas** and **Key Hydrologic Features** and related **Vegetation Protection Zones**.

2.9.1.24 That notwithstanding anything else in this Plan, new **Rapid Infiltration Basins** and new **Rapid Infiltration Columns** are prohibited in the Oak Ridges Moraine Conservation Plan Area.

## 2.9.2 Greenbelt Plan Area

It is the policy of Council:

2.9.2.1 That the Greenbelt Plan Area in Vaughan is identified on Schedule 4 of this Plan, and is made up of the Protected Countryside, a Natural Heritage System, and the Urban River Valleys and shall be protected for natural heritage and **Agricultural Uses**.

2.9.2.2 That lands within the Natural Heritage System of the Protected Countryside and the Urban River Valleys of the Greenbelt Plan are a focus for enhancement and securement initiatives to further support Vaughan's **Natural Heritage Network**.

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

2.9.2.4 That notwithstanding policy 2.7.3.9 of this Plan, certain types of **Development** or **Site Alteration** may be permitted in **Key Hydrologic Features** and key natural heritage features

within the Natural Heritage System, subject to the policies of Section 4 of the Greenbelt Plan. Conformity with the relevant sections of the Greenbelt Plan shall be documented in a Greenbelt conformity report.

2.9.2.5 That the minimum **Vegetation Protection Zone** that applies within the Greenbelt Plan Area is not required to extend beyond the boundaries set out in the Greenbelt Plan, except as follows:

a. an **Environmental Impact Study** and/or natural heritage evaluation, prepared to the satisfaction of the City and, if needed, the TRCA, confirms that a minimum **Vegetation Protection Zone** be extended beyond the Greenbelt Plan Boundary; and

b. where a **Woodland**, **Wetland**, or life science **Areas of Natural and Scientific Interest** identified for protection is located both within and outside of the boundary of the Natural Heritage System of the Greenbelt Protected Countryside, and more than 50% of the feature is located within that Boundary, the **Vegetation Protection Zone** that is most protective of the feature shall apply to the portion outside of the Greenbelt Plan Area unless an **Environmental Impact Study** and/or a natural heritage evaluation demonstrates that a lesser **Vegetation Protection Zone** is appropriate.

2.9.2.6 That a proposal for new **Development** or **Site Alteration** adjacent to a key natural heritage feature within the Natural Heritage System or a **Key Hydrologic Feature** anywhere within the Greenbelt Protected Countryside requires a natural heritage evaluation and hydrological evaluation which meet the requirements of Section 3.2.5(5) of the Greenbelt Plan.

2.9.2.7 That within the Greenbelt Plan Area, expansions to existing agricultural buildings and structures and farm and **Non-Farm Residences**, together with **Accessory** uses, are permitted in key natural heritage features, subject to the **Existing Uses** policies of Section 4.5 of the Greenbelt Plan.

2.9.2.8 That notwithstanding the **Core Features** policies of subsection 2.7.3 of this Plan, new buildings and structures for **Agricultural Uses**, **Agriculture-Related Uses**, and **On-Farm Diversified Uses** will be required to provide a 30 metre **Vegetation Protection Zone** from a key natural heritage feature or **Key Hydrologic Feature**. However, they may be exempted from the requirement of establishing a condition of **Natural Self-Sustaining Vegetation** if the land is and will continue to be used for agricultural purposes. Despite this exemption, **Agricultural Uses**, **Agriculture-Related Uses**, and **On-Farm Diversified Uses** should pursue best management practices to protect and/or restore **Key Hydrologic Features** and functions.

2.9.2.9 That on lands within the Natural Heritage System of the Greenbelt Protected Countryside, the following policies apply:

a. **Agricultural Uses**, **Agriculture-Related Uses**, **On-Farm Diversified Uses**, and rural uses are permitted, subject to the applicable policies of this subsection and subsection 3.2.8;

b. where non-**Agricultural Uses** are contemplated, applicants shall demonstrate that:

i. at least 30% of the total developable area of the site, as defined by the Greenbelt Plan, will remain or be returned to **Natural Self-Sustaining Vegetation**, recognizing

that the policies of subsection 2.9.2 of this Plan establish specific standards for the non-renewable resource uses;

ii. connectivity along the system and between key natural heritage features or **Key Hydrologic Features** located within 240 metres of each other is maintained or enhanced; and

iii. buildings or structures do not occupy more than 25% of the total developable area as defined by the Greenbelt Plan and are planned to optimize the compatibility of the project with the natural surroundings;

c. new buildings or structures for **Agricultural Uses**, **Agriculture-Related Uses**, and **On-Farm Diversified Uses** are subject to the policies for key natural heritage features and **Key Hydrologic Features**; and

d. new **Development** or **Site Alteration**, as permitted by the policies of this Plan, shall also be subject to subsection 3.2.2(3) of the Greenbelt Plan.

2.9.2.10 That **Major Development** may be permitted within key hydrologic areas of the Protected Countryside designation within the Greenbelt Plan where it has been demonstrated that the **Hydrologic Functions**, including groundwater and surface water quality and quantity, of these areas shall be protected and, where possible, improved or restored in accordance with policy 3.2.4.1 of the Greenbelt Plan.

2.9.2.11 That **Major Development** may be permitted within key hydrologic areas of the Greenbelt Protected Countryside designation where the total impervious surface does not exceed 10% of the lot.

## Renewable Resources in the Greenbelt

It is the policy of Council:

2.9.2.12 That for lands within the Greenbelt Protected Countryside, renewable resources are those non-agriculture-based natural resources that support uses and activities, such as forestry, water taking, fisheries, conservation, and wildlife management.

2.9.2.13 That activities related to the use of renewable resources are permitted in the Greenbelt Protected Countryside, subject to the policies of the Greenbelt Plan and all other applicable legislation, regulations, and Provincial and municipal planning documents. All such uses shall be undertaken in accordance with the applicable recommendations, standards, or targets of the Humber River **Watershed** Plan, Don River **Watershed** Plan, and/or water budget.

2.9.2.14 That within a key natural heritage feature or **Key Hydrologic Feature**, renewable natural resource activities should be carried out in a manner that maintains or, where possible, improves these features and their functions.

## Non-renewable Resources in the Greenbelt

It is the policy of Council:

2.9.2.15 That for lands within the Greenbelt Protected Countryside, non-renewable resources are those non-agriculture-based natural resources that have a finite supply, including **Mineral Aggregate Resources**.

2.9.2.16 That activities related to the use of non-renewable resources are permitted in the area shown on Schedule 4 as Greenbelt Protected Countryside, subject to all other policies of this Plan, applicable legislation, regulations, and by-laws. The availability of **Mineral Aggregate Resources** for long-term use will be determined in accordance with the Provincial Planning Statement, except as provided in subsection 4.3.2 of the Greenbelt Plan.

2.9.2.17 That notwithstanding policies of subsection 2.7.3 of this Plan, within the Natural Heritage System of the Greenbelt Protected Countryside, **Mineral Aggregate Operations**, and **Wayside Pits and Quarries** are subject to policy 4.3.2.3 of the Greenbelt Plan.

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

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

# 2.10 Mineral Aggregate Resources (Schedule 5)

## 2.10.1 Managing Mineral Aggregate Resources

It is the policy of Council:

2.10.1.1 That Aggregate Resource Areas and Secondary Sand and Gravel Resource Areas in Vaughan, shown on Schedule 5, shall be protected for long-term use.

2.10.1.2 That in the Oak Ridges Moraine Natural Linkage Area and the Oak Ridges Moraine Countryside designations:

a. **Mineral Aggregate Operations** may be permitted, subject to an amendment to this Plan and the applicable policies of this Plan;

b. an application for a **Wayside Pit** may be permitted, subject to an amendment to this Plan and the **Zoning By-law**; and

c. **Wayside Pits and Quarries** are licenced pursuant to the *Aggregate Resources Act*.

2.10.1.3 That the City, in the review of all applications for **Mineral Aggregate Operations** and **Wayside Pits**, will require that the applications comply with Section 35 and 36 of the Oak Ridges Moraine Conservation Plan, to the extent that the provisions can be addressed under the *Planning Act* and *Municipal Act*, along with all other applicable provisions of this Plan.

2.10.1.4 **Mineral Aggregate Resources**, including those known active sites shown on Schedule 5, are to be protected, however the **Development** and rehabilitation of extractive resource areas shall be

controlled so that land use conflicts and environmental degradation are avoided and the aesthetic quality of the City is maintained. Accordingly:

a. extraction of **Mineral Aggregate Resources** is permitted in **Prime Agricultural Areas**, on **Prime Agricultural Lands**, on an interim basis, provided that impacts to the **Prime Agricultural Areas** are avoided, or where avoidance is not possible, minimized and mitigated as determined through an **Agricultural Impact Assessment** in accordance with the Provincial Planning Statement, and the site shall be rehabilitated back to an **Agricultural Condition**. In the following cases, complete agricultural rehabilitation is not required:

   i. the depth of the extraction makes restoration to pre-extraction levels unfeasible; and

   ii. agricultural rehabilitation in remaining areas is maximized;

b. extractive operations shall be permitted from existing licensed pits, and adjacent land uses shall be controlled to ensure compatibility;

c. new extractive operations, other than **Wayside Pits and Quarries**, shall require an amendment to this Plan;

d. in areas adjacent to or in known deposits of **Mineral Aggregate Resources**, **Development** that would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

   i. aggregate extraction would not be economically, socially, or environmentally feasible; or

   ii. the proposed land use would serve the long-term interest of the public better than aggregate extraction would; and

   iii. issues of public health, public safety, and environmental impact are addressed;

e. **Wayside Pits and Quarries**, as well as **Portable Asphalt Plants**, are temporary facilities used only on public authority contracts for specific public street construction projects. These uses shall be permitted without requiring an amendment to this Plan or the City's **Zoning By-law**, except within the Oak Ridges Moraine Conservation Plan Area, in areas of existing **Development**, or in the **Natural Heritage Network**, where these uses are prohibited; and

f. abandoned **Wayside Pits and Quarries** shall be rehabilitated, and the progressive rehabilitation of operating **Wayside Pits and Quarries** shall occur in a manner that is in conformity with the other policies of this Plan.

## 2.11 Aquifer Vulnerability (Schedule 6)

### 2.11.1 Low Aquifer Vulnerability and High Aquifer Vulnerability

It is the policy of Council:

2.11.1.1 That Areas of Low Aquifer Vulnerability and Areas of High Aquifer Vulnerability identified on Schedule 6, are based on mapping provided by the **Province** and the TRCA and are subject to policies of this Plan respecting groundwater. Notwithstanding other policies in this Plan, the following uses are prohibited with respect to land in Areas of Low Aquifer Vulnerability and Areas of High Aquifer Vulnerability:

a. generation and storage of hazardous waste or liquid industrial waste;

b. waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;

c. underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and

d. storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) of *Regulation 347 of the Revised Regulations of Ontario, 1990*.

2.11.1.2 To take a systems approach to the identification, improvement, and restoration of **Water Resource Systems** within Vaughan and to provide long-term protection of **Key Hydrologic Features** and areas and their functions in collaboration with the TRCA, as appropriate.

# 2.12 Landform Conservation (Schedule 7)

## 2.12.1 Landform Conservation Measures

For the lands designated as Category 1 or 2 on Schedule 7, it is the policy of Council:

2.12.1.1 That landform conservation planning shall be undertaken to ensure that the landform character of the site where **Development** is being proposed is maintained to the satisfaction of the City. Landform conservation planning shall demonstrate that the landform character of the site shall be maintained.

2.12.1.2 That landform conservation measures will be addressed in planning, design, and construction, including:

a. demonstrating approaches to land use planning, siting, and design which shall be **Compatible** with existing landform character and the existing settlement landscape;

b. the specific planning, site design, grading, construction, and restoration of landform character of the site shall be addressed to the satisfaction of the City and other appropriate agencies; and

c. site design and construction practices shall minimize mass grading and the disturbance of steep slopes.

2.12.1.3 To preserve **Significant** landform features and landscape character by:

a. allowing increased flexibility in design standards for subdivision layout and building setback requirements;

b. ensuring the appropriate implementation of the built form and urban design policies of this Plan; and

c. considering modifying engineering and design standards to achieve the objective of landform conservation.

2.12.1.4 To prohibit **Site Alteration** prior to the approval of **Development** applications and implementation the **Site Alteration** by-law in conformity with the *Municipal Act* to prevent runoff, sedimentation, or the removal of topsoil or vegetation and to control erosion.

2.12.1.5 That an application for **Development** or **Site Alteration** on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside, except an application for a **Mineral Aggregate Operation**, in the area identified on Schedule 7 as Landform Conservation Area, shall identify planning, design, and construction practices that shall keep disturbance of the landform character to a minimum, as set out by subsections 30(5) and 30(6) of the Oak Ridges Moraine Conservation Plan.

2.12.1.6 That an application for **Development** or **Site Alteration**, that does not constitute **Major Development** on lands designated Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, and Oak Ridges Moraine Countryside, in a Landform Conservation Area of either Category 1 or Category 2 shall, with the exception of applications for **Mineral Aggregate Operations**, be accompanied by a Site Plan that conforms with the requirements set out by subsection 30(10) of the Oak Ridges Moraine Conservation Plan.

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

## 2.13 Special Policy Areas (Schedule 8)

### 2.13.1 Planning Special Policy Areas

It is the policy of Council:

2.13.1.1 That, in accordance with the **Special Policy Area** provisions of the Provincial Planning Statement, certain lands within the Regulatory Floodplain of the Humber River have been identified as a **Special Policy Area** on Schedule 8 of this Plan. The prevailing land use designations and policies within the **Special Policy Area** boundaries are in the Woodbridge Centre Secondary Plan in Volume 2.

2.13.1.2 Flood proofing measures and all other requirements within the Woodbridge Centre Secondary Plan for the **Special Policy Area** shall be implemented for **Development** approval by the City and the TRCA.

# 2.14 Street Classification and Planned Street Rights-of-Way (Schedules 9A and 9B)

## 2.14.1 The Street Network

It is the policy of Council:

2.14.1.1 That Vaughan's street classification is identified on Schedule 9A and planned street rights-of-way are identified on Schedule 9B of this Plan. The network includes a hierarchy of street types including **Provincial Highways**, **Arterial Streets** or **Arterials**, **Collector Streets** and **Local Streets**.

2.14.1.2 To design streets in accordance with the Vaughan Complete Streets Guide.

2.14.1.3 To protect for and implement the **Multi-Modal** Transportation Network and its associated right-of-way requirements, as shown on Schedules 9A and 9B to this Plan.

2.14.1.4 That where planned street widths shown on Schedule 9B are greater than a 41m right-of-way, the street widths shall include exclusive left and/or right turn lanes.

2.14.1.5 That, in general, street widenings will be taken equally from the existing or approved **Environmental Assessment** centre line of construction; however, unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings, or other **Cultural Heritage Resources** necessitate taking a greater widening or the total widening on one side of the existing street right-of-way.

2.14.1.6 To require an appropriate **Environmental Assessment** study and/or process for transportation **Infrastructure** related to crossings of **Watercourses**, and/or entering into the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

2.14.1.7 That on emerging infill areas within secondary, block, and tertiary plans, the City will require new **Local Streets** and shared private roadway systems to:

a. consolidate access along Regional roads;

b. implement a street network that supports the delivery of **Public Emergency Services**; and

c. minimize the use of cul-de-sacs and dead-ends.

2.14.1.8 To ensure that privately owned streets and driveways are designed to be consistent with the overall transportation network and City engineering standards.

### Complete Streets

It is the policy of Council:

2.14.1.9 That streets shall be designed as **Complete Streets** to balance the needs of many different street and road users, prioritizing safety and **Accessibility**, and developed in accordance with

the City's Complete Streets Guidelines, Traffic Calming Policy and Traffic Calming Toolbox Guidelines.

2.14.1.10 That the design of all roads will consider the provision of adequate space and safety measures for pedestrians and cyclists in alignment with **Vision Zero** strategies, and for safe transfers on and off transit vehicles. Specific road requirements will be determined through the detailed design stage.

## Provincial Highways

It is the policy of Council:

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

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

## Arterial Streets

It is the policy of Council:

2.14.1.13 That **Arterial Streets** be designed to accommodate all modes of travel through the provision of sidewalks, separated cycling facilities, and automobile lanes, and where necessary and feasible, to accommodate **High-Occupancy Vehicle Lanes** or bus lanes, in accordance with the policies of this Section.

2.14.1.14 To increase connections from **Collector Streets** to **Arterial Streets**, where feasible. The City will seek to secure land for such purposes, where warranted, through the **Development** approval process.

2.14.1.15 That direct access of individual residential lots to City **Arterial Streets** shall be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher **Development** density, and reduced walking distances. Access to Regional and City **Arterial Streets** from blocks for mid- and high-rise **Developments**, parks and open space, institutional, industrial, office, and **Retail Commercial** uses will be controlled but not prohibited.

## Collector Streets

It is the policy of Council:

2.14.1.16 To plan for the development of a **Collector Street** network that provides for short to medium distance trips within Vaughan to support and augment the capacity of the **Arterial Street** network. Access to **Collector Streets** from abutting properties is permitted and controlled.

2.14.1.17 That major **Collector Streets** shall:

a. serve as primary connections and prioritize the movement of pedestrians, cyclists, **Micromobility** devices, and transit;

b. generally have a maximum of four through-travel lanes, and projected traffic volumes will generally be in the range of 5,000 to 8,000 vehicles per day during peak periods; and

c. be designed to include sidewalks, separated cycling facilities, and automobile lanes.

2.14.1.18 That minor **Collector Streets** shall:

a. serve as secondary connections to and from **Arterial Streets**, and as primary connections from **Local Streets** to other **Collector Streets**;

b. generally have a maximum of two travel lanes, and projected traffic volumes will be less than 5,000 vehicles per day;

c. accommodate all modes of travel through the provision of sidewalks, separated cycling facilities, and automobile lanes; and

d. avoid direct car access to individual dwelling units.

2.14.1.19 That building frontage on minor **Collector Streets** is encouraged. Where direct frontage is not feasible, lots may be arranged so that side yards face the minor collector street. Rear yards of residential lots shall not face onto a minor collector street.

2.14.1.20 To provide a minimum of two north/south and two east/west **Collector Streets** in new block **Development**, where feasible, including grade-separated crossings of 400-series highways and rail corridors.

2.14.1.21 That all **Collector Streets** are considered potential transit routes and planned to be able to accommodate conventional bus-based transit service consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.

2.14.1.22 That the ultimate rights-of-way for **Collector Streets** that traverse through **Heritage Conservation Districts** and/or have impacts on heritage properties may require deviation from Schedule 9B in this Plan.

## Local Streets

It is the policy of Council:

2.14.1.23 That **Local Streets** are oriented to the collector street system in a grid-like manner to:

a. provide convenient connections to **Collector Streets**, shopping, transit stops, **Schools**, parks, and other community amenities;

b. promote navigation within concession blocks that is clear and understandable; and

c. minimize through-traffic on **Local Streets**.

2.14.1.24 That **Local Streets** may accommodate community-oriented transit service, where required, consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.

2.14.1.25 To design **Local Streets** for lower traffic speeds and volumes that enable safe sharing of the road right-of-way for all road users. Separated cycling facilities should be prioritized on **Local Streets**.

2.14.1.26 To discourage the elimination or privatization of **Local Streets**, especially where the **Local Street** strengthens the overall connectivity, continuity, and grid-like form of the street network.

2.14.1.27 That the City may permit public or private **Mews** and laneways to serve **Development** and support the establishment of a fine-grain network of streets. The need for them, and their location, function, and character, will be determined during the preparation and review of **Development** applications.

### Road Safety

It is the policy of Council:

2.14.1.28 To design streets for speeds appropriate for their context to avoid the need for secondary traffic calming measures.

2.14.1.29 That traffic calming measures be identified, designed, and implemented in accordance with the City's Traffic Calming Policy and Traffic Calming Toolbox and Guidelines.

2.14.1.30 That any implementation of traffic calming measures will:

a. seek to minimize impacts on emergency, transit, and maintenance vehicles; and

b. adhere to the latest version of all applicable design and construction standards and specifications of the City and pertinent Provincial legislation.

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

### The Active Transportation Network

It is the policy of Council:

2.14.2.1 That **Active Transportation** including, walking and cycling facilities as shown on Schedule 9C to this Plan shall be supported as viable modes of transportation for commuter, recreational, and other travel required to meet daily needs through:

a. the provision of appropriate facilities and **Infrastructure**, available year-round through improved maintenance, such as sidewalks, trails, and bicycle lanes, that may be secured through the **Development** approval process, and to plan for universal **Accessibility** for such facilities and **Infrastructure**;

b. maximizing connections to significant destinations, including **Strategic Growth Areas**, employment clusters, **Schools** and institutions, parks and open spaces, and other key public places;

c. supporting safe travel for vulnerable users, including children and seniors, by providing safe **School** routes and accessible roads and intersections through the use of enhanced signage and traffic calming measures;

d. ensuring safe and convenient pedestrian and bicycle travel within the street network and other rights-of-way, such as Hydro corridors and mid-block connections, to facilitate movement and contribute to healthy communities; and

e. enhancing wayfinding strategies to support **Active Transportation** facilities.

2.14.2.2 To maximize the connectivity of the Street Network for pedestrians and cyclists by:

a. ensuring that gaps in the street network are minimized, especially within subdivision **Developments** where there are opportunities to connect new and existing sidewalks;

b. ensuring that the design of large **Development** sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks;

c. ensuring convenient and direct connections to transit stops and stations, especially in **Strategic Growth Areas**, including **Protected Major Transit Station Areas**; and

d. ensuring the provision of grade-separated pedestrian and bicycle crossings of controlled access highways and rail lines.

2.14.2.3 To support first and last kilometre connections to the Transportation Network by:

a. enhancing **Active Transportation** connections to and from transit stations and stops through direct pedestrian routes and appropriate cycling facilities;

b. providing enhanced and secure bicycle and **Micromobility** parking at local and regional transit stops; and

c. encouraging transit connections as part of all new **Developments** near **Protected Major Transit Station Areas** and other **Strategic Growth Areas**.

## A Walkable and Accessible Vaughan

It is the policy of Council:

2.14.2.4 That to promote increased pedestrian activity and enhance access to transit services and **Community Facilities**, all sidewalks shall be designed and provided in accordance with City guidelines and engineering requirements and in compliance with Provincial requirements under the *Accessibility for Ontarians with Disabilities Act*.

2.14.2.5 That within areas in proximity to **Schools**, parks, transit stops and stations, and other public facilities, sidewalks on both sides of the street will be required through the Block Plan or Plan of Subdivision approval process.

2.14.2.6 That where sidewalks are currently not provided on both sides of the street, sidewalks will be required during major **Redevelopment** or substantial reconstruction of the right-of-way.

2.14.2.7 To encourage a comprehensive network of connected parks and multi-use trails within utility and abandoned rail corridors to support pedestrians and cyclists and augment the on-street network.

### A Safe and Comprehensive Active Transportation Network

It is the policy of Council:

2.14.2.8 To implement the **Active Transportation** Network in coordination with the appropriate agencies and adjacent municipalities to secure funds and lands for such purposes, and prioritize its implementation in **Strategic Growth Areas**.

2.14.2.9 To plan for dedicated separated bicycle lanes along **Arterial Streets** and **Collector Streets**, at a minimum one-way travel of at least 1.5 metres wide or wider in the **Urban Area**, and with physical buffers.

2.14.2.10 To minimize restrictions to bicycle flow and consider the specific needs of cyclists in street design and traffic safety measures through the development or adoption of a **Multi-Modal** level of service standards.

2.14.2.11 To increase the supply of bicycle parking spaces in existing areas, with a priority being focused in **Strategic Growth Areas**, **Protected Major Transit Station Areas**, and other areas where **Active Transportation** Network and Transit Network intersect.

2.14.2.12 To provide convenient locations for bicycle parking within the right-of-way of a street and at public facilities, and to establish annual targets for the installation of public bicycle parking facilities. Public bicycle parking is encouraged to be provided in **Strategic Growth Areas** and at other public gathering places.

2.14.2.13 To require safe and secure bicycle parking at all public **Schools**, community centres and libraries.

## 2.15 Major Transit Network (Schedule 10)

### 2.15.1 Transit-Oriented Development

It is the policy of Council:

2.15.1.1 To facilitate the planning of a comprehensive transit system for Vaughan in consultation and cooperation with all appropriate agencies.

2.15.1.2 To encourage, on a city-wide basis, the provision of transit service within 500 metres of at least 90% of residences and the majority of jobs, consistent with approved York Region Transit service standards and guidelines, and within 200 metres of at least 50% of residents in the **Urban Area**.

2.15.1.3 That applications for new **Development** are required to prepare a **Mobility Plan** and identify the proposal's approach to transit.

### Local and Regional Transit

It is the policy of Council:

2.15.1.4 To support the implementation of the Major Transit Network shown on Schedule 10 of this Plan, and to work with York Region and other transit authorities to secure lands, where appropriate, through the **Development** approval process for facilities such as:

a. transit stations, including intermodal terminals, mobility hubs, subways, bus and light rail stations, and related passenger drop-off and commuter parking areas;

b. related **Infrastructure**, including vent shafts, **Transit Operation and Maintenance Facilities**, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic **Infrastructure**, and passenger safety facilities; and

c. pedestrian and cycling facilities.

## 2.16 Source Water Protection Areas (Schedule 11)

### 2.16.1 Protecting Vaughan's Water

It is the policy of Council:

2.16.1.1 To protect Vaughan's **Water Resource Systems** and their **Ecological Functions**.

2.16.1.2 That key hydrologic areas shall be updated periodically through revisions to this Plan without the need for an amendment, to implement the policies of the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan as required by the *Clean Water Act*.

2.16.1.3 To recognize **Significant Groundwater Recharge Areas**, **Highly Vulnerable Aquifers**, and **Wellhead Protection Areas** identified on Schedule 11 as vulnerable areas that exist in Vaughan, as defined by the *Clean Water Act*.

2.16.1.4 That the location and boundaries of the vulnerable areas listed in policy 2.16.1.3 shall be updated periodically in consultation with the TRCA and York Region, as well as through the **Development** process, and shall not require amendment to this Plan.

2.16.1.5 That threats to the vulnerable areas listed in policy 2.16.1.3 include but are not limited to:

a. the storage or application of commercial fertilizers and pesticides;

b. the storage or application of agricultural source materials such as manure;

c. the use of road salt;

d. an activity that takes water from an aquifer or a surface **Waterbody** without returning the water taken to the same aquifer or surface **Waterbody**; and

e. an activity that reduces the recharge of an aquifer.

2.16.1.6 That all **Development** shall comply with policy SAL-3 of the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan where the application of road salt to roads and parking lots would be a significant drinking water threat.

2.16.1.7 That where an activity requires a **Risk Management Plan** under the *Clean Water Act,* inspections will be conducted on a basis deemed appropriate by the York Region Risk Management Official and Risk Management Inspector.

2.16.1.8 To direct **Compatible** land uses to areas with low imperviousness to protect **Significant Groundwater Recharge Areas** through the **Development** process. These areas will be determined in consultation with the TRCA and the City during the **Development** process.

2.16.1.9 That, where **Development** occurs in **Significant Groundwater Recharge Areas**, the Master Environment and Servicing Plan will include a hydrogeological study to define the local water balance, establish site-specific water balance criteria that maintains infiltration functions, and demonstrate how the appropriate proportion of infiltration and evaporation/reuse measures for stormwater management will achieve the water balance objectives established through the Master Environment and Servicing Plan.

2.16.1.10 That significant groundwater infiltration functions of a **Development** be maintained or enhanced, where practical, particularly in those areas identified as sensitive hydrogeological areas. In such areas, appropriate source and conveyance controls may be required by the City to maintain or enhance groundwater infiltration.

2.16.1.11 That transportation and **Infrastructure** projects should minimize interference with **Significant Groundwater Recharge Areas** and should be located in the least sensitive locations for **Infrastructure**.

2.16.1.12 That **Development** located in areas of groundwater discharge, including many valley corridors, shall maintain significant discharge functions. Buildings and structures that require substantial below-ground excavation will not be permitted in areas where there is a high potential for groundwater interference and removal of groundwater. The City, in consultation with the TRCA, may approve a mitigation plan where it can be demonstrated that interference and dewatering can be mitigated.

2.16.1.13 To recognize the Intake Protection Zones, as shown on Schedule 11, which are based on **Time of Travel** zones as follows:

a. a 100-metre Zone/WHPA-A around each wellhead; and

b. **Time of Travel** zones of: 0 to 2 years (WHPA-B), 2 to 5 years (WHPA-C), and 5 to 25 years (WHPA-D).

2.16.1.14 That in **Wellhead Protection Areas** outside of the Oak Ridges Moraine Conservation Plan Area, a **Risk Assessment** shall be conducted, as prescribed by the *Clean Water Act,* and a **Source Water Impact Assessment and Mitigation Plan** shall be developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:

a. petroleum-based fuels and/or solvents;

b. pesticides, herbicides, fungicides, or fertilizers;

c. construction equipment;

d. inorganic chemicals;

e. chlorinated solvents;

f. tailings from mines;

g. dense non-aqueous phase liquids;

h. road salt and contaminants as identified by the **Province**;

i. hazardous waste or liquid industrial waste and waste disposal sites and facilities;

j. storage of sewage;

k. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and

l. snow storage and disposal facilities.

2.16.1.15 That notwithstanding policy 2.16.1.14, new land uses which involve the storage, manufacture of materials, or uses detailed in policy 2.16.1.14 are prohibited within **Wellhead Protection Areas** where they pose a **Significant Drinking Water Threat** in accordance with the requirements of the Credit Valley – Toronto and Region - Central Lake Ontario Source Protection Plan.

2.16.1.16 That outside the Oak Ridges Moraine Conservation Plan Area, where existing land uses in **Wellhead Protection Areas** and areas with high potential for groundwater contamination involve the storage, manufacture, or use of materials detailed in policy 2.16.1.14, a **Risk Assessment** and a **Source Water Impact Assessment and Mitigation Plan** be required.

2.16.1.17 That the storage or use of pathogen threats by new land uses, including the siting and **Development** of stormwater management ponds and **Rapid Infiltration Basins** or **Rapid Infiltration Columns**, except for the storage of manure for personal or family use, is prohibited within the 100-metre Zone around each active wellhead shown on Schedule 11, and may be restricted within the 100-metre Zone and within the 0-2 year Zone.

2.16.1.18 That the expansion of existing incompatible land uses within the 100-metre Zone is prohibited, and the expansion of existing incompatible land uses within the 100-metre Zone, the 0-2 year Zone, and the 2-5 year Zone shall be discouraged, unless a **Risk Assessment** and **Risk Management Plan**, as defined by York Region, has been undertaken. Redevelopment of incompatible land uses to more **Compatible** uses is encouraged, subject to an appropriate **Risk Assessment** and **Risk Management Plan.**

2.16.1.19 That the restrictions in policy 2.11.1.1 do not apply to lands designated Prime Agriculture if the owner or operator of the agricultural operation is carrying out operations that are regulated under the *Nutrient Management Act*, and complies with all the standards established under that *Act*.

2.16.1.20 That **Redevelopment** of incompatible land uses to more **Compatible** uses within **Wellhead Protection Areas** and Intake Protection Zones is encouraged, subject to an approved **Source Water Impact Assessment and Mitigation Plan**.

2.16.1.21 That proposed geothermal systems are subject to the following:

a. geothermal systems are prohibited within WHPA-A and WHPA-B with a vulnerability score of 8 or higher;

b. only horizontal closed-loop geothermal systems are permitted within WHPA-B where the vulnerability score is 6 or less, subject to Regional approval;

c. notwithstanding policies 2.16.1.21 a. and b., within **Wellhead Protection Areas**, the entirety of the geothermal systems shall be above the municipal aquifer;

d. notwithstanding policies 2.16.1.21 a. and b., geothermal systems are permitted in **Wellhead Protection Areas** and future planned municipal water systems where potable drinking water site condition standards can be demonstrated to the satisfaction of York Region; and

e. notwithstanding policies 2.16.1.21 a. and b., within **Wellhead Protection Areas** and where future planned municipal water systems have been identified by York Region, proposed geothermal systems as part of a *Planning Act*, *Condominium Act*, and/or *Building Code Act* application, will only be permitted if approved by York Region.

# 2.17 TransCanada Pipelines Limited Facilities (Schedule 12)

## 2.17.1 New Development Near TransCanada Pipelines Limited Facilities

It is the policy of Council:

2.17.1.1 To recognize that TransCanada Pipelines Limited operates high-pressure natural gas pipelines within its rights-of-way in Vaughan, as identified on Schedule 12. Canada Energy Regulator regulates **Development** in proximity to these pipelines, including approvals for activities on or within 30 metres of the rights-of-way, such as excavation, blasting, and any movement of heavy equipment.

2.17.1.2 That early consultation with TransCanada Pipelines Limited, or its designated representative, shall be required for **Development** proposals within 200 metres of the pipeline rights-of-way or 750 metres of a compressor station.

2.17.1.3 That regard shall be given to noise levels where **Development** is proposed in close proximity to the TransCanada Pipelines Limited compressor station. A noise and vibration study, to be carried out by the proponent, may be required for **Development** proposals within 750 metres of the compressor station. The study will determine if Provincial guidelines can be achieved, and if necessary, recommend appropriate mitigation measures.

2.17.1.4 That the use of TransCanada Pipelines Limited rights-of-way for passive open space and trail purposes and an east-west open space link will be encouraged, where appropriate, and subject to TransCanada Pipelines Limited's easement rights.

# Chapter 3 Land Use (Schedule 13)

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

## 3.1 General Land Use

### 3.1.1 General Land Use Policies

It is the policy of Council:

3.1.1.1 That the use of land and the permitted building types on any property shall be those identified and described by the designations and their applicable policies set out in subsection 3.2 and shown on Schedule 13 of this Plan. Maximum height and density (**Floor Space Index**) shown on Schedule 13 are addressed in policies 3.1.1.2 and 3.1.1.3.

3.1.1.2 That no building or structure shall generally exceed the height in **Storeys** indicated on Schedule 13 by the number following the letter "H", except under the following conditions where an amendment to this Plan is not required to exceed the height in **Storeys**. Following the approval of the site-specific **Zoning By-law**, Schedule 13 shall be changed to reflect the revised maximum site-specific height in **Storeys** without the need for an amendment to this Plan.

a. the lands are subject to an approved application for **Zoning By-law** Amendment filed after the date on which this Plan is approved, and that the approved **Zoning By-law** Amendment includes a higher maximum height of not more than a 20% increase from the maximum height identified on Schedule 13 as shown on the day of approval of this Plan;

i. the following chart is to be used as a reference to calculate the number of **Storeys** referenced by policy 3.1.1.2.a.:

| Maximum number of **Storeys** identified within Schedule 13 | Additional **Storeys** that may be permitted without the need for an amendment (partial **Storeys** are not permitted)* |
|---|---|
| 1 -4 | 0 |
| 5 - 9 | 1 |
| 10 | 2 |
| 27 | 5 |
| 34 | 6 |
| 50 | 10 |

* 20% calculation is based on using one decimal point.

b. the increase in the maximum height considered through the **Zoning By-law** Amendment shall comply with all other applicable policies within this Plan and consider the unique conditions or context of a site, and is supported to the satisfaction of the City, through the reports and studies deemed required by the City;

c. there is no change in the land use designation;

d. for lands designated Low-Rise Residential, the maximum height shall not exceed 3 **Storeys**;

e. for lands designated Low-Rise Mixed-Use, the maximum height shall not exceed 5 **Storeys**;

f. for lands designated Mid-Rise Residential or Mid-Rise Mixed-Use, the maximum height shall not exceed 12 **Storeys**; and

g. the lands are not subject to a maximum height established within a **Secondary Plan**, Area-Specific policy, or Site-Specific policy within Volume 2 of this Plan.

3.1.1.3 That no **Development** should generally exceed the density in the **Floor Space Index** indicated on Schedule 13 by the number following the letter "D", except under the following conditions when an amendment to this Plan is not required to exceed this density. Following the approval of the site-specific **Zoning By-law**, Schedule 13 shall be changed to reflect the revised maximum site-specific density without the need for an amendment to this Plan.

a. that the lands are subject to a **Zoning By-law** Amendment application filed after the date on which this Plan is approved, and that the **Zoning By-law** Amendment is approved and includes a higher maximum density versus the density identified on Schedule 13;

b. the increase in the maximum density considered through the **Zoning By-law** Amendment shall comply with all other applicable policies within this Plan and consider the unique conditions or context of a site, and is supported to the satisfaction of the City, through the reports and studies deemed required by the City;

c. there is no change in the land use designation; and

d. that the lands are not subject to a maximum density established through a **Secondary Plan** or Area-Specific policy, or Site-Specific policies within Volume 2 of this Plan.

3.1.1.4 That where no height or density (**Floor Space Index**) is indicated on Schedule 13, the maximum height and density shall be established through a **Secondary Plan** or Area-Specific policy and pursuant to the policies of Section 5.1 of this Plan, or through the application of policies of this Plan.

3.1.1.5 That for lands designated Mid-Rise Residential, Mid-Rise Mixed-Use, High-Rise Residential, and High-Rise Mixed-Use, Official Plan and **Zoning By-law** Amendments that would have the effect of reducing the density of a site are not supported unless the need has been identified through a City-initiated **Secondary Plan**, Area-Specific policy, or Site-Specific policy.

3.1.1.6 To permit the following uses in all land use designations except Prime Agriculture, Theme Park and Entertainment, and Infrastructure and Utilities, unless specifically permitted in those

designations, and except in **Core Features** and **Linkages** of the **Natural Heritage Network** and/or **Hazardous Lands** and/or **Hazardous Sites**:

a. **Schools**, except in **Employment Areas** on lands designated General Employment or Prestige Employment;

b. parks and open space;

c. stormwater management facilities;

d. **Small-Scale Community Facilities**, except on lands designated General Employment or Prestige Employment;

e. places of worship, except on lands designated Prestige Employment or General Employment, and provided they are located on a public street with a planned right-of-way of 26 metres or greater;

f. **Day Cares**, except on lands designated General Employment or Prestige Employment; and

g. public safety services, except on lands designated General Employment or Prestige Employment, and provided they are located on a public street with a right-of-way of 26 metres or greater.

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

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

a. **Active Recreational Uses** and **Passive Recreational Uses**;

b. community gardens; and

c. other utilities and uses, such as parking lots and outdoor storage, that are **Accessory** to adjacent land uses and are subject to the approval of the utility provider.

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

a. all **Existing Uses** lawfully used for such purpose on the day before December 16, 2004, being the day the Greenbelt Plan came into force, are permitted;

b. single dwellings are permitted on existing lots of record, provided they were zoned for such purpose as of December 16, 2004, or where an application for an amendment to a **Zoning By-law** is required as a condition of a severance granted prior to December 16, 2003, but the application did not proceed;

c. an **Additional Residential Unit** is permitted outside of the Natural Heritage System in accordance with policy 4.1.2.8 of this Plan;

d. expansions to existing buildings and structures, **Accessory** structures and uses, and/or conversions of legally **Existing Uses** which bring the use into closer conformity with the Greenbelt Plan are permitted, subject to a demonstration of the following:

   i. notwithstanding any policies of this Plan regarding new or expanded partial servicing, new municipal services are not required; and

   ii. the use does not expand into key **Natural Heritage Features and Areas** and **Key Hydrologic Features** or their associated **Vegetation Protection Zones**, unless there is no other alternative, in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;

e. expansions to existing agricultural buildings and structures, residential dwellings, and **Accessory** uses to both may be considered within key **Natural Heritage Features and Areas** and **Key Hydrologic Features** or their associated **Vegetation Protection Zones**, if it is demonstrated that:

   i. there is no alternative and the expansion, alteration, or establishment is directed away from the feature to the maximum extent possible; and

   ii. the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible;

f. expansion, maintenance, and/or replacement of existing **Infrastructure** is permitted, subject to the **Infrastructure** policies of this Plan which apply to the Greenbelt Plan Area; and

g. **Active Recreational Uses** and parkland are permitted within the linear river valleys, which may include playing fields and golf courses.

3.1.1.10 That on lands within the boundary of the Oak Ridges Moraine Conservation Plan area shown on Schedule 4, the following policies apply, in addition to those in subsection 3.2.7 of this Plan:

a. that nothing in this Plan applies to prevent:

   i. the use of any land, building, or structure for a purpose prohibited by this Plan if the land, building, or structure was lawfully used for that purpose on November 15, 2001, and continues to be used for that purpose; or

   ii. the erection or use of a building or structure for a purpose prohibited by this Plan for which a permit has been issued under subsection 8(2) of the *Building Code Act*, 1992 on or before November 15, 2001, if:

      A. the permit has not been revoked under subsection 8(10) of the *Building Code Act*, 1992; and
      B. the building or structure, when erected, is used and continues to be used for the purpose for which it was erected;

b. that nothing in this Plan applies to prevent the expansion of an existing building or structure on the same lot, or the expansion of an existing institutional use, if the applicant demonstrates that:

i. there will be no change in use; and

ii. the expansion shall not adversely affect the **Ecological Integrity** of the lands within the Oak Ridges Moraine Conservation Plan Area;

c. an existing **Mineral Aggregate Operation** or an existing **Wayside Pit** within lands designated Oak Ridges Moraine Natural Core Area on Schedule 4 shall not be expanded beyond the boundary of the area under licence or permit;

d. that nothing in this Plan applies to prevent the reconstruction, within the same locations and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no **Intensification** of the use;

e. that nothing in this Plan applies to prevent the conversion of an existing use to a similar use, if the applicant demonstrates that the conversion:

i. will bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and

ii. will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area;

f. that if an existing use has **Adverse Effects** on the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan area, any application to expand the building, structure, or use, or to convert the existing use to a similar use, shall be considered with the objective of bringing the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan;

g. that in accordance with Section 7 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection, or location of a single dwelling if:

i. the use, erection, and location would have been permitted by the applicable **Zoning By-law** on November 15, 2001; and

ii. the applicant demonstrates, to the extent possible, that the use, erection, and location will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area; and

h. that in accordance with Section 8 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection, or location of a building or structure if:

i. the use, erection, and location were authorized by the approval of an application that was commenced before November 17, 2001, and approved after that date; or

ii. the use, erection, and location were authorized by the approval of an application that was commenced after November 17, 2001, and decided in accordance with subsection 17(1) of the *Oak Ridges Moraine Conservation Act*; and

iii. that **Development** be directed away from **Hazardous Lands** and **Hazardous Sites**.

3.1.1.11 To protect Vaughan's manufacturing, industrial, and warehousing sectors from potential impacts, any **Development** or **Redevelopment** of lands where **Sensitive Land Uses** are proposed to be located or are located within 1000 metres of an **Employment Area** or **Major Facility**, the applicant shall be required to undertake a Land Use Compatibility Study and/or the appropriate studies (e.g. noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, to ensure land use compatibility with the surrounding **Employment Area** lands or **Major Facility**. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to **Development**, at the expense of the applicant, for the more **Sensitive Land Use**.

# 3.2 Land Use Designations

## 3.2.1 Residential

It is the policy of Council:

3.2.1.1 That lands designated Low-Rise Residential, Mid-Rise Residential, and High-Rise Residential are primarily intended for housing and residential-supportive uses such as **Small-Scale Convenience Retail** stores or private **Day Cares**.

### Low-Rise Residential

It is the policy of Council:

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

3.2.1.3 That the following policies apply to lands designated Low-Rise Residential:

a. building heights shall not generally exceed three **Storeys**;

b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units;

ii. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;

iii. **Home Occupations**;

iv. private **Day Care**; and

v. stand-alone **Small-Scale Convenience Retail**, provided that the use is located on a corner lot where at least one of the sides is on a **Collector Street** or **Arterial Street** as indicated on Schedule 9B; and

c. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Single-Detached House**;

ii. **Semi-Detached House**;

iii. **Townhouse**;

iv. **Stacked Townhouses** including where combined with a **Back-to-Back Townhouse**, up to four **Storeys** in height subject to the provisions of the **Zoning By-law**;

v. **Back-to-Back Townhouses**;

vi. **Duplex**, **Triplex**, and **Fourplex**;

vii. **Low-Rise Buildings** generally up to three **Storeys** in height; and

viii. **Public and Private Institutional Buildings**.

## Mid-Rise Residential

It is the policy of Council:

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

3.2.1.5 That the following policies apply to lands designated Mid-Rise Residential:

a. buildings shall generally not exceed 12 **Storeys**, or the height in **Storeys** indicated on Schedule 13 by the number following the letter "H" and subject to exemptions of policy 3.1.1.2.

b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units;

ii. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;

iii. private **Day Care**;

iv. **Home Occupations;**

v. **Small-Scale Convenience Retail**, provided that the use is located on the ground floor of a **Mid-Rise Building**; and

vi. **Community Facilities**;

c. the following building types are permitted, pursuant to the policies in subsection 4.3.2 of this Plan:

i. **Townhouses**, **Stacked Townhouses**, and/or **Back-to-Back Townhouses** incorporated into the podium of a **Mid-Rise Building**;

ii. **Mid-Rise Buildings**; and

iii. **Public and Private Institutional Buildings**; and

d. within 70 metres of an area designated as Low-Rise Residential or on streets that are not **Arterial Streets** or major **Collector Streets**, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate transition to the Low-Rise Residential area:

i. **Townhouses**;

ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**; and

iii. **Low-Rise Buildings**.

## High-Rise Residential

It is the policy of Council:

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

3.2.1.7 That on lands designated as High-Rise Residential on Schedule 13, the following policies apply:

a. building heights shall be a minimum of three **Storeys** and shall generally not exceed the height indicated on Schedule 13, subject to policy 3.1.1.2;

b. the following uses are permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units;

ii. **Home Occupations**;

iii. **Small-Scale Convenience Retail**, provided that the use is located on the ground floor of a **Mid-Rise Building** or **High-Rise Building**; and

iv. **Community Facilities**;

c. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Townhouses**, **Stacked Townhouses**, and/or **Back-to-Back Townhouses** incorporated into the podium of a **High-Rise Building** or **Mid-Rise Building**;

ii. **High-Rise Buildings**;

iii. **Mid-Rise Buildings**; and

iv. **Public and Private Institutional Buildings**; and

d. within 70 metres of an area designated as Low-Rise Residential or on streets that are not **Arterial Streets** or major **Collector Streets**, the following building types may be

permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate transition to the Low-Rise Residential area:

i. **Low-Rise Buildings**; and

ii. **Mid-Rise Buildings**.

## 3.2.2 Mixed-Use

It is the policy of Council:

3.2.2.1 That the Mixed-Use designations are primarily intended to support the evolution of **Strategic Growth Areas** into vibrant **Complete Communities**, with a range of **Housing Options** and employment options, and services such as food stores, pharmacies, financial institutions, and restaurants within walking distance of residents.

3.2.2.2 That the following policies shall apply to lands designated Low-Rise Mixed-Use, Mid-Rise Mixed-Use, High-Rise Mixed-Use, and Transitional Mixed-Use:

a. both residential and non-residential uses shall be required on the same lot;

b. **Development** shall include **Universal Design** principles and be **Transit-Supportive** and walkable, integrating high levels of pedestrian connectivity, including, for example, mid-block connections; and

c. the ground floor frontage of buildings along **Arterial Streets** and **Collector Streets** shall face the street and predominantly consist of **Retail Commercial** uses and/or other non-residential uses that animate the street, pursuant to subsection 4.2.3 of this Plan.

### Low-Rise Mixed-Use

It is the policy of Council:

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

3.2.2.4 That the following policies shall apply to lands designated Low-Rise Mixed-Use:

a. **Development** shall consist of an integrated mix of residential, community, and small-scale **Retail Commercial** uses intended to serve the local population;

b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units, together with non-residential uses, including:

A. one primary residential unit; and

B. **Additional Residential Units**, pursuant to subsection 4.1.2 of this Plan;

C. **Home Occupations**;

D. **Hotels**;

E. **Retail Commercial** uses, subject to the policies of subsection 4.2.3; and

F. office uses;

c. in areas designated as Low-Rise Mixed-Use on Schedule 13 and located in a **Strategic Growth Area** identified on Schedule 1B, a maximum of 30% of a building's **Gross Floor Area** shall be **Retail Commercial**;

d. in areas designated as Low-Rise Mixed-Use on Schedule 13 and located in a **Community Area** identified on Schedule 1, **Retail Commercial** and office uses should be limited to a maximum of 500 square metres of **Gross Floor Area** each, if located on a **Collector Street**, as indicated on Schedule 9B;

e. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Townhouses**;

ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**;

iii. **Low-Rise Buildings**;

iv. **Live-Work Units**; and

v. **Public and Private Institutional Buildings**; and

f. stand-alone residential uses are not permitted in the Low-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

## Mid-Rise Mixed-Use

It is the policy of Council:

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

3.2.2.6 That the following policies shall apply to lands designated Mid-Rise Mixed-Use:

a. **Development** shall allow for an integrated mix of residential, community, and small-scale **Retail Commercial** uses intended to serve the local population;

b. the following uses shall be permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units, including **Live-Work Units** and **Home Occupations**;

ii. **Community Facilities**;

iii. cultural uses, including commercial galleries and theatres;

iv. **Retail Commercial** uses, subject to the policies of subsection 4.2.3;

v. office uses, up to a maximum of 4,000 square metres on lands outside **Strategic Growth Areas**;

vi. parking structures, if integrated with a mixed-use building;

vii. **Hotels**; and

viii. gas stations, subject to subsection 4.3.3;

c. **Development** within **Strategic Growth Areas** shall be required to incorporate, at minimum, two of the permitted uses listed in policies 3.1.1.6 and/or 3.2.2.6.b., while contributing to street activation, street animation, and a mix of residential and non-residential uses, subject to the provisions of the City's **Zoning By-law**;

d. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Mid-Rise Buildings**;

ii. **Townhouses**, **Stacked Townhouses**, and/or **Back-to-Back Townhouses** incorporated into the podium of a **Mid-Rise Building**;

iii. **Public and Private Institutional Buildings**; and

iv. gas stations, subject to subsection 4.3.3;

e. within 70 metres of lands designated Low-Rise Residential or on streets that are not **Arterial Streets** or major **Collector Streets**, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate transition to the Low-Rise Residential area:

i. **Townhouses**;

ii. **Stacked Townhouses** and/or **Back-to-Back Townhouses**; and

iii. **Low-Rise Buildings**; and

f. stand-alone residential uses are not permitted in the Mid-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

## Transitional Mid-Rise Mixed-Use

It is the policy of Council:

3.2.2.7 That on lands designated Transitional Mid-Rise Mixed-Use on Schedule 13, the following policies shall apply in addition to policy 3.2.2.6:

a. lawfully existing uses, as of the effective date of this Plan, are permitted;

b. **Redevelopment** will result in a more effective hierarchy of streets, an improved **Public Realm**, and better pedestrian connectivity to transit and adjacent uses;

c. the proponent of a **Redevelopment** shall demonstrate through, but not limited to, a Transportation Impact Study and Parking Study, any adverse traffic impacts on the neighbouring area arising from the **Redevelopment** and how they will be appropriately mitigated;

d. where the existing use on a property to be redeveloped is **Major Retail**, the new **Development** will retain, at minimum, the existing **Gross Floor Area** of retail space;

e. **Development** will consider required setbacks and compatibility with adjacent **Infrastructure**, including **Rail Facilities** and hydro corridors; and

f. the proponent of a **Redevelopment** shall submit the required studies for a complete application submission, pursuant to Chapter 5 of this Plan.

## High-Rise Mixed-Use

It is the policy of Council:

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

3.2.2.9 That the following policies apply to lands designated High-Rise Mixed-Use:

a. **Development** shall require an integrated mix of residential and non-residential uses, including community, office, and **Retail Commercial** uses intended to serve the local population;

b. the following uses are permitted in addition to those uses permitted through policy 3.1.1.6:

i. residential units, including **Live-Work Units** and **Home Occupations**;

ii. **Community Facilities**;

iii. cultural uses, including commercial galleries and theatres;

iv. **Retail Commercial** uses, subject to the policies of subsection 4.2 of this Plan;

v. office uses, up to a maximum of 4,000 square metres outside **Strategic Growth Areas** and over 4,000 square metres in **Strategic Growth Areas**;

vi. parking structures, if integrated with a mixed-use building and located below grade;

vii. **Hotels**; and

viii. gas stations, subject to subsection 4.3.3 of this Plan;

c. **Development** within **Strategic Growth Areas** shall be required to incorporate, at a minimum, two of the permitted uses (that provide residential and non-residential uses on the same lot), listed in policies 3.1.1.6 and 3.2.2.9.b., subject to the provisions of the City's **Zoning By-law**;

d. the following Building Types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **High-Rise Buildings**;

ii. **Mid-Rise Buildings**;

iii. **Townhouses**, **Stacked Townhouses**, and/or **Back-to-Back Townhouses**, and **Live-Work Units** incorporated into the podium of a **High-Rise Building** or **Mid-Rise Building**;

iv. **Public and Private Institutional Buildings**; and

v. gas stations;

e. within 70 metres of an area designated Low-Rise Residential or on streets that are not **Arterial Streets** or major **Collector Streets**, the following building types may be permitted, pursuant to policies in subsection 4.3.2 of this Plan, to provide for an appropriate a transition to the Low-Rise Residential area:

i. **Low-Rise Buildings**; and

ii. **Mid-Rise Buildings**; and

f. stand-alone residential uses are not permitted in the High-Rise Mixed-Use designation, and any residential uses shall be in conjunction with one or more additional permitted non-residential uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

## Non-Residential Mixed-Use

It is the policy of Council:

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

3.2.2.11 That the following policies shall apply to lands designated as Non-Residential Mixed-Use:

a. Non-Residential Mixed-Use lands shall:

i. support the City's **Intensification** objectives for **Primary Corridors** and **Local Corridors** adjacent to **Employment Areas**;

ii. provide a focus for business activity providing for the largest and most comprehensive concentrations of **Employment-Supportive Uses** and amenities in Vaughan, including larger-scale **Employment-Supportive Uses**; and

iii. contribute to an urban environment with a strong pedestrian orientation and attractive streetscapes;

b. the following uses shall be permitted in addition to the uses permitted in policy 3.1.1.6:

i. in **Strategic Growth Areas** as shown on Schedule 1B to this Plan:

A. office uses, including **Major Office**;

B. **Hotels** where land use compatibility has been demonstrated in accordance with policy 3.1.1.11 of this Plan;

C. cultural and entertainment uses;

D. **Retail Commercial** uses, provided that no **Retail Commercial** unit shall exceed a **Gross Floor Area** of 3,500 square metres;

E. gas stations, subject to subsection 4.3.3 of this Plan; and

F. night clubs, provided the following criteria is met:

I. the subject lands front onto a major **Arterial Street** as identified on Schedule 9B;

II. the subject lands must not abut or be located within 300 metres of a **Community Area** as identified on Schedule 1;

III. the impacts of noise, light, traffic, parking, and security must be appropriately addressed through the submission of a Planning Justification Report, Noise Report, and any other study/report deemed necessary to address these matters to the satisfaction of the City; and

IV. the use is subject to review through a required site-specific **Zoning By-law** Amendment application;

ii. outside **Strategic Growth Areas** as shown on Schedule 1B to this Plan:

A. office uses, to a maximum of 4,000 square metres **Gross Floor Area** per lot;

B. cultural and entertainment uses;

C. **Retail Commercial** uses, provided that no **Retail Commercial** unit shall exceed a **Gross Floor Area** of 3,500 square metres; and

D. gas stations, pursuant to subsection 4.3.3 of this Plan; and

c. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Low-Rise Buildings**, except on lands within **Primary Corridors** or **Local Corridors** as shown on Schedule 1B;

ii. **Mid-Rise Buildings**;

iii. **Public and Private Institutional Buildings**; and

iv. gas stations.

## Prestige Mixed-Use

It is the policy of Council:

3.2.2.12 That lands designated as Prestige Mixed-Use I and Prestige Mixed-Use II are generally located along **Primary Corridors** and **Local Corridors** and are generally adjacent to **Employment Areas** or Provincial 400-series highways.

3.2.2.13 That the following policies shall apply to lands designated Prestige Mixed-Use I and to lands designated Prestige Mixed-Use II:

a. **Development** shall be characterized by high-quality buildings in an attractive pedestrian-friendly, connected, and transit-oriented working environment;

b. a variety of lot sizes should be made available to provide flexibility for attracting and accommodating a wide range of industrial uses and office uses;

c. the following uses are permitted in addition to those uses permitted through policy 3.1.1.6:

i. industrial uses including manufacturing warehouses, uses related to research and development in connection with manufacturing, warehousing uses (but not retail warehousing), processing uses, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted;

ii. Retail uses that are directly associated with any of the uses listed in policy 3.2.2.13.c.i., provided that the associated retail use is located on the same lot as the primary use;

iii. Facilities **Ancillary** to the uses listed in policy 3.2.2.13.c.i. and 3.2.2.13.c.ii.; and

iv. office uses, including **Major Office** on lands located within **Strategic Growth Areas**;

d. **Development** of lands for **Sensitive Land Uses** shall not be permitted except where land use compatibility has been demonstrated in accordance with policy 3.1.1.11 of this Plan. Notwithstanding other policies of this Plan, residential uses are prohibited on these lands in order to maintain compatibility with surrounding land uses and foster economic growth and sustainability; and

e. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. Employment/Industrial Buildings;

ii. **Low-Rise Buildings**;

iii. **Mid-Rise Buildings**; and

iv. **Public and Private Institutional Buildings**.

3.2.2.14 That the following policies shall apply, in addition to policy 3.2.2.13, to lands designated Prestige Mixed-Use II:

a. lawfully existing uses, as of the effective date of this Plan, are permitted;

b. **Redevelopment** will result in a more effective hierarchy of streets, an improved **Public Realm**, and better pedestrian connectivity to transit and adjacent uses;

c. the proponent of a **Redevelopment** will demonstrate through, but not limited to, a Transportation Impact Study and Parking Study, any adverse traffic impacts on the neighbouring area arising from the **Redevelopment** and how they will be appropriately mitigated;

d. **Development** shall consider required setbacks and compatibility with adjacent **Infrastructure**, including **Rail Facilities** and hydro corridors;

e. the proponent of a **Redevelopment** shall submit the required studies for a complete application submission, pursuant to Chapter 5 of this Plan; and

f. any **Drive-Through** facility shall be **Accessory** to the primary use and is subject to policies 4.3.3.17 to 4.3.3.19 of this Plan.

3.2.2.15 The following uses shall be permitted on lands designated as Prestige Mixed-Use II, in addition to those uses permitted in policy 3.2.2.13 of this Plan:

a. personal and service uses;

b. commercial uses;

c. **Hotels**;

d. **Retail Commercial**, provided that no **Retail Commercial** unit shall exceed a **Gross Floor Area** of 3,500 square metres; and

e. cultural and entertainment uses.

## 3.2.3 Employment

It is the policy of Council:

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

## General Employment

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

3.2.3.3 That the following policies shall apply to lands designated General Employment:

a. the following uses are permitted in addition to those uses permitted through policy 3.1.1.6:

i. manufacturing uses, uses related to research and development in connection with manufacturing, and warehousing uses (excluding retail warehouses), including uses related to the movement of goods, processing, and distribution, any of which may or may not include outdoor storage;

ii. office and/or retail that are directly associated with any of the uses listed in policy 3.2.3.3.a.i., provided that the associated office and/or retail use is located on the same lot as the primary use; and

iii. facilities that are **Ancillary** to the uses mentioned in the *Planning Act*, and business and economic uses as may be prescribed;

b. the uses listed in policy 3.2.3.3.a.i. are subject to land use compatibility policies in Subsection 3.1.1 of this Plan;

c. uses which are not listed in policy 3.2.3.3.a. but were lawfully established on the parcel and existing before October 20, 2024 are permitted to continue;

d. no lot within General Employment designated areas shall be used for the sole purpose of outside storage. Where outside storage is proposed on a lot, a building shall be provided in accordance with the provisions of the City's **Zoning By-law**. Notwithstanding, outside storage shall not be permitted on a corner lot; and

e. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. Employment/Industrial Buildings;

ii. **Low-Rise Buildings**; and

iii. **Mid-Rise Buildings**.

## Prestige Employment

It is the policy of Council:

3.2.3.4 That lands designated as Prestige Employment allow for employment uses and provide for a transition to adjacent non-employment uses. Prestige Employment lands will generally be

located on **Arterial Streets** forming the edges of **Employment Areas**, and along 400-series highways, to:

i. allow the areas to provide a transition between General Employment lands and more **Sensitive Land Uses**;

ii. locate greater intensity uses on key transportation routes; and

iii. provide locational opportunities for activities which require high visual exposure and an attractive working environment.

3.2.3.5 That the following policies shall apply to lands designated as Prestige Employment:

a. a variety of lot sizes should be made available to provide flexibility for attracting and accommodating a wide range of employment uses;

b. the following uses are permitted in addition to those uses permitted through policy 3.1.1.6:

i. manufacturing uses, uses related to research and development in connection with manufacturing, warehousing uses (but not retail warehousing), processing uses, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted on lands designated Prestige Employment;

ii. office and/or retail uses that are directly associated with any of the uses listed in policy 3.2.3.5.b.i., provided that the associated office and/or retail use is located on the same lot as the primary use;

iii. the uses listed in policy 3.2.3.5.b.i. are subject to land use compatibility policies in subsection 3.1.1 of this Plan; and

iv. **Ancillary** facilities as per the *Planning Act*;

c. uses which are not listed in policy 3.2.3.5.b. but were lawfully established on the parcel and existing before October 20, 2024 are permitted to continue; and

d. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. Employment/Industrial Buildings;

ii. **Low-Rise Buildings**; and

iii. **Mid-Rise Buildings**.

## 3.2.4 Major Institutional

It is the policy of Council:

3.2.4.1 That lands designated Major Institutional are the site of large-scale campuses for civic, healthcare, cultural, and other institutional uses. These uses serve residents of Vaughan as well

as visitors from outside Vaughan. As large sites of institutional activity, they are highly walkable with an internal road network and a high-quality **Public Realm** that offer opportunities for **Passive Recreational Uses** and access to the outdoors for users of the institutional facilities on-site.

3.2.4.2 That the following policies shall apply to lands designated as Major Institutional:

a. the Major Institutional designation applies to major health, educational, cultural, and government uses that serve a City-wide or regional function;

b. permitted uses associated with a Major Institutional use identified in policy 3.2.4.1 include:

i. small-scale **Retail Commercial**; and

ii. residential uses directly related to the Major Institutional use, such as student residences;

c. prior to **Development** or **Redevelopment** in an area designated as Major Institutional, a **Secondary Plan** shall be completed which meets the requirements for **Secondary Plans** set out in Chapter 5 of this Plan, including consideration of the following:

i. compatibility of proposed uses with adjacent uses;

ii. potential for visual and physical connections integrating the campus/institution with adjacent areas, including creating and preserving significant views and creating and preserving a network of pedestrian, cycling, and transit links;

iii. identification of sites within the campus for future growth, if applicable; and

iv. identification of sites within the campus that may be surplus to the institutional use that can be developed for other purposes; and

d. the following building types are permitted, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Low-Rise Buildings**;

ii. **Mid-Rise Buildings**;

iii. **High-Rise Buildings**; and

iv. **Public and Private Institutional Buildings**.

## 3.2.5 Theme Park and Entertainment

It is the policy of Council:

3.2.5.1 That the Theme Park and Entertainment land use designation is specific to Canada's Wonderland theme park, which is one of Vaughan's largest trip generators.

3.2.5.2 That the following policies shall apply to lands designated as Theme Park and Entertainment:

a. the lands are intended for the operation of a theme park and associated entertainment uses with defined entry point(s) and admission procedure(s);

b. the north, south, and east boundary edges of the lands shall be treated for visual and use compatibility with neighbouring **Development**;

c. at any such time that the intended Theme Park and Entertainment uses on the site cease, the City shall undertake a detailed land use study and **Secondary Plan** process, pursuant to the policies of Chapter 5 of this Plan, to determine the most appropriate new use(s) for these lands;

d. the following uses are permitted:

   i. amusement rides and structures;

   ii. studios, stages, and theatres (indoors and outdoors) for live and filmed shows, including outdoor stages or amphitheatres which can accommodate approximately 10,000 patrons and have the capacity to deliver sound levels to the intended audiences of 85db or greater;

   iii. games of skill or chance;

   iv. **Retail Commercial** directly associated with the theme park use;

   v. **Hotels**;

   vi. conference and trade show facilities;

   vii. office uses directly associated with the theme park use;

   viii. outdoor storage areas associated with the maintenance and operation of the theme park;

   ix. maintenance buildings and facilities associated with the maintenance and operation of the theme park;

   x. parking for patrons and employees; and

   xi. water, sanitary, and stormwater management facilities;

e. other **Retail Commercial**, entertainment, and recreation uses not restricted to theme park visitors but open to the general public may be permitted subject to a **Zoning By-law** Amendment;

f. landscaping, buffering, berms, fences, signage, internal private streets, and parking may be used on the boundary edges to create an appropriate transition to neighbouring **Development**;

g. given the specialized nature of the Theme Park and Entertainment designation, building types are not prescribed; and

h. any new theme park rides proposed within the Theme Park and Entertainment designation will not be reviewed through the City's zoning process but through the

Technical Standards and Safety Authority, however, all other buildings and structures are subject to zoning and building permit review.

## 3.2.6 Open Space

3.2.6.1 That the Open Space Network defined in Sections 4.4 and 5.6 of this Plan consists of a variety of open space and natural lands in both public and private ownership. There are two land use designations that support the Open Space Network:

1. lands designated Parks are those on which City-owned parkland of varying sizes is located; and
2. lands designated Private Open Space consist of cemeteries and golf courses and the former Keele Valley Landfill and Township of Vaughan Landfill sites. These lands, while not part of Vaughan's parkland system, contribute to Vaughan's Open Space network.

### Parks

It is the policy of Council:

3.2.6.2 That the following policies apply to lands designated as Parks:

a. parks are public lands owned and/or operated by the City of Vaughan for **Passive Recreational Uses** and **Active Recreational Uses**;

b. parks shall be developed and designed in accordance with the Parkland System policies contained in Subsection 4.4 of this Plan; and

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

### Private Open Space

It is the policy of Council:

3.2.6.3 That the Private Open Space designation is intended for lands that currently support or have the potential to support Vaughan's Open Space Network, and that are not intended for **Development** or **Redevelopment**.

3.2.6.4 That the following policies shall apply to lands designated as Private Open Space:

a. the following uses are permitted:

i. cemeteries, including the following **Accessory** buildings and structures, in accordance with the provisions of the City's **Zoning By-law**:

A. mausoleums;

B. columbaria or other such structures for the storage of funerary urns;

C. chapels;

D. caretakers' residences; and

E. crematoria, in cemeteries which are greater than four hectares in area and have frontage onto an **Arterial Street**;

ii. golf courses, including club house facilities, event spaces, and driving ranges;

iii. public and private open spaces;

iv. **Passive Recreational Uses** and **Active Recreational Uses**; and

v. with respect to the former Keele Valley Landfill and former Township of Vaughan Landfill sites, decommissioning activities related to the former landfills, including energy production;

b. the design and site layout of cemeteries shall not prevent the implementation of a more compact road network in the future;

c. should the Private Open Space cease to exist, appropriate alternate land uses shall be determined through an amendment to this Plan and shall be subject to an area-specific study; and

d. the following building types are permitted on lands designated Private Open Space, pursuant to policies in subsection 4.3.2 of this Plan:

i. **Low-Rise Buildings**; and

ii. **Public and Private Institutional Buildings**.

## 3.2.7 Natural Areas and the Oak Ridges Moraine

### Natural Areas

It is the policy of Council:

3.2.7.1 That the following policies shall apply to lands designated as Natural Areas:

a. Natural Areas are subject to the policies applicable to **Core Features** in the **Natural Heritage Network** in Section 2.7 of this Plan;

b. lands in the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area that connect and support Natural Areas, such that the policies regarding these lands in Section 2.7 shall be considered, where relevant, for new **Development** and/or **Site Alteration** adjacent to Natural Areas; and

c. Notwithstanding policy 3.2.7.1.a., lands that are designated as Natural Areas and are owned and/or managed by a public agency may, at the discretion of the public agency, include land uses related to ecological and environmental education, conservation, protection, and enhancement, including but not limited to:

i. interpretive centres;

ii. agriculture;

iii. farmers market;

iv. animal husbandry;

v. wildlife refuge;

vi. renewable energy generation;

vii. sustainable building demonstration; and

viii. uses **Ancillary** to the uses set out in paragraphs i. to vii.

## Oak Ridges Moraine Natural Core Area

It is the policy of Council:

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

a. the uses set out in subsection 11(3) of the Oak Ridges Moraine Conservation Plan shall be permitted on lands designated Oak Ridges Moraine Natural Core Area.

b. notwithstanding policy 3.2.7.2.a., lands designated Oak Ridges Moraine Natural Core Area are also subject to the policies of this Plan as they pertain to:

i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and

ii. **Major Development** on the Oak Ridges Moraine, transportation, **Infrastructure**, and utilities in the Oak Ridges Moraine.

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

## Oak Ridges Moraine Natural Linkage Area

It is the policy of Council:

3.2.7.4 That on lands designated on Schedule 13 as Oak Ridges Moraine Natural Linkage Area, the following policies shall apply:

a. the following uses are permitted in addition to those uses permitted through policy 3.2.7.2.a.:

i. **Wayside Pits and Quarries** and **Mineral Aggregate Operations** subject to the policies of subsection 2.10; and

ii. **Accessory** uses; and

b. notwithstanding policy 3.2.7.4.a., lands designated Oak Ridges Moraine Natural Linkage Area are also subject to the policies of this Plan as they pertain to:

i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and

ii. **Major Development** on the Oak Ridges Moraine, transportation, **Infrastructure**, and utilities in the Oak Ridges Moraine.

3.2.7.5 That where there is a conflict between policy 3.2.7.4 and the policies in the remainder of this Plan, policy 3.2.7.4 shall prevail.

## Oak Ridges Moraine Countryside

It is the policy of Council:

3.2.7.6 That on lands designated on Schedule 13 as Oak Ridges Moraine Countryside, the following policies shall apply:

a. the following uses are permitted in addition to those uses permitted through policies 3.2.7.2.a. and 3.2.7.4.a.:

i. small-scale commercial, industrial, and institutional uses as defined in the Oak Ridges Moraine Conservation Plan. These uses are not permitted on lands designated Prime Agriculture and are subject to Section 40 of the Oak Ridges Moraine Conservation Plan;

ii. **Major Recreational Uses**, subject to the policies of the Oak Ridges Moraine Conservation Plan; and

iii. **Accessory** uses; and

b. Notwithstanding policy 3.2.7.6.a., lands designated Oak Ridges Moraine Countryside are also subject to the policies of this Plan as they pertain to:

i. key **Natural Heritage Features and Areas** and **Hydrologically Sensitive Features** in the Oak Ridges Moraine; and

ii. **Major Development** within the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.

3.2.7.7 That where there is a conflict between policy 3.2.7.6 and the policies in the remainder of this Plan, policy 3.2.7.6 shall prevail.

## Special Provision

3.2.7.8 Special Provisions for the lands municipally known as 11333 Dufferin Street. Notwithstanding any other policies in this Plan to the contrary, the lands legally described as PIN 03342-0266, PT LT 29 Con 2 Vaughan; PL LT 30 Con 2 Vaughan PTS 1-8 64R6003 Except PT 3 Expropriation PL R602558; S/T VA41581 Partially Released by R283556; S/T VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementing **Zoning By-law**.

## 3.2.8 Prime Agriculture and Rural

It is the policy of Council:

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

3.2.8.2 That refinements to the Prime Agriculture or Rural land use designations shall be prohibited unless undertaken through an amendment to this Plan.

### Prime Agriculture

It is the policy of Council:

3.2.8.3 That all types, sizes, and intensities of **Agricultural Uses** and **Normal Farm Practices** on lands designated Prime Agriculture shall be promoted and protected in accordance with Provincial standards. Non-**Agriculture Uses** are prohibited from locating on lands designated as Prime Agriculture with the exception of certain residential uses that existed in the **Agriculture System** at the time of approval of this Plan. Temporary permissions for non-agricultural purposes shall not be permitted.

3.2.8.4 That on lands designated on Schedule 13 as Prime Agriculture, the following policies shall apply:

a. the following uses are permitted:

i. **Agricultural Uses**;

ii. **Normal Farm Practices**;

iii. **Agriculture-Related Uses**; and

iv. **On-Farm Diversified Uses**.

b. **Development** and new land uses, including the creation of lots and new or expanding livestock facilities and **Additional Residential Units**, shall comply with the Provincial **Minimum Distance Separation Formulae**; and

c. given the specialized nature of buildings on **Prime Agricultural Lands**, building types are not prescribed.

### Rural

It is the policy of Council:

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

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

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

b. only those building types legally existing prior to the adoption of this Plan are permitted.

## 3.2.9 Infrastructure and Utilities

It is the policy of Council:

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

3.2.9.2 That the following policies shall apply to lands designated Infrastructure and Utilities:

a. the following uses are permitted:

i. all uses and structures associated with the provision of a utility or municipal service; and

ii. secondary uses such as **Passive Recreational Uses**, community gardens, other utilities, parking lots, and outdoor storage that are **Accessory** to adjacent land uses, subject to the review/approval of the utility provider; and

b. the following applies to the high-pressure natural gas pipelines operated by TransCanada Pipelines Limited and identified on Schedule 12, as agreed by TransCanada Pipelines Limited and to the satisfaction of the City:

i. new **Development** in proximity to TransCanada Pipelines Limited rights-of-way shall incorporate appropriate setbacks in accordance with TransCanada Pipelines Limited's **Development** standards and the City's **Zoning By-law**; and

c. given the specialized nature of Infrastructure and Utilities, building types are not prescribed.

## 3.2.10 Future Development (Non-Employment)

It is the policy of Council:

3.2.10.1 That lands designated Future Development (Non-Employment) on Schedule 13 have been removed from the **Employment Area** and identified as **Community Area** on Schedule 1 in accordance with an Approved Regional Employment Conversion. The primary intent of this designation is to ensure that lands with an Approved Regional Employment Conversion support the objectives of the **Community Area** and provide appropriate **Development** that is **Compatible** with an adjacent **Employment Area**.

3.2.10.2 That the Future Development (Non-Employment) designation shall apply only to those lands identified as "Approved Regional Employment Conversion" on Schedule 13 and Appendix 1 of this Plan. Where there is overlap with a **Secondary Plan** Area or Area-Specific Plan Area and lands identified as "Approved Regional Employment Conversion", the land use designations identified in the **Secondary Plan** or Area-Specific Plan prevail.

3.2.10.3 That the redesignation of any lands that are not identified as "Approved Regional Employment Conversion" on Schedule 13 and Appendix 1 of this Plan to the Future Development (Non-Employment) designation shall be prohibited.

3.2.10.4 That the following policies apply to lands designated Future Development (Non-Employment):

a. a **Zoning By-law** Amendment application shall be required to rezone the lands designated Future Development (Non-Employment) to a zone that is deemed appropriate by the City and conforms with **Community Areas** in accordance with subsection 2.2.3 of this Plan, and to specify the exact list of permitted uses, lot requirements and building requirements for the lands.

b. in addition to uses permitted in policy 3.1.1.6 of this Plan, the permitted uses in the Future Development (Non-Employment) designation may include, subject to a **Zoning By-law** Amendment application:

i. residential units, including **Live-Work Units** and **Home Occupations**;

ii. **Additional Residential Units**, in accordance with subsection 4.1 of this Plan;

iii. **Community Facilities**;

iv. cultural uses;

v. **Retail Commercial** uses, subject to the policies of subsection 4.2 of this Plan;

vi. office uses, up to a maximum of 4,000 square metres outside of **Strategic Growth Areas** and over 4,000 square metres in **Strategic Growth Areas**;

vii. parking structure, if integrated with a mixed-use building and located below grade;

viii. **Hotels**; and

ix. gas stations, subject to subsection 4.3.3 of this Plan.

c. notwithstanding policy 3.2.10.4.b., the **Development** and/or **Redevelopment** of the lands for **Sensitive Land Uses** shall not be permitted except where land use compatibility has been demonstrated in accordance with policy 3.1.1.11 of this Plan.

d. notwithstanding the list of uses that may be permitted in policy 3.2.10.4.b., the implementing **Zoning By-law** shall specify the actual list of permitted uses within any zone, or on any individual parcel of land. A **Zoning By-law** Amendment application shall be required to rezone the lands designated Future Development (Non-Employment) to a zone that is deemed appropriate by the City that conforms with the **Community Areas** to specify the exact list of permitted uses for the lands in accordance with policy 3.2.10.4.a. The **Zoning By-law** Amendment application shall demonstrate that the proposed new or modified use(s) and **Development**:

i. will not affect the long-term operations or economic viability of existing or permitted employment uses within existing or planned **Employment Areas**;

ii. are **Compatible** with surrounding land uses to avoid, or where avoidance is not possible, minimize and mitigate potential **Adverse Effects**;

iii. minimize risk to public health and safety; and

iv. will be adequately supported by existing or planned **Infrastructure** and **Public Service Facilities** to the satisfaction of the City.

e. the following building types may be permitted pursuant to policies in subsection 4.3.2 of this Plan:

i. **Single-Detached House**;

ii. **Semi-Detached House**;

iii. **Townhouses**;

iv. **Stacked Townhouses** and/or **Back-to-Back Townhouses**;

v. **Duplex**, **Triplex** and **Fourplex**;

vi. **Low-Rise Buildings**;

vii. **Mid-Rise Buildings**;

viii. **High-Rise Buildings**;

ix. **Public and Private Institutional Buildings**; and

x. gas stations, subject to policies in subsection 4.3.3 of this Plan.

f. notwithstanding policy 3.2.10.4.e., and in accordance with policy 3.2.10.4.a., the required **Zoning By-law** Amendment application shall establish the actual list of permitted building types, lot requirements and building requirements for the lands.

# Chapter 4 General City-wide Policies

## 4.1 Housing Options

### 4.1.1 Housing Affordability

It is the policy of Council:

4.1.1.1 To advance and coordinate **Affordable Housing** needs, policies, and targets, the City will strive to achieve the following:

a. that a minimum of 20% of all new housing units in Vaughan be **Affordable Housing** as applied as a city-wide target;

b. that a certain portion of **Affordable Housing** units be accessible for seniors and people of different or varying abilities; and

c. that all new **Secondary Plans** include provisions to demonstrate how the **Affordable Housing** target will be met.

4.1.1.2 That, where possible, the City will encourage and assist in the creation of **Affordable Housing** by:

a. considering the development of an **Inclusionary Zoning** program in **Protected Major Transit Station Areas** to increase the supply of **Affordable Housing**;

b. exploring opportunities for prioritizing **Development** applications that provide **Affordable Housing** through consideration for innovative **Housing Options**, such as modular homes, or financial tools and incentives;

c. considering **Affordable Housing** as a priority use for surplus City-owned land and exploring opportunities to sell, lease, or develop surplus municipal properties for the **Development** of **Affordable Housing** through updating the City's land inventory; and

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

## 4.1.2 Housing Type and Tenure

It is the policy of Council:

4.1.2.1 To permit and facilitate the provision of a full range of **Housing Options** in terms of form, tenure, **Accessibility**, and affordability across Vaughan and within neighbourhoods to meet the needs of all residents, including seniors, students, multi-generational families, and other unique and diverse groups.

4.1.2.2 To provide for an appropriate range and mix of **Housing Options** and densities required to meet projected requirements of current and future residents by maintaining:

a. a minimum 15-year supply of land **Designated and Available** for residential **Development**; and

b. where new **Development** is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered Plans of Subdivision.

4.1.2.3 To promote a mix of housing types, varying unit typologies, and land uses within **Community Areas** and **Strategic Growth Areas** to create affordable and **Complete Communities**.

4.1.2.4 That **Intensification** is permitted in various built forms and scales to diversify housing types and tenures as densities increase. The City will support and promote a range of **Intensification** methods and opportunities to include **Affordable Housing** units in **Developments**. These methods include infill of vacant and underutilized lots, the use of **Additional Residential Units**, adaptive reuse, and the renovation and retrofitting of older residential units.

4.1.2.5 To support and prioritize the following housing initiatives:

a. the **Development** of housing appropriate for seniors, including **Affordable Housing**, within existing and new communities;

b. the achievement of a mix of studio and one-bedroom housing units with family-sized housing units of at least two or three bedrooms, which are appropriate for families with children, in all **Developments** with a residential component in **Strategic Growth Areas**;

c. considering universal **Accessibility** and accommodations for people of varying and different abilities in the development of design guidelines and standards for new residential **Development**; and

d. allowing **Additional Residential Units** pursuant to policy 4.1.2.8.

4.1.2.6 To achieve the **Purpose-Built Rental Housing** targets identified in Table 4.1 between 2021 and 2051.

**Table 4.1: Purpose-Built Rental Housing Targets for the City of Vaughan, 2021 to 2051**

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

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

## Additional Residential Units

It is the policy of Council:

4.1.2.8 That **Additional Residential Units** will be permitted to diversify **Housing Options** that accommodate gentle increases in density in existing neighbourhoods, subject to the following policies:

a. in addition to the principal dwelling unit, up to three **Additional Residential Units** shall be permitted as-of-right on a lot developed with a **Single-Detached House**, **Semi-Detached House**, or **Townhouse** in the form, or combination:

i. up to two **Additional Residential Units** in the principal building and one **Additional Residential Unit** in a detached **Accessory** building;

b. an **Additional Residential Unit** shall be permitted in a **Single-Detached House**, **Semi-Detached House**, or **Townhouse**, or on a lot where there is a residential **Single-Detached House**, **Semi-Detached House**, or **Townhouse**, provided that:

i. the **Additional Residential Unit** is fully serviced with municipal water, wastewater, and stormwater services;

ii. the **Additional Residential Unit** is not on a property located within an environmental protection zone or land subject to **Natural Hazards**; and

iii. detached **Additional Residential Units** are not severed as a separate dwelling unit from the main lot;

c. the City's **Zoning By-law** shall implement minimum **Development** standards that must be satisfied before the **Additional Residential Unit** can be considered to be in conformity with this Plan and the **Zoning By-law**;

d. any exterior alterations that impact the exterior elevation(s) or landscaping of a building resulting from the **Development** of an **Additional Residential Unit** on a residential lot that is designated Part IV or Part V or listed under Section 27 of the *Ontario Heritage Act*, may be subject to a Heritage Permit, as outlined in Sections 33 and 42 of the *Ontario Heritage Act;*

e. Council may adopt further regulatory measures regarding the implementation of a program to permit **Additional Residential Units** pursuant to the policies of this Plan, and adjust the policies accordingly. Such measures may include, but will not be limited to, monitoring the **Development** of **Additional Residential Units** that are rented, the provision of a public education program for homeowners and prospective renters, or financial and non-financial incentives to support the **Development** of **Additional Residential Units**; and

f. on lands designated Prime Agriculture and Rural, notwithstanding policy 4.1.2.8.a., where a residential dwelling is permitted on a lot, up to two **Additional Residential Units** shall be permitted in accordance with the provision of the *Planning Act*, provided that, no more than one **Additional Residential Unit** is located within an **Accessory** building and any **Additional Residential Units** comply with all requirements of section 3.2.8 Prime Agriculture and Rural of this Plan and:

   i. are compatible with, and would not hinder, surrounding agricultural operations;

   ii. address any public health and safety concerns;

   iii. are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and

   iv. minimize land taken out of agricultural production.

# 4.2 Economy and Employment

## 4.2.1 Economic Growth and Diversification

It is the policy of Council:

4.2.1.1 To promote economic growth and diverse employment opportunities that:

a. support Vaughan's long-term economic health and financial stability; and

b. allow residents and employees the opportunity to both live and work in Vaughan.

4.2.1.2 To protect appropriately sized lots for the attraction and retention of the economic sectors.

## 4.2.2 Directing Economic Activity

It is the policy of Council:

4.2.2.1 To direct economic activities in a manner that supports the growth policies in Chapter 2 of this Plan. Specifically, only industrial uses such as manufacturing and warehousing, and **Ancillary** and **Accessory** uses, shall be permitted in **Employment Areas** or on lands within the Prestige Mixed-Use I or Prestige Mixed-Use II designation.

4.2.2.2 That other economic activities not associated with an employment use permitted on lands within a Prestige Employment or General Employment designation, and that are more **Compatible** with **Sensitive Land Uses**, shall be directed to mixed-use areas, mostly in **Strategic Growth Areas**. These activities include **Retail Commercial**, tourism and cultural activities, and **Major Office**.

4.2.2.3 That notwithstanding policies 4.2.2.1 and 4.2.2.2, industrial, manufacturing, and small-scale warehousing uses that could be located adjacent to **Sensitive Land Uses** without **Adverse Effects** shall be permitted in **Strategic Growth Areas**, subject to policies in Section 3.2 of this Plan.

## 4.2.3 Diversifying Vaughan's Economy

It is the policy of Council:

4.2.3.1 To support the growth and modernization of Vaughan's manufacturing, industrial, and warehousing sectors by:

a. encouraging a transition from traditional manufacturing industries to advanced manufacturing;

b. supporting Vaughan's emergence as a leader in green industries and technology; and

c. expanding Vaughan's leading role in the construction and development industry.

4.2.3.2 To achieve flexible and adaptable **Employment Areas** that include vibrant and walkable Public Realm, street patterns and building design and siting that allow for **Redevelopment** and **Intensification**.

### Attracting Office Uses

It is the policy of Council:

4.2.3.3 To establish **Major Office Developments** in **Strategic Growth Areas** and direct future office uses around **Protected Major Transit Station Areas**, or along **Primary Corridors** or **Local Corridors** where **Multi-Modal** transportation and existing or planned frequent transit service will be available.

4.2.3.4 To permit smaller-scale campus-style office buildings in some areas and appropriately scaled offices in **Protected Major Transit Station Areas** and **Strategic Growth Areas**, **Arterial**

**Streets**, and transit corridors, and to highly visible and accessible sites. Office **Development** will generally be directed to **Strategic Growth Areas**.

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

## 4.2.4 The Retail Commercial Sector

It is the policy of Council:

4.2.4.1 That the largest concentrations of **Retail Commercial** are found in the Vaughan Metropolitan Centre, Vaughan Mills Mall, Weston Road and Highway 7, and Promenade Mall, all of which are regional or super-regional **Retail Commercial** centres subject to significant and ongoing **Redevelopment**.

4.2.4.2 That existing stand-alone **Shopping Centres** will be permitted to transform into mixed-use buildings and districts that incorporate residential, office, and institutional uses.

4.2.4.3 That new **Development** or **Redevelopment** will not result in the loss of key **Retail Commercial** amenities for Vaughan residents. Further, the importance of regional and super-regional **Retail Commercial** centres, identified in policy 4.2.4.1, will be considered in all **Redevelopment** of these centres.

4.2.4.4 Flexibility in building and site design will be supported, where appropriate and at the discretion of the City, to support non-traditional **Retail Commercial** spaces, including the reduction of parking or loading requirements on a site-specific basis.

4.2.4.5 That the economic vitality of small-scale main street **Retail Commercial** in Vaughan's historic villages of Nashville/Kleinburg, Woodbridge, Maple, and Thornhill shall be protected.

4.2.4.6 That infill **Development** along **Arterial Streets** and **Collector Streets** in the historic villages should include ground-floor oriented **Retail Commercial** uses.

4.2.4.7 That where a mixed-use **Development** in the areas described in policy 4.2.4.5 does not include a ground-floor-oriented **Retail Commercial** use, pursuant to policies in Section 3.2 of this Plan:

a. it shall be shown through a Commercial Impact Assessment that the future on-site population and surrounding neighbourhoods are adequately served by other existing or planned **Retail Commercial**;

b. pedestrian access and **Gross Floor Area** of any ground-floor residential units with frontage on a public street or open space will be large enough to accommodate possible conversion to **Retail Commercial** uses with **Active Frontages** in the future; and

c. where a property containing existing **Retail Commercial** uses is proposed to be redeveloped into a mixed-use **Development**, the new **Development** will maintain at a minimum the **Gross Floor Area** of the existing **Retail Commercial** uses.

4.2.4.8 A reduction of the **Retail Commercial Gross Floor Area** of **Redevelopments** of existing stand-alone **Retail Commercial** in the areas described in policy 4.2.4.5 may be permitted, provided

that it is demonstrated through a Commercial Impact Assessment that the future on-site population and surrounding neighbourhoods are adequately served by **Retail Commercial**.

4.2.4.9 That the primary location for new **Retail Commercial** uses is **Strategic Growth Areas**. **Retail Commercial Developments** within **Strategic Growth Areas** shall:

a. be developed as part of mixed-use centres and corridors, be provided as part of an overall mixed-use **Development** in accordance with Section 3.2, and be integrated with their surrounding communities;

b. **Retail Commercial** uses will be ground-floor-oriented to support walking, cycling, and transit use, and additional **Retail Commercial** may be considered above the ground-floor **Retail Commercial**;

c. building scale and orientation should provide extensive sunlight penetration onto pedestrian areas to promote health and well-being;

d. a mix of **Retail Commercial** spaces is encouraged, including both larger format stores that can act as commercial anchors for the street and smaller stores and services that can create a diversity of **Retail Commercial** experiences;

e. accommodating large food stores, including supermarkets, which are essential to serve the day-to-day shopping within communities and help to attract residential **Development** to an area; and

f. on-street parking should be made available, where feasible, to provide added market support and exposure for street-front retailing.

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

4.2.4.11 That **Major Retail** uses are permitted in the Vaughan Metropolitan Centre, **Protected Major Transit Station Areas**, and **Primary Centres**, subject to the following criteria:

a. **Major Retail** uses should be incorporated as part of a mixed-use **Development**; and

b. buildings will contribute to a compact urban form and include frontages which activate the pedestrian realm.

4.2.4.12 That **Major Retail** uses are also permitted through a **Zoning By-law** Amendment in **Local Centres**, **Primary Corridors**, and **Local Corridors**, subject to the following criteria:

a. they will be subject, where applicable, to the more detailed policies contained in **Secondary Plans** and **Heritage Conservation District** Plans;

b. it is demonstrated through a Commercial Impact Assessment that there will continue to be sufficient market demand to allow **Strategic Growth Areas** to attract diverse retail opportunities, and that such opportunities are not diminished by the proposed **Major Retail** use;

c. the minimum trade area population required to service the proposed **Major Retail** use exists or will exist when the facility is constructed; and

d. sufficient water, sewer, and stormwater capacity exists.

### Enhancing Creativity, Culture and Tourism

It is the policy of Council:

4.2.4.13 That the City will continue to develop and invest in its creative, cultural, and tourism economic sectors, especially in **Strategic Growth Areas**.

4.2.4.14 To direct local tourism generators, including **Hotels**, theatres, and cinemas, to **Strategic Growth Areas** for visitors and business travellers.

4.2.4.15 To recognize the Vaughan Metropolitan Centre as a cultural and creative hub for Vaughan.

## 4.3 Urban Design and the Elements of a Great City

### 4.3.1 The Public Realm

It is the policy of Council:

4.3.1.1 That all **Development** shall be consistent with the City-Wide Urban Design Guidelines to support the **Development** of a high-quality, attractive, and sustainable **Public Realm** that includes the following interconnected elements:

a. public streets and rights-of-way;

b. public parks and open spaces, including **Public Squares**;

c. publicly accessible Natural Areas;

d. pedestrian and cycling **Infrastructure**, including multi-use recreational trails;

e. amenities for people with pets, including dog parks and pet relief areas;

f. transit stations, access corridors, underground pathways, and bus stops;

g. **Privately Owned Public Spaces**; and

h. shared and common streets, driveways, walkways, and gardens associated with condominium **Developments**.

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

a. requiring sidewalks, as per policy 2.14.2.6;

b. avoiding **Rear-Lotting** on public streets or other elements of the **Public Realm** such as parks or **Natural Heritage Features and Areas**;

c. ensuring that the built form contributes to a human-scaled **Public Realm** by encouraging active uses along sidewalks;

d. requiring pedestrian-scaled lighting near transit stops and along all pathways, sidewalks, and ramps in **Strategic Growth Areas**, **Retail Commercial** main streets, and heritage districts;

e. requiring that surface parking areas and loading areas are located away from public rights-of-way and utilities be buffered and screened from public rights-of-way through the use of setbacks and landscaping; and

f. providing a buffer between pedestrians, cyclists, and high levels of vehicular traffic consisting of landscaping and, where appropriate, on-street parking.

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

a. incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;

b. maximizing the planting of **Trees** and requiring sustainable growing conditions for **Trees**;

c. incorporating a diverse range of vegetation, including native and/or drought-tolerant species;

d. incorporating the use of **Trees**, shrubs, and perennials and minimizing the use of high-maintenance annual species; and

e. incorporating high-quality, attractive materials with extended life spans and lower maintenance and life-cycle costs.

4.3.1.4 That **Crime Prevention Through Environmental Design** (**CPTED**) principles will be considered in the design of the **Public Realm** and open spaces associated with **Development**.

## 4.3.2 Built Form and Development

It is the policy of Council:

4.3.2.1 That all **Development** shall be consistent with the City-Wide Urban Design Guidelines to support the **Development** of a high-quality, attractive and sustainable **Built Form**. All new or redeveloped buildings in Vaughan should support the following design principles:

a. the built form should integrate well with public spaces, amenity spaces, and streetscapes, create a seamless transition between private and public space, and support a vibrant **Public Realm**;

b. heights, massing, scale, setbacks, building articulation, and separation distances will ensure privacy, sunlight, sky views, and limit shadow and/or wind impacts for nearby buildings, parks, open spaces, and private amenity spaces;

c. all elements of Vaughan's built form will contribute to community wellbeing, sustainable **Development**, and environmental resiliency by meeting or exceeding the requirements of the City's Sustainable Metrics Program and incorporating a climate change lens in accordance with policies in Section 4.6 of this Plan;

d. **Development** will include landscaping features that include vegetation and, wherever feasible, contribute to the City's **Tree** canopy target for Vaughan in accordance with the City's Urban Forest Management Plan;

e. effective **Built Form Transitions** will be applied within single buildings, between buildings on a site, and between sites, and will reflect site-specific conditions and adjacent context;

f. buildings will create a comfortable sense of pedestrian scale and enclosure along public and private rights-of-way and open spaces;

g. the built form should reflect architectural design excellence, exhibit variety and visual interest, and use high-quality, durable, and sustainable materials; and

h. buildings will frame and define public and private rights-of-way, parks, and open spaces to create a comfortable pedestrian scale and sense of enclosure.

## 4.3.3 Site Design, Building Types and Siting

It is the policy of Council:

4.3.3.1 That the site design for all buildings will incorporate features to improve **Sustainability** and **Microclimates**, pedestrian comfort and safety, and activation of the **Public Realm**.

4.3.3.2 That where **Stacked Townhouses** are combined with **Back-to-Back Townhouses**, any policy of this Plan that applies to either building type will apply.

4.3.3.3 That **Stacked Townhouses** and **Back-to-Back Townhouses** shall front onto a public or private street. The corner unit shall provide a front-door entrance on the flanking facade facing a street.

4.3.3.4 That an appropriate facing distance between blocks of **Stacked Townhouses** or **Back-to-Back Townhouses** that are not separated by a public street should be provided to maximize daylight, enhance landscaping treatments, and provide privacy for individual units.

4.3.3.5 That to provide the appropriate privacy and daylight/sunlight conditions for any adjacent dwelling unit, **High-Rise Building** podiums shall provide the appropriate height transition and setback.

4.3.3.6 That **Mid-Rise Buildings** generally over six **Storeys** in height, where a podium is proposed, and all **High-Rise Buildings** shall be designed with a pedestrian-scaled podium which:

a. is generally two to six **Storeys** in height; and

b. provides an appropriate separation distance between habitable windows.

c. That **High-Rise Buildings** should provide the appropriate privacy and daylight conditions to minimize shadows, and to contribute to overall excellence in Vaughan's urban design.

4.3.3.7 That the following **Development** criteria apply to employment/industrial buildings:

a. buildings and sites should incorporate amenity areas for employees;

b. employment/industrial buildings should be oriented to front onto a public street and provide direct and safe pedestrian access to any main building entrance;

c. where it is demonstrated through a Site Plan that fronting an employment/industrial building onto a public street is not feasible, the building and site will be designed to provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance;

d. all surface parking areas must be designed to reduce the heat-island effect through landscape and paving treatment;

e. all surface parking and areas associated with servicing and loading will be appropriately screened from the **Public Realm**; and

f. it is encouraged that the rooftops of employment/industrial buildings be designed to include elements that will reduce the heat-island effect, such as cool roofs.

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

a. **Public and Private Institutional Buildings** are encouraged to exhibit high-quality architectural and sustainable design;

b. **Public and Private Institutional Buildings** will contribute to the **Public Realm** by being co-located with parks and open spaces;

c. should generally be oriented to front onto a public street and provide direct and safe pedestrian access, separated from parking lots, to any main building entrance;

d. it is encouraged that the rooftop of **Public and Private Institutional Buildings** include landscaped greenspace, private outdoor amenity space, and/or environmental features, such as solar panels, **Green Roofs** and cool roofs;

e. should be conveniently accessible by transit, by wheel, and on foot;

f. public buildings should be designed to support the Sustainability Metrics Program and private buildings shall meet policy 4.6.1.2;

g. should be designed to implement **Universal Design** standards;

h. should be located outside of **Hazardous Lands**;

i. community service and recreation facilities should be centrally located in the area they serve, and be in proximity to other community services, facilities and places of gathering where possible; and

j. library facilities will be centrally located, highly visible and accessible in the community they serve.

4.3.3.9 That the following policies apply to gas stations:

a. extensive landscaping and buffering shall be provided along public street frontages and along property lines; and

b. where a gas station contains a **Retail Commercial** building, the **Retail Commercial** building will be situated in an appropriate location that ensures an attractive streetscape, with convenient and safe pedestrian connections within the site and between the building and public street.

## Parking

It is the policy of Council:

4.3.3.10 To reduce parking requirements, where feasible, by:

a. establishing context-sensitive parking requirements that respond to diverse settings, including **Strategic Growth Areas**, historic places, and other settings;

b. reducing parking requirements in **Strategic Growth Areas** where transit, walking, and cycling alternatives exist;

c. supporting parking for carpool, carshare, and zero emission vehicles through preferential designated parking spots and/or reduced parking fees where charged by a municipal parking authority and as part of new **Development**, as appropriate; and

d. considering the variability of peak parking periods throughout the day for different types of uses for the purposes of sharing parking between such uses when developing parking standards in mixed-use areas.

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

4.3.3.12 That where a structured parking facility fronts onto a street or public space, the parking structure should be fronted with active uses at the street level. Structured parking facilities may also be situated to buffer **Sensitive Land Uses** from more intense uses, such as industrial uses or rail corridors.

4.3.3.13 That parking ramps, loading areas, and services should be incorporated into the building form for **Mid-Rise Buildings** and **High-Rise Buildings**.

4.3.3.14 That for **Mid-Rise Buildings** or **High-Rise Buildings**, surface parking is not permitted between the building's front or side and a public street.

4.3.3.15 That for **Mid-Rise Buildings** and **High-Rise Buildings** in **Strategic Growth Areas**:

a. parking will be provided in underground facilities or in structured parking above-grade contained within the **Mid-Rise Building** and **High-Rise Building**;

b. surface parking areas are not permitted, except:

i. to provide minimal pick-up/drop-off; and

ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased **Development**; and

c. where surface parking areas are included on an interim basis, it will be demonstrated through a phasing plan submitted with the **Development** application how the interim surface parking area is to be phased out over time. This will include demonstration of the final intended state of the interim surface parking area.

4.3.3.16 To use the City's Parking Design Guidelines to evaluate and provide guidance on proposals for parking facilities.

## Drive-Through Facilities

4.3.3.17 That the following policies apply to **Drive-Through** facilities:

a. **Drive-Through** facilities will only be located where they will not adversely affect the goals of this Plan respecting **Intensification**, pedestrianization, attractive streetscapes, and transit supportiveness;

b. in consideration of potential locations for **Drive-Through** facilities, it will need to be demonstrated that the unique sense of place, characteristic of or envisioned for the area, will be maintained and enhanced;

c. **Drive-Through** facilities will not be located where there will be an **Adverse Effect** on adjacent residential uses; and

d. that if co-located in a mixed-use **Development** that includes residential units and/or office uses located in a **Low-Rise Building**, **Mid-Rise Building**, or **High-Rise Building**, the proposed use does not:

   i. conflict with the planned urban design and architectural characteristics of the predominant uses on the **Development** parcel;

   ii. compromise the use and enjoyment of outdoor amenity areas;

   iii. impact other uses on the site as a result of noise and odour effects; or

   iv. affect the functional support systems for the other uses on the **Development** parcel, including loading, refuse pick-up, on-site visitor and resident/tenant vehicular and pedestrian circulation, access, and egress.

4.3.3.18 That further to policy 4.3.3.17, the following policies shall apply when considering a proposal for **Drive-Through** facilities within the following **Strategic Growth Areas**:

a. **Drive-Through** facilities proposed for the Vaughan Metropolitan Centre, some **Protected Major Transit Station Areas**, and within 200 metres of the intersection of Yonge Street and Steeles Avenue (the future Steeles Avenue Subway Station) will only be permitted on the basis of a site-specific amendment to this Plan;

b. **Drive-Through** facilities in the **Primary Centres**, **Local Centres**, and **Primary Corridors** will only be permitted on the basis of a site-specific **Zoning By-law** Amendment; and

c. in considering applications for site-specific Official Plan Amendments and/or **Zoning By-law** Amendments under policies 4.3.3.18.a. and 4.3.3.18.b. to permit **Drive-Through** facilities, such applications will need to demonstrate that the proposed **Drive-Through** facility meets the criteria established in subsection 4.3.2 of this Plan.

4.3.3.19 That **Drive-Through** facilities in **Strategic Growth Areas** that legally existed as of the date of approval of this Plan are deemed to conform with this Plan.

## Gas Stations

4.3.3.20 That the following policies shall apply to the location and **Development** of gas stations:

a. new gas stations are not permitted in **Primary Corridors**, the Vaughan Metropolitan Centre, **Primary Centres** and **Local Centres** abutting Highway 7, Bathurst Street, and Yonge Street, as shown on Schedule 1B, or **Heritage Conservation Districts**, as shown on Schedule 14B;

b. gas stations that are legally existing as of the date of approval of this Plan may be maintained and redeveloped without amendment to this Plan, subject to the criteria identified in Section 4.3 of this Plan. For the purposes of this policy, redeveloped will mean the renovation or reconstruction of existing buildings and structures, or construction of new buildings and structures for any of the uses permitted by Section 3.2 of this Plan;

c. gas stations that are legally existing as of the date of approval of this Plan and that are located in areas subject to a **Secondary Plan** are permitted to redevelop in accordance with policy 4.3.3.20.b., provided that the **Redevelopment** takes into consideration the objectives, context, and urban design policies of the Volume 2 area, and that it incorporates design measures that support and contribute to the overall transition of the site towards the long-term vision of the Volume 2 area;

d. notwithstanding policies 4.3.3.20.b. and 4.3.3.20.c., gas stations that are legally existing as of the date of approval of this Plan and that are located in **Heritage Conservation District** Plans remain subject to the requirements of the **Heritage Conservation District** Plan and policies in Subsection 5.3 of this Plan regarding minor extensions, reductions, or expansions of legally existing land uses;

e. with respect to areas other than those cited in policy 4.3.3.20.a., the following policies will apply:

   i. gas stations shall be located on an **Arterial Street** as indicated on Schedule 9B;

   ii. a maximum of two gas stations will be permitted at any intersection; and

   iii. where two gas stations are permitted at an intersection, such gas stations shall preferably be located in the diagonally opposite quadrants of the intersection.

# 4.4 Parks and Open Space

## 4.4.1 Parks and Open Space Provision

It is the policy of Council:

4.4.1.1 To identify diverse opportunities for new parks and recreational spaces to serve the community's varied needs.

4.4.1.2 That parkland provision should encompass a range of outdoor facilities and amenities supporting both **Active Recreational Uses** and **Passive Recreational Uses**, accommodating structured activities and informal enjoyment of natural and urban environments.

## 4.4.2 Parks and Open Space Network

It is the policy of Council:

4.4.2.1 That all stakeholders will work together to achieve a vibrant, accessible, and interconnected city-wide parks and Open Space Network.

4.4.2.2 That where there is a conflict between the policies in Section 4.4.2, the policies pertaining to the underlying land use designation in this Plan, or the relevant **Secondary Plan**, the more restrictive policies shall apply.

## 4.4.3 Parkland System

It is the policy of Council:

4.4.3.1 That the City and development partners should work together with innovative approaches to achieve parkland provision targets in **Community Areas** and **Strategic Growth Areas**, recognizing their varying land availability and density contexts.

4.4.3.2 That where land availability constraints limit conventional park delivery, the City recognizes **Strata Parks** as an alternative delivery method. A **Strata Park** is not a park type, but rather will mean a public park that contains encumbrances through stratified ownership arrangements, where:

a. the surface of the park lands, air rights, and subgrade area containing all park features, structures, and utilities are owned by the City;

b. the encumbered portions of the park (whether surface or below-grade) are privately owned and maintained;

c. the park shall be publicly accessible at all times in perpetuity;

d. the park shall be considered part of Vaughan's parkland system, meet all applicable park design requirements in Section 4.4.5 of this Plan, and be City-operated and maintained; and

e. the park shall be given parkland credit for satisfying the parkland dedication requirements for a **Development** or **Redevelopment** in accordance with prevailing City policies and Section 4.4.6 of this Plan, subject to the owner entering into agreements satisfactory to the City.

4.4.3.3 That where a **Strata Park** is conveyed to the City, the following requirements shall be met:

a. total encumbrances should be limited to 60% of the total surface area of the park;

b. minimum 1.8 metres soil depth should be provided over all encumbered areas;

c. access points to encumbered areas should connect directly to public rights-of-way;

d. any required access points, ventilation structures, or other technical elements should be integrated in a manner that minimizes their visual and functional impact on the park; and

4.4.3.4 That notwithstanding any policies in this Plan:

a. the City maintains the right to require additional studies, reports, or agreements as deemed necessary and may establish additional **Strata Park** criteria or requirements;

b. **Strata Parks** shall be developed in accordance with all other applicable policies of this Plan and meet City standards, policies, and requirements; and

c. parkland dedication credit shall be calculated net of all encumbrances in accordance with Section 4.4.6 of this Plan.

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

a. privately-owned lands identified for future **Development**;

b. City-owned lands awaiting permanent **Development**;

c. underutilized portions of public rights-of-way; and

d. other vacant or underutilized lands deemed suitable by the City.

4.4.3.6 That **Interim Open Space** will:

a. temporarily respond to park facility needs, until public parkland can be delivered;

b. be secured through agreements, where necessary, between the City and landowner(s), community organizations, or other parties, or through other appropriate mechanisms; and

c. be ineligible for both parkland credit and development charge reserve funding.

## 4.4.4 Open Space Typologies

It is the policy of Council:

4.4.4.1 To accommodate a variety of open space types, which may be publicly or privately owned, over and above parkland dedication, in accordance with the City's Greenspace Strategic Plan. Open space types include:

a. **Greenways**;

b. Natural Areas, such as nature reserves and woodlots, located on public lands as well as, through partnerships, on private lands where such activities will not have an **Adverse Effect** on **Significant Natural Heritage Features and Areas** and **Ecological Functions** in accordance with Section 2.7 of this Plan;

c. **Green Infrastructure**, in accordance with Section 4.7.3, that can provide opportunities for trails and resting areas and improve linkages to other parks and open spaces;

d. cemeteries, that can, where appropriate, provide opportunities for **Passive Recreational Uses**; and

e. **Privately Owned Public Spaces**.

4.4.4.2 That all **Privately Owned Public Spaces** shall:

a. be publicly accessible at all times without any fees, physical barriers, or other impediments to public use;

b. be secured through legal agreements and easements registered on title; and

c. be ineligible for funding from the development charge reserve.

## 4.4.5 Parks and Open Space Design

It is the policy of Council:

4.4.5.1 That all parks should be situated and oriented to be:

a. highly visible with uninterrupted public street frontage along a minimum of 50% of the park perimeter;

b. accessible by transit, bicycle, on foot, and by car;

c. connected to other parks and open spaces and, where applicable, create an interconnected network of parks and open spaces uninterrupted by major physical barriers, such as rail lines, arterial and **Collector Streets**, and other physical barriers that restrict access; and

d. centrally located and designed to act as a focal point for the community.

4.4.5.2 That where **Development** is proposed adjacent to parks or open spaces, the **Development** will proceed in accordance with the **Public Realm** policies in Section 4.3.

4.4.5.3 That **Privately Owned Public Spaces** shall provide recreational functions and features and meet the following base requirements:

a. be of sufficient size and dimensions in a rectangular geometric configuration to support the intended recreational functions and programming requirements;

b. be located entirely outdoors at established grade, not contained within, above, under, or internal to any building or structure;

c. include both **Active Recreational Uses** and **Passive Recreational Uses** appropriate for the size and location;

d. incorporate active ground-floor uses along all building frontages adjacent to the space, with no blank facades, service areas, or other non-active uses;

e. be located with direct frontage onto at least one public street and maintain a minimum of 50% of the space's total frontage onto any combination of public streets, public parks, **Mews** with public access easements, or other publicly accessible City-owned spaces, with no more than 25% of total frontage achieved through **Mews** with public access easements;

f. respond to identified community needs and programming objectives; and

g. be encouraged for completion within early **Development** phases to maximize community benefit.

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

a. be used to satisfy amenity area requirements for **Development**; or

b. be included in site area calculations for density purposes.

## 4.4.6 Parkland Dedication

It is the policy of Council:

4.4.6.1 To consider the parkland objectives and targets established in the Greenspace Strategic Plan, as amended from time to time, in the application of parkland dedication requirements for the **Development** process. Communities that do not meet the active parkland targets are considered priorities for additional parkland resources.

4.4.6.2 As per the *Planning Act*, to require the provision of new parkland for all residential **Development** or **Redevelopment** as:

a. a conveyance, at the rate of 5% of the **Developable Area** or one hectare of parkland per 600 dwelling units, or a combination of, whichever is the greatest; or

b. payment-in-lieu of parkland dedication, at the rate of 5% of the value of the **Developable Area** or one hectare of parkland per 1,000 dwelling units, or a combination of, whichever is the greatest.

4.4.6.3 That **Developable Area**, as referenced in policy 4.4.6.2, shall also include any lands required for **Infrastructure** (e.g. local and Regional streets and stormwater management ponds) within the Regional Greenlands System.

4.4.6.4 That payment-in-lieu of parkland dedication, or a combination of payment-in-lieu and parkland conveyance, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the City's Greenspace Strategic Plan, such as in **Strategic Growth Areas** where parcels may be too small to result in an effective parkland dedication.

4.4.6.5 That if an alternative parkland rate is employed in accordance with the *Planning Act,* such parkland contribution for residential or the residential portion of mixed-use **Development** or **Redevelopment**—whether in the form of parkland conveyance or payment-in-lieu as determined by the City—shall be subject to a cap of:

a. 10% of the **Gross Area** or its value, if the **Gross Area** is 5 hectares or less; or

b. 15% of the **Gross Area** or its value, if the **Gross Area** is greater than 5 hectares.

4.4.6.6 To require the dedication of parkland for all **Development** or **Redevelopment** for a commercial purpose or an industrial purpose at the rate of 2% of the **Developable Area**. Payment-in-lieu of parkland dedication may be considered by the City where such contributions may be more effective in achieving local parkland targets and objectives identified in the City's Greenspace Strategic Plan.

4.4.6.7 That parklands classified by the City as **Destination Parks**, **Regional Parks**, **District Parks**, **Neighbourhood Parks**, **Urban Parks**, and **Public Squares** are eligible for parkland dedication credits through the **Development** process, as described in the City's Parkland Dedication By-Law.

4.4.6.8 That **Privately Owned Public Spaces** may be eligible for parkland dedication credits toward satisfying the parkland dedication requirements for a **Development** or **Redevelopment**, where:

a. all requirements established in policies 4.4.4.2 and 4.4.5.2 of this Plan are met; and

b. credits are limited to 100% of the parkland dedication requirement and banking of excess credits is prohibited.

4.4.6.9 That **Mews**, private drives, and private outdoor amenity spaces shall not be counted toward parkland dedication requirements, regardless of whether they are subject to public access easements.

4.4.6.10 That existing parks shall be maintained in public ownership, and that the establishment of new parks will be prioritized through the parkland dedication policies of this Plan, prioritizing fee simple land over encumbered lands, stratified lands, **Privately Owned Public Spaces**, or payment-in-lieu.

4.4.6.11 That where a proposed park is identified within the limits of a property, the applicable park lands shall be dedicated to the City as a condition of the first residential **Development** approval within the limits of the property and, where necessary, be subject to appropriate legal agreements respecting interim use of the land for parking for existing uses, construction access, and staging purposes, at a nominal fee to the landowner.

4.4.6.12 That those lands containing **Core Features** of the **Natural Heritage Network** or major utilities such as TransCanada Pipelines Limited, Hydro One, or rail corridors, including environmental and safety buffers and zones, will not be accepted for the purposes of satisfying parkland dedication requirements, unless as described in the Parkland Dedication By-law.

4.4.6.13 That parkland conveyed shall be credited net of all encumbrances, including but not limited to utilities/utility boxes, mailboxes and/or access, servicing easements, private structures and easements, and building overhangs.

# 4.5 Community Services and Facilities

## 4.5.1 Community Facilities

It is the policy of Council:

4.5.1.1 To encourage the reuse of existing municipally owned facilities for new community-serving uses, and to encourage the co-location of multiple **Community Facilities** and services.

4.5.1.2 To encourage and support the **Development** of joint and/or shared **Community Facilities**, such as **Schools**, community centres, libraries, **Day Cares**, or other appropriate facilities, on shared sites and, where appropriate, adjacent to public parks.

## 4.5.2 Community Centres and Services

It is the policy of Council:

4.5.2.1 That community centres should be planned to develop as, or evolve into, full-service centres that provide for a wide variety of community needs in addition to recreation. To achieve this, community centres may include a variety of municipal services, local-serving **Retail**

**Commercial**, and limited commercial uses that would contribute to the overall function of the centre as a **Community Hub**.

4.5.2.2 To encourage community centres and services in **Community Hubs** that, where appropriate, contain a provision of joint facilities, either with the **School** boards, the City, private **Development**, a community services agency/organization, or any combination, for community service purposes.

4.5.2.3 To coordinate the delivery of community services to meet the needs of Vaughan by supporting the co-location or clustering of community centres, libraries, and services in **Community Hubs**.

## 4.5.3 Schools and Day Care

It is the policy of Council:

4.5.3.1 That **Schools** are permitted in all residential, mixed-use, and institutional land use designations, in accordance with the policies contained in Chapter 3 of this Plan. The precise location, size, and number of **Schools** will be established in consultation with the appropriate **School** board through the **Secondary Plan** and/or Block Planning process.

4.5.3.2 That the **Development** of **Schools** shall be directed outside of **Hazardous Lands** and **Hazardous Sites**.

4.5.3.3 To consult with school boards to plan and design **Schools** as part of **Complete Communities** and to facilitate safe **School** travelling by:

a. centrally locating **Schools** in communities and adjacent to parks, where appropriate;

b. incorporating pedestrian-friendly site design;

c. incorporating **Active Transportation** and transit linkages; and

d. incorporating **Schools** into the base of multi-**Storey** buildings in **Strategic Growth Areas** with access to outdoor play space.

4.5.3.4 To consider the provision and location of **Day Cares** in the preparation of **Secondary Plans**, Plans of Subdivision, and **Development** Plans or Site Plans, giving consideration to the needs of the local community, the availability of existing services, and the expected composition of the resident and employment populations.

## 4.5.4 Libraries

It is the policy of Council:

4.5.4.1 That libraries are permitted in all residential, mixed-use, employment, and institutional land use designations, in accordance with the policies contained in Chapter 3 of this Plan. Suitable library sites will be identified through the **Secondary Plan** and/or Block Planning process and shall be identified in consultation between landowner groups, the Vaughan Public Library Board, and the City.

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

### 4.5.5 Public Safety Services

It is the policy of Council:

4.5.5.1 That public safety services, such as fire halls, emergency health service stations, and police stations, may be located within all land use designations, in accordance with the policies of Chapter 3 of this Plan, to facilitate optimal response times.

4.5.5.2 To plan for future sites for public safety services through the planning and **Development** application process.

4.5.5.3 To strategically locate public safety services:

a. with access to **Arterial Streets** to support the effective and efficient delivery of emergency management services; and

b. outside of **Hazardous Lands** and **Hazardous Sites**.

## 4.6 Climate Change

### 4.6.1 Sustainable Development and Energy Conservation

It is the policy of Council:

4.6.1.1 To support low- or no-carbon energy alternatives and a targeted progression toward Net-Zero emissions by 2051, by establishing Vaughan as a leader in greenhouse gas reductions by applying high standards of energy performance in new construction and retrofits that implement the City's Sustainability Metrics Program and supporting plans;

4.6.1.2 That all Plans of Subdivision consisting of eleven or more residential units and major Site Plans shall meet or exceed the following minimum thresholds of the City's Sustainability Metrics Program. For clarity, **Development** applications are not required to implement Metrics that include construction standards that go beyond those set by the Ontario Building Code.

a. the Bronze threshold, if the **Development** application is not within a **Strategic Growth Area**; or

b. the Silver threshold, if the **Development** application is within one or more **Strategic Growth Areas**.

4.6.1.3 To develop **Community Energy Plans** as part of the **Development** Concept and Block Plan process, as appropriate, for **Strategic Growth Areas** and lands designated as **New Community Areas**, **New Employment Areas**, and yet undeveloped **Employment Areas**.

### 4.6.2 Improving Air Quality

It is the policy of Council:

4.6.2.1 To reduce air pollutants and greenhouse gas emissions and their impacts by:

a. increasing opportunities for natural carbon sequestration by achieving targets for **Woodland** and **Tree** canopy cover in accordance with the City's Urban Forest Management Plan, and protecting **Natural Heritage Features and Areas** that can act as carbon sinks (e.g. **Wetlands**) in accordance with the policies of this Plan;

b. encouraging energy efficient **Development** and energy efficient retrofitting; and

c. ensuring that the appropriate air quality studies are submitted to the City for new **Developments** to prevent or minimize **Adverse Effects** from incompatible land uses close to one another.

4.6.2.2 To require health, environmental, and cumulative air quality impact studies that assess the impact on human health for **Developments** with significant known or potential air emission levels near **Sensitive Land Uses**, such as **Schools**, Parks, **Day Cares**, nursing homes, hospitals, and residential communities.

## 4.6.3 Urban Agriculture

It is the policy of Council:

4.6.3.1 To enable the provision of **Urban Agriculture** through increased flexibility in land use permissions by:

a. allowing community gardens and related uses in appropriate land use designations, except Natural Areas, subject to the following:

i. the location is suitable based on safety, access to water, and wastewater services and may require fencing, as determined by the City;

ii. there is no **Adverse Effect** on the surrounding area, such as a community garden's appearance, function, rodent infestation, or high volumes of vehicular traffic; and

iii. where there is potential risk of **Adverse Effects**, it can be demonstrated through mitigation that the risk is minimized to the satisfaction of the City.

b. requiring the identification of space for **Urban Agriculture** through the **Secondary Plan** and Block Plan processes;

c. encouraging the identification of space for **Urban Agriculture** in new residential **Development**; and

d. allowing and encouraging community gardens as part of the private outdoor amenity space requirements for new **Development**, including roof-top gardens.

## 4.6.4 Managing Vaughan's Waste

It is the policy of Council:

4.6.4.1 To work with York Region and the private sector to ensure that new **Development** includes systems that allow for the sorting of solid waste at the unit level, building level, and in every neighbourhood, including recyclables, organic material, textiles, and residual garbage.

4.6.4.2 To require that all new multi-unit residential buildings:

a. incorporate three-stream (waste, recycling, compost) collection capabilities;

b. adhere to minimum waste requirement standards for vertical loading and clearances that are up to industry standards; and

c. support the participation of existing multi-unit residential buildings in three-stream collection capabilities.

# 4.7 Infrastructure

## 4.7.1 Planning for Infrastructure

It is the policy of Council:

4.7.1.1 To provide efficient servicing that meets Vaughan's long-term needs by:

a. supporting and encouraging measures to conserve servicing capacity;

b. implementing efficient and long-term cost-effective means of servicing **Development**;

c. supporting a logical extension of municipal services and **Infrastructure** in a coordinated and economically viable and sustainable manner;

d. designing sustainable **Infrastructure** and utility corridors to maximize flexibility to accommodate long-term needs, adapt to new technologies and potential new uses, and minimize disruption and costs related to upgrades; and

e. coordinating a comprehensive servicing plan with York Region to ensure the growth management objectives of this Plan are met and phased appropriately.

## 4.7.2 Providing Water and Wastewater Services

It is the policy of Council:

4.7.2.1 To utilize greywater for on-site purposes, reducing water consumption and encouraging environmental innovation in the reuse of stormwater.

4.7.2.2 That City water and wastewater services shall be the required form of servicing for all new **Development** in the **Urban Area**. **Development** in the **Agricultural System** will not be serviced by City water and wastewater services.

4.7.2.3 That where municipal wastewater services are not provided, safe and effective private wastewater treatment shall be required.

4.7.2.4 That notwithstanding policy 4.7.2.2, existing **Development** may continue on private water services and private sewage disposal systems until York Region and the City's water supply and

distribution systems and wastewater collection and treatment systems are extended, at which time lots on private services may connect to municipal services, subject to local improvement charge procedures.

4.7.2.5 That for **Development** outside the **Urban Area**:

a. **Private Communal Water Services** and **Private Communal Sewage Services** are the preferred form of servicing for multi-unit/lot **Development**; and

b. where City services or **Private Communal Sewage Services** are not available, planned, or feasible, individual on-site sewage services and individual on-site water services may be used, provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**.

4.7.2.6 To only permit **Partial Services** in the following circumstances:

a. where they are necessary to address failed individual on-site water and/or wastewater services in existing **Development**;

b. within the **Urban Area**, to allow for infilling and minor rounding out of existing **Development** on **Partial Services**, provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**;

c. where **Partial Services** have been provided to address failed services in accordance with this Plan, infilling on existing lots of record designated Prime Agriculture or Rural on Schedule 13 may be permitted where this would represent a logical and financially viable connection to the existing **Partial Services**, and provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**; and

d. in accordance with this Plan, the extension of **Partial Services** into lands designated Prime Agriculture or Rural is only permitted to address failed individual on-site services for existing **Development**.

4.7.2.7 Where minor infill **Development** is proposed in the **Agricultural System** on private individual wastewater systems and is permitted in accordance with the Provincial Planning Statement, these systems will be permitted only if it can be demonstrated to the satisfaction of the City that there are no **Adverse Effects** on soil, surface, or groundwater quality and quantity.

4.7.2.8 That water and wastewater servicing capacity, assigned by York Region, be allocated by the City in a manner that supports the policies of this Plan and other Council-approved policies with respect to servicing capacity. **Strategic Growth Areas** will be the priority when allocating servicing capacity.

4.7.2.9 To review **Private Communal Sewage Services** and **Private Communal Water Services** in the context of applicable guidelines and policies that ensure suitable administrative, engineering, environmental, and financial arrangements to the satisfaction of the City, York Region, and the **Province**.

4.7.2.10 That, in coordination with York Region, water and wastewater systems will be sized to consider the potential for expansion of the service area, **Intensification**, and increased servicing allocation where permitted by this Plan, York Region Master Plans, and Provincial plans, based

on planning horizons, as determined by the City, into areas designated for urban **Development** and to accommodate all natural tributary areas subject to:

a. phasing growth in new communities to provide for the substantial completion, at approximately 75%, of one phase prior to proceeding to future phases;

b. identification of key **Infrastructure** requirements to service each phase of growth; and

c. the availability of excess capacity in any given area shall not be interpreted to mean that additional **Development** is appropriate or desirable.

## 4.7.3 Stormwater Management

It is the policy of Council:

4.7.3.1 That planning for stormwater management shall:

a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible, and financially viable over the long term;

b. minimize or, where possible, prevent increases in contaminant loads;

c. minimize erosion and changes in water balance, and prepare for the impacts of a climate change through the effective management of stormwater, including the use of **Green Infrastructure**;

d. mitigate risks to human health, safety, property, and the environment;

e. maximize the extent and function of vegetative and pervious surfaces; and

f. promote stormwater management best practices, including stormwater attenuation and reuse, water conservation and efficiency, and **Low Impact Development**.

4.7.3.2 That new **Development** shall employ sustainable stormwater management practices that are sensitive to the natural environment and **Natural Heritage Features and Areas**.

4.7.3.3 That new **Development** shall satisfy the City with respect to Stormwater Management Criteria for water quantity (flood flow) control, water quality control, erosion control, groundwater recharge, and water balance.

4.7.3.4 For all **Development**, a treatment train approach to stormwater will be considered, consisting of source controls (e.g. **Green Roofs**, permeable paving, soak away pit), conveyance controls (e.g. bioswales and permeable pipes), and end-of-pipe treatment (e.g. **Wetlands** and ponds), to be determined by local studies. Such studies should also include direction regarding the short- and long-term maintenance needs of the recommended source controls, conveyance controls, and/or end-of-pipe treatment.

4.7.3.5 That new stormwater facilities shall be:

a. located outside of **Valley and Stream Corridors**, unless approved by the City and the TRCA in consultation with the **Province**; and

b. integrated into the design of the proposed **Development** to positively contribute to the overall character of the **Development** and designed in accordance with the City's Engineering Design Criteria Standards.

4.7.3.6 To require new stormwater management facilities to be designed as local amenities while also providing a utilitarian function, in part by:

a. locating stormwater facilities adjacent to open spaces, parks, and/or natural heritage areas contributing to a connected system, and to encourage public access to these facilities, where appropriate;

b. using street patterns to ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community;

c. co-locating stormwater management facilities and features with parklands and **Infrastructure**, where suitable and deemed appropriate by the City through related policies and procedures;

d. integrating stormwater facilities into surrounding **Developments** as publicly accessible open space and exploring opportunities for pedestrian access around at-grade stormwater ponds to create views of the natural landscape and support connectivity to Vaughan's greenspace; and

e. encouraging the orientation, design, and construction of these facilities as naturalized or formal landscapes that are complementary to adjacent features, functions, and **Linkages**, including adjacent landscapes or **Natural Heritage Features and Areas**. These facilities will be naturalized to complement the adjacent **Natural Heritage Features and Areas** and integrated with open spaces and trails, where safe and possible.

4.7.3.7 To not locate stormwater management facilities within Natural Areas or **Significant Natural Heritage Features and Areas**. In limited circumstances, stormwater management facilities may be located adjacent to, but not within, **Natural Heritage Features and Areas**, where it can be demonstrated to the satisfaction of the City, in consultation with the TRCA, that the facility will not result in any **Negative Impact** on the feature or its function.

4.7.3.8 To require that proposed stormwater management quality, quantity, erosion control, and water balance for ground water and **Natural Heritage Features and Areas** be developed as part of a Master Environment and Servicing Plan to permit proper assessment of **Development** impacts upon environmental features.

4.7.3.9 That the Master Environment and Servicing Plan shall apply a range of stormwater management practices, including **Low Impact Development**, to address water quality control, baseflow management, temperature moderation, and aquatic habitat protection. The selection of stormwater management techniques will be governed by flood and erosion conditions, the type of fisheries present, soil conditions, and local groundwater conditions. The preliminary and final design will be to the satisfaction of the City and the TRCA, in consultation with the Ministry of Environment, Conservation and Parks where appropriate.

4.7.3.10 To require that road, transit, and other **Infrastructure** projects that entail the expansion of an existing service provide full stormwater management for new and existing **Infrastructure**, where feasible.

4.7.3.11 To require the use of source controls in parking lots and other large, paved surfaces such as oil/grit separators, where deemed necessary by the City, in consultation with the **Province**.

4.7.3.12 To implement end-of-pipe stormwater retrofits as outlined in the City's stormwater management and retrofit study, the City Pond Retrofit Study, as may be amended from time to time.

4.7.3.13 To require that all **Significant Developments** provide post-**Development** stormwater quantity control to pre-**Development** levels for all storm events and stormwater quantity control in accordance with current guidelines in consultation with the TRCA and the Ministry of Environment, Conservation and Parks. Should a subsequent TRCA-approved **Watershed** hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with TRCA.

4.7.3.14 To require comprehensive flood and stormwater management plans for areas undergoing **Intensification** and **Redevelopment**, in advance of or concurrent with **Development** approvals.

4.7.3.15 To encourage the use of **Green Infrastructure** to complement existing **Infrastructure**, including innovative **Low Impact Development** opportunities and best practices that minimize the risks associated with **Natural Hazards**.

## 4.7.4 Maximizing Investments in Utilities

It is the policy of Council:

4.7.4.1 To plan for and protect corridors and rights-of-way for **Infrastructure**, including electricity generation facilities, transmission systems, and TransCanada Pipelines Limited facilities identified on Schedule 12, to meet current and future needs and to prohibit **Development** in **Planned Corridors** that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified and its long-term viability.

4.7.4.2 To facilitate the coordination of all utilities and services within public rights-of-way and to work with utility providers to coordinate **Infrastructure** renewal and **Redevelopment**. Coordinated **Infrastructure** renewal and **Redevelopment** initiatives will consider placemaking opportunities of utility investments, as discussed in this Plan, as well as the efficient use of public space for their accommodation.

4.7.4.3 To request that utility providers work with the City to implement streetscape improvements and other placemaking initiatives when undertaking new utility **Infrastructure** and **Development** projects within public rights-of-way.

4.7.4.4 That metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices be designed and located to reduce their visibility from and within the **Public Realm**, improve the quality of the streetscape, and reduce clutter in rights-of-way.

4.7.4.5 That, where appropriate, the City, in consultation with the utility provider, will encourage the use of major utility rights-of-way for **Greenways**, recreational uses, community and private gardening, trails, commuter parking lots, and stormwater ponds, subject to Federal legislation, easement rights, and/or approval processes established by the utility provider.

4.7.4.6 To support servicing and utilities that are provided in a sustainable manner, and that:

a. **Environmental Assessments** for **Infrastructure** planning will evaluate economic, social, cultural, and environmental considerations to maximize benefits from future investments, where applicable;

b. all servicing and utilities **Infrastructure** will be developed in a manner that is consistent with the natural heritage policies of this Plan, and that new **Infrastructure** will be directed outside of the **Core Features** of the **Natural Heritage Network**, identified on Schedule 2, and any hazard areas, where feasible;

c. the removal of existing **Infrastructure** from the **Core Features** of the **Natural Heritage Network** and hazard areas should be encouraged when **Development** occurs or when **Infrastructure** is at risk or undergoing maintenance; and

d. **Infrastructure** is to be planned and designed to ensure long-term fiscal sustainability through advanced design standards, asset management programs, and provision for efficient, cost-effective operations.

## 4.7.5 Hydro Corridors

It is the policy of Council:

4.7.5.1 To require the use of underground wires for local electricity distribution systems to minimize visual impacts and to increase reliability.

4.7.5.2 To protect high-voltage hydro corridors for electricity transmission and distribution facilities and to minimize any **Adverse Effects** on the use of such corridors.

4.7.5.3 To recognize the open space character of hydro corridors as an important structuring element of Vaughan, and a resource for uses in addition to electricity transmission and distribution facilities, including supporting natural heritage **Linkages**.

4.7.5.4 To encourage transformer stations to be designed in a manner that is sensitive to the surrounding context. Potential tools may include locating the station in the prevailing area building type or using the station as a potential opportunity for installations of public art and/or enhanced landscaping.

## 4.7.6 Telecommunications and Data

It is the policy of Council:

4.7.6.1 To encourage the **Development** of efficient, reliable, comprehensive, and coordinated communications and telecommunications **Infrastructure** and high-speed service in Vaughan, where appropriate.

4.7.6.2 That providers shall share telecommunications and data resources and **Infrastructure**, where feasible, to minimize use of public rights-of-way and **Adverse Effects**, including visual impacts, from wireless towers.

# 4.8 Soil Quality and Site Remediation

## 4.8.1 Planning for Soil Quality and Site Remediation

### Erosion and Sediment Control

It is the policy of Council:

4.8.1.1 That all proposed **Development** shall have sediment control measures in place to the satisfaction of the City in consultation, as required with the TRCA and the **Province**, before the topsoil removal and grading of lands.

4.8.1.2 That construction practices and erosion and sediment control measures shall be implemented and maintained, to the satisfaction of the City in consultation, as required with the TRCA and the **Province**, at the time of the topsoil removal and grading, and at the time of construction.

4.8.1.3 That the Master Environment and Servicing Plan shall consider the use of sediment retention basins to control the large quantities of suspended matter washed off sites during construction.

4.8.1.4 To require that proponents design and undertake a monitoring program for construction sites to maintain effective sediment control measures throughout the entire construction period and subsequent landscaping.

### Soil Quality and Site Remediation

It is the policy of Council:

4.8.1.5 To support the cleanup, renewal, **Redevelopment**, and **Development** of **Brownfield Sites**, other contaminated sites, or lands adjacent to **Brownfield Sites** for a variety of uses when the **Brownfield Sites** and other contaminated sites are safe and sufficiently remediated.

4.8.1.6 That **Brownfield Sites** and other contaminated sites are a legacy of past or current use that shall be addressed when new **Development** or a change in land use is proposed. New **Development** on or adjacent to **Brownfield Sites** shall plan for the **Redevelopment** and reintegration of the **Brownfield Sites**. **Secondary Plans** and other planning exercises will also be required to plan for the **Redevelopment** of **Brownfield Sites**.

4.8.1.7 That where **Development** is proposed on a site which, in the opinion of the City or other approval authority, may be contaminated due to previous use, environmental site assessment reports are required to be submitted in accordance with Provincial regulations and guidelines.

4.8.1.8 To require that, prior to considering whether to permit **Development** on contaminated sites, the following be completed to the satisfaction of the City or other approval authority:

a. determination of the impacted area of the site, in consultation with the City or appropriate approval authority, on the basis of technical studies;

b. submission of studies by the proponent identifying the level of contamination of the site, proposed remediation measures, and post clean-up conditions as deemed necessary for the proposed use;

c. cleaning or remediation of the site in accordance with Provincial criteria, the policies of this Plan, and the directions identified in studies submitted to support **Redevelopment**; and

d. submission of a Ministry of the Environment, Conservation, and Parks Record of Site Condition confirming the successful remediation of the contaminated site and/or other technical studies deemed acceptable by the City confirming the management of environmental risks, in accordance with Provincial regulations.

# 4.9 Protecting Public Health and Safety

## 4.9.1 Hazardous Lands and Sites

It is the policy of Council:

4.9.1.1 To protect the safety of the public by directing **Development** to locations outside of **Hazardous Lands** and **Hazardous Sites**.

4.9.1.2 To take a comprehensive approach to **Natural Hazard** management for all **Development** and **Site Alteration** proposals by considering factors, including but not limited to:

a. risk to life and property;

b. upstream and downstream impacts and the cumulative impacts of **Development** on the overall hazard level;

c. climate change effects on the overall hazard level; and

d. impacts to **Natural Heritage Features and Areas**, including their ecological and **Hydrologic Functions**.

4.9.1.3 To prohibit new lot creation in **Hazardous Lands** and **Hazardous Sites**, except in accordance with an approved **Special Policy Area** as shown on Schedule 8.

4.9.1.4 To seek public ownership of **Hazardous Lands** and **Hazardous Sites** through the **Development** process.

4.9.1.5 To require any proponent for **Development** in proximity to **Hazardous Lands** or **Hazardous Sites** to determine the limit and extent of such **Hazardous Lands** and **Hazardous Sites**, to the satisfaction of the City and the TRCA, through appropriate studies in a manner consistent with Provincial standards.

4.9.1.6 To promote and encourage mitigation and remediation works for existing **Development** within **Hazardous Lands** and **Hazardous Sites**.

4.9.1.7 That **Development** shall not be permitted to locate in **Hazardous Lands** and **Hazardous Sites** where the use is an institutional use, an essential Public Emergency Service, or uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

4.9.1.8 That all **Development** shall be set back a minimum of 10 metres from the erosion hazard (stable top of bank or **Meander Belt**) and may require further investigation based on geotechnical review and any necessary studies.

4.9.1.9 To minimize risk associated with erosion, in areas where slopes exceed 10% and/or in areas adjacent to **Valley and Stream Corridors**, **Development** may be permitted only if the erosion and siltation control measures are satisfactory to the City and the TRCA and subject to the policies of this Plan.

## 4.9.2 Flooding Hazards

It is the policy of Council:

4.9.2.1 That within Vaughan, a One Zone approach to floodplain management, based on the regulatory flood, shall be implemented in accordance with Provincial standards and policies, except where the **Province** has designated and approved a **Special Policy Area**.

4.9.2.2 The limits of the flood plain shall be determined in accordance with Provincial standards, to the satisfaction of the TRCA. This will occur prior to any affected **Development** applications being submitted. Where flood plain limits are required and not available, or where existing flood plain information is outdated, the City, in collaboration with the TRCA, shall require the regulatory flood plain to be mapped by a qualified professional at the expense of the proponent, to the satisfaction of the City and the TRCA.

4.9.2.3 That any **Development**, **Redevelopment**, or land use change that would result in **Intensification** within flood **Vulnerable** areas shall not be permitted until such time as it has been demonstrated through an appropriate comprehensive study that the flood risk has been reduced through flood remediation, flood proofing, flood warning, and emergency response measures, to the satisfaction of the City and the TRCA.

## 4.9.3 Erosion Hazards

It is the policy of Council:

4.9.3.1 That **Development** within the floodplain is regulated in accordance with Provincial floodplain management policies and the regulations of the TRCA, and that:

a. new **Development** below the top of bank of **Valley and Stream Corridors**, which are included in **Core Features** identified on Schedule 2, is prohibited; and

b. applications for **Development** and/or **Site Alteration** in Built-Up Valley Lands as shown on Schedule 2 shall also conform to policy 2.7.4.12 and 2.7.4.13, and to all applicable lateral-erosion setbacks, including the defined **Meander Belt** width, to ensure protection against channel migration and valley boundary erosion.

4.9.3.2 That **Development** and **Site Alteration** shall not be permitted within the **Meander Belt** of a **Watercourse**, unless it is demonstrated through technical studies that the site is outside of the erosion hazard and associated access allowance, as defined by the TRCA, and can safely accommodate the proposed use.

4.9.3.3 That **Development** below the top of bank or on lands within identified slope instability shall require slope stability studies prepared to the satisfaction of the City and the TRCA.

# 4.10 Cultural Heritage and Archaeological Resources

## 4.10.1 Protecting Vaughan's Cultural Heritage and Archaeological Resources

It is the policy of Council:

4.10.1.1 To identify and **Conserve Cultural Heritage Resources** that have been determined to have cultural heritage value and interest through the established processes and criteria of the *Ontario Heritage Act*.

4.10.1.2 To develop and implement strategies for **Conserving Archaeological Resources**, such as archaeological management plans, as well as **Significant Built Heritage Resources** and **Cultural Heritage Landscapes**.

4.10.1.3 To not permit **Development** and **Site Alteration** on lands within **Areas of Archaeological Potential** unless the **Archaeological Resources** have been **Conserved** in accordance with an **Archaeological Assessment** and the policies of Section 4.10.10 of this Plan.

4.10.1.4 To not permit **Development** and **Site Alteration** on **Adjacent Lands** to a **Protected Heritage Property**, unless the **Heritage Attributes** of the **Protected Heritage Property** are **Conserved**.

4.10.1.5 To engage early in the process with **Indigenous Peoples** to ensure their interests are considered when identifying, protecting, and managing **Archeological Resources**, **Built Heritage Resources**, and **Cultural Heritage Landscapes**.

## 4.10.2 Maintaining a Register of Cultural Properties of Heritage Significance

It is the policy of Council:

4.10.2.1 To maintain a **Register of Cultural Properties of Heritage Significance** (**Heritage Inventory**), pursuant to the *Ontario Heritage Act* and the Provincial Planning Statement, that identifies and monitors properties that are of cultural heritage value.

4.10.2.2 To require that identified heritage resources not yet listed in the **Register of Cultural Properties of Heritage Significance** (**Heritage Inventory**) be evaluated and **Conserved**, as appropriate, through any legislated planning or assessment processes, including the *Planning*

*Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act*, and the *Funeral, Burial and Cremation Services Act*.

4.10.2.3 That the identification of **Cultural Heritage Resources** is an ongoing process of inventorying, surveying, and evaluation. All **Secondary Plans**, Block Plans, and **Development** applications will be reviewed by the City to determine:

a. if the lands contain **Cultural Heritage Resources**; and

b. if a **Cultural Heritage Impact Assessment** report is required.

4.10.2.4 That when listing a property in the **Register of Cultural Properties of Heritage Significance** (**Heritage Inventory**), the City will provide notice to the property owner pursuant to the Ontario Heritage Act and its regulations.

## 4.10.3 Ensuring Protection and Conservation of Cultural Heritage

It is the policy of Council:

4.10.3.1 That to conserve properties listed on the **Register of Cultural Properties of Heritage Significance** (**Heritage Inventory**) at risk of demolition, the City may use such controls to support the goals of heritage **Conservation** and may seek additional legislative authority to further protect **Built Heritage Resources** and **Cultural Heritage Landscapes** from demolition. The *Ontario Heritage Act* allows for Council to consider a report for designation should a listed property on the **Register of Cultural Properties of Heritage Significance** (**Heritage Inventory**) be in danger of demolition.

4.10.3.2 That retention, integration, and adaptive reuse of **Significant Built Heritage Resources** and **Cultural Heritage Landscapes** will be the overriding objectives in **Cultural Heritage Resource** planning, while insensitive alteration, removal, and demolition will be avoided.

4.10.3.3 To require a letter of credit, or other financial security satisfactory to the City, from the owner of a **Cultural Heritage Resource** to secure:

a. protection of the resource during **Development** and/or relocation; and/or

b. implementation of **Conservation** measures for the **Cultural Heritage Resource** approved by the City.

4.10.3.4 To require that public works and **Infrastructure** programs take into consideration impacts on **Cultural Heritage Resources** by requiring the preparation of a **Cultural Heritage Impact Assessment** and **Archaeological Assessment** where there is a potential to impact such resources including mitigation measures.

## 4.10.4 Designated Heritage Properties

It is the policy of Council:

4.10.4.1 That, pursuant to the *Ontario Heritage Act*, the City may, through a by-law, protect **Cultural Heritage Resources** by designation of:

a. individual properties;

b. **Heritage Conservation Districts** where there is a concentration of **Cultural Heritage Resources** in accordance with policy 4.10.8.1;

c. **Cultural Heritage Landscapes**; and

d. **Archaeological Sites**.

4.10.4.2 That if **Development** is proposed on any property listed in the **Heritage Inventory**, the property, or portions of the property, may be considered for heritage designation or entering into a heritage easement agreement to secure **Conservation**.

4.10.4.3 **Designated Heritage Properties** shall be **Conserved** in accordance with **Good Heritage Conservation Practices**.

4.10.4.4 That the City may require a **Conservation Plan for Cultural Heritage Resources**, which provides a detailed description of the work proposed. The **Conservation Plan for Cultural Heritage Resources** may be required on its own or as an accompanying document to a **Cultural Heritage Impact Assessment**.

4.10.4.5 The City may permit alterations or additions to **Designated Heritage Properties** when those properties and their **Heritage Attributes** are **Conserved** in accordance with **Good Heritage Conservation Practices**. All irreversible alterations, additions, demolitions, or removals affecting a **Heritage Property** shall require a **Heritage Permit Application** to be submitted for the approval of the City.

4.10.4.6 To require that, for any irreversible alteration, addition, demolition, or removal of a **Designated Heritage Property**, the applicant shall submit a **Cultural Heritage Impact Assessment**, as set out in this Plan and in the Terms of Reference for **Cultural Heritage Impact Assessments**, when:

a. the proposal requires an Official Plan Amendment, a **Zoning By-law** Amendment, a Plan of Subdivision, a Plan of Condominium, a Minor Variance, Consent, or a Site Plan application;

b. the proposal involves the demolition of a building, or the removal of a building or part thereof, or a heritage landscape feature; or

c. there is potential for an **Adverse Effect** to a **Cultural Heritage Resource** from the proposed **Development** activities on site or adjacent to the Designated Heritage Property.

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

a. **Good Heritage Conservation Practices**;

b. protecting **Cultural Heritage Resources** and **Areas of Archaeological Potential**, including their environments, from any **Adverse Effects** of the proposed alterations, additions, works, or **Development**;

c. preserving and repairing original building fabric and architectural features;

d. new additions and features shall be in accordance with **Good Heritage Conservation Practices**; and

e. new **Development** on vacant lots or lots currently occupied by non-contributing structures in **Heritage Conservation Districts** designated under Part V of the *Ontario Heritage Act* be designed in accordance with the policies and guidelines of the respective **Heritage Conservation District** plan.

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

a. on-site retention in the original use and integration with the surrounding or new **Development**;

b. on-site retention in an adaptive reuse; and

c. relocation to another site within the same **Development**.

4.10.4.9 To allow, where appropriate, the adaptive reuse of a **Built Heritage Resource** on a **Designated Heritage Property** in a manner that does not adversely impact the **Heritage Attributes** of the resource.

4.10.4.10 That for all **Development** applications, demolition control applications, and **Infrastructure** projects adjacent to a designated property and/or adjacent to a **Heritage Conservation District**, the proposal will be **Compatible** by:

a. respecting the massing, profile, and character of adjacent heritage buildings;

b. maintaining a building width along the street frontage that is consistent with the width of adjacent heritage buildings;

c. maintaining the established setback pattern on the street;

d. being physically oriented to the street in a similar fashion to existing heritage buildings;

e. minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;

f. having minimal impact on the heritage qualities of the street as a public place;

g. minimizing the loss of landscaped open space and maintaining the existing **Tree** canopy;

h. designing any permitted above-grade parking facilities so that they are integrated into the **Development** in a manner that is **Compatible** with the heritage surroundings; and

i. requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices, including electric vehicle charging stations, in locations that do not detract from the visual character or architectural integrity of the heritage resource.

## 4.10.5 Non-Designated Heritage Properties

It is the policy of Council:

4.10.5.1 That the **Heritage Inventory** may also include **Cultural Heritage Resources** that are listed under Section 27 of the *Ontario Heritage Act*, but not formally designated under Subsection 27 (2) of the *Ontario Heritage Act*. These resources shall be **Conserved**.

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

a. provide a minimum of sixty days' notice to the City prior to the demolition or removal of any portion of a building or structure on the property; and

b. submit a **Cultural Heritage Impact Assessment** when:

i. the proposal requires an Official Plan Amendment, a **Zoning By-law** Amendment, a Plan of Subdivision, a Plan of Condominium, a Minor Variance, Consent, or a Site Plan application;

ii. the proposal involves the demolition of a building, or the removal of a building or part thereof, or a heritage landscape feature; or

iii. there is potential for an **Adverse Effect** to a **Cultural Heritage Resource** from the proposed **Development** activities.

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

a. designate the property, pursuant to Subsection 4.10.4 of this Plan; or

b. remove the property from the **Heritage Inventory**.

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

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

a. the proposal should be **Compatible** with the characteristics, context, and appearance of the adjacent **Cultural Heritage Resource** and its streetscape context; and

b. the applicant shall submit a **Cultural Heritage Impact Assessment** if, through the **Development** approval process, it is determined that there is the potential for an **Adverse Effect** on the adjacent heritage resource from the proposed **Development**.

## 4.10.6 Cultural Heritage Impact Assessments

It is the policy of Council:

4.10.6.1 That **Cultural Heritage Impact Assessments** may be required for many **Development** activities on or adjacent to heritage resources. **Cultural Heritage Impact Assessments** shall be

prepared by a qualified heritage **Conservation** professional with the Canadian Association of Heritage Professionals' credentials, in accordance with the requirements of this Plan, and:

a. shall demonstrate whether the heritage values and character of **Cultural Heritage Resources**, as identified by the City, are being retained, improved, adversely impacted, or lost by the proposed **Development**;

b. may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and

c. shall document, to the satisfaction of the City, the cultural heritage values of the property where there is no designation by-law, in the absence of a Built Heritage Evaluation Assessment, approved heritage character statement, or approved **Conservation** plan.

4.10.6.2 That **Cultural Heritage Impact Assessments** are subject to City review in which the City:

a. will be guided by **Good Heritage Conservation Practices** as identified in policy 4.10.4.7 of this Plan, by priorities for on-site retention as identified in policy 4.10.4.8 of this Plan, and by any other relevant policies of this Plan;

b. may impose conditions of approval to secure the long-term **Conservation** of the resource; and

c. may, at its discretion, require a peer review of said assessment.

4.10.6.3 That if a **Development** proposal substantially changes in scope and/or design from that described in the **Cultural Heritage Impact Assessment**, the City may require that the applicant submit additional cultural heritage information, including a revised **Cultural Heritage Impact Assessment**.

4.10.6.4 That, in the event that a **Cultural Heritage Resource** is to be demolished, the **Cultural Heritage Impact Assessment** shall recommend, to the City's satisfaction, mitigation measures, such as the reuse of materials or building elements in the **Development** or in other **Developments**, and archival documentation, as may be defined in the applicable Vaughan Heritage Conservation Guidelines for Cultural Heritage Assessments.

## 4.10.7 Cultural Heritage Landscape Protection

It is the policy of Council:

4.10.7.1 To **Conserve** and protect **Cultural Heritage Landscapes** deemed **Significant** through **Cultural Heritage Surveys** or other studies and in partnership with **Indigenous Peoples** and Aboriginal and **Treaty Rights** holders.

4.10.7.2 To identify and maintain a list of **Cultural Heritage Character Areas**, historic cemeteries, and **Cultural Heritage Landscapes** for inclusion on the **Heritage Inventory**.

4.10.7.3 That the City shall designate **Cultural Heritage Landscapes** as per the *Ontario Heritage Act* and **Conserve Cultural Heritage Landscapes** as per the *Planning Act*.

4.10.7.4 That a **Cultural Heritage Impact Assessment** be required for **Development** adjacent to a **Cultural Heritage Landscape**, including historic cemeteries and **Heritage Conservation Districts**.

4.10.7.5 To showcase **Cultural Heritage Landscapes** by encouraging, where appropriate, public access and preserving viewpoints, viewsheds, and vistas to and from **Cultural Heritage Landscapes**.

4.10.7.6 That, where **Cultural Heritage Landscapes** are located within close proximity to natural heritage resources, the City shall apply the Natural Environment and Vaughan's **Natural Heritage Network** policies of this Plan to integrate these resources.

## 4.10.8 Heritage Conservation Districts

It is the policy of Council:

4.10.8.1 To study and designate areas of heritage character pursuant to Part V of the *Ontario Heritage Act* and its regulations to create **Heritage Conservation Districts**.

4.10.8.2 To **Conserve Heritage Conservation Districts** as shown on Schedule 14B in accordance with the respective **Heritage Conservation District** Plan objectives, the policies of this Plan, a **Secondary Plan**, or any other planning document, as required by the *Ontario Heritage Act*.

4.10.8.3 To require a **Heritage Conservation District Conformity Report** for a **Development** on any subject property located within a **Heritage Conservation District**. The **Heritage Conservation District Conformity Report** ensures that **Development** conforms to the **Heritage Conservation District** Plan and its policies.

4.10.8.4 That any proposed private or public **Development** or **Infrastructure** within or adjacent to a **Heritage Conservation District** will be designed to respect and complement the identified heritage character of the district, as described in the **Heritage Conservation District** Plan.

4.10.8.5 That a demolition permit for a building or part of a building within a **Heritage Conservation District** shall not be issued until plans for the site's **Redevelopment** have been submitted to the City and approved by a delegate or City staff, including any related proposed landscaping features, in accordance with the relevant **Heritage Conservation District** Plan, the applicable **Heritage Conservation District** Guidelines, and the policies of this Plan.

4.10.8.6 That all applications for irreversible alterations, additions, or other activities affecting properties within **Heritage Conservation Districts** shall be accompanied by a **Cultural Heritage Impact Assessment** and/or a **Heritage Conservation District Conformity Report** that attests to the proposal's adherence to the policies and guidelines specified in the **Heritage Conservation District** Plan and the *Ontario Heritage Act*.

## 4.10.9 Cultural Heritage Character Areas

It is the policy of Council:

4.10.9.1 That the City may identify areas as **Cultural Heritage Character Areas** upon the completion of a Cultural Heritage Study, and/or based on recommendations from **Cultural Heritage Surveys** and other studies, including but not limited to planning studies for **Secondary Plans**, Block Plans, area planning studies, or **Zoning By-laws**.

4.10.9.2 That **Cultural Heritage Character Areas** are areas of heritage value that are not designated under the *Ontario Heritage Act* but warrant special **Conservation** efforts.

4.10.9.3 That the City may adopt guidelines for each **Cultural Heritage Character Area** to promote the **Conservation** of **Cultural Heritage Resources** and to help manage change. Each **Cultural Heritage Character Area** is different, however there are common elements, such as a concentration of **Built Heritage Resources**, sites, structures, and **Cultural Heritage Landscapes**.

4.10.9.4 That the City may require a **Cultural Heritage Impact Assessment** when a proposed **Development** is adjacent to an identified **Cultural Heritage Character Area**.

## 4.10.10 Archaeological Resources

It is the policy of Council:

4.10.10.1 To support the identification, protection, and/or **Conservation** of **Archaeological Sites** in Vaughan by:

a. designating, where appropriate, **Archaeological Sites** under the *Ontario Heritage Act*, especially any sites found on City-owned land;

b. ensuring that the existence and location of existing **Archaeological Sites** are not revealed to protect against vandalism, disturbance, and the inappropriate removal of resources, as per any applicable data-sharing agreements between the City and the Provincial Ministry responsible for administering the *Ontario Heritage Act*;

c. requiring the submission of an **Archaeological Assessment**, where the City deems appropriate, for **Development** applications on lands where there are **Archaeological Resources** or **Areas of Archaeological Potential**;

d. encouraging that **Development** proposals introduce innovative architectural and/or landscape architectural design, public art, or other **Public Realm** projects that celebrate and commemorate **Archaeological Sites**;

e. preparing a contingency plan, with the advice of a licensed archaeologist and the **Province**, and an adopting by-law for emergency situations to protect **Archaeological Resources** or **Areas of Archaeological Potential** that are accidentally discovered or are under imminent threat(s); and

f. providing terms of reference for an **Archaeological Assessment**. An **Archaeological Assessment** shall be:

i. conducted by an archaeologist licensed under the *Ontario Heritage Act*. An alteration to a **Watercourse** may require a marine archaeology survey conducted by a licensed marine archaeologist; and

ii. in compliance with the guidelines set out by the applicable Provincial Ministry, as well as licensing requirements developed under the *Ontario Heritage Act*.

4.10.10.2 That upon receiving information that land proposed for **Development** may include **Archaeological Resources** or contain an **Area of Archaeological Potential**, the proponent of the **Development** shall undertake studies by a provincially licensed archaeologist to:

a. complete the applicable level of **Archaeological Assessment** of the land in compliance with current Provincial requirements, including the Standards and Guidelines for Consultant Archaeologists and Standards and Guidelines for Archaeology prepared by relevant Indigenous Communities; and

b. assess the impact of the proposed **Development** on any **Archaeological Resources** that are identified.

4.10.10.3 That the **Heritage Inventory** may identify **Archaeological Resources** or **Areas of Archaeological Potential** by including relevant mapping from the Provincial database as made available by the **Province**.

4.10.10.4 That **Archaeological Resources** or **Areas of Archaeological Potential** shall be protected and **Conserved** by:

a. not permitting **Development** and **Site Alteration** on lands containing **Archaeological Resources** or **Areas of Archaeological Potential** unless the **Archaeological Resources** are **Conserved** or the **Development** is exempted pursuant to the *Ontario Heritage Act*;

b. where **Archaeological Resources** are **Conserved In Situ**:

i. the area subject to **In Situ Conservation** shall be excluded from the calculation of the **Developable Area** of the site;

ii. the area subject to **In Situ Conservation** may be included, at the discretion of the City, as part of the required open space land dedications;

iii. the **Conservation** of the **Archaeological Resources In Situ** will be included within the relevant **Development** agreement;

iv. should the **In Situ Conservation** of **Archaeological Resources** be not possible, an alternative **Conservation** approach may be considered, subject to the engagement of the local **Indigenous Peoples** and to their agreement of the **Conservation** approach; and

v. the City will explore the use of additional regulatory tools, such as heritage easement agreements, to protect **Archaeological Resources In Situ**;

c. developing and implementing archaeological management plans for **Conserving Archaeological Resources** or **Areas of Archaeological Potential**;

d. requiring early engagement with **Indigenous Peoples** to ensure their interests are considered when identifying, protecting, and managing **Archaeological Resources** or **Areas of Archaeological Potential**;

e. seeking **Conservation** opportunities with **Indigenous Peoples** during the **Development** applications for the retention of **Archaeological Sites**;

f. ensuring that **Development** will occur according to **Good Conservation Heritage Practices**;

g. where feasible and in accordance with the Parks and Open Space policies in Section 4.4 of this Plan, creating parks or open space to protect **Archaeological Resources**; and

h. undertaking an archaeological contingency plan and funding for emergency situations to protect **Archaeological Resources** or **Areas of Archaeological Potential** that are accidentally discovered or are under imminent threat.

4.10.10.5 That where **Archaeological Resources** or **Areas of Archaeological Potential** are documented during a Stage 1 **Archaeological Assessment** and found to be Indigenous in origin, the proponent is required to:

a. consult and follow the City's engagement protocol, as amended;

b. through their consultant archaeologist, ensure that all **Indigenous Peoples** having interest, as identified by the City, receive a copy of the Stage 1 **Archaeological Assessment** report and are given an opportunity to provide comments and feedback prior to the **Development** proceeding; and

c. have regard for the applicable archaeology protocols of the Mississaugas of the Credit First Nation, the Huron-Wendat, and the Haudenosaunee people.

4.10.10.6 That where **Archaeological Resources** are Indigenous in origin, as identified during a Stage 2 **Archaeological Assessment**, and the **Conservation** in their current location is not possible, the City and the proponent are required to engage **Indigenous Peoples** to ensure the identification and appropriate protection of Indigenous **Archaeological Resources**.

4.10.10.7 To require proponents, through their consultant archaeologist, to ensure that where a Stage 3 **Archaeological Assessment** of such an **Archaeological Resource** is being undertaken to define the nature and extent of the resource, those **Indigenous Peoples** with the closest cultural affiliation and in whose **Traditional Territories** the **Archaeological Resource** is located, be notified in advance of onsite assessment work.

4.10.10.8 To require proponents to submit a copy of all reports and Provincial letters confirming that the reports have been accepted into the Provincial Register.

4.10.10.9 That where burial sites are encountered during any excavation or other action, all work shall immediately cease and the site secured in accordance with legislated requirements. The required provisions under the *Funeral, Burial and Cremation Services Act,* along with other applicable protocols or policies, shall be followed. The City's engagement protocol, as amended, shall be followed.

4.10.10.10 To ensure adequate **Archaeological Assessments** and consultation with appropriate agencies, including the Provincial Ministry responsible for administering the *Ontario Heritage Act*, when an identified and marked or unmarked cemetery is affected by land use **Development**. The

provisions under the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall also apply.

# Chapter 5 Implementation and Monitoring

## 5.1 Detailed Planning

### 5.1.1 Secondary Plans

It is the policy of Council:

5.1.1.1 That the City may pass **Secondary Plans**, to be included in Volume 2 of this Plan, to provide additional structure for the **Development** of **New Community Areas**, **New Employment Areas**, **Employment Areas**, or **Strategic Growth Areas**. Schedule 14A identifies areas subject to completed **Secondary Plans** (contained in Volume 2) and areas where a future **Secondary Plan** Study is required. Additional **Secondary Plan** areas may be added, at the discretion of the City.

5.1.1.2 That **Secondary Plans** shall be adopted and approved as Amendments to this Plan, and shall promote comprehensive planning as per this Plan, and amongst other matters addressing:

a. overall capacity for **Development**, including projections for residential population and/or jobs;

b. defining a community core for the **Secondary Plan** Area, within a five-minute walking distance from the majority of the population, that will be the focus of local **Retail Commercial**, and community services and will provide connections to local, regional, and rapid transit; and

c. include all of the necessary supporting technical studies, and identify the phasing and order of **Development**, including any uses in the public interest to be developed in the earlier phases (e.g. **Affordable Housing**, **Community Facilities**, parks, **Schools**).

5.1.1.3 That further to policy 5.1.1.2, **Secondary Plans** shall include land use designations from Chapter 3 of this Plan wherever possible, to achieve consistency between land use designations across Vaughan.

5.1.1.4 That in addition to the requirements of policy 5.1.1.2, in the case of **Secondary Plans** for **Strategic Growth Areas**, **Secondary Plans** shall also include the following:

a. minimum density requirements and targets established by the **Province**, where applicable;

b. an urban built form that is massed and designed to create active use frontages and attractive pedestrian-oriented streets for all seasons, with ground-floor uses such as **Retail Commercial**, human, and personal services;

c. a concentration of **Development** and the greatest mix of uses within a five-minute walking distance of rapid transit stations and/or planned subway stations, taking into

account the immediate context and an appropriate transition to the surrounding community and the hierarchy of Urban Growth Areas;

d. where implemented through **Inclusionary Zoning**, a percentage of all new housing units provided within these areas shall be **Affordable Housing**, as determined through an **Inclusionary Zoning** By-law. This may occur through negotiations with the development community and, if applicable, landowner groups through a **Secondary Plan** that is equitable across all landowners, subject to Subsection 4.1 of this Plan;

e. policies that phase **Development** in an orderly manner, coordinated with the provision of municipal services and **Community Facilities**, parks, roads, transit, and other **Infrastructure**;

f. policies to promote excellence in urban design and sustainable construction methods, including consideration for designs and methods for all seasons;

g. policies that establish urban greening targets, which may be achieved through **Urban Forest** canopy, green walls, and/or requirements for on-site greening;

h. provisions for an urban **Public Realm**, including passive and active parks and meeting places that contribute to a sense of place and clear identity;

i. policies that encourage the inclusion of public art in all significant private sector **Developments** and that require the dedication of 1% of the capital budget of all major Regional and Local municipal buildings to public art;

j. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, **Low Impact Development**, **Green Roofs**, and water capture and reuse;

k. a **Mobility Plan** with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and blue roofs facilities; and

l. requirements for new **School** sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-**Storey** buildings, and shared facilities.

5.1.1.5 That **Secondary Plans** shall be prepared by the City in consultation with the public, pursuant to the policies of Section 5.1.1 of this Plan.

5.1.1.6 That where it has been determined that a **Secondary Plan** is required but not yet completed, no amendments to this Plan or the **Zoning By-law** will be permitted without the prior or concurrent adoption of the **Secondary Plan** for that area.

5.1.1.7 That, within each block of the **Secondary Plan**, **Development** applications should coordinate neighbouring **Development** proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown in the **Development** Concept and Phasing Plan.

## 5.1.2 Block Plans

It is the policy of Council:

5.1.2.1 That upon the adoption of a **Secondary Plan**, the City may request a Block Plan as a requirement of a **Development** application(s) to illustrate and provide details on the siting of a particular proposal within a broader surrounding context. The Block Plan is a comprehensive plan for the creation of individual plans of subdivision where large parcels remain. While this tool is to be most used in areas of new **Development**, it may also be applied, at the discretion of the City, in **Strategic Growth Areas**.

5.1.2.2 That the requirements and limits of the Block Plan shall be identified by the City. Council may endorse the Block Plan as part of the **Development** application. The **Development** proponent shall consult with other landowners in the Block Plan area when developing the Block Plan.

5.1.2.3 That the Block Plan shall address the following matters on a detailed basis for the proponent's lands and on a conceptualized basis for the remaining lands not owned by the proponent, to the satisfaction of the City:

a. the proposed land uses, building heights, housing mix, densities, and employment projections to meet Plan objectives;

b. the pattern of lots, streets, and blocks, including the transition and connectivity to surrounding **Development**, both existing and proposed;

c. the provision of public transit, pedestrian, and cycling facilities and connection to existing networks;

d. the provision of public and private services and stormwater management;

e. the protection and enhancement of the **Natural Heritage Network**;

f. the proposed location of any parks, open spaces, **Schools**, fire stations, community centres, and libraries; and

g. phasing of **Development**.

5.1.2.4 That, as part of the preparation of a Block Plan, a Master Environment and Servicing Plan shall be completed to the satisfaction of the City and in consultation with public agencies prior to the approval of the Block Plan, regardless of proximity to the **Natural Heritage Network**.

## 5.1.3 Site and Area Specific Policies

It is the policy of Council:

5.1.3.1 That some areas of Vaughan, that may or may not be subject to **Secondary Plans**, shall also be subject to Site and Area Specific policies. Those areas subject to Site and Area Specific policies, as contained in Volume 2 of this Plan, are identified on Schedule 14B and 14C.

5.1.3.2 That existing Site and Area Specific policies maintain the goals and objectives of this Plan and have been established because the **Development** permissions do not otherwise fit within the specific policy structure of this Plan.

5.1.3.3 That Council may establish, from time to time, new Site and Area Specific policies, to be contained in Volume 2 of this Plan, through the processing of **Development** applications, where it has been demonstrated that the goals and objectives of this Plan are being met.

5.1.3.4 That where it has been determined that an Area-Specific policy is required in accordance with policy 2.4.6.11 but not yet completed, the City may determine that no amendments to this Plan or the **Zoning By-law** will be permitted without prior or concurrent adoption of the Area-Specific policy for that area.

# 5.2 Engagement and Consultation

## Indigenous Peoples of Canada and the Duty to Consult

It is the policy of Council:

5.2.1.1 That the City will work with local Treaty 13 First Nations and other **Indigenous Peoples** on building a constructive and cooperative relationship, based on mutual respect, between planning authorities to facilitate knowledge-sharing and inform decision-making in land use planning.

## Public Consultation, Engagement and Notification

It is the policy of Council:

5.2.1.2 To provide notification in accordance with the statutory requirements outlined in the *Planning Act* and:

a. seek input from residents, agencies, and other stakeholders on planning matters;

b. offer mutually respectful and meaningful engagement;

c. provide equitable opportunity for a wide demographic to be informed and involved on planning matters;

d. consider and utilize partnerships and innovative consultation methods or tools for engagement; and

e. ensure an accessible, accountable, and transparent planning process.

5.2.1.3 To engage and consult with neighbouring municipalities, public bodies, and private agencies on matters of mutual interest and concern.

5.2.1.4 To notify the public on planning matters in accordance with the *Planning Act*, the *Environmental Assessment Act*, the *Accessibility for Ontarians with Disabilities Act*, and other applicable legislation, policies, and regulations.

5.2.1.5 A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur:

a. any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting; and/or

b. an application(s) has been deemed by the City to be significantly amended, such as an increase to the proposed density and/or building height beyond what was proposed and considered by Council at a previous public meeting.

5.2.1.6 That notice of the public meeting shall be given to the public by at least one of the following methods:

a. publication in a newspaper that is, in the City Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment applies;

b. posted to the City's website; or

c. prepaid first class mail or personal service to every landowner within 150 metres of the land to which the proposal applies and a posted notice sign on the proposed property that includes the date and time of the meeting.

5.2.1.7 In addition to giving notice to the public, the City will also give notice of a public meeting to any person or agency that has provided to the City a written request for such notice in respect of the specific proposal, if such request includes the person or agency's address or email address.

5.2.1.8 Corrections to the Plan that have no material change to the meaning of the Plan can be made without an Amendment to the Plan as follows:

a. changes or corrections to format, spelling errors, or reference errors; or

b. alteration in the numbering and arrangement of any provisions.

# 5.3 Implementation Tools

## Zoning By-laws

It is the policy of Council:

5.3.1.1 That **Zoning By-laws** shall be used to implement the policies of this Plan by regulating the use of land, buildings, or structures pursuant to the provisions of Section 34 of the *Planning Act*.

5.3.1.2 That the full range of uses, densities, or heights permitted by this Plan may not be permitted by the **Zoning By-law** in all locations or all instances. **Zoning By-law** provisions may be more restrictive than the policies of this Plan.

5.3.1.3 That, subject to the requirements of the *Planning Act*, **Zoning By-laws** may be enacted to permit the use of land, buildings, or structures subject to one or more prescribed conditions set by Council.

## Inclusionary Zoning

5.3.1.4 To consider establishing, through a municipal by-law, an **Inclusionary Zoning** program, pursuant to the *Planning Act*, to require the **Development** of **Affordable Housing** within **Protected Major Transit Station Areas** shown in Schedule 1B of this Plan.

5.3.1.5 That the City may consider additional policies authorizing the use of **Inclusionary Zoning** for inclusion in this Plan through an Official Plan Amendment.

## Minor Variances

It is the policy of Council:

5.3.1.6 That the Committee of Adjustment will consider applications for minor variances from the use and/or regulation provisions of the **Zoning By-law**, in accordance with the provisions of the *Planning Act*.

5.3.1.7 That when considering an application, the Committee of Adjustment shall consider the professional advice provided, including legal, planning, engineering, etc., and the Committee shall provide an explanation as to what effect the written and oral submissions it received had on the decision, if any. The Committee of Adjustment will be satisfied that the general intent and purpose of this Plan and the **Zoning By-law** would be maintained, and that the variance would be minor in nature and desirable for the appropriate **Development** or use of the land, building, or structure.

## Temporary Use By-laws

It is the policy of Council:

5.3.1.8 To allow the temporary use of land, buildings, or structures through a by-law, provided that the temporary use meets the following conditions that are relevant to the specific application:

a. meets the general intent of this Plan;

b. is temporary in nature;

c. is satisfactory in mitigating a negative impact on adjacent land uses;

d. sufficient servicing and transportation capacity exists for the temporary use; and

e. maintains the long-term viability of the lands for the uses permitted in this Plan.

5.3.1.9 That if a temporary use by-law is passed, the by-law will permit the specific use on-site for renewable periods of up to three years, except in the case of a **Garden Suite** that may be permitted for up to twenty years, in accordance with the provisions of the *Planning Act*. An extension may be granted for further periods of not more than three years each during which the temporary use is authorized, provided that Council grants an extension prior to the expiry of the temporary use by-law.

## Interim Control By-laws

It is the policy of Council:

5.3.1.10 That interim control by-laws may be passed to restrict **Development** within a defined area while the City considers the preparation of a planning study for the area to ensure that the policies of this Plan are implemented.

5.3.1.11 The *Planning Act* defines the time limits and the extension of an interim control by-law will take effect for up to one year to allow the study to be completed, and can be extended,

provided that the total period of time does not exceed two years from the date of the passing of the interim control by-law, in accordance with the *Planning Act*.

## Holding By-laws

It is the policy of Council:

5.3.1.12 That **Zoning By-laws** may be enacted to permit the use of land, buildings, or structures for a future use by applying a Holding Symbol (H) in conjunction with the appropriate zone category.

5.3.1.13 That until such time as a by-law is enacted by Council to remove the Holding Symbol (H), the by-law may permit either the continuation of the existing use or a temporary use which will not inhibit the future use established in the by-law.

5.3.1.14 That the Holding Symbol (H) may be applied where Council has determined that the specific land use for an area or a parcel of land is premature until one or more of the following have been addressed:

a. the necessary wastewater, water, and stormwater services;

b. the necessary transportation facilities;

c. the necessary **Community Facilities**, public **Infrastructure**, and public parks;

d. special design features, as required;

e. completion of specific studies related to traffic, **Infrastructure**, drainage, and/or environmental issues, as well as urban design and/or archaeological studies as it pertains to **Development**;

f. the necessary remedial activities and confirmation of environmental suitability through the submission of regulatory documents, as required, for contaminated lands;

g. the necessary technical studies to ensure land use compatibility, such as a Land Use Compatibility study and noise and air quality impact assessments;

h. execution of the Site Plan agreement or letter of undertaking;

i. any required approvals from external agencies have been obtained;

j. the required agreements, as appropriate, are entered into;

k. the entering into or payment of required cost-sharing under a cost-sharing agreement;

l. fulfillment of Block Plan conditions;

m. approval of a related Draft Plan of Subdivision Application and entering into a required Subdivision Agreement;

n. any required lot consolidation;

o. any required conveyance of parkland, finalization of park spaces and/or **Privately Owned Public Spaces**, and entering into the necessary agreements with respect to these park facilities and/or payment of cash-in-lieu;

p. to ensure the orderly **Development** of the project where **Development** relies upon other matters occurring first, such as the consolidation of land ownership or completion of a **Development** agreement;

q. to secure funding and/or to equitably cost share among benefiting landowners for sewer, water, stormwater, transportation **Infrastructure**, parks, multi-use recreational trails, community services and facilities, or outstanding application processing fees; and/or

r. any other such condition to ensure orderly **Development**.

5.3.1.15 That a by-law to remove the Holding Symbol (H) may be enacted only when an application has been submitted to the City and the reason for the use of the Holding Symbol has been satisfied.

## Financial and Land Dedication Tools

It is the policy of Council:

5.3.1.16 To ensure that costs to service new **Development** and **Complete Communities** are borne by the **Development** creating the demand for the services. The City will use the financial tools available to it under legislative authority, including Development Charges, Development Charge credit agreements, Parkland Dedication, Community Benefit Charges, and Community Improvement Plans. The City may also consider financing tools, including public/private partnerships, agreements with other government agencies, and developer frontend financing.

5.3.1.17 As per the *Planning Act*, the City shall enact a by-law for Community Benefits Charges to pay for the capital costs of facilities, services, and matters required because of **Development** or **Redevelopment** in the area to which the by-law applies.

5.3.1.18 That **Development** approvals shall implement the required equitable contributions of funds, land dedications, and commitments for services that will be in place and operative prior to, or coincident with, the occupancy and use of the land. Items which may be addressed in **Development** agreements or other forms of agreements include but are not limited to:

a. parks, park facilities, recreational trails, open space, and **Natural Heritage Network** features, including the protection, ownership, and management of **Table Land Woodlands**;

b. features that enhance the environmental **Sustainability** and **Ecological Function** of the subject lands;

c. streetscaping and landscaping;

d. water provision;

e. wastewater collection;

f. stormwater management;

g. features that enhance the environmental **Sustainability** and **Hydrologic Function** of the subject lands;

h. municipal services;

i. street, cycling, and pedestrian **Infrastructure**;

j. transitways and pedestrian access to transit facilities;

k. financial arrangements required to implement the **Development**;

l. other utilities and improvements; and

m. preservation of heritage structures and surrounding landscapes.

5.3.1.19 Community Improvement Plans are a planning tool provided to municipalities under the *Planning Act* that empowers municipalities to provide incentives to stimulate investment in certain areas. That Community Improvement Project Areas may be designated by a by-law for areas that display any or all of the following criteria:

a. inadequate municipal **Infrastructure**, including piped services, streets and streetscapes, public parking facilities, and/or stormwater management facilities;

b. inadequate **Community Facilities**, such as public recreational/cultural facilities, public parks, public open space, and/or social services, including **Affordable Housing**;

c. building and/or property deterioration, including facade treatment, to the extent that it has a negative effect on the overall image of the broader community;

d. faulty arrangement of lands;

e. encroachment of incompatible land uses;

f. poor overall streetscape and urban design;

g. existing or potential Business Improvement Areas;

h. vacant lots with **Redevelopment** or infill potential to achieve the City's Urban Structure;

i. underdeveloped properties which have potential for **Redevelopment** or expansion to better utilize the land base to achieve the City's Urban Structure;

j. **Development** at densities that are too low to support planned transit facilities;

k. barriers to the improvement or **Development** of vacant or underutilized lands or buildings, such as lots that are **Brownfield Sites**, contaminated soil, fragmented ownership, or financial disincentive to private investment;

l. **Conservation** of heritage resources through restoration, rehabilitation, and adaptive reuse; and/or

m. any other reason as provided for under the *Planning Act*.

5.3.1.20 That a Community Improvement Plan will be prepared and adopted for the area with input from area residents, property owners, and other interested stakeholders.

5.3.1.21 That when the intent of a Community Improvement Plan has been carried out, it may be dissolved by a by-law.

## Existing Uses

It is the policy of Council:

5.3.1.22 To recognize legally existing land uses present at the time this Plan is approved and that these land uses shall be deemed to conform with this Plan. Minor extensions, reductions, or

expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and that:

a. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long term;

b. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, and meet the requirements of the **Zoning By-law**;

c. the use does not expand beyond the boundaries of the lands containing said use, as new property cannot be added;

d. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking, and traffic generation;

e. the neighbouring uses shall be protected, where necessary, by the provision of landscaping, buffering, or screening devices and measures to reduce nuisances, and where necessary, by regulations for alleviating **Adverse Effects** caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use to improve its compatibility with the surrounding area;

f. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected;

g. within Natural Areas, it is demonstrated that there shall be no **Negative Impact** on existing **Natural Heritage Features and Areas** and functions;

h. there is no increased risk to public health and safety associated with **Natural Hazards**, in accordance with the **Natural Hazards** policies of this Plan; and

i. where applicable, permission is obtained in accordance with the *Conservation Authorities Act*.

## Legal Non-conforming Uses

It is the policy of Council:

5.3.1.23 That the use of land, buildings, or structures which does not conform to the City's **Zoning By-law**, but which lawfully existed prior to the approval of the **Zoning By-law**, is a legal non-conforming use. When a legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate.

5.3.1.24 That when a legal non-conforming use ceases, it will be replaced by uses, buildings, or structures that conform with this Plan and the **Zoning By-law**.

5.3.1.25 That the Committee of Adjustment may permit, at their discretion, the extension or enlargement of non-conforming uses, subject to Section 45(2) of the *Planning Act*, and may include the following consideration:

a. the neighbouring conforming uses will be protected through the provision, where necessary, of areas for landscaping, buffering, or screening, appropriate setbacks for buildings and structures, measures to increase the compatibility of character and planned function and reduce nuisances, and regulations for alleviating **Adverse Effects** caused by outside storage, lighting, or advertising signs.

## Site Plan Control

5.3.1.26 That the whole of Vaughan is considered a Site Plan Control Area in accordance with the *Planning Act*.

5.3.1.27 That the City will enact the Site Plan Control Area referenced in policy 5.3.1.26 through a municipal by-law. By-laws may be passed to designate the whole or any part of Vaughan as a Site Plan Control Area, and/or identify where site plan control does not apply. By-laws may also be passed to designate a Site Plan Control Area by reference to one or more land use designations and/or zone categories, or on a site-specific basis.

## Plans of Subdivision

It is the policy of Council:

5.3.1.28 That a Plan of Subdivision, pursuant to the *Planning Act*, shall be deemed necessary in the following cases:

a. where the number of new lots created is greater than three;

b. where the extension or creation of a public road allowance is required;

c. where the extension or creation of municipal services is required; and/or

d. where agreements or conditions are required by any municipality or other government with regard to any part of the remaining lands.

5.3.1.29 A stormwater management plan/report shall be reviewed and approved by MTO for those **Developments** located adjacent to or in the vicinity of a **Provincial Highway** whose drainage would impact a highway downstream.

5.3.1.30 Where a Draft Plan of Subdivision is proposed adjacent to a **Provincial Highway**, the layout of the subdivision should be designed such that the lots back onto the **Provincial Highway** and front onto a local internal street.

5.3.1.31 That Plans of Subdivision shall only be approved if:

a. where a **Secondary Plan** and/or Block Plan is required, the **Secondary Plan** and/or Block Plan in which the subject lands are located has been adopted by Council and all conditions of **Secondary Plan** and/or Block Plan approval have been satisfied;

b. the Plan of Subdivision conforms with the policies of this Plan, including any **Secondary Plans**, and, where a Block Plan is required and has been completed, conforms with the Block Plan;

c. the subject lands can be provided with adequate services and facilities, including available transportation capacity and availability of public transit, as required by this Plan; and

d. the Plan of Subdivision is not premature and is in the best interest of the City.

5.3.1.32 That the owner seeking to subdivide land may be required to satisfy certain conditions prior to the final approval of a Plan of Subdivision, including but not limited to the following requirements:

a. land be dedicated, or other requirements satisfied, for park, public open space, or other public recreational purposes according to the policies of this Plan;

b. transportation network facilities, including pedestrian pathways, cycling facilities, streets, and public transit rights-of-way, be dedicated as necessary;

c. land be dedicated for commuter parking lots and transit stations, including related facilities and **Infrastructure** for the use of the general public, as necessary;

d. where the proposed subdivision abuts an existing street, that sufficient land, other than land occupied by buildings or structures, be dedicated to providing for the widening of the street to such width as indicated on Schedule 9B; and

e. land that is planned as a **School** site for any **School** board that has jurisdiction in the area in which the land is situated be offered to the **School** board, in accordance with the provisions of the *Planning Act*.

5.3.1.33 That prior to the approval of Draft Plans of Subdivision, the City shall confirm the availability of servicing capacity and shall plan to allocate such capacity in conjunction with the approved Phasing Plan for the block, or where there is no Block Plan, in a manner that facilitates the orderly **Development** of land.

5.3.1.34 That an owner(s) seeking to subdivide land may be required to enter into one or more agreements to secure the matters associated with the subdivision of land, as is deemed necessary by the City.

5.3.1.35 That if a Plan of Subdivision or part thereof has been registered for eight years or more, and does not meet the growth management targets of the Plan and does not conform to the policies of this Plan, Council shall use its authority under the *Planning Act* to deem it not to be a registered Plan of Subdivision.

5.3.1.36 That the approvals of Draft Plans of Subdivision include a lapsing date in accordance with the *Planning Act*.

## Consents (Severances)

5.3.1.37 That a consent to sever land may be considered, as per the *Planning Act*, provided that a Plan of Subdivision is not deemed necessary by the City and that the consent complies with the Plan.

5.3.1.38 That a consent to sever land for the creation of new lots applies whether the transaction takes the form of a conveyance, a lease for twenty-one years or more, or a mortgage.

5.3.1.39 That a consent may be permitted for the following purposes:

a. the creation of three (3) or fewer new lots or boundary adjustments to existing lots;

b. the creation of easements over existing lots; and/or

c. to convey additional lands to an adjacent lot.

5.3.1.40 That a consent shall not be granted for uses that are inconsistent with this Plan.

5.3.1.41 That a consent to sever land in the **Urban Area**, including the lands designated as **Oak Ridges Moraine Settlement Area** on Schedule 4, will be considered for the purposes of infilling in an existing **Urban Area**, but shall not extend the existing **Urban Area**.

5.3.1.42 That a consent in the **Urban Area** will be subject to the following policies:

a. infilling which economizes the use of urban land without disturbing the existing pattern of **Development**, perpetuating an undesirable pattern of **Development**, or prejudicing the layout of future **Development** shall be considered acceptable;

b. where a parcel of land is located within an existing settlement or is designated by this Plan for **Development**, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other similar applications on the original parcel, such individual severances from that parcel shall not be permitted, but may be considered through an application for a Plan of Subdivision; and

c. where existing developed lots have the potential for **Redevelopment** on a more comprehensive scale, a proposed severance(s) which might block potential points of access or further fragment ownership of these lands shall not be approved, unless such severance is determined to be appropriate following a Council-approved comprehensive study of the area, such as through a **Secondary Plan** or Block Plan process.

5.3.1.43 That a consent to sever land designated on Schedule 13 as **Natural Area** and Prime Agriculture may be permitted in the following instances:

a. **Agricultural Lands** where both the severed and retained lands are intended for **Agricultural Uses** a minimum size of 40 hectares outside the Urban Boundary shown on Schedules 1 and 1B;

b. severance of a **Residence Surplus to a Farming Operation** because of a farm consolidation, on which a habitable residence was an existing use, provided that:

i. the severance will be limited to the minimum size needed to accommodate the use and appropriate sewage and water services; and

ii. the retained lot of farmland will not be the location of a residential dwelling in perpetuity.

5.3.1.44 That a consent to sever land within the Oak Ridges Moraine Conservation Plan Area boundary, designated on Schedule 13, Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, or Oak Ridges Moraine Countryside, may be permitted in the following instances:

a. where the owner and operator of a farming operation acquires land to consolidate into the farming operation, a lot on which a habitable residential dwelling that existed before July 1, 2017 is situated, and that after the consolidation has become surplus to the

consolidated farming operation, may be severed from the lot of the consolidated farming operation. but only if:

i. the new lot will be limited to the minimum size that is needed to accommodate a residential use and the required sewage and water services; and

ii. no new residential dwellings will be constructed on a remnant parcel of farmland created by the severance;

b. severance of two or more lots for **Agricultural Uses** where the lot size of the severed and retained lots is at least 40 hectares;

c. the addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used; or

d. severance of parts of a lot from each other that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

5.3.1.45 Notwithstanding policy 3.2.8.6, in addition to the other policies of the Plan, consent or consents to sever land for **Non-Farm Residences** unrelated to a farm operation may be considered on land designated on Schedule 13 as Rural, subject to the following:

a. all such applications shall be subject to an amendment to the City's **Zoning By-law**;

b. it is the intent of this policy that rural non-farm residential severances shall be strictly limited, and in this regard, the creation of more than three units or lots either through Plan of Subdivision, consent, or Plan of Condominium shall not be permitted. The City's Development and Parks Planning Department shall monitor severances occurring annually;

c. severances shall not be permitted where they may conflict with the operation of **Agricultural Uses**;

d. **Development** and new land uses, including the creation of lots and new or expanding livestock facilities, shall comply with the Provincial **Minimum Distance Separation Formulae**;

e. the City shall be satisfied that the approval of the severances shall not establish an undesirable precedent for additional severances in the immediate area;

f. the City shall be satisfied that the adequacy of the surrounding road network shall not be incrementally compromised with the approval of the application;

g. lots to be created shall be limited to a size commensurate with their intended use and appropriate in the context of the area in which they are located;

h. lots created by consent and serviced by private waste disposal systems and individual or municipal wells, outside of estate residential plans of subdivision, shall be in accordance with the City's requirements respecting minimum lot sizes;

i. that where **Development** is proposed on private services on lots created by consent, the City shall be satisfied that the lots are of sufficient size, dimensions, and capability to provide for:

i. adequate long-term subsurface private waste disposal such that adjacent potable water supplies shall not be contaminated by the operation of the septic system; and

ii. an adequate quantity and quality of potable water supplies without adversely affecting either the quantity or quality of adjacent potable water supplies; and

j. limited infilling may be permitted where an application is for a **Non-Farm Residence** on a proposed lot located between existing **Non-Farm Residences**, wherein the lots of the existing **Non-Farm Residences** are no more than 100 metres apart on the same side of the road to prevent ribbon or strip **Development**.

5.3.1.46 That the Committee of Adjustment, in assessing each consent application, is required to consider the matters set out in the *Planning Act*. In addition to these matters, Council considers the following to apply:

a. in the case of non-conformity of the approval with the Official Plan, no consent shall be granted;

b. in cases where either the subject or retained lands are not in conformity with the approved **Zoning By-law**, the applicant shall file a **Zoning By-law** Amendment or a minor variance application prior to, or concurrently with, the consent application. When considering such **Zoning By-law** Amendment or minor variance applications, Council or the Committee of Adjustment shall have regard for the consent policies of this Plan; and

c. in cases where a Site Plan application is deemed necessary to assess a consent application, the City may defer the consent application until the City is satisfied with the Site Plan.

5.3.1.47 That in addition to matters under the *Planning Act*, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies:

a. complies with the policies of this Plan;

b. conformity of the proposed size, shape, and use of the lot with this Plan and the City's **Zoning By-law**;

c. that both the lot severed and the remaining parcel front on an existing assumed public highway or street, or upon a dedicated public road allowance upon which the applicant is constructing a road pursuant to an Agreement with and/or support from the City or the appropriate authorities. **Valley Lands** acquired for conservation purposes by the TRCA are exempt from these access requirements;

d. that if the proposed lot or remaining parcel has frontage on a **Provincial Highway**, any consent shall be subject to the requirements of the Ministry of Transportation;

e. that if the proposed lot or remaining parcel has frontage on a Regional or City road, any consent shall be subject to the requirements of the appropriate Regional or City authorities, including daylighting triangles and reserves;

f. that the creation of lots fronting on designated **Arterial Streets** shall be discouraged, as granting an entrance permit to serve a new lot provides another point of conflict with the

smooth flow of traffic for which the road is designed, particularly in areas where strip **Development** already poses traffic problems;

g. that all proposed lots shall have appropriate water and sanitary services. Where a proposed lot is in an area serviced by a municipal water system and/or sanitary sewer, the Committee of Adjustment shall obtain confirmation from the appropriate City and/or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated **Development** by Plan of Subdivision;

h. TRCA and/or qualified consulting services retained by the City shall be consulted in respect to applications for consent which are subject to flooding, wind, or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or **Fish Habitat**, mature **Tree** stands, and areas of high aggregate potential; and

i. the creation of lots shall not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility.

### Community Planning Permit System

It is the policy of Council:

5.3.1.48 That the City may, through an amendment to this Plan, identify one or more areas in Vaughan to which a **Community Planning Permit System** applies, and, through a by-law passed under the *Planning Act*, enact a **Community Planning Permit System** for that area.

## 5.4 Development Applications Process

### 5.4.1 Pre-Application Consultation

It is the policy of Council:

5.4.1.1 That the City strives to process **Development** applications efficiently and effectively to facilitate quality **Development** consistent with the policies of this Plan. The pre-application consultation process ensures that **Development** applications are complete and supported by submissions that fulfill the review requirements of the City and other pertinent review agencies, as set out under the *Planning Act*.

5.4.1.2 That a pre-application consultation meeting with the City may be requested by an applicant and be held prior to the submission of **Development** applications for Official Plan Amendments, **Zoning By-law** Amendments, Draft Plans of Subdivision, Draft Plans of Condominium, and Site Plan Approval.

5.4.1.3 That the purpose of the pre-application consultation meeting is to identify the required information, reports, studies, and materials to assist an applicant in the preparation of a complete **Development** application. The pre-application consultation meeting may also include the identification of potential policy conformity and technical issues that the applicant will need to address to ensure a complete **Development** application. The comments resulting from the pre-application consultation meeting do not constitute an approval and/or endorsement of the

application by the City. The comments provided by the City are at the sole discretion of the City and cannot be modified by the applicant.

5.4.1.4 Applicants shall refer to the City's Pre-application Guide for the requirements of pre-application consultation.

## 5.4.2 Complete Application Submission Requirements

It is the policy of Council:

5.4.2.1 That the City and/or external review agencies may issue Terms of Reference, Standards and Guidelines, or other guidance documents to establish the technical standards and format for any required information, reports, studies, and materials. In the absence of a Terms of Reference, Standards, and Guidelines document, applicants will rely on the instructions provided by the City and review agencies in the preparation of their **Development** application(s). Where Terms of Reference are not available from the City, applicants may be required to prepare a Terms of Reference to the satisfaction of the City and/or review agencies prior to the submission of a **Development** application(s).

5.4.2.2 The information, reports, studies, and materials, as identified in Appendix 4, may be identified as being required in support of a complete application for an Official Plan Amendment, **Zoning By-law** Amendment (including a **Zoning By-law** Amendment to Lift the Holding Symbol "(H)"), Draft Plan of Subdivision, Draft Plan of Condominium, and/or Site Plan Approval.

5.4.2.3 That for the purpose of deeming an application for an Official Plan Amendment, **Zoning By-law** Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, and Site Plan Approval complete, the following information is required, to the satisfaction of the City:

a. a complete application form(s) for the prescribed approval(s);

b. the prescribed application fee, in accordance with the City's Fees and Charges By-law in effect on the date the application(s) is submitted to the City;

c. all information, reports, studies, and materials identified in a Pre-Application Consultation Understanding and through the pre-application consultation meeting(s), including the requirements of external review agencies, with content and in a form satisfactory to the City. The City may deem information and materials submitted as incomplete if it is determined that the quality of the submission does not meet the standards prescribed in the Terms of Reference, Standards, and Guidelines, where available, prepared by the City. Further, the City requires a confirmation from commenting agencies that the studies, reports, and plans are acceptable and that all required fees have been paid;

d. where a pre-application consultation has been conducted, a confirmation of a pre-application consultation meeting with the City will be provided, in the form of a signed and valid Pre-Application Consultation Understanding, for the purposes of confirming the required application(s) and submission information, reports, studies, and materials, and to confirm the other external review agencies for which the applicant was required to consult. The Pre-Application Consultation Understanding shall be valid for 180 days from the date of the pre-application consultation meeting. If the Pre-Application Consultation

Understanding has expired, it is no longer considered valid. The applicant will be required to make a pre-application consultation extension request with the City in writing and pay the required fee(s) prior to the expiration of the Pre-Application Consultation Understanding, should an extension be required.

e. The City may deem information and materials submitted as incomplete if it is determined that the quality of the submission does not meet the standards prescribed in the Terms of Reference, Standards, and Guidelines, where available, prepared by the City. Further, the City requires a confirmation from commenting agencies that the studies, reports, and plans are acceptable and that all required fees have been paid.

5.4.2.4 That in addition to policy 5.4.2.3, the City, in consultation with any affected external review agencies, will evaluate the submission for completeness taking into consideration, but not limited to, the following:

a. the content of the application(s);

b. adherence to statutory, regulatory, and prescribed requirements;

c. consistency with the information, reports, studies, and materials that were required at the pre-application consultation meeting, if one was conducted; and

d. meeting the technical requirements identified in the Terms of Reference, Standards, and Guidelines, as applicable and as may be amended from time to time, of the City and external review agencies.

5.4.2.5 That if the submissions do not contain the information, materials, and studies required and do not address the technical and policy issues identified through the pre-application consultation, the City, upon review of the submission, may in its sole discretion deem the submission as incomplete.

5.4.2.6 That when the application(s) is deemed complete, a Notice of Complete Application Letter will be issued by the City, and the processing of the application(s) will begin.

5.4.2.7 That, through the application review process for an Official Plan Amendment, **Zoning By-law** Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, and/or Site Plan Approval that has been deemed complete, the City or other external review agency may require additional information, reports, studies, and/or materials. However, the request for additional information, reports, studies, and/or materials will not affect the date the application was deemed complete.

5.4.2.8 That where a study has been submitted in support of a **Development** application(s), and it is determined that a peer review is required, the peer review shall be coordinated by the City and undertaken by a peer reviewer retained by the City, but at the expense of the applicant. This would be required as a component of a complete application.

5.4.2.9 That the policies in Section 5.4 shall prevail over any conflicting policies in this Plan.

# 5.5 Monitoring and Review

## 5.5.1 Monitoring and Reviewing the City of Vaughan Official Plan

It is the policy of Council:

5.5.1.1 To undertake a review of the policies of this Plan as per the requirements in the *Planning Act*. The review shall determine if the policies of the Plan are adequately achieving the goals, objectives, and intent of this Plan.

5.5.1.2 That the City shall review and monitor this Plan, in accordance with specific policies set out in this Plan, and may amend, or modify, the objectives and policies to adapt to changing legislative, social, economic, environmental, or technical developments.

5.5.1.3 That the City may incorporate amendments to this Plan through Office Consolidations for the convenience of all stakeholders and the public. For accurate reference, the original Official Plan as approved by the **Province**, Ontario Land Tribunal decisions, and amendments to this Plan should be consulted.

5.5.1.4 That the City may also consider requests for amendments to this Plan from a person or public body, in accordance with the provisions of the *Planning Act* and the policies of this Plan.

5.5.1.5 That key performance indicators for the Official Plan Monitoring Report shall include:

a. Vaughan's overall housing supply, broken down by housing typology mix and tenure type (i.e., rental or ownership);

b. progress toward **Affordable Housing** targets;

c. progress toward population and employment density targets in the Vaughan Metropolitan Centre and in **Protected Major Transit Station Areas**;

d. the total land supply in **Employment Areas** and any change from previous years;

e. the development status of certain **Secondary Plan** areas, including but not limited to:

   i. types of buildings and uses proposed, approved, and/or built within the **Secondary Plan** Area;

   ii. achieved housing supply and typology mix within the **Secondary Plan** area; and

   iii. provision and/or conveyance of parkland pursuant to the **Secondary Plan** process and Section 4.4 of this Plan;

f. progress made in implementing required land use studies as directed by the policies or schedules of this Plan, such as **Secondary Plans**;

g. transportation indicators, including:

   i. linear kilometres of new cycling **Infrastructure**;

   ii. modal shifts in transit; and

iii. any changes in transportation-related greenhouse gas emissions per capita; and

h. overall progress toward city-wide greenhouse gas reduction targets.

# 5.6 Glossary

## 5.6.1 Glossary for the City of Vaughan Official Plan

It is the policy of Council:

5.6.1.1 That words in this Plan that are capitalized and bolded in blue are defined in Table 5.2 below, and that such definitions apply to this Plan. For all other words in this Plan, the standard meaning is implied.

5.6.1.2 That upon enactment of a by-law to update the definitions within the City's Comprehensive **Zoning By-law**, in accordance with Policies 5.3.1.1 to 5.3.1.3 of this Plan, where a definition in Table 5.2 conflicts with the definitions in the City's **Zoning By-law**, the **Zoning By-law**'s definition will prevail.

**Table 5.2: Glossary for the City of Vaughan Official Plan**

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| **Accessibility** | A combination of aspects, physical or virtual, that influence a person's ability to function within an environment and to access it with ease. |
| **Accessory** | Land uses, buildings, or structures that are located on the same parcel as the principal use but are subordinate, incidental and devoted exclusively to the principal use, and includes **Accessory** structures. |
| **Active Frontage(s)** | Building frontages or edges that allow a visual or physical engagement between the street users and the ground floors of buildings. Frequent openings and windows with few blank walls; narrow-frontage buildings that give vertical rhythm to the street edge; facade articulation; transparency that promotes eyes on the street; and uses spilling onto the street contribute to **Active Frontages**. |
| **Active Recreational Uses** | **Active Recreational Uses** are sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, racquet sports, aquatics, basketball and multi-use courts, volleyball, ice-skating, skateboarding, bocce, hockey and similar uses. |
| **Active Transportation** | Human-powered travel, including but not limited to, walking, cycling, rolling (inline skating, scootering) and travel with the use of a mobility aid, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. |
| **Additional Residential Unit(s)** | A self-contained residential unit with a private kitchen, bathroom and sleeping area located within a **Single-Detached House**, **Semi-Detached House**, or **Townhouse** that is **Accessory** to the principal residential unit, or in a building or structure **Ancillary** to a **Single-Detached House**, **Semi-Detached House** or **Townhouse** located on the same lot as the principal residential unit. |
| **Adjacent Land(s)** | Those lands contiguous to:<br>a) Existing or **Planned Corridors** and transportation facilities where **Development** would have a **Negative Impact** on the corridor or facility. The extent of the **Adjacent Lands** may be recommended in Provincial guidance or based on municipal approaches that achieve the same objectives;<br>b) A specific **Natural Heritage Feature or Area** where it is likely that **Development** or **Site Alteration** would have a **Negative Impact** on the feature or area. The extent of the **Adjacent Lands** may be recommended by the **Province** or based on municipal approaches which achieve the same objectives; |

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| | c) Lands on the surface of known petroleum resources, mineral deposits, or deposits of **Mineral Aggregate Resources** where it is likely that **Development** would constrain future access to the resources. The extent of the **Adjacent Lands** may be recommended by the **Province**; and<br>d) A **Protected Heritage Property** or as otherwise defined in this Plan. |
| **Adverse Effect(s)** | As defined in the *Environmental Protection Act*, means one or more of:<br>a) impairment of the quality of the natural environment for any use that can be made of it;<br>b) injury or damage to property or plant or animal life;<br>c) harm or material discomfort to any person;<br>d) an **Adverse Effect** on the health of any person;<br>e) impairment of the safety of any person;<br>f) rendering any property or plant or animal life unfit for human use;<br>g) loss of enjoyment of normal use of property; and<br>h) interference with the normal conduct of business. |
| **Affordable Housing** | In the case of ownership housing, the least expensive of:<br>1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or<br>2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality.<br><br>In the case of rental housing, the least expensive of:<br>1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or<br>2. a unit for which the rent is at or below the average market rent of a unit in the municipality.<br><br>For the purposes of this definition, "low- and moderate income household" means:<br>a) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality or;<br>b) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality. |
| **Agricultural Condition** | a) In regard to specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the **Microclimate** on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and<br>b) In regard to **Prime Agricultural Land** outside of specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced. |
| **Agricultural Impact Assessment** | The evaluation of potential impacts of non-agricultural uses on the **Agricultural System**. An assessment recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. |
| **Agricultural System** | A system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:<br>a) An agricultural land base comprised of **Prime Agricultural Areas**, including specialty crop areas. It may also include **Rural Lands** that help to create a continuous productive land base for agriculture; and<br>b) An **Agri-Food Network** which includes agricultural operations, **Infrastructure**, services and assets important to the viability of the agri-food sector. |

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| **Agricultural Use(s)** | The growing of crops, including nursery, biomass and horticultural crops; raising of livestock; raising of other animals for food, fur or fiber, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including but not limited to, livestock facilities, manure storage, value-retaining facilities, principal dwelling associated with an agricultural operation and housing for farm workers, when the size and nature of the operation requires additional employment. |
| **Agriculture-Related Uses** | Those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity. |
| **Agri-Food Network** | Within the **Agricultural System**, a network that includes elements important to the viability of the agri-food sector such as regional **Infrastructure** and transportation networks; agricultural operations including on-farm buildings and primary processing; **Infrastructure**; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities. |
| **Agri-Tourism Uses** | Farm-related tourism uses, including limited accommodation such as a **Bed and Breakfast**, that promote the enjoyment, education or activities related to the farm operation. |
| **Ancillary** | Means a permitted use that is additional, secondary, and complementary to a permitted principal use, but is not **Accessory** to the permitted principal use. |
| **Archaeological Assessment(s)** | A survey undertaken by a Provincially licensed archaeologist to identify **Archaeological Resources** and, to the extent required, the cultural heritage value or interest of the site and applicable mitigation measures. There are four levels of assessment that are specific to the circumstances, a Stage 1, Stage 2, Stage 3 or Stage 4 **Archaeological Assessment**, each of which is required as completed by a Provincially licensed archaeologist in accordance with the current Provincial requirements, standards and guidelines applicable to Provincially licensed archaeologists. |
| **Archaeological Resource(s)** | Includes artifacts, **Archaeological Sites**, and marine **Archaeological Sites**, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon **Archaeological Assessments** carried out by archaeologists licensed under the *Ontario Heritage Act*. |
| **Archaeological Site(s)** | Any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest. |
| **Area(s) Of Archaeological Potential** | Areas with the likelihood of containing **Archaeological Resources**, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*. |
| **Area(s) Of Natural and Scientific Interest** | Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. **Areas of Natural and Scientific Interest** are identified by the **Province**. |
| **Arterials/ Arterial Streets** | Form the concession block grid that provides the overall structure to Vaughan's street network. Certain **Arterials** are managed by York Region and others are under the jurisdiction of the City. Improvements to **Arterial** rights-of-way are being made to provide safe conditions for pedestrian, bicycle and transit use. |
| **Back-To-Back Townhouse(s)** | A **Townhouse** which shares a rear wall as well as a sidewall(s), resulting in a building with two facades where individual entrances to the units are located with no rear yard. A **Back-to-Back Townhouse** may be combined with a **Stacked Townhouse**. |

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| **Bed And Breakfast(s)** | An owner-operated establishment, operated as an **Accessory** use to a single detached dwelling, where temporary sleeping accommodation and sanitary facilities are made available and where meals are provided to guests. A **Bed and Breakfast** shall not include a **Hotel**, **Hotel** (small scale) or short-term rental. |
| **Brownfield Sites** | Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. |
| **Built-Up Area** | All lands within the limits of the developed **Built-Up Area** as identified on Schedule 1A. |
| **Built Form Transitions** | The tapering of building heights and densities as a way of achieving compatibility of built forms from areas of one character to another (e.g., low-rise to high-rise built forms). |
| **Built Heritage Resource(s)** | A building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. |
| **Collector Street(s)** | Provide important linkages within the concession blocks created by **Arterial Streets**. Managed by the City, major and minor **Collector Streets** provide the main local transit and pedestrian and bicycle facilities for local communities. Major and minor **Collector Streets** generally have a maximum of four through lanes and two lanes respectively. |
| **Community Area(s)** | Areas where most of the housing required to accommodate the forecasted population will be located, as well as most population-related jobs and most office jobs. **Community Areas** include lands within the delineated **Built Boundary** and **Designated Greenfield Areas**. |
| **Community Energy Plan** | A strategic document that outlines an approach to managing energy resources and reducing energy consumption. **Community Energy Plans** will be prepared to:<br>a. Provide additional detail and clarity about the City's energy consumption;<br>b. Identify targets for energy reduction;<br>c. Identify opportunities and targets for on-site energy generation, geothermal energy, and district energy systems;<br>d. Provide **Development** standards and design guidelines to maximize energy efficiency; and<br>e. Identify opportunities for district energy systems where appropriate densities exist to support such systems, including early consideration for:<br>a. Streetscape design for the future construction, maintenance, and operation of district energy systems; and<br>b. Utilities and **Infrastructure** related to the above. |
| **Community Facilities** | Public facilities used for indoor and outdoor recreational, institutional, social or cultural activities, which may be further defined as **Small-Scale Community Facilities**. **Community Facilities** include arts and recreation facilities, museums, libraries, community health and resource centres, **Schools**, places of worship, **Day Cares**, long-term care facilities and **Public Emergency Services**. |
| **Community Hub** | **Community Hubs** serve as a central access point, which offer services in collaboration with different community agencies and service providers, reduce administrative duplication, improve services for residents and are responsive to the needs of their communities. Whether in a high-density urban neighbourhood or an isolated rural community, each hub is as unique as the community it serves and is defined by local needs, services and resources related to health, social, cultural, and recreational matters. |

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| **Community Planning Permit System** | A tool municipalities may use to streamline the **Development** approval process by combining zoning, minor variance and site plan applications into one application package, as enabled by the *Planning Act*. Certain conditions may be applied, and a **Community Planning Permit System** may apply to specific areas within a municipality or the entire municipality. |
| **Compatible** | **Development** that is not the same as, or even similar to existing **Development** within immediate surroundings of one another but that enhances the character of the surrounding community without causing any undue, **Adverse Effects** on adjacent properties. |
| **Complete Community/ Communities** | Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, **Public Service Facilities**, local stores and services. **Complete Communities** are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations. |
| **Complete Streets** | Streets which are designed to accommodate all vehicles and modes of travel, including passenger vehicles, goods movement, transit, **Active Transportation** and users of all ages and abilities. Complete streets should be safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel. |
| **Conserve** (Also: **Conserved**, **Conserves**, **Conserving**, **Conservation**) | The identification, protection, management and use of **Built Heritage Resources**, **Cultural Heritage Landscapes** and **Archaeological Resources** in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a **Conservation** plan, **Archaeological Assessment**, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative **Development** approaches should be included in these plans and assessments. |
| **Conservation Plan For Cultural Heritage Resources** | A detailed report prepared by a heritage specialist, outlining proposed work to a heritage resource to ensure its longevity, and may be required with or without a **Cultural Heritage Impact Assessment**. |
| **Cooling Centre(s)** | A **Cooling Centre** in Vaughan is an air-conditioned public space that provides temporary refuge from extreme heat weather conditions. In the event Environment Canada and the Medical Officer of Health issue an extreme heat alert, all community centres and libraries in Vaughan will act as **Cooling Centres**. |
| **Core Feature(s)** | **Core Features** include key natural heritage features, **Key Hydrologic Features**, key hydrologic areas, **Environmentally Significant Areas**, and **Areas of Natural and Scientific Interest** throughout the City of Vaughan, including within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area. |
| **Crime Prevention Through Environmental Design** (**CPTED**) | A multi-disciplinary approach to crime prevention that uses urban and architectural design and the management of built and natural environments. |
| **Cultural Heritage Character Area(s)** | A defined geographical area modified by human activity consisting of landscapes and/or groupings of buildings or structures of heritage value that may not merit designation under the *Ontario Heritage Act* but that merit special **Conservation** efforts. Such areas can include mill sites, hamlets, neighbourhoods and Natural Areas. |
| **Cultural Heritage Impact Assessment(s)** | A document prepared by a qualified professional with appropriate expertise comprising text and graphic material, including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of **Cultural Heritage Resources** together with a description of |

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| | the process and procedures in deriving potential effects and mitigation measures. |
| **Cultural Heritage Landscape(s)** | A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, **Archaeological Sites**, or natural elements that are valued together for their interrelationship, meaning or association. |
| **Cultural Heritage Resource(s)** | **Built Heritage Resources**, **Cultural Heritage Landscapes** and **Archaeological Resources** that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some **Cultural Heritage Resources** may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. |
| **Cultural Heritage Survey(s)** | A document prepared by a qualified professional with appropriate expertise that:<br>a) identifies any **Cultural Heritage Resources** on or in close proximity to the subject lands and the significance of those resources; and<br>b) makes recommendations for **Conserving** the **Cultural Heritage Resources**, including whether a **Cultural Heritage Impact Assessment** should be prepared. |
| **Day Care(s)** | A building or part of a building that receives more than five children primarily for the purpose of providing temporary care, or guidance, or both temporary care and guidance, for a continuous period not exceeding twenty-four hours, pursuant to the *Day Nurseries Act*. |
| **Designated Greenfield Area** | Lands outside of the **Built Boundary** that are designated for urban use but are not yet developed for such use. |
| **Designated and Available** | Lands designated for urban residential use. Where more detailed official plan policies (e.g., **Secondary Plans**) are required before **Development** applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be **Designated and Available** for the purpose of this definition. |
| **Designated Heritage Property/ Properties** | Real property designated under Parts IV, V or VI of the *Ontario Heritage Act* or real property that is subject to a heritage conservation easement under Parts II or IV of the *Act*. |
| **Destination Park(s)** | Signature civic spaces that provide unique recreational experiences and specialized facilities designed to draw visitors city-wide and regionally, with flexible spaces accommodating daily use, large-scale events, physical activity, and passive recreation. |
| **Developable Area** | The **Developable Area** includes all lands available for **Development** for both private and public uses, including residential and employment uses, open space and **Infrastructure** (e.g. local and Regional streets and stormwater management ponds).<br><br>The **Developable Area** excludes:<br>a) Environmental features and areas where **Development** is prohibited;<br>b) The Regional Greenlands System and approved local municipal **Natural Heritage Systems** where **Development** is prohibited;<br>c) Key natural heritage features and **Key Hydrologic Features**;<br>d) Major **Infrastructure** rights-of-way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and<br>e) Existing uses (e.g. cemeteries, estate subdivisions). |

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| | This definition shall only apply to the following:<br>a) Calculating minimum density in residents and jobs per hectare in **New Community Areas** and **New Employment Areas**;<br>b) For new parkland for all residential **Development** or **Redevelopment**, the rate of conveyance or payment-in-lieu of parkland dedication;<br>c) The rate of parkland dedication for all **Development** or **Redevelopment** for a commercial purpose or an industrial purpose; and<br>d) Where **Archaeological Resources** are **Conserved In Situ**, the area subject to **In Situ Conservation** shall be excluded from the calculation of the **Developable Area** of the site. |
| **Development(s)** | The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:<br>a) Activities that create or maintain **Infrastructure** authorized under an **Environmental Assessment** process or identified in provincial standards; or<br>b) Works subject to the *Drainage Act*; or<br>c) For the purposes of policy 4.1.4.a of the Provincial Planning Statement, 2024, underground or surface mining of minerals or advanced exploration on mining lands in **Significant** areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a of the Provincial Planning Statement, 2024. |
| **District Park(s)** | Minimum 5 hectares. Provide outdoor sports, recreation, and **Community Facilities** serving multiple neighbourhoods with district-level amenities. |
| **Drive-Through** | The land and structures **Accessory** to a principal use that is used to provide a service to patrons while remaining in their motor vehicle. |
| **Duplex(es)** | A building that has two residential units, with one residential unit entirely or partially above the other. A **Single-Detached House** that has an **Additional Residential Unit** is not a **Duplex**. |
| **Early Successional** | A previously non-wooded, currently regenerating area in which:<br>a) there is less than 2 square metres of basal area per hectare in **Trees** that are 10 centimetres or more in diameter from any combination of species listed in the following Table; and,<br>b) there is less than 2 square metres of basal area per hectare in **Trees** that are 25 centimetres or more in diameter from any combination of species listed below plus White Ash (Fraxinus americana), Black Cherry (Prunus serotina), White Cedar (Thuja occidentalis), White Elm (Ulmus americana) or Red Elm (Ulmus rubra).<br><br>Mid to Late Successional or Site Restricted **Tree** Species<br>Abies balsamea – Balsam Fir<br>Fraxinus nigra – Black Ash<br>Acer pensylvanicum – Striped Maple<br>Juglans cinerea – Butternut<br>Larix laricina – Tamarack<br>Juglans nigra – Black Walnut<br>Ostrya virginiana – Hop-hornbeam<br>Picea mariana – Black Spruce<br>Picea glauca – White Spruce<br>Pinus resinosa – Red Pine<br>Acer rubrum – Red Maple<br>Pinus strobus – White Pine<br>Acer saccharinum – Silver Maple<br>Quercus alba – White Oak |

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| | Acer saccharum – Sugar Maple<br>Quercus macrocarpa – Bur Oak<br>Betula alleghaniensis – Yellow Birch<br>Quercus rubra – Red Oak<br>Carpinus caroliniana – Blue-beech<br>Quercus velutina – Black Oak<br>Carya cordiformis – Bitternut Hickory<br>Sorbus americana – American Mountain-ash<br>Carya ovata – Shagbark Hickory<br>Tilia americana – Basswood<br>Cephalanthus occidentalis – Buttonbush<br>Tsuga canadensis – Hemlock<br>Fagus grandifolia – Beech<br>Ulmus thomasii – Rock Elm |
| **Ecological Function(s)** | The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical, and socio-economic interactions. |
| **Ecological Integrity** | The condition of ecosystems in which:<br>a) The structure, composition and function of the ecosystems are unimpaired by the stresses from human activity;<br>b) Natural ecological processes are intact and self-sustaining; and<br>c) The ecosystems evolve naturally. |
| **Emergency Shelter(s)** | An **Emergency Shelter** provides evacuees access to food, clothing, lodging, pet sheltering, mobile device charging, washroom/bathing facilities and services to support recovery from the situation. To provide a place of refuge for evacuees during times of need, Vaughan's community centres will act as **Emergency Shelters**. |
| **Employment Area(s)** | Areas designated in the Official Plan for clusters of business and economic activities, including manufacturing, warehousing, goods movement, associated **Retail** and office, and ancillary facilities. An **Employment Area** also includes areas of land described by subsection 1(1.1) of the *Planning Act*. Uses that are excluded from **Employment Areas** are institutional and commercial, including **Retail** and office not associated with the primary employment use listed above. |
| **Employment-Supportive Uses** | Land uses, including **Retail** commercial uses but not **Major Retail**, which serve the businesses and employees in proximity to the **Employment Area** but do not inhibit existing or preclude future employment uses in the **Employment Area**. |
| **Endangered Species** | A species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time. |
| **Environmental Assessment(s)** | An **Environmental Assessment** undertaken in accordance with the *Environmental Assessment Act* of Ontario, RSO 1990, as amended. |
| **Environmental Impact Study/ Studies** | A study to confirm the presence and/or significance of natural features, the extent of the feature(s) and/or to determine the potential direct and indirect impacts, of a proposed **Development** on the **Natural Heritage Network** and/or on a key natural heritage feature or **Key Hydrologic Feature** and their functions. |

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| **Environmentally Significant Area(s)** | Areas that require special protection to preserve their environmentally significant qualities. **Environmentally Significant Areas** contain forests, meadows, **Wetlands**, and landforms that support a variety of plant and animal life. **Environmentally Significant Areas** are identified by the City. |
| **Equity Deserving Group(s)** | A group of people who, because of systemic discrimination, face barriers that prevent them from having the same access to the resources and opportunities that are available to other members of society, and that are necessary for them to attain just outcomes. The emphasis on deserving recognizes that groups' barriers to equal access, opportunities and resources are due to marginalization created by attitudinal, historical and environmental barriers. This term is not limited to racialized groups and can be applicable to other marginalized groups. |
| **Established Large-Lot Neighbourhoods** | Established residential neighbourhoods within **Community Areas** characterized exclusively or predominantly by **Single-Detached Houses** located on generally large lots with frontages exceeding 20 metres and/or by their historical, architectural, or landscape value. Some of these neighbourhoods, including estate lot neighbourhoods, are also characterized by their substantial rear, front and side yards, and by lot coverages that contribute to expansive amenity areas and provide opportunities for attractive landscape development and streetscapes. These include neighbourhoods at or near the core of the founding communities of Thornhill, Concord, Kleinburg, Maple, and Woodbridge, and may also be part of the respective **Heritage Conservation Districts**. |
| **Existing Uses** (Greenbelt Only) | When applicable to the Greenbelt Plan, uses legally established prior to the date that the Greenbelt Plan came into force on December 16, 2004, or for the purposes of lands added to the Greenbelt Plan after December 16, 2004, uses legally established prior to the date the Greenbelt Plan came into force in respect of the land on which the uses are established. |
| **Farm Property** | Land that is actively in **Agricultural Use**, as described and defined by the Province's Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas. |
| **Fish Habitat** | As defined in the *Fisheries Act*, **Fish Habitat** means water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes including spawning grounds and nursery, rearing, food supply, and migration areas. |
| **Floor Space Index (FSI)** | The quotient obtained by dividing the total **Gross Floor Area** of all buildings on the lot, by the **Net Developable Lot Area.**<br><br>For the purpose of calculating **Floor Space Index**, **Net Developable Lot Area** means:<br>All lands available for **Development** on a lot, which shall exclude:<br>a) **Core Features** and any associated **Vegetation Protection Zones** that are in either public or private ownership;<br>b) Public parkland and **Privately Owned Public Spaces (POPS)** that are eligible and proposed to be used for parkland credits;<br>c) **School** blocks; and<br>d) Public, utility and/or **Infrastructure** rights-of-way, inclusive of land dedications, which may include but not be limited to public roads, 400-series highways and planned alignments or extensions, utility lines, pipelines and rail corridors. |
| **Fourplex(es)** | A building that has four residential units, with at least one residential unit entirely or partially above another residential unit. A **Single-Detached House**, **Semi-Detached House**, or **Townhouse** that has one or more **Additional Residential Units** is not a **Fourplex**. |
| **Garden Suite** | A one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable. |
| **Gentle Intensification** | Residential **Intensification** within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single family (or low density), in a way that is **Compatible** with the existing neighbourhood. |

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| **Globally Or Provincially Rare Plants, Animals, Or Communities** | Plant or animal species or communities that have been assigned a Provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of:<br>S1 – Extremely rare;<br>S2 – Very rare;<br>S3 – Rare to uncommon;<br>G1 – Extremely rare;<br>G2 – Very rare; or<br>G3 – rare or rare to uncommon. |
| **Good Heritage Conservation Practices** | Is the approach to **Conserving** a **Cultural Heritage Resource** accepted by professionals engaged in the work and is set out in the following documents:<br>a) United Nations Educational, Scientific and Cultural Organization (UNESCO) and International Council on Monuments and Sites (ICOMOS) Conventions and Charters – Venice, Appleton, Washington and Burra;<br>b) Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada;<br>c) Ontario Heritage Toolkit;<br>d) The Ontario Ministry of Culture's eight guiding principles in the **Conservation** of built heritage properties; and<br>e) The respective **Heritage Conservation District** Plan or guidelines in which the property is located, if the property is designated under Part V of the *Ontario Heritage Act*. |
| **Green Infrastructure** | Natural and human-made elements that provide ecological and **Hydrologic Functions** and processes. **Green Infrastructure** can include components such as **Natural Heritage Features and Areas** and systems, parklands, stormwater management systems, street **Trees**, **Urban Forests**, natural channels, permeable surfaces, and **Green Roofs**. |
| **Green Roof(s)** | An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium. |
| **Greenway(s)** | Trail corridors, including hydro corridors or other linear open spaces, which are typically a minimum of 25 metres in width and provide important linkages for pedestrians and cyclists, can improve connections between significant destinations such as other parks and open spaces, and **Community Facilities**, and may provide seating opportunities or shade within the **Greenway** corridor. |
| **Gross Area** | All lands available for **Development** for both private and public uses, including residential, and employment uses, private open space and **Infrastructure** (e.g., local and Regional streets and stormwater management ponds).<br><br>This definition shall only apply to the following:<br>a) Calculating an alternative parkland rate, if employed in accordance with the *Planning Act*; and<br>b) The **Gross Area** referred to in **Protected Major Transit Station Area** policies of this Plan. |
| **Gross Floor Area** | The aggregate of the floor areas of all **Storeys** of a building measured from the outside of the exterior walls, but excluding any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade. |
| **Habitat of Endangered and Threatened Species** | The habitat, as approved by the Ontario Ministry of Environment, Conservation and Parks, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of **Endangered Species** or **Threatened Species**, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. In addition, select species placed on the Species at Risk in Ontario List are identified in regulations under the *Endangered Species Act*, which may provide further definition of **Habitat of Endangered and Threatened Species**. |

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| **Hazardous Lands** | Property or lands that could be unsafe for **Development** due to naturally occurring processes. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means that land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. |
| **Hazardous Sites** | Property or lands that could be unsafe for **Development** and **Site Alteration** due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography). |
| **Heritage Attributes** | As defined under the *Ontario Heritage Act,* in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest. |
| **Heritage Conservation District(s)** | A **Heritage Conservation District** is a geographically defined area with distinct heritage character that is protected by a municipal bylaw under the *Ontario Heritage Act*. Subsection 41 (1) in Part V of the *Ontario Heritage Act* enables the council of a municipality to designate the entire municipality or any defined area or areas of the municipality as a **Heritage Conservation District**. |
| **Heritage Conservation District Conformity Report(s)** | A report prepared by a heritage specialist prepared for a **Development** proposal on any subject property within a designated **Heritage Conservation District**. The purpose of the report is to ensure that proposed **Development** conforms to the **Heritage Conservation District** Plan and its policies. |
| **Heritage Inventory** | See **Register of Cultural Properties of Heritage Significance**. |
| **Heritage Permit Application(s)** | An application for a permit under Parts IV or V of the *Ontario Heritage Act* to alter, add to, construct, demolish or remove a structure or feature on a property. The **Heritage Permit Application** shall be accompanied by the following information:<br>a) municipal and legal address of the property;<br>b) name and address of the property owner;<br>c) property survey of the affected property;<br>d) current photographs of the buildings and landscape features of the property that will be affected by the proposal;<br>e) a description of the proposed work, including:<br>o Site Plan; **Cultural Heritage Impact Assessment**; landscape drawings; current survey; arborist report and tree protection plan; sketches or architectural drawings of the proposed work showing materials, dimensions and scope of the work to be undertaken; any research or documentation in support of the proposal, including; archival photographs of the property; pictures or plans of similarly styled heritage buildings in the community; and signed statement by the owner authorizing the application and permitting staff to inspect the property; and<br>f) applicable fee. |
| **Higher Order Transit** | Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed-traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. **Higher Order Transit** can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way. |
| **Highly Vulnerable Aquifer(s)** | Aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant **Adverse Effect**. |

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| **High-Occupancy Vehicle Lanes** | Reserved rights-of-way for public transit vehicles and other vehicles such as emergency vehicles, taxis or multiple-person vehicles. |
| **High-Rise Building** | A building over twelve **Storeys** in height. May include buildings intended for both residential and non-residential uses. |
| **Home Industries** | An industry that is carried out in the home or in a building that is **Accessory** to the home or, if the home is located on a farm, to the agricultural operation and:<br>a) If the home is not located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the home as a single dwelling, provides a service such as carpentry, metalworking, welding, electrical work or blacksmithing, primarily to the farming community, and does not include uses such as auto repair or paint shop or furniture stripping; or<br>b) If the home is located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the farm as an agricultural operation and may include, but is not limited to, a sawmill, welding or woodworking shop, manufacturing or fabrication shop, equipment repair and seasonal storage of boats or trailers. |
| **Home Occupation(s)** | A small-scale privately operated business which provides a service as an **Accessory** use within a residential dwelling unit, or an **Accessory** building to a residential dwelling unit, and is performed by one or more of the permanent residents of that dwelling unit and is **Compatible** with the character of the surrounding area. Permitted **Home Occupation** uses will be defined and **Development** standards established in the **Zoning By-Law**. |
| **Hotel(s)** | A building(s), or part thereof, used for the temporary sleeping accommodation of the public and may include **Accessory** uses and ancillary cooking facilities as established in the **Zoning By-law**. |
| **Housing Options** | As defined in the Provincial Planning Statement, 2024, a range of housing types, such as, but not limited to single-detached, semi-detached, rowhouses, **Townhouses**, **Stacked Townhouses**, multiplexes, **Additional Residential Units**, tiny homes, laneway housing, **Garden Suites**, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, **Affordable Housing**, additional needs housing, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational or institutional or uses such as long-term care homes. |
| **Human and Social Services** | Supports for people in every stage of their life that positively influence social determinants of health and strengthen communities. These services are provided by a variety of private, government and non-government organizations and address the needs of the population in areas such as health care, food banks, services for people with special needs, parenting programs, services for youth and settlement support for new immigrants. |
| **Hydrologic Function(s)** | The functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment, including its relation to living things. |
| **Hydrologically Sensitive Feature(s)** | See **Key Hydrologic Feature**. |
| **Inclusionary Zoning** | Regulatory tool that allows municipalities to require, through a by-law passed under section 35.2 of the *Planning Act,* **Affordable Housing** units to be provided in new residential **Developments** or **Redevelopments** located within **Protected Major Transit Station Areas**. |

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| **Indigenous Peoples** | Indigenous peoples in Ontario refer to the descendants of the original inhabitants of the region before European colonization. This diverse group includes three main categories recognized by the Canadian government: First Nations, Métis, and Inuit. As of 2016, Ontario had the largest Indigenous population in Canada, with over 374,000 individuals, representing more than one-fifth of the nation's total Indigenous population. The Indigenous population in Ontario is diverse, with various languages, cultures, and traditions that reflect their long-standing relationship with the land. |
| **In Situ** | **In Situ** means remaining in place in the original location where something was found. |
| **Infrastructure** | Physical structures (facilities and corridors) that form the foundation for **Development**. **Infrastructure** includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, **Active Transportation** systems, oil and gas pipelines and associated facilities. |
| **Intensification** | The **Development** of a property, site or area at a higher density than currently exists through:<br>a) **Redevelopment**, including the reuse of **Brownfield Sites** and underutilized shopping malls and plazas;<br>b) the **Development** of vacant and/or underutilized lots within previously developed areas;<br>c) infill **Development**; and<br>d) the expansion or conversion of existing buildings. |
| **Interim Open Space** | A temporary public space created to enhance urban areas for a limited time, providing recreational and community benefits until park and recreation facilities are developed. |
| **Intermittent Streams** | **Surface Water Features** that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year. |
| **Kettle Lakes** | A depression formed by glacial action and permanently filled with water. |
| **Key Hydrologic Feature(s)** | **Key Hydrologic Features** include **Wetlands**, **Lakes And Their Littoral Zones**, permanent and **Intermittent Streams**, **Kettle Lakes**, **Seepage Areas and Springs**. |
| **Lakes And Their Littoral Zones** | Means any inland body of standing water, usually fresh water, larger than a pool or pond or a body of water filling a depression in the earth's surface. The littoral zone refers to the area of shallow water in a lake that extends from the shoreline lakeward to limit occupancy of rooted aquatic plants. |
| **Linkage(s)** | Connections between Natural Areas that provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall **Natural Heritage Network**. |
| **Live-Work Units** | A building, or part of a building, containing a business that is operated by at least one resident of an associated dwelling unit comprising a non-residential use component with a residential use component located on the same premise. |
| **Local Centre(s)** | A subset of **Strategic Growth Areas** as identified on Schedule 1B and include Woodbridge, Maple, Kleinburg, Thornhill, Vellore Village Centre, Carrville Centre and Kirby Centre. |
| **Local Corridor(s)** | A subset of **Strategic Growth Areas** identified on Schedule 1B and include Major Mackenzie Drive West, Rutherford Road, Steeles Avenue West and Jane Street. |

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| **Local Street(s)** | Have a maximum of two lanes and accommodate pedestrian and cyclists, and may support community-oriented transit, as well as local businesses, where required. |
| **Low Impact Development** | An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. **Low Impact Development** can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, **Green Roofs** and exfiltration systems. |
| **Low-Rise Building(s)** | A building up to a maximum of five **Storeys** in height. May include buildings intended for both residential and non-residential uses. |
| **Major Development** | **Development** consisting of:<br>a) the creation of four or more lots;<br>b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or<br>c) the establishment of a **Major Recreational Use**. |
| **Major Facility/ Facilities** | Facilities which may require separation from **Sensitive Land Uses**, including but not limited to, airports, manufacturing uses, transportation **Infrastructure** and corridors, **Rail Facilities**, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems and resource extraction activities. |
| **Major Goods Movement Facilities and Corridors** | Transportation facilities, corridors and networks associated with inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, **Rail Facilities**, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are freight-supportive may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives. |
| **Major Office** | Office uses greater than 4,000 square metres per lot or with approximately 200 jobs or more. |
| **Major Recreational Use(s)** (Greenbelt Plan And Oak Ridges Moraine Conservation Plan Only) | Where applicable to the Greenbelt Plan Area or Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, **Major Recreational Uses** are recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to, the following: golf courses; serviced playing fields; serviced campgrounds; and ski hills. |
| **Major Retail** | Includes **Retail** big-box stores, including warehouse-style stores, and **Shopping Centres**. For the purposes of this definition, a **Shopping Centre** is not a collection of ancillary uses that primarily serve the business functions on employment lands. |
| **Major Transit Station Area(s)** | The area including and around any existing or planned **Higher Order Transit** station or stop within a settlement area; or the area including and around a major bus depot in an urban core. **Major Transit Station Areas** generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. |

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| **Meander Belt** | The area of land in which a **Watercourse** channel moves or is likely to move over a period of time. The extent of the **Meander Belt** allowance is determined by a technical report using accepted scientific and engineering principles and includes considerations for meander amplitudes, erosion setbacks and factors of safety. |
| **Mews** | Pedestrian priority spaces that create enhanced connectivity in the downtown, animated by active edges. They may also be thoughtfully designed to accommodate traffic access and service uses. **Mews** may incorporate special design components, such as custom surface treatments, moveable planters, furnishings, accent lighting, and/or installations between buildings. |
| **Microclimates** | The climate of a very small or restricted area, especially when this differs from the climate of the surrounding area. |
| **Micromobility** | Transportation over short distances provided by eco-friendly, usually single-person vehicles, such as electric bicycles and scooters. |
| **Mid-Rise Building(s)** | A building with a minimum height of five **Storeys** up to a maximum of twelve **Storeys** in height. May include buildings intended for both residential and non-residential uses. |
| **Mineral Aggregate Operation(s)** | Means:<br>a) Lands under license or permit, other than for **Wayside Pits and Quarries**, issued in accordance with the *Aggregate Resource Act;*<br>b) For lands not designated under the *Aggregate Resources Act,* established pits and quarries that are not in contravention of municipal **Zoning By-Laws** and including **Adjacent Land** under agreement with or owned by the operator, to permit continuation of the operation; and<br>c) Associated facilities used in extraction, transport, beneficiation, processing or recycling of **Mineral Aggregate Resources** and derived products such as asphalt and concrete, or the production of secondary related products. |
| **Mineral Aggregate Resources** | Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act*. |
| **Minimum Distance Separation Formulae** | Formulae and guidelines developed by the **Province**, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. |
| **Missing Middle** | Residential buildings that contain a higher density than a **Single Detached House** but lower density than a **Mid-Rise Building**, ideally at different thresholds of affordability to deliver a full range and mix of **Housing Options**. |
| **Mobility Plan** | A **Mobility Plan** is a combination of a **Multi-Modal Mobility Plan** along with the traditional transportation impact study analyses and is required to support all **Development** applications in York Region that have potential impacts on Regional and local transportation systems. |
| **Multi-Modal** | Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, **Higher Order Transit**, rail (such as freight), trucks, air, and marine. |
| **Natural Hazard(s)** | Hazards due to flooding, erosion, dynamic beaches, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage. |

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| **Natural Heritage Features And Areas** | In accordance with the Provincial Planning Statement, 2024, features and areas, including **Significant Wetlands**, **Significant** coastal **Wetlands**, other coastal **Wetlands** in Ecoregions 5E, 6E and 7E, **Fish Habitat**, **Significant Woodlands** and **Significant Valleylands** in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St.Marys River), **Habitat of Endangered and Threatened Species**, **Significant Wildlife Habitat**, and **Significant Areas of Natural and Scientific Interest**, which are important for their environmental and so, cial values as a legacy of the natural landscapes of an area. |
| **Natural Heritage Network** | Vaughan's **Natural Heritage Network** is an interconnected system of **Natural Heritage Features and Areas** and hydrological features and functions they perform. **Natural Heritage Features and Areas**, such as **Wetlands**, **Woodlands**, and the extensive **Valley and Stream Corridors** are identified **Core Features** to be protected and enhanced. Identified **Enhancement Areas** support and connect the **Core Features**. Vaughan's **Natural Heritage Network** includes the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area. It has been developed through analysis, modelling and review of ongoing and previous work prepared by the City and other agencies, including **Watershed** Plans for the Don and Humber Rivers. |
| **Natural Heritage System** | A system made up of **Natural Heritage Features and Areas**, and **Linkages** intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include **Natural Heritage Features and Areas**, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support **Hydrologic Functions**, and working landscapes that enable **Ecological Functions** to continue. In accordance with the Provincial Planning Statement, 2024, the **Province** has a recommended approach for identifying **Natural Heritage Systems**, but municipal approaches that achieve or exceed the same objective may also be used. |
| **Natural Self-Sustaining Vegetation** | Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending. |
| **Neighbourhood Park(s)** | Minimum 0.75 hectares. The foundation of the parks and system in the **Designated Greenfield Area** and low-density neighbourhoods providing balanced **Active Recreational Uses** and **Passive Recreational Uses** and supporting local community events. |
| **Negative Impact(s)** | As defined in the Provincial Planning Statement, 2024, means:<br>a) In regard to policy 3.6.4 and 3.6.5, potential risks to human health and safety and degradation to the quality and quantity of water, sensitive **Surface Water Features** and sensitive ground water features, and their related **Hydrologic Functions**, due to single, multiple or successive **Development**. **Negative Impacts** should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with Provincial standards;<br>b) In regard to **Fish Habitat**, any harmful alteration, disruption or destruction of **Fish Habitat**, except where an exemption to the prohibition has been authorized under the *Fisheries Act*;<br>c) In regard to other **Natural Heritage Features and Areas** and areas, degradation that threatens the health and integrity of the natural features or **Ecological Functions** for which an area is identified due to single, multiple or successive **Development** or **Site Alteration** activities.<br>d) In regard to policy 4.2, degradation to the quality and quantity of water, sensitive **Surface Water Features** and sensitive ground water features, and their related **Hydrologic Functions**, due to single, multiple or successive **Development** or **Site Alteration** activities; and<br>e) In regard to policy 3.3.3, any **Development** or **Site Alteration** that would compromise or conflict with the planned or existing function, capacity to accommodate future needs, and cost of implementation of the corridor. |

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| **Net-Zero** | Refers to a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production. |
| **New Community Area(s)** | Lands added to the **Urban Area** for community purposes, including residential and population-related employment, beyond those designated for urban uses prior to approval of this Plan. |
| **New Employment Area(s)** | Lands added to the **Urban Area** for employment purposes beyond those designated for urban uses prior to approval of this Plan. |
| **Non-Farm Residence(s)** | A single residential unit, unrelated to a farm operation located in the Prime Agriculture or Rural land use designations. |
| **Normal Farm Practices** | A practice, as defined in the *Farming and Food Production Protection Act*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances, or that makes use of innovative technology in a manner consistent with proper advanced farm management practices. **Normal Farm Practices** shall be consistent with the *Nutrient Management Act,* and regulations made under that *Act*. |
| **On-Farm Diversified Uses** | Uses that are secondary to the principal **Agricultural Use** of the property and are limited in area. **On-Farm Diversified Uses** include, but are not limited to, **Home Occupations**, **Home Industries**, **Agri-Tourism Uses**, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and energy storage systems. |
| **Partial Services** | Means:<br>a) Municipal sewage services or **Private Communal Sewage Services** combined with individual on-site water services; or<br>b) Municipal water services or **Private Communal Water Services** combined with individual on-site sewage services. |
| **Passive Recreational Uses** | Activities characterized by low-intensity outdoor pastimes, using unstructured social and recreation facilities such as seating areas, picnic areas, allotment/community gardens, outdoor classrooms and amphitheatres, off-leash dog areas and similar uses. |
| **Planned Corridors** | Corridors or future corridors which are required to meet projected needs, and are identified through Provincial transportation plans, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has competed, the identification of a corridor. |
| **Portable Asphalt Plants** | A facility:<br>a) With equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and<br>b) Which is not of permanent construction, but which is to be dismantled at the completion of the construction project. |
| **Primary Centre(s)** | A subset of **Strategic Growth Areas** as identified on Schedule 1B and include Weston 7, Vaughan Mills, Promenade Centre, Yonge Steeles, Steeles West and Concord GO Centre. |

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| **Primary Corridor(s)** | A subset of **Strategic Growth Areas** as identified on Schedule 1B and include portions of Yonge Street, Centre Street, Bathurst Street and Highway 7. |
| **Prime Agricultural Area(s)** | Areas where **Prime Agricultural Lands** predominate. This includes areas of **Prime Agricultural Lands** and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. **Prime Agricultural Areas** may be identified by a planning authority based on Provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries. |
| **Prime Agricultural Lands** | Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection. |
| **Private Communal Sewage Services** | Sewage works within the meaning of Section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality. |
| **Private Communal Water Services** | Non-municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences and is not owned by a municipality. |
| **Privately Owned Public Spaces (POPS)** | Open space that is privately owned and maintained but is a publicly accessible space complementing public parks or offering other public programming purposes secured by an easement in favour of the City. |
| **Protected Heritage Property** | Means property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a **Heritage Conservation District** under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation easement or covenant under Part II or IV of the *Ontario Heritage Act*; property identified by a Provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under Federal heritage legislation; and United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites, or as otherwise identified by the **Province**. |
| **Protected Major Transit Station Area(s) (PMTSA)** | Areas of land identified on Schedule 1B and Schedule 1.B.1 through 1.B.5 surrounding existing or planned **Higher Order Transit** stations or stops and include a minimum density target as identified in Appendix 2 of this Plan. |
| **Province** | The Province of Ontario. |
| **Provincial Highway(s)** | Are Provincially managed, limited access freeways that accommodate a high volume of traffic, but are not accessible for pedestrian and bicycle use. |
| **Public Emergency Service(s)** | Fire, police, or emergency medical services and dispatch centres. |
| **Public and Private Institutional Buildings** | **Public and Private Institutional Buildings** are occupied by public and private institutional uses, such as libraries, civic buildings, community centres, private or public **Schools** and places of worship. |

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| **Public Realm** | Consists of public and publicly accessible spaces and the interface of private and public spaces in which people can interact. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas. The **Public Realm** is also about amenities found within these spaces, such as benches, light poles, transit shelters, vegetation and public art. |
| **Public Service Facilities** | Land, buildings and structures, including but not limited to, **Schools**, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services. **Public Service Facilities** do not include **infrastructure**. |
| **Public Square(s)** | Between 0.2 and 0.75 hectares. Designed to serve **Strategic Growth Areas** and constructed with durable materials, with a balanced mix of hardscape and softscape. Strategically located in mixed-use, high-traffic areas adjacent to **Active Frontages**. |
| **Public Utilities** | A public body or private corporation providing **Infrastructure** to the public such as hydro, natural gas, communications/telecommunications, cable, sewer and water. |
| **Purpose-Built Rental Housing** | Buildings containing one or more rented residential units, including vacant units, that is used for rented residential purposes, but does not include condominium-registered, life-lease or other ownership forms which are rented out by individual owners. |
| **Rail Facility/ Facilities** | Rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future **Rail Facilities**. |
| **Rapid Infiltration Basin(s)** | A basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces. |
| **Rapid Infiltration Column(s)** | A column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces. |
| **Rear-Lotting** | Lot layout where the rear yard of the **Development** faces anything other than another rear lot or a laneway. |
| **Redevelopment** | The creation of new units, uses or lots on previously developed land in existing communities, including **Brownfield Sites**. |
| **Regional Park(s)** | Minimum 15 hectares. Expansive recreational and natural areas serving as city-wide hubs for sport, recreation, and leisure, offering premium facilities for activities requiring larger land areas. |
| **Register Of Cultural Properties Of Heritage Significance** | The register of **Cultural Heritage Resources** as established under Section 27 of the *Ontario Heritage Act*. Also known as the **Heritage Inventory**. |
| **Renewable Energy Systems** | A system that generates electricity, heat and/or cooling from a renewable energy source. |

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| **Residence Surplus to a Farming Operation** | When applicable to lands within the Oak Ridges Moraine Conservation Plan Area:<br>a) if there are two or more farm residences, all built before 1978, on a lot that is being used in a farming operation, one of those residences that is surplus to the farming operation; or<br>b) if the owner and operator of a farming operation acquires an additional lot and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation.<br><br>When applicable outside the Oak Ridges Moraine Conservation Plan Area: an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation). |
| **Retail Commercial** | Retail, restaurant and service commercial uses. |
| **Risk Assessment** | An evaluation and study completed by a qualified person that examines the pathways and quantitatively and/or qualitatively evaluates the level of risk associated with a land use, land use activity or **Infrastructure**, and/or threats to intended users. |
| **Risk Management Plan** | A document completed by a qualified person that describes the results of the **Risk Assessment**, proposes a plan for the mitigation and management of the identified risks, and outlines an emergency response plan to be executed in the event that a risk occurs. |
| **Rural Areas** | A system of lands within the municipality that may include rural settlement areas, **Rural Lands**, **Prime Agricultural Areas**, **Natural Heritage Features and Areas**, and resource areas. |
| **Rural Lands** | Lands which are located outside settlement areas and which are outside **Prime Agricultural Areas**. |
| **Sand Barrens** | Land (not including land that is being used for agricultural purposes and no longer exhibits **Sand Barrens** characteristics) that:<br>a) Has sparse or patchy vegetation that is dominated by plants that are:<br>i. adapted to severe drought and low nutrient levels; and<br>ii. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire;<br>b) has less than 25 percent **Tree** cover;<br>c) has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and<br>d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. |
| **Savannah(s)** | Means land (not including land that is being used for agricultural purposes and no longer exhibits **Savannah** characteristics) that:<br>a) has vegetation with a significant component of non-woody plants, including **Tallgrass Prairie** species that are maintained by seasonal drought, periodic disturbances such as fire, or both;<br>b) has from 25 percent to 60 percent **Tree** cover;<br>c) has mineral soils; and<br>d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. |
| **School(s)** | Means an educational facility which includes both an elementary or secondary **School**, which every person who attains the age of six years is required to attend, as enacted by the *Ontario Education Act*. |
| **Secondary Plan(s)** | Land use plan for a particular area of the city that is prepared as an amendment to this Official Plan. |

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| **Seepage Areas and Springs** | Sites of emergence of groundwater where the water table is present at the ground surface. |
| **Semi-Detached House(s)** | A Low-Rise Residential building, up to three **Storeys** in height, situated on a single lot and attached to no more than one other residential building situated on a separate parcel. |
| **Sensitive Use(s)/Sensitive Land Use(s)** | Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more **Adverse Effects** from contaminant discharges generated by a nearby **Major Facility**. **Sensitive Land Uses** may be a part of the natural or built environment. Examples may include, but are not limited to: residences, **Day Cares**, **Hotels**, places of worship, and educational and health facilities. |
| **Shopping Centre(s)** | Premises consisting of a building or group of buildings that are managed as a unit by a single owner or tenant, or by a group of owners or tenants, and contain at least three commercial units. |
| **Significant** | Means:<br>a) In regard to **Wetlands**, coastal **Wetlands** and **Areas of Natural and Scientific Interest**, an area identified as Provincially **Significant** using evaluation criteria and procedures established by the **Province**, as amended from time to time;<br>b) In regard to **Woodlands**, an area which is ecologically important in terms of features such as species composition, age of **Trees** and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the **Province**;<br>c) In regard to other features and areas in policy 4.1 of the Provincial Planning Statement, 2024, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or **Natural Heritage System**; and<br>d) In regard to mineral potential, an area identified as Provincially **Significant** through Provincial guidance, such as the Provincially **Significant** Mineral Potential Index.<br>e) In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest, Processes and criteria for determining cultural heritage value or interest are established by the **Province** under the authority of the *Ontario Heritage Act*.<br><br>Criteria for determining significance for the resources identified in section c) – d) are provided in Provincial guidance, but municipal approaches that achieve or exceed the same objective may also be used.<br><br>While some **Significant** resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. |
| **Significant Development(s)** | A **Development** with 100 or more residential dwelling units or a total **Gross Floor Area** of all uses of 12,500 square metres or greater. |
| **Significant Drinking Water Threat** | A condition or activity that has a high potential to have a **Negative Impact** on the quantity and/or quality of groundwater that supplies a municipal well. |

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| **Significant Groundwater Recharge Area(s)** | A **Significant Groundwater Recharge Area** identified:<br>a) as a **Significant Groundwater Recharge Area** by any public body for the purposes of implementing the Provincial Planning Statement;<br>b) as a **Significant Groundwater Recharge Area** in the assessment report required under the *Clean Water Act*, or<br>c) as an ecologically **Significant Groundwater Recharge Area** delineated in a **Subwatershed Plan** or equivalent in accordance with Provincial guidelines.<br>Ecologically **Significant Groundwater Recharge Areas** are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and **Wetlands**. |
| **Significant Surface Water Contribution Areas** | Areas, generally associated with headwater catchments, that contribute to baseflow volumes which are significant to the overall surface water flow volumes within a **Watershed**. |
| **Single-Detached House(s)** | A Low-Rise Residential building, up to three **Storeys** in height, situated on a single lot and not attached to any other residential building. |
| **Site Alteration(s)** | Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. For the purposes of policy 4.1.4.a of the Provincial Planning Statement, 2024, **Site Alteration** does not include underground or surface mining of minerals or advanced exploration on mining lands in **Significant** areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a of the Provincial Planning Statement, 2024. |
| **Small-Scale Community Facilities** | Community or Neighbourhood library as defined in the Vaughan Community Spaces Plan, or a community centre. |
| **Small-Scale Convenience Retail** | **Retail** uses intended to serve the residents of the immediate area with basic provisions such as a corner store. For clarity, a restaurant is not considered as a **Small-Scale Convenience Retail** use. |
| **Source Water Impact Assessment and Mitigation Plan** | A report completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with the land uses or land use activities that may pose a threat to the quantity or quality of a municipal drinking water supply. It proposes a plan for the mitigation and management of the identified risks and outlines an emergency response to be executed in the event that a risk is realized. |
| **Special Concern Species** | A species that is classified as a **Special Concern Species** in Ontario Regulation 230/08 (Species at Risk in Ontario List) made under the *Endangered Species Act*, or successor or replacement Act. |
| **Special Policy Area(s)** | An area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to Provincial policies concerning **Development**. The criteria for designations and procedures for approval are established by the **Province**. A **Special Policy Area** is not intended to allow for new or intensified **Development** and **Site Alteration**, if a community has feasible opportunities for **Development** outside the flood plain. |
| **Stacked Townhouse(s)** | An attached building up to four **Storeys** in height comprising two to four separate residential units stacked on top of each other. **Stacked Townhouse** units are typically massed to resemble a traditional street **Townhouse** and each unit is provided direct access to ground level. A **Stacked Townhouse** may be combined with a **Back-to-Back Townhouse**. |

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| **Storey(s)** | A level of a building located between the surface of a floor and the ceiling or roof immediately above it, but shall not include a basement, attic, mezzanine, or mechanical penthouse. Any portion of a building partially below grade shall be deemed a **Storey** where its ceiling is at least 1.8 metres above the established grade. |
| **Strata Park(s)** | A park with horizontal delineation of legal ownership between public and private uses as described in the *Condominium Act, 1998,* SO 1998, c 19*,* for example, a public park located on top of privately owned parking structure. |
| **Strategic Growth Area(s)** | Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating **Intensification** and higher-density mixed uses in a more compact built form. **Strategic Growth Areas** include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or **Development** will be focused, that may include infill, **Redevelopment** (e.g., underutilized shopping malls and plazas), **Brownfield Sites**, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or **Higher Order Transit** corridors may also be identified as **Strategic Growth Areas**. |
| **Subwatershed Plan** | A plan that reflects and refines the goals, objectives, targets and assessments of **Watershed Planning** for smaller drainage areas, is tailored to subwatershed needs and addresses local issues.<br>A **Subwatershed Plan** should: consider existing **Development** and evaluate impacts of any potential or proposed land uses and **Development**; identify hydrologic features, areas, **Linkages** and functions; identify **Natural Features and Areas** and related **Hydrologic Functions**; and provide for protecting, improving or restoring the quality and quantity of water within a subwatershed.<br>A **Subwatershed Plan** is based on pre-**Development** monitoring and evaluation; is integrated with natural heritage protection; and identifies specific criteria, objectives, actions, thresholds, targets and best management practices for **Development**, for water and wastewater servicing, for stormwater management, for managing and minimizing impacts related to severe weather events, and to support ecological needs. |
| **Surface Water Feature(s)** | Water-related features on the earth's surface, including headwaters, rivers, permanent and **Intermittent Streams**, inland lakes, **Seepage Areas and Springs**, recharge/discharge areas, **Wetlands**, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics. |
| **Sustainability** | Decisions and actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. |
| **Table Land(s)** | Lands in the City of Vaughan which are not contained within the defined valleys of **Watercourses**, including rivers and streams. |
| **Tallgrass Prairie(s)** | Means land (not including land that is being used for agricultural purposes or no longer exhibits **Tallgrass Prairie** characteristics) that:<br>a) has vegetation dominated by non-woody plants, including **Tallgrass Prairie** species that are maintained by seasonal drought, periodic disturbances such as fire, or both;<br>b) has less than 25 percent **Tree** cover;<br>c) has mineral soils; and<br>d) has been further identified, by the Minister of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. |
| **Threatened Species** | A species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time. |

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| **Time Of Travel** | The estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A **Wellhead Protection Area** is typically divided into several **Time of Travel** zones. |
| **Townhouse(s)** | A Low-Rise Residential building, up to three **Storeys** in height, situated on a single parcel and part of a row of at least three, but no more than six, attached residential units. |
| **Traditional Territory/ Territories** | The geographic area traditionally occupied or used regularly by a First Nation and/or their ancestors. |
| **Transit Operation and Maintenance Facilities** | Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. These facilities may also include offices and other accommodations for on-site workers and transit vehicle operators. |
| **Transit-Supportive** | In regard to land use patterns, means **Development** that makes transit viable, optimizes investments in transit **Infrastructure** and improves the quality of the experience of using transit. It often refers to compact, mixed-use **Development** that has a high level of employment and residential densities, including air rights **Development**, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the **Province** or based on municipal approaches that achieve the same objectives. |
| **Transportation Demand Management** | A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. |
| **Treaty Rights** | Treaty rights are protected by subsection 35(1) of the *Constitution Act, 1982* and often address the creation of reserves for the exclusive use of First Nations, and their rights to hunt, fish and trap on provincial Crown lands. Treaties are legally binding agreements that set out the rights, responsibilities and relationships of First Nations and the federal and provincial governments. |
| **Tree(s)** | Any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of **Trees** shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground. |
| **Triplex(es)** | A building that has three residential units, with at least one residential unit entirely or partially above another residential unit. A **Single-Detached House** or **Semi-Detached House** that has one or more **Additional Residential Units** is not a **Triplex**. |
| **Universal Design** | The design of buildings and public places, and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. |
| **Unserviced Parks** | Only applicable to the Oak Ridges Moraine Conservation Plan Area:<br>A park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, **Accessory** commercial facilities, paved parking lots or permanent water or sewer facilities. |
| **Urban Agriculture** | Food production in urban and settlement areas for personal consumption, commercial sale, education or therapy. It includes, but is not limited to, gardening and livestock raised in backyards, container gardening on balconies or rooftops, community gardening, vertical farming, and urban composting. |
| **Urban Area** | Lands within the **Urban Boundary** identified on Schedule 1A as having an urban designation, which includes **Employment Areas**, **Community Areas**, and **Strategic Growth Areas** within the **Built-Up Area** and the **Designated Greenfield Area**. |

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| **Urban Forest(s)** | A treed area that occurs within the **Urban Area**, both in and out of the **Natural Heritage Network**, which does not meet the criteria for **Woodland** and where **Trees** are less than 20 metres apart. |
| **Urban Park(s)** | Minimum 0.75 hectares. Versatile spaces designed for high-density communities in **Strategic Growth Areas**, providing intensively programmed outdoor spaces that accommodate **Active Recreational Uses** and **Passive Recreational Uses** through year-round recreational activities and community events. |
| **Valley and Stream Corridor(s)** | **Valley and Stream Corridors** are the natural resources associated with river systems characterized by their landforms, features and functions. **Valley and Stream Corridors** are distinguished from other physiographic features by their connection to the river system as a whole.<br><br>The physical landform of a valley corridor can visually be identified from its surrounding landscape (i.e. it is well-defined). The physical landform of a stream corridor cannot be visually identified from its surrounding landscape (i.e. it is ill-defined). Therefore, valley corridors are distinguished from stream corridors by the presence of a distinct landform.<br><br>Valley corridors may or may not have a defined **Watercourse** channel. Stream corridors will typically have a defined **Watercourse** channel, except at the upper limit of the corridor - source area – where the **Watercourse** (headwater stream) is characterized by surface flow and/or high water tables originating from **Seepage Areas and Springs**.<br><br>Where a Significant Area, as defined in the **Valley and Stream Corridor** Management Program, is within and/or immediately adjacent to a valley or stream corridor, the corridor boundary is extended to include the Significant Area and a minimum ten metres inland.<br><br>**Valley and Stream Corridors** are **Significant** valley lands and will be further clarified through ongoing studies such as the **Natural Heritage Network** Study and studies in support of **Development** applications. |
| **Valley Lands** | A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year. |
| **Vegetation Protection Zone(s)** | A vegetated buffer area surrounding a key **Natural Heritage Feature and Area** or **Key Hydrologic Feature**. |
| **Vision Zero** | A strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The strategy includes a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways. |
| **Vulnerable** | A condition of surface and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater. |
| **Water Resource System(s)** | A system consisting of groundwater features and areas, **Surface Water Features** (including shoreline areas), **Natural Heritage Features and Areas** and **Hydrologic Functions**, which are necessary for the ecological and hydrological integrity of the **Watershed**. |

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| **Waterbody/ Waterbodies** | Lakes, **Woodland** ponds, etc. which provide **Ecological Functions**. For the purposes of determining **Significant Woodlands**, **Waterbody** generally does not include small **Surface Water Features** such as farm ponds or stormwater management ponds, which would have limited **Ecological Function**. |
| **Watercourse(s)** | A defined channel, having a bed and banks or sides, in which a flow of water regularly or continuously occurs, in accordance with the *Conservation Authorities Act*. |
| **Watershed** | An area that is drained by a river and its tributaries. |
| **Watershed Planning** | Planning that provides a framework for establishing comprehensive and integrated goals, objectives and direction for the protection, enhancement or restoration of water resources, including the quality and quantity of water, within a **Watershed** and for the assessment of cumulative, cross-jurisdictional and cross-**Watershed** impacts. **Watershed Planning** evaluates and considers the impacts of a changing climate on **Water Resource Systems** and is undertaken at many scales. It may inform the identification of **Water Resource Systems**. |
| **Wayside Pits and Quarries** | A temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way. |
| **Wellhead Protection Area** | The surface and sub-surface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field. |
| **Wetland(s)** | Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of **Wetlands** are swamps, marshes, bogs and fens. Periodically soaked or **Wetlands** being used for agricultural purposes which no longer exhibit **Wetland** characteristics are not considered to be **Wetlands** for the purposes of this definition.<br><br>**Wetlands** on the Oak Ridges Moraine and Greenbelt include any **Wetlands** further identified by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. |
| **Wildlife Habitat** | Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific **Wildlife Habitats** of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. |
| **Woodland(s)** | Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of **Wildlife Habitat**, outdoor recreational opportunities, and the sustainable harvest of a wide range of **Woodland** products. **Woodlands** include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels. **Woodlands** may be delineated according to the *Forestry Act* definition or the **Province's** Ecological Land Classification system definition for "forest". |

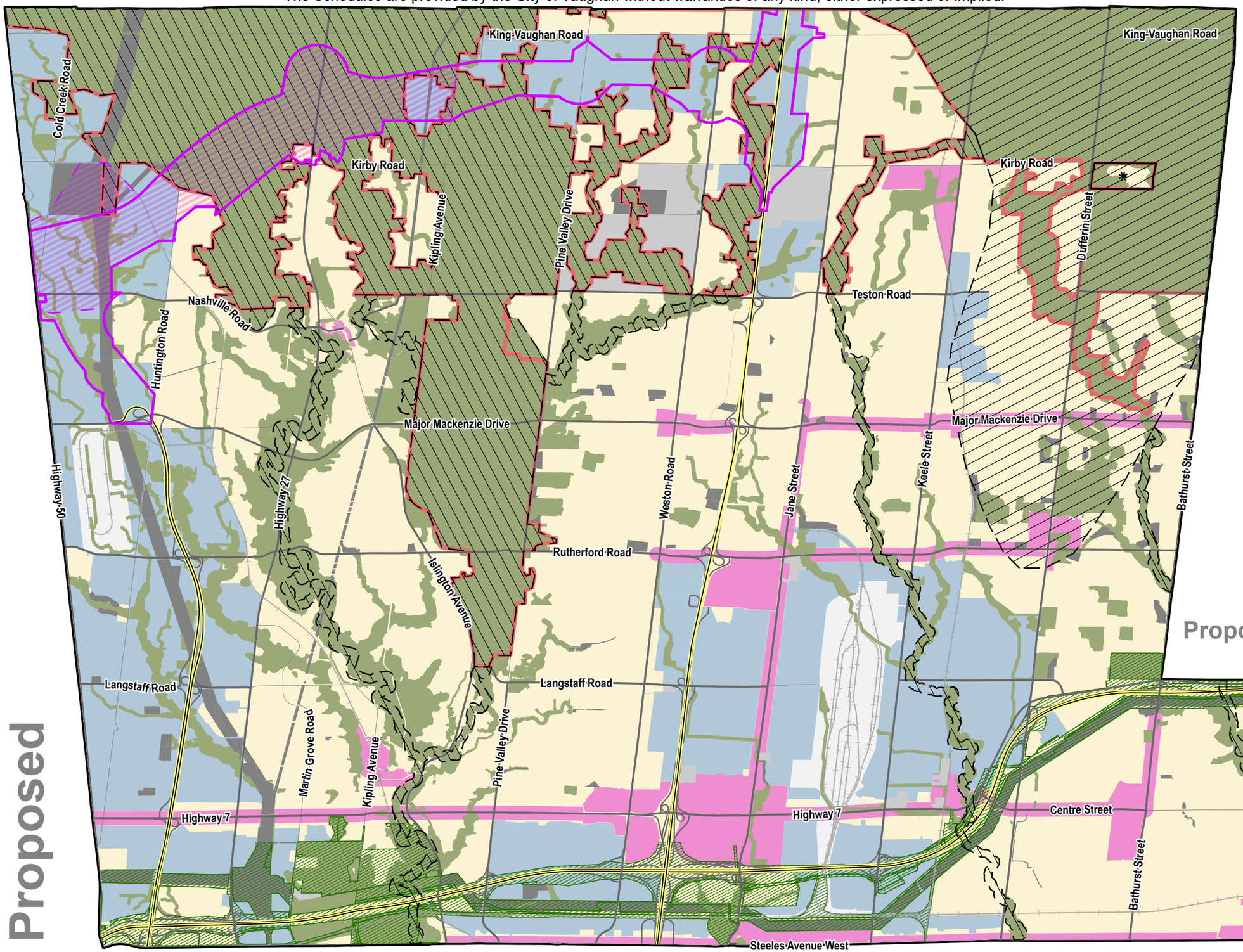
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| **Woodland Compensation Plans** | A plan that determines how the removal of non-**Significant Woodlands** will be compensated for, which should be prepared to consider the following:<br>1. achieve a net gain in **Woodland** area through **Woodland** restoration<br>2. preference is for compensation to be located in proximity to removal area; the order of priority for location compensation initiatives will be within **Development** area, the subwatershed/local municipality, **Watershed**, Region<br>3. landscape ecology principles including size, patch shape, connectivity, edge to area ration should be considered<br>4. compensation sites may include:<br>a. **Table Land Linkages** within a planned **Natural Heritage System**<br>b. Expansions to existing **Woodlands** (excluding buffers)<br>**c. Rural Land**<br>d. **Woodland** additions adjacent to publicly owned **Woodlands**<br>5. Mechanisms for implementation may include:<br>a. Conservation easements on **Rural Land**/**Agricultural Land**<br>b. Conveyance of land<br>c. **Woodland** compensation implementation plan and securities<br>d. Cash in lieu based on the cost to create a compensation **Woodland** (including land) |
| **Zoning By-law(s)** | **Zoning By-laws** are the primary tool the City has available under the *Planning Act* to implement the policies of this Plan. **Zoning By-laws** translate the higher-level policies of the Official Plan into more specific provisions and lot and building requirements, such as building heights, massing, and setbacks, for each property within the City. |

# Schedules and Appendices


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|---|---|
| **Schedule 1** | Urban Structure |
| **Schedule 1A** | Urban Area |
| **Schedule 1B** | Strategic Growth Areas |
| **Schedule 1.B.1** | Protected Major Transit Station Areas #1, #2, #3 and #4 |
| **Schedule 1.B.2** | Protected Major Transit Station Areas #5, #6, #7 and #8 |
| **Schedule 1.B.3** | Protected Major Transit Station Areas #9, #10, #11 and #12 |
| **Schedule 1.B.4** | Protected Major Transit Station Areas #13, #14, #15 and #16 |
| **Schedule 1.B.5** | Protected Major Transit Station Areas #17, #18, #19 and #20 |
| **Schedule 1C** | Established Large-Lot Neighbourhoods |
| **Schedule 1D** | Agricultural System |
| **Schedule 2** | Natural Heritage Network |
| **Schedule 3** | Environmentally Significant Areas and Areas of Natural and Scientific Interest |
| **Schedule 4** | Provincial Plans and Designations |
| **Schedule 5** | Mineral Aggregate Resources |
| **Schedule 6** | Aquifer Vulnerability |
| **Schedule 7** | Landform Conservation |
| **Schedule 8** | Special Policy Areas |
| **Schedule 9A** | Street Classification |
| **Schedule 9B** | Planned Street Rights-of-Way |
| **Schedule 9C** | Cycling Facilities and Trails |
| **Schedule 10** | Major Transit Network |
| **Schedule 11** | Source Water Protection Areas |
| **Schedule 12** | TransCanada Pipeline Facilities |
| **Schedule 13** | Land Use Designations |
| **Schedule 14A** | Areas Subject to Secondary Plans |
| **Schedule 14B** | Areas Subject to Area Specific Plans |
| **Schedule 14C** | Areas Subject to Site Specific Plans |

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| **Appendix 1** | Provincial Decisions |
| **Appendix 2** | Minimum Density Targets for Protected Major Transit Station Areas in Vaughan |
| **Appendix 3** | Core Features of the Natural Heritage Network |
| **Appendix 4** | Required Information, Reports, Studies and Materials |

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate.
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October 2025

## SCHEDULE 1

VAUGHAN

## Urban Structure

- Urban Boundary
- Natural Areas and Agriculture
- Community Areas
- Employment Areas
- Strategic Growth Areas
- Rail Facilities
- Areas subject to a Minister Decision
- Infrastructure and Utilities
- Subject to Minister's Order February 3, 2015 and Special Policy 3.2.7.8
- Parkway Belt West Lands

**Proposed Highway 413**

- Focused Analysis Area (2025)[1]
- Narrowed Area of Interest[1]

**Base Map**

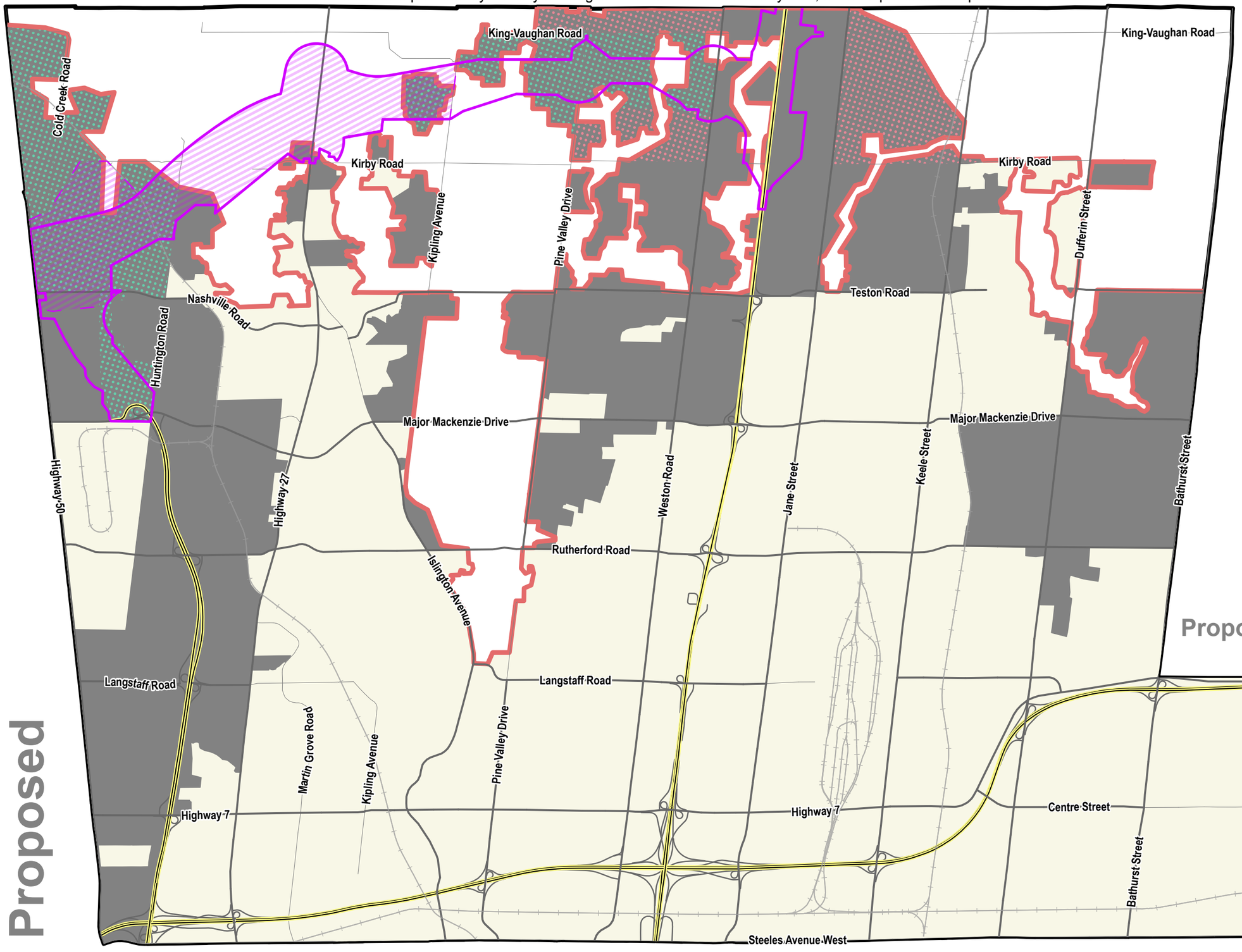
- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[2]
- Greenbelt Plan Area[2]
- Road Network
- Railway

[1]The Highway 413 project is governed by the Province of Ontario and its depiction on City of Vaughan mapping is subject to change, without the need for amendments to the Vaughan Official plan, and is for informational purposes only. Please contact the Province of Ontario for the most up-to-date and accurate information on the Highway 413 project.

[2] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

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October 2025

## SCHEDULE 1A

## Urban Area

- Urban Boundary
- New Employment Area
- New Community Area
- Designated Greenfield Area
- Built-Up Area

**Proposed Highway 413**

- Focused Analysis Area (2025)
- Narrowed Area of Interest

**Base Map**

- Municipal Boundary
- Road Network
- Railway

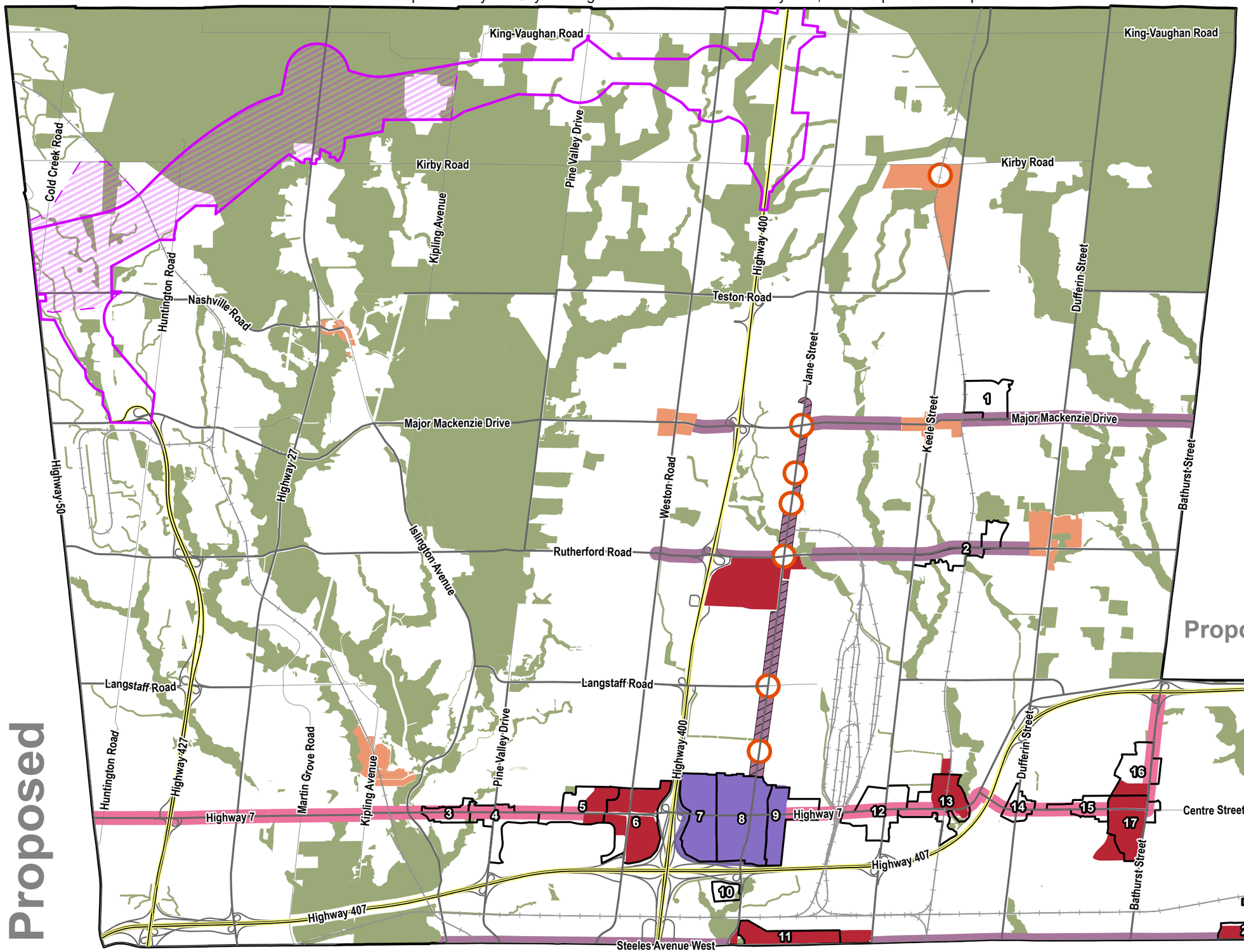
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# SCHEDULE 1B

VAUGHAN

## Strategic Growth Areas




October 2025

- Vaughan Metropolitan Centre
- Primary Corridor
- Primary Centre
- Local Corridor
- Local Centre
- Future Primary Corridor - Subject to Policy 2.4.5.2

**Major Transit Station Areas**

- Future
- Protected

| Site #, Name |
|---|
| 1, Maple |
| 2, Rutherford |
| 3, Wigwoss-Helen |
| 4, Pine Valley |
| 5, Ansley Grove |
| 6, Weston |
| 7, Commerce |
| 8, Vaughan Metropolitan Centre |
| 9, Creditstone |
| 10, Highway 407 |
| 11, Pioneer Village |
| 12, Keele |
| 13, Concord |
| 14, Dufferin |
| 15, Taiga |
| 16, Atkinson |
| 17, Disera-Promenade |
| 18, Clark |
| 19, Royal Orchard |
| 20, Steeles |

**Proposed Highway 413**

- Focused Analysis Area (2025)
- Narrowed Area of Interest

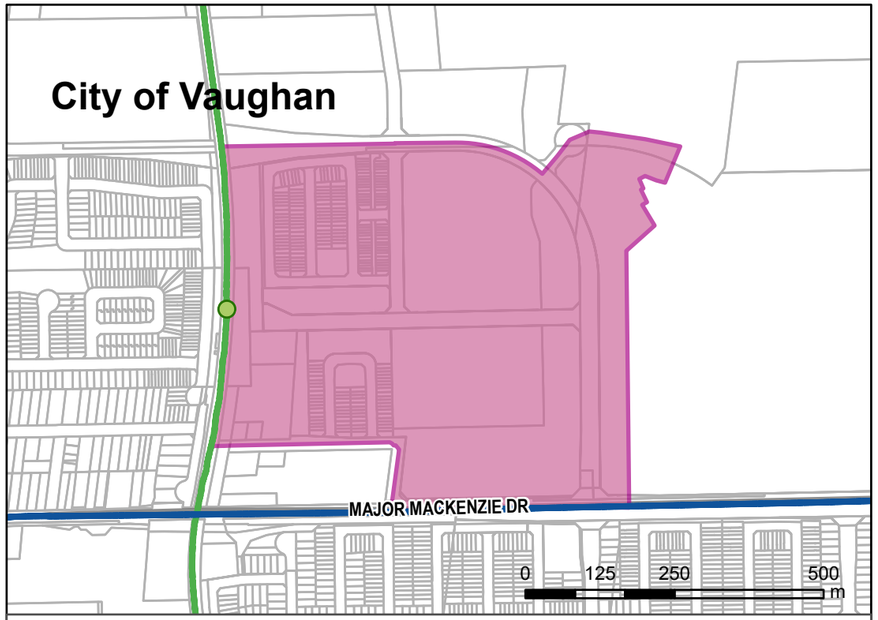
**Base Map**

- Municipal Boundary
- Natural Areas and Agriculture
- Road Network
- Railway

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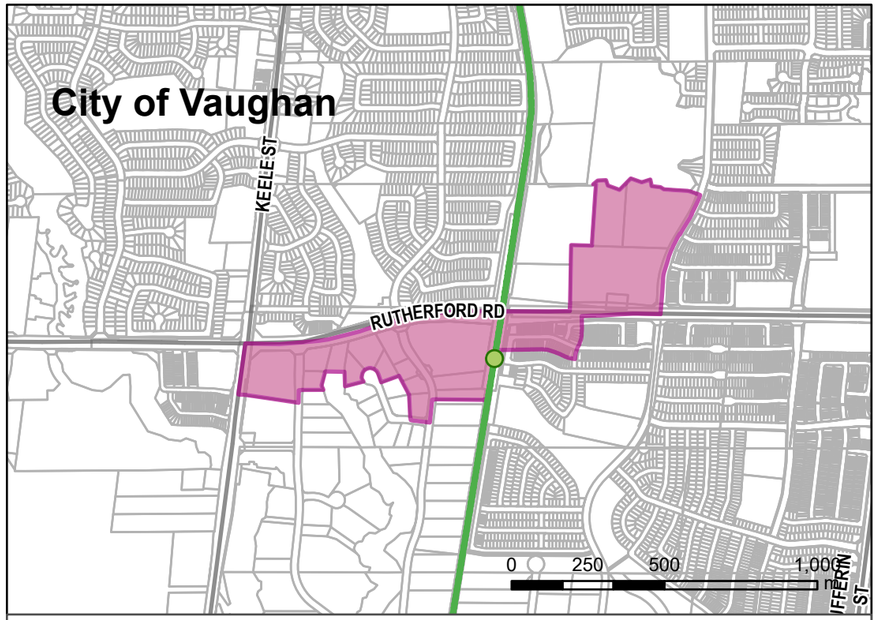
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Proposed



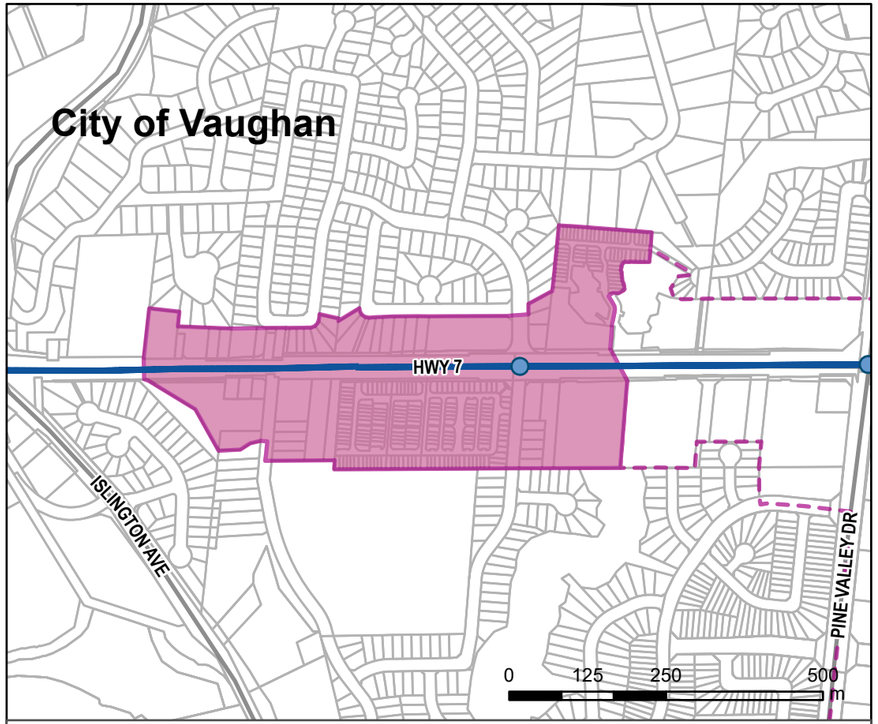

**PMTSA 1 - Maple GO Station**

Density Target: 150 People and Jobs per Hectare
Gross Area: 38.96 Hectares



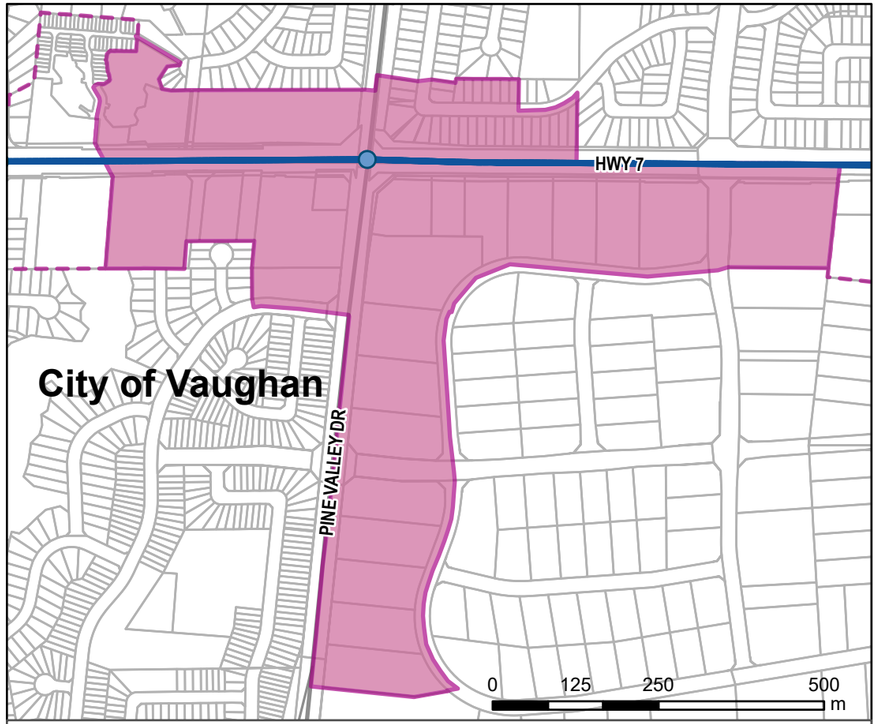

**PMTSA 2 - Rutherford GO Station**

Density Target: 100 People and Jobs per Hectare
Gross Area: 34.7 Hectares




**PMTSA 3 - Wigwoss-Helen BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 18.2 Hectares




**PMTSA 4 - Pine Valley BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 37.57 Hectares

Proposed

October 2025

## SCHEDULE 1.B.1

VAUGHAN

**Protected Major Transit Station Areas #1, #2, #3 and #4**

- Protected Major Transit Station Area (PMTSA)
- Adjacent PMTSAs

**Transit Stations** [1]

- Subway
- Bus Rapid Transit
- Bus Rapid Transit / GO Rail
- GO Rail
- Subway / Bus Rapid Transit

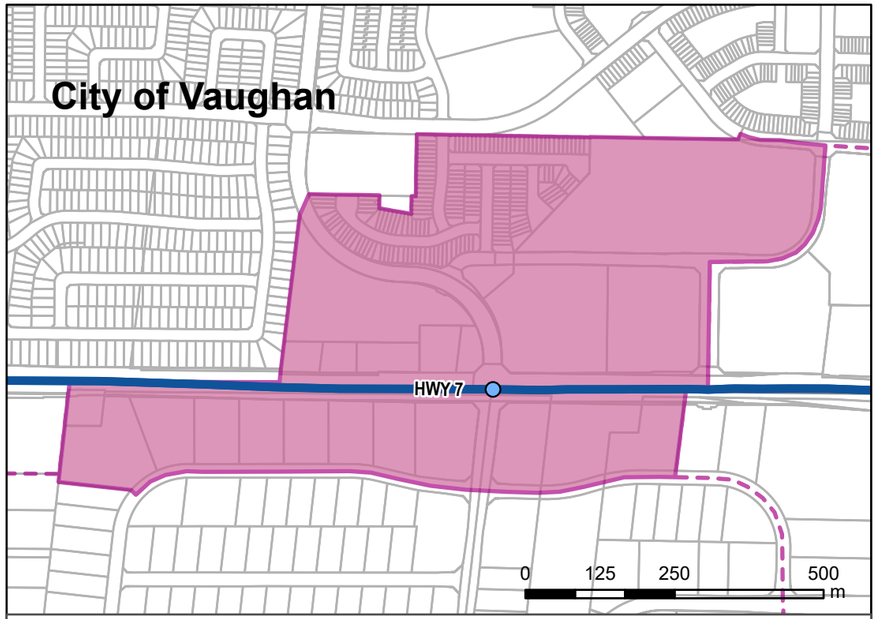
**Transit Corridors**

- Bus Rapid Transit
- GO Rail
- Subway
- Municipal Boundary
- Parcel

[1]Transit Stations represent both proposed and existing stations and their locations are approximate and subject to change as a result of further studies by government and government entities.

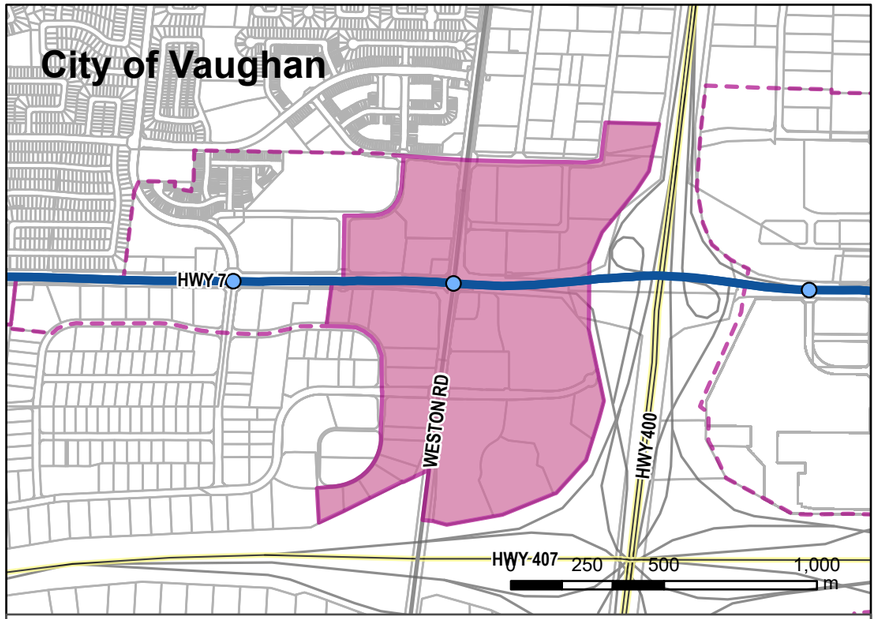
The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.

Proposed




**PMTSA 5 - Ansley Grove BRT Station**

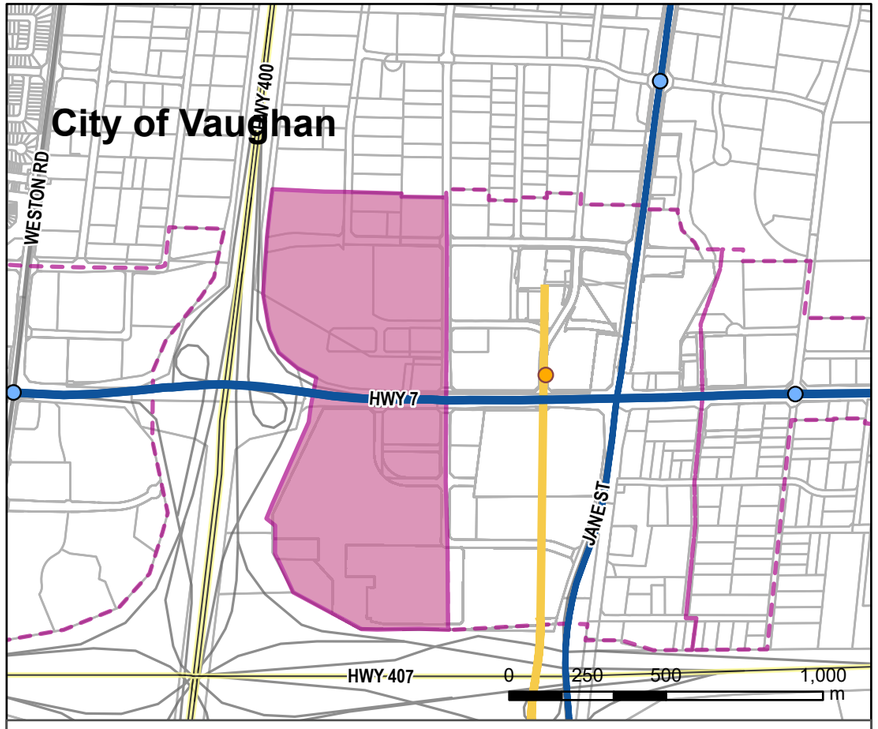
Density Target: 200 People and Jobs per Hectare
Gross Area: 47.39 Hectares




**PMTSA 6 - Weston BRT Station**

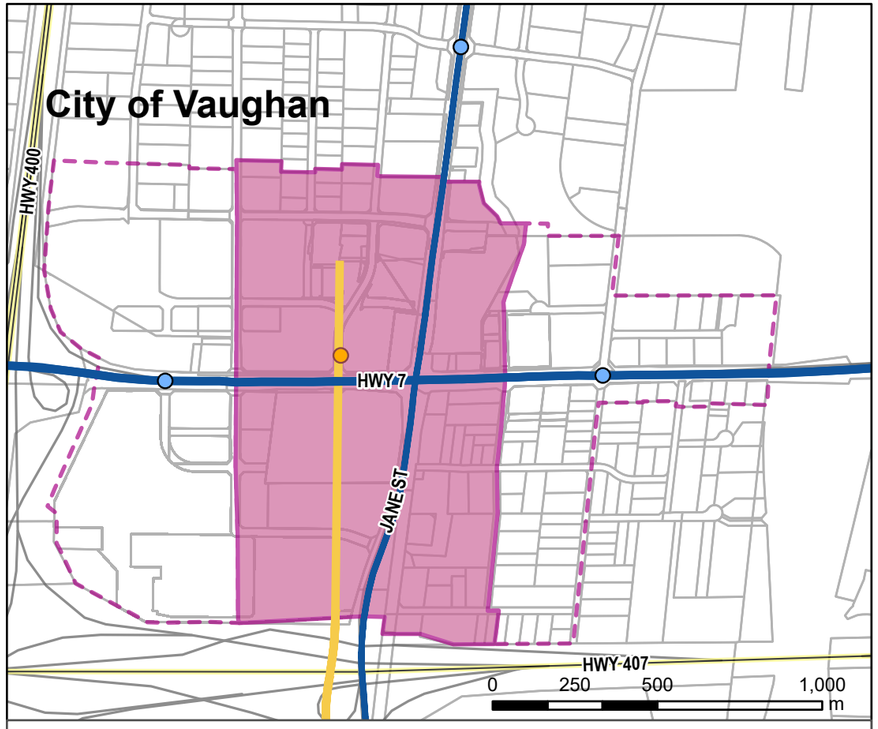
Density Target: 250 People and Jobs per Hectare
Gross Area: 88.29 Hectares

Proposed




**PMTSA 7 - Commerce BRT Station**

Density Target: 350 People and Jobs per Hectare
Gross Area: 71.4 Hectares




**PMTSA 8 - Vaughan Metropolitan Centre Subway Station**

Density Target: 400 People and Jobs per Hectare
Gross Area: 110.76 Hectares

October 2025

## SCHEDULE 1.B.2

VAUGHAN

**Protected Major Transit Station Areas #5, #6, #7 and #8**

- Protected Major Transit Station Area (PMTSA)
- Adjacent PMTSAs

**Transit Station** [1]

- Bus Rapid Transit /GO Rail
- GO Rail
- Subway/ Bus Rapid Transit
- Subway
- Bus Rapid Transit

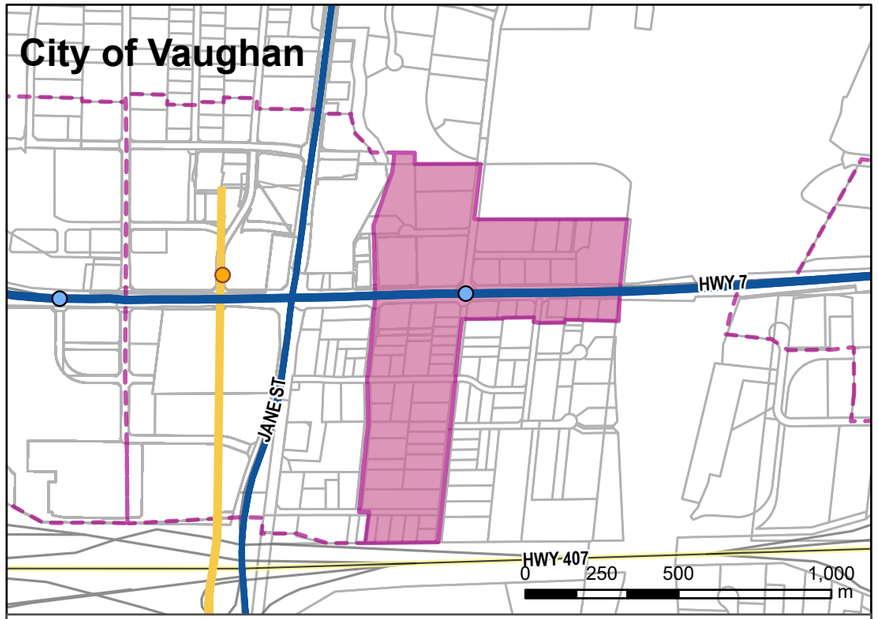
**Transit Corridors**

- Subway
- Bus Rapid Transit
- GO Rail
- Municipal Boundary
- Parcels

[1]Transit Stations represent both proposed and existing stations and their locations are approximate and subject to change as a result of further studies by government and government entities.

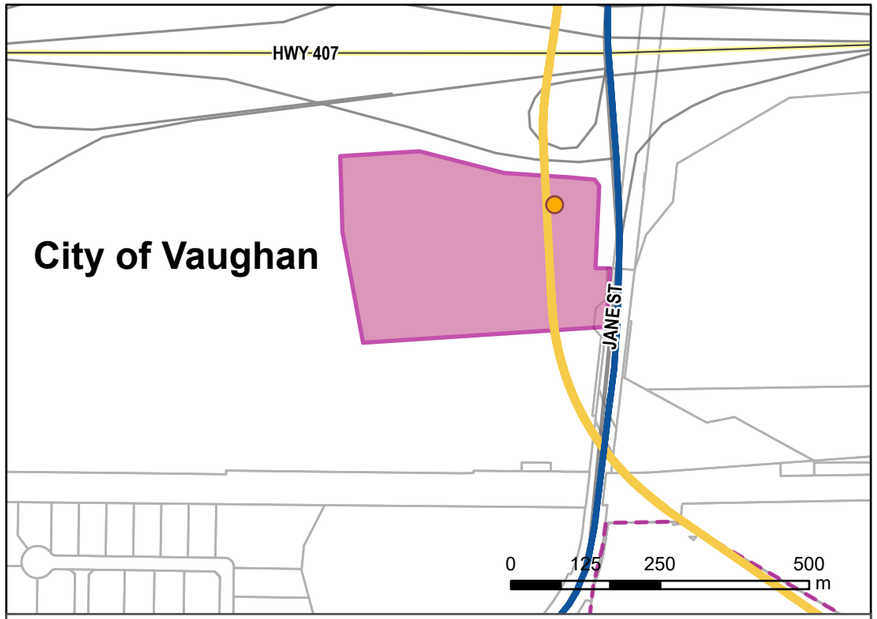
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Proposed




**PMTSA 9 - Creditstone BRT Station**

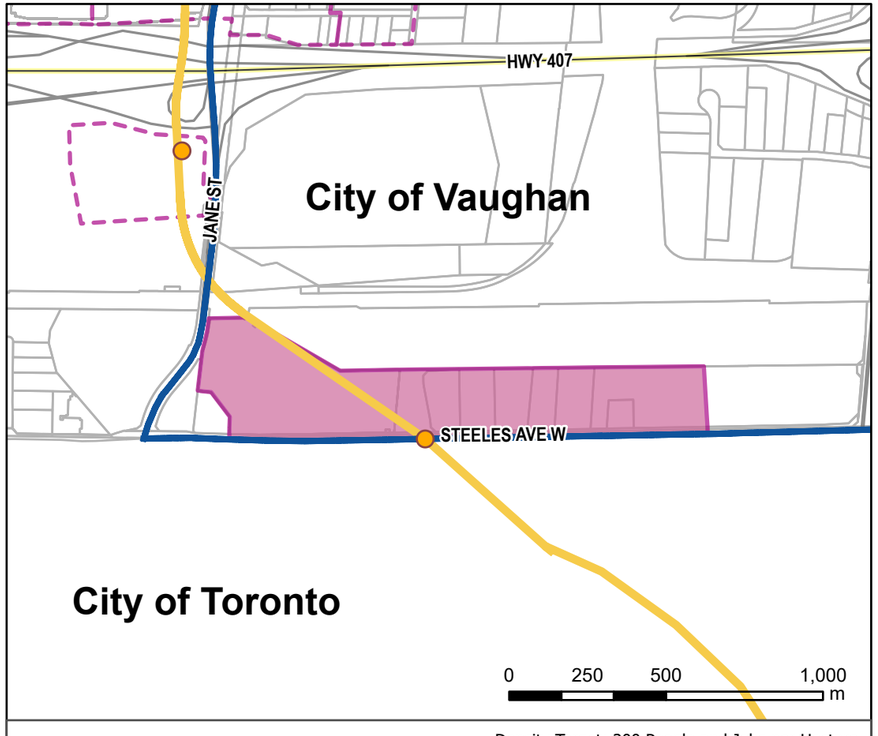
Density Target: 300 People and Jobs per Hectare
Gross Area: 52.08 Hectares




**PMTSA 10 - Highway 407 Subway Station**

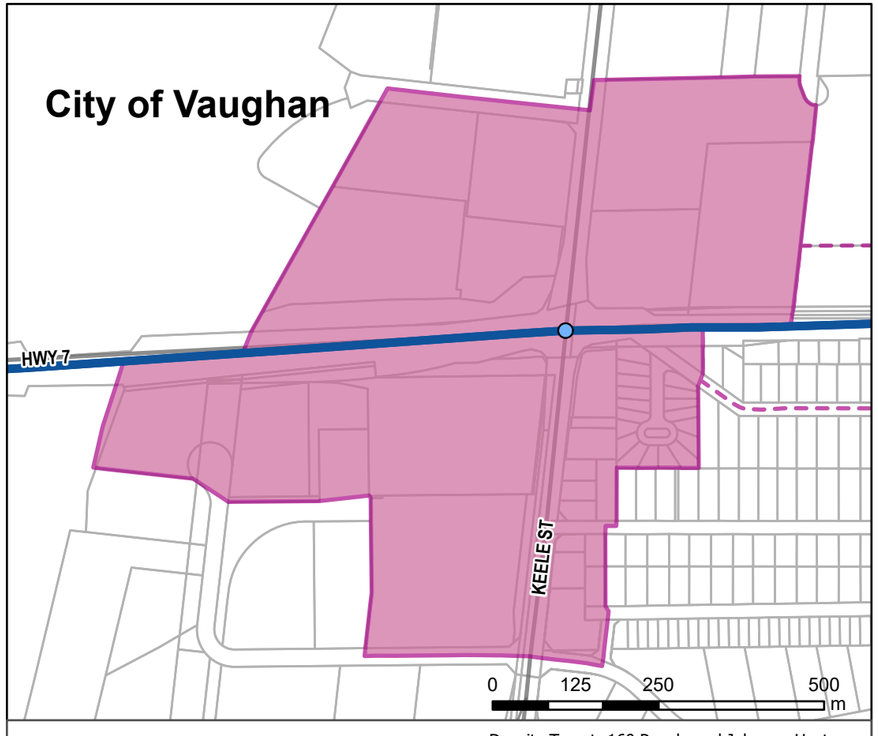
Density Target: 0 People and Jobs per Hectare
Gross Area: 12.13 Hectares

Proposed




**PMTSA 11 - Pioneer Village Subway Station**

Density Target: 200 People and Jobs per Hectare
Gross Area: 39.13 Hectares




**PMTSA 12 - Keele BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 55.83 Hectares

October 2025

## SCHEDULE 1.B.3

VAUGHAN

**Protected Major Transit Station Areas #9, #10, #11 and #12**

- Protected Major Transit Station (PMTSA)
- Adjacent PMTSAs

**Transit Station** [1]

- Bus Rapid Transit /GO Rail
- GO Rail
- Subway/ Bus Rapid Transit
- Subway
- Bus Rapid Transit

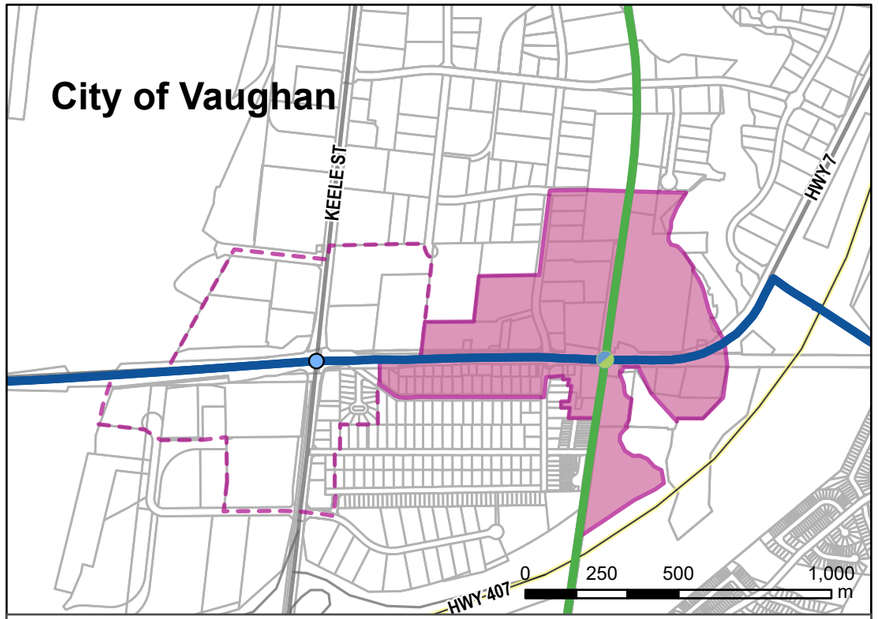
**Transit Corridors**

- Subway
- Bus Rapid Transit
- GO Rail
- Municipal Boundary
- Parcels

[1]Transit Stations represent both proposed and existing stations and their locations are approximate and subject to change as a result of further studies by government and government entities.

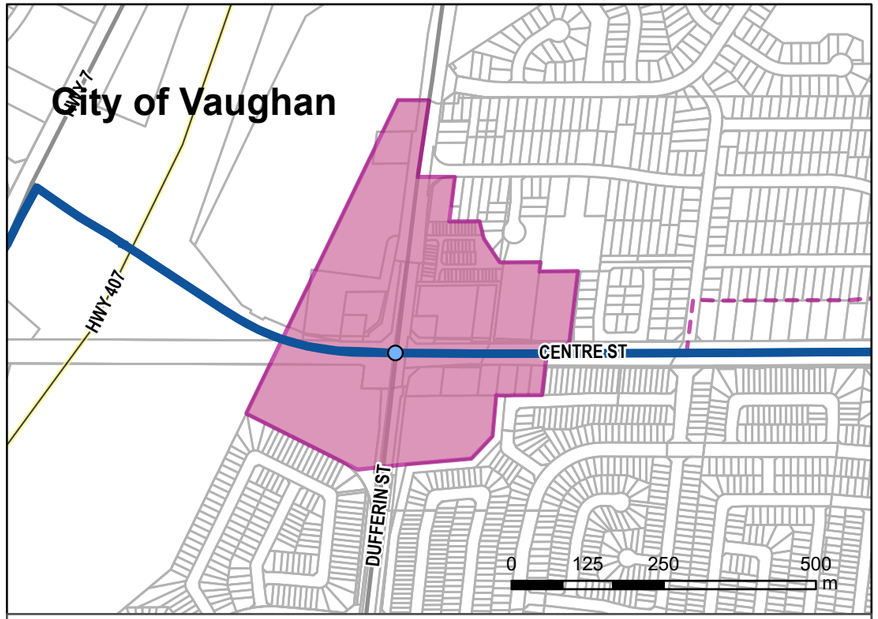
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Proposed



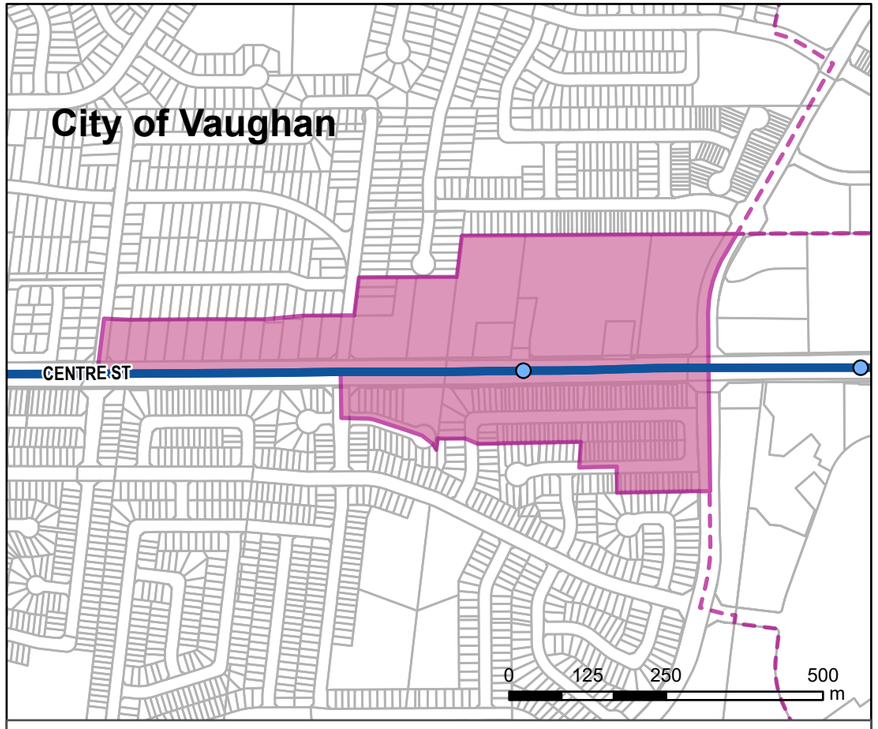

**PMTSA 13 - Concord BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 56.04 Hectares



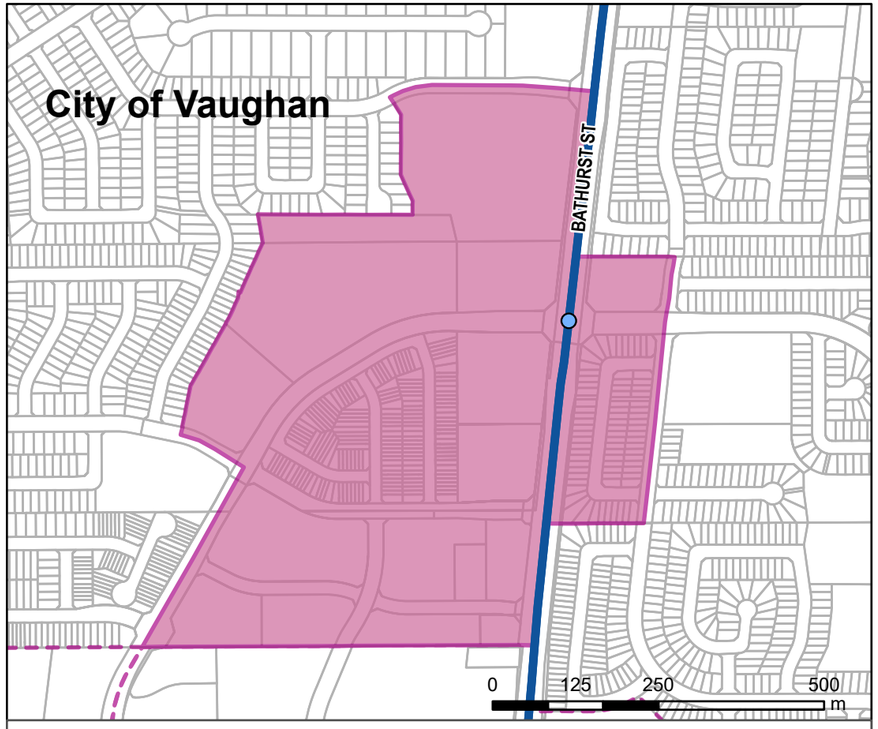

**PMTSA 14 - Dufferin BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 17.51 Hectares




**PMTSA 15 - Taiga BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 22.35 Hectares




**PMTSA 16 - Atkinson BRT Station**

Density Target: 160 People and Jobs per Hectare
Gross Area: 45.30 Hectares

Proposed

October 2025

## SCHEDULE 1.B.4

VAUGHAN

**Protected Major Transit Station Areas #13, #14, #15 and #16**

- Protected Major Transit Station Area (PMTSA)
- Adjacent PMTSAs

**Transit Station** [1]

- Bus Rapid Transit /GO Rail
- GO Rail
- Subway/ Bus Rapid Transit
- Subway
- Bus Rapid Transit

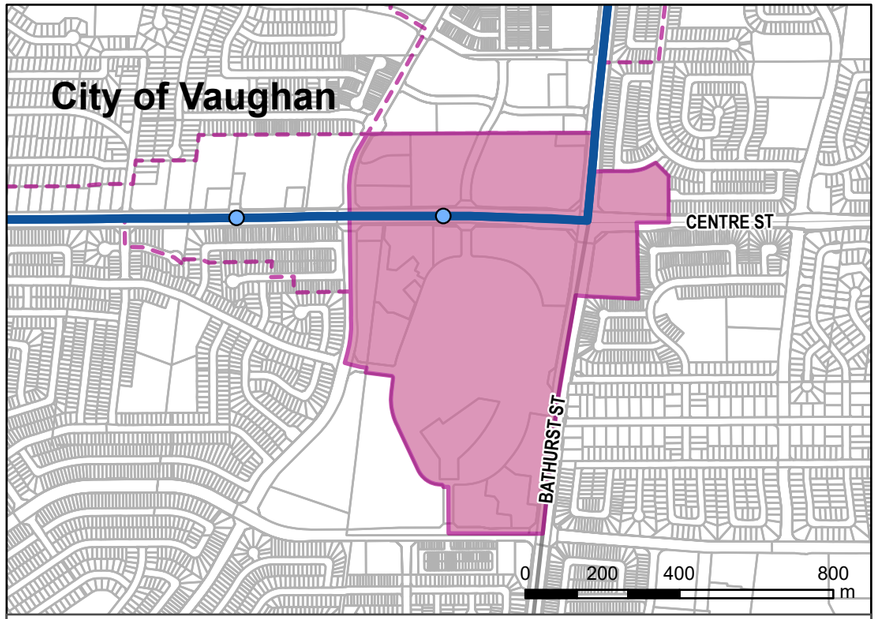
**Transit Corridors**

- Subway
- Bus Rapid Transit
- GO Rail
- Municipal Boundary
- Parcels

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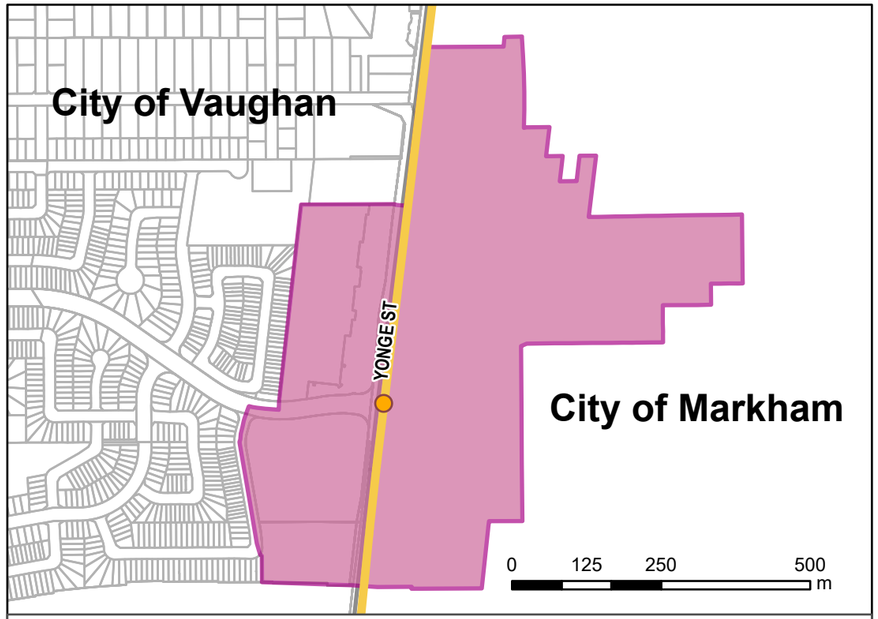
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Proposed




**PMTSA 17 - Disera-Promenade BRT Station**

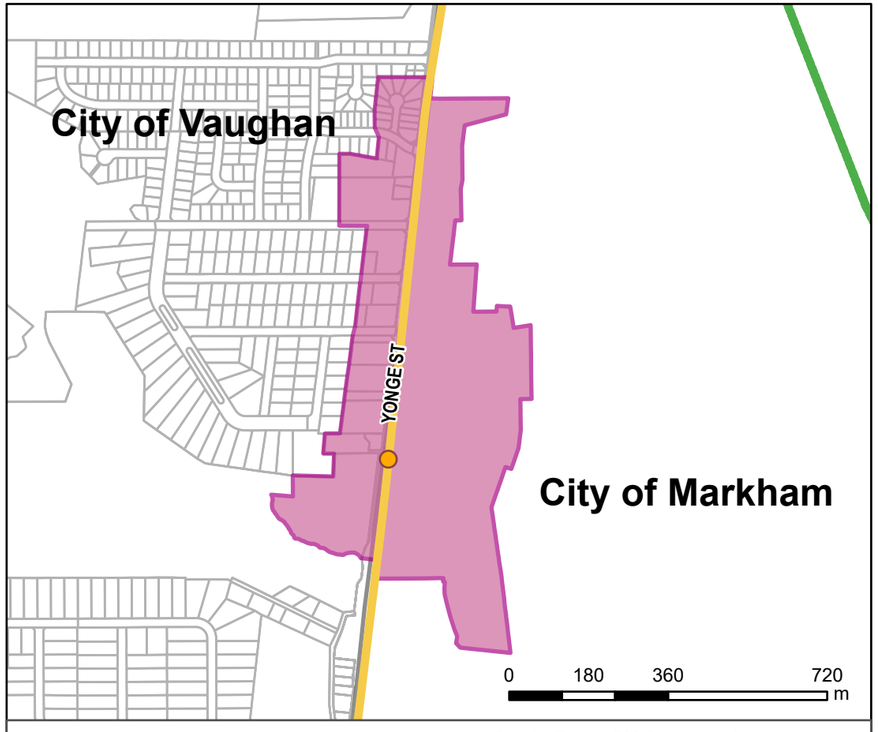
Density Target: 200 People and Jobs per Hectare
Gross Area: 57.43 Hectares




**PMTSA 18 - Clark Subway Station**

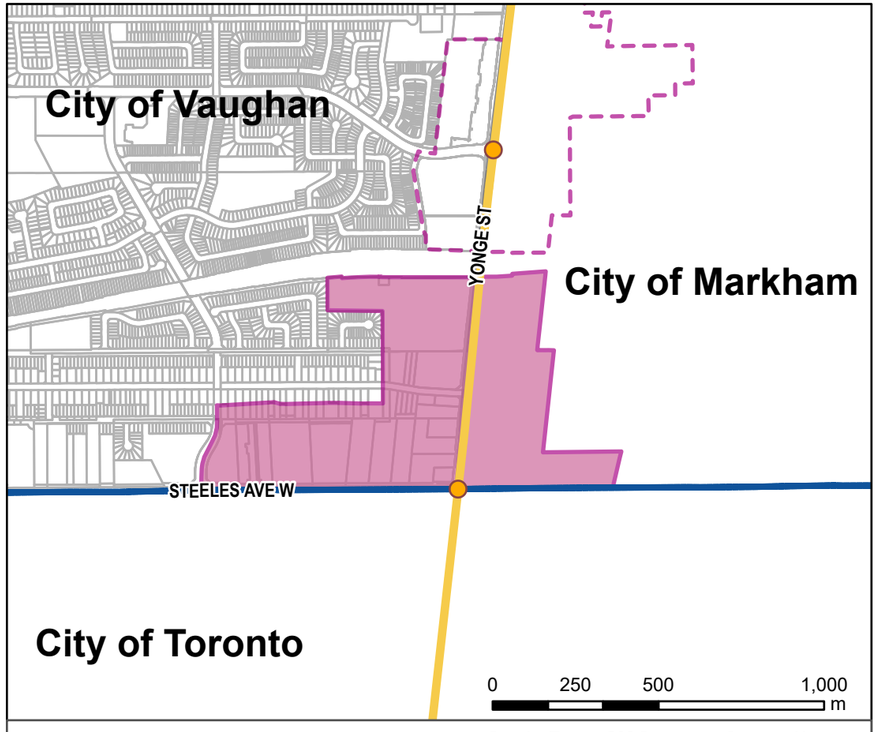
Density Target: 250 People and Jobs per Hectare
Gross Area: 39.1 Hectares

Proposed




**PMTSA 19 - Royal Orchard Subway Station**

Density Target: 200 People and Jobs per Hectare
Gross Area: 39.49 Hectares




**PMTSA 20 - Steeles Subway Station**

Density Target: 300 People and Jobs per Hectare
Gross Area: 49.17 Hectares

October 2025

## SCHEDULE 1.B.5

VAUGHAN

**Protected Major Transit Station Areas #17, #18, #19 and #20**

- Protected Major Transit Station Area (PMTSA)
- Adjacent PMTSAs

**Transit Station** [1]

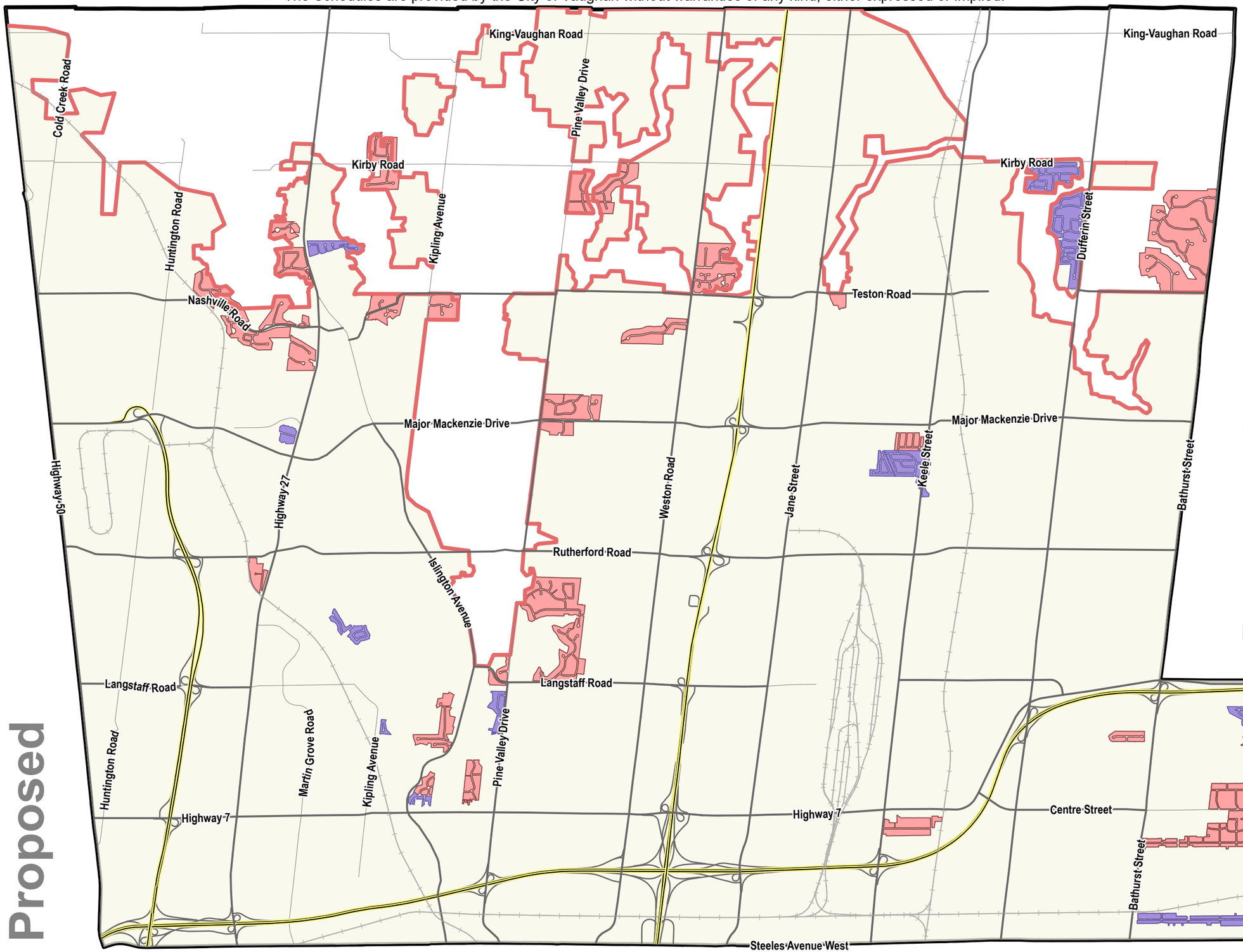
- Bus Rapid Transit /GO Rail
- GO Rail
- Subway/ Bus Rapid Transit
- Subway
- Bus Rapid Transit

**Transit Corridors**

- Subway
- Bus Rapid Transit
- GO Rail
- Municipal Boundary
- Parcels

[1]Transit Stations represent both proposed and existing stations and their locations are approximate and subject to change as a result of further studies by government and government entities.

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October 2025

## SCHEDULE 1C

VAUGHAN

## Established Large-Lot Neighbourhoods

Urban Boundary

**Lot Frontages**

30m+ (100ft+)

21m to 29m (70ft to 95ft)

**Base Map**

Municipal Boundary

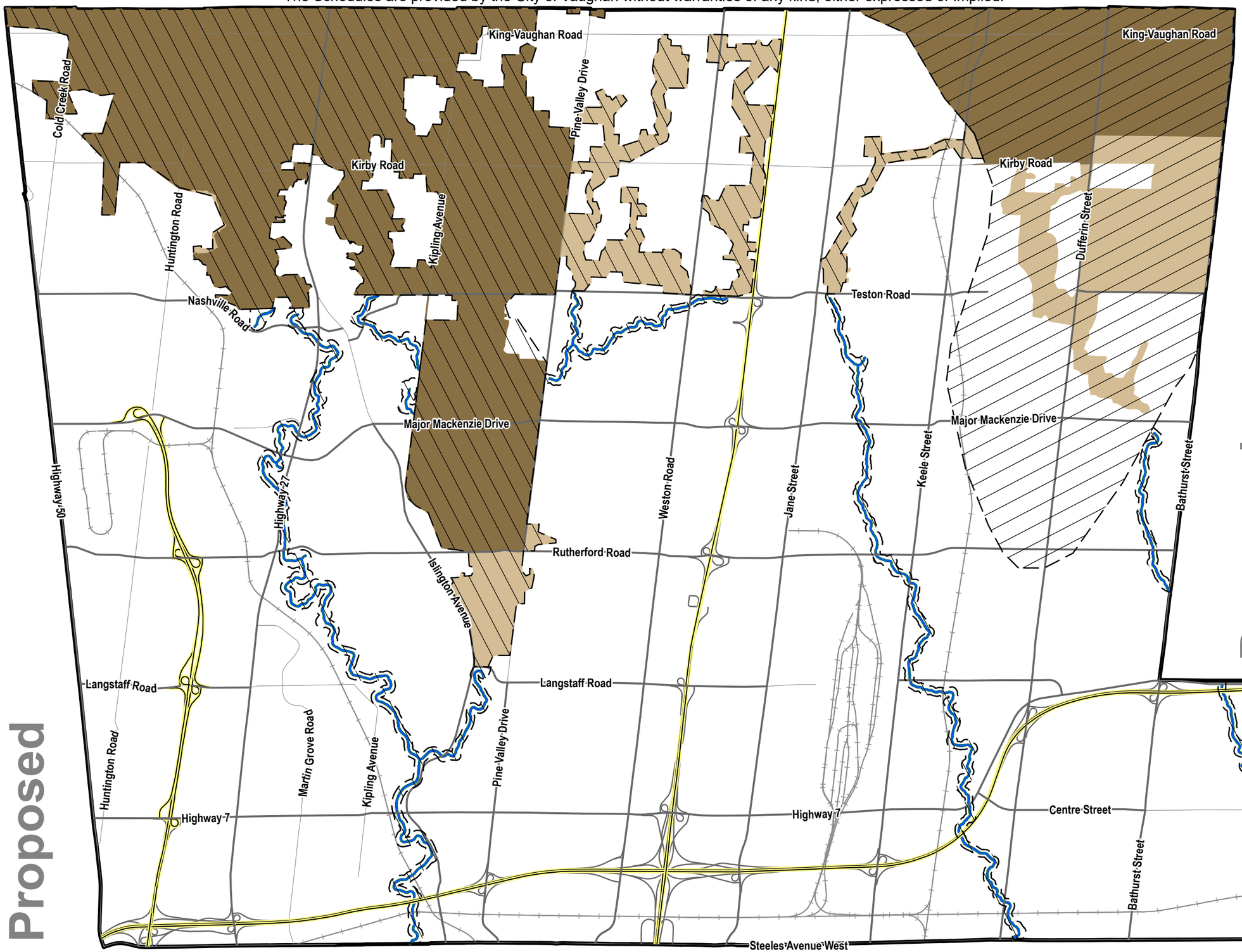
Urban Area

Road Network

Railway

0 1 2 3 Km

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October 2025

# SCHEDULE 1D

VAUGHAN

## Agricultural System

- Prime Agricultural Lands
- Rural Lands
- Urban River Valley Designation

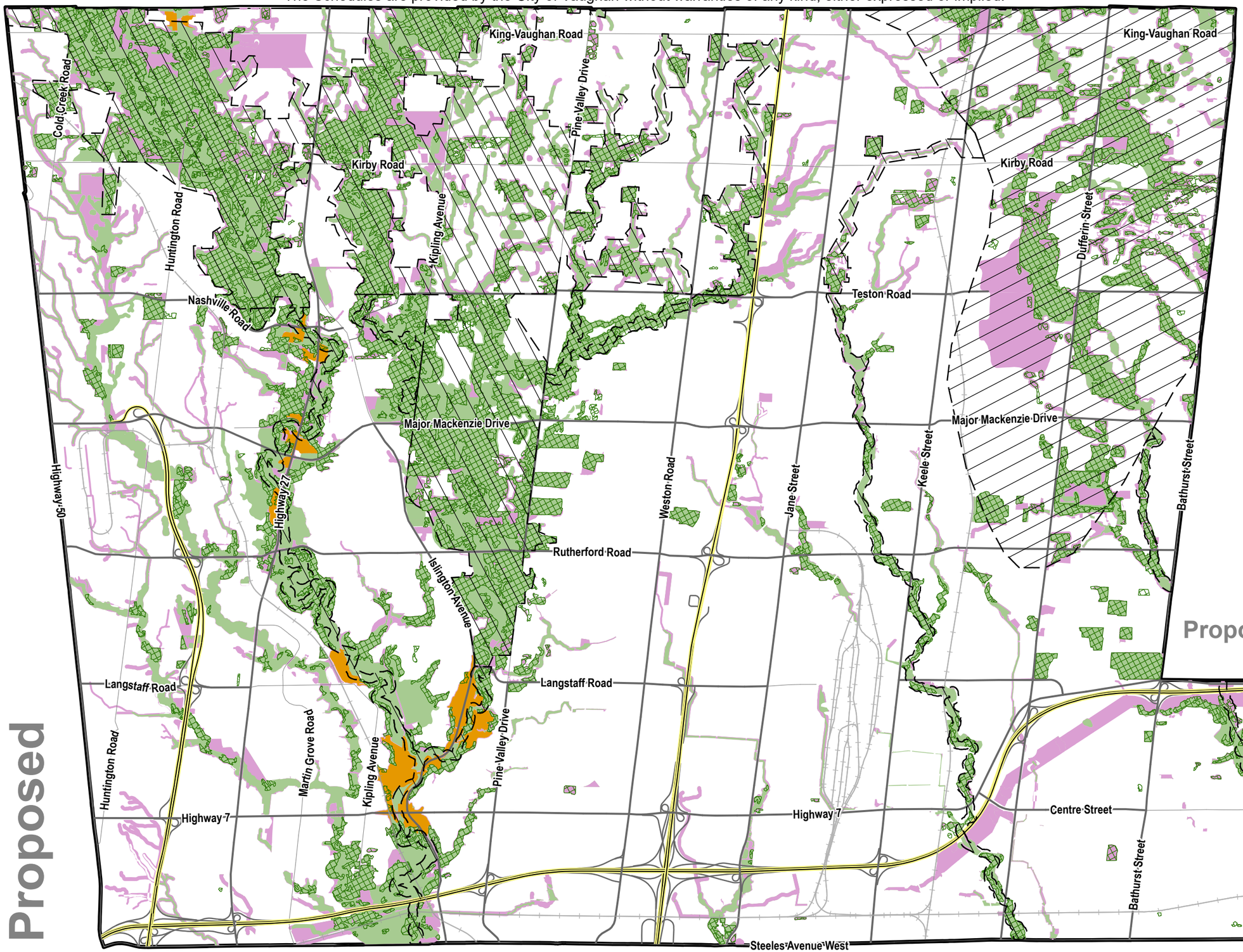
**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Greenbelt Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

# SCHEDULE 2

## Natural Heritage Network

- Core Features
- Built-Up Valley Lands [1]
- Woodlands
- To be Determined Through Future Studies

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[2]
- Greenbelt Plan Area and Natural Heritage Network[2]
- Road Network
- Railway

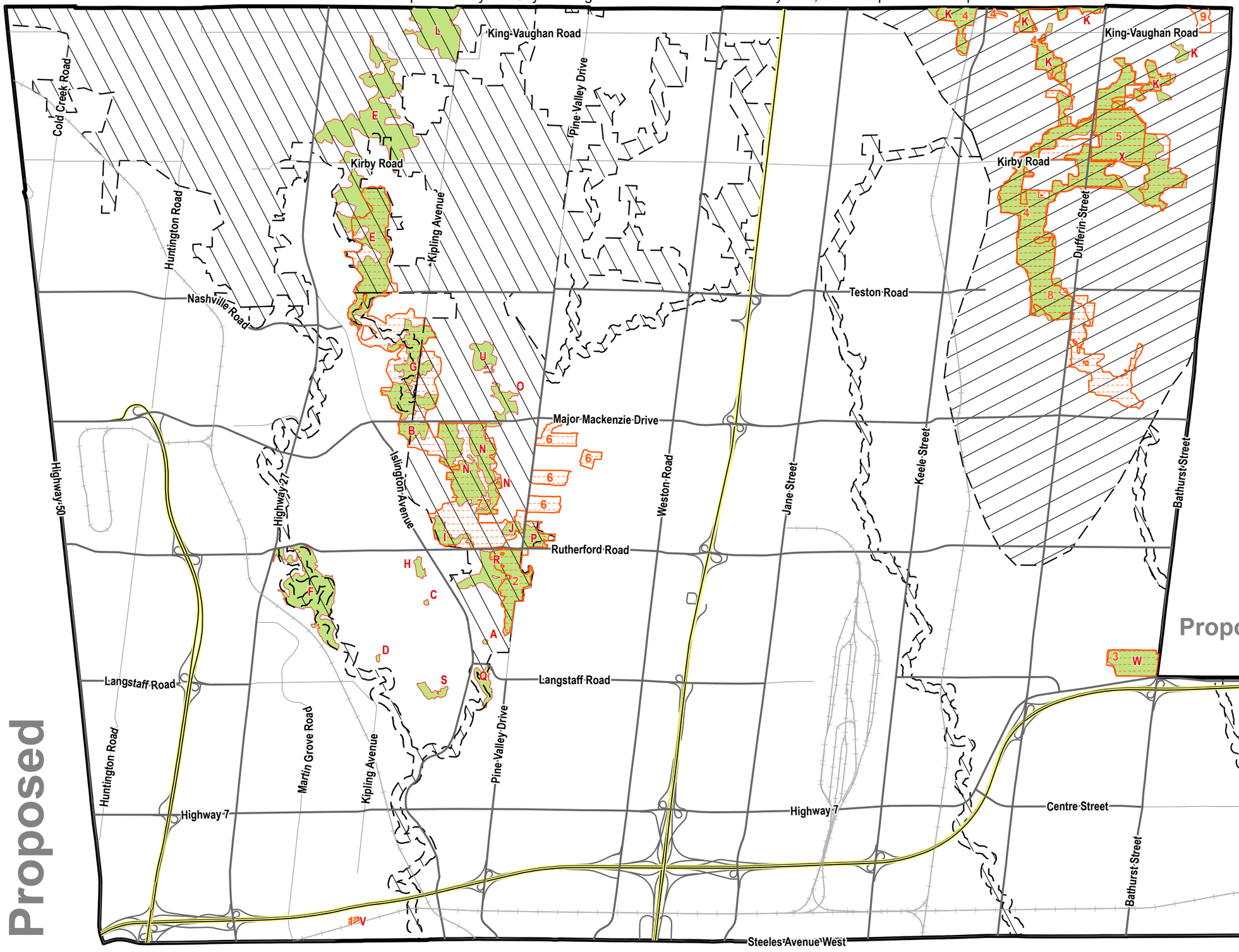
Chapter 2.7 policies take precedence over Schedule 2 in identifying the Natural Heritage Network. Core features will be refined site-by-site through *Planning Act* approvals and technical studies. Natural Heritage Network refinements or updates to reflect existing approvals may be made without an Official Plan Amendment.

[1] The built-up valley lands are separate from the Provincially approved Woodbridge Special Policy Area. Further details on the policy areas are shown on Schedule 8 of the Vaughan Official Plan, 2025.

[2] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

# SCHEDULE 3

VAUGHAN

## Environmentally Significant Areas and Areas of Natural and Scientific Interest

Environmentally Significant Areas

Areas of Natural and Scientific Interest

**Base Map**

Municipal Boundary

Oak Ridges Moraine Conservation Plan Area[1]

Greenbelt Plan Area[1]

Road Network

Railway

**Index of Environmentally Significant Areas**

| Area | Area Name | ESA # | Watershed |
|---|---|---|---|
| A | Boyd's Rock Cress | 20 | Humber River |
| B | Boyd Forest | 29 | Humber River |
| C | Carex Peckii Area No. 2 | 23 | Humber River |
| D | Clarence Street Forest | 16 | Humber River |
| E | East Humber River | 127 | Humber River |
| F | Elder Mills Forest | 17 | Humber River |
| G | Glassgo | 32 | Humber River |
| H | Graham's Forest | 25 | Humber River |
| I | Graham's Forest Complex | 35 | Humber River |
| J | Graham's Woods | 27 | Humber River |
| K | King-Vaughan Complex | 137 | Humber River |
| L | King Creek Forest | 56 | Humber River |
| M | King Forest | 57 | Humber River |
| N | Kortright Area | 28 | Humber River |
| O | McFayden Forest | 30 | Humber River |
| P | McLeans's Forest | 26 | Humber River |
| Q | Pine Grove Forest | 19 | Humber River |
| R | Pine Valley Forest | 21 | Humber River |
| S | Smith's Beech Forest | 18 | Humber River |
| T | Spiranthes Site | 58 | Humber River |
| U | Sprengel's Forest | 31 | Humber River |
| V | Woodbridge Cut | 15 | Humber River |
| W | Baker's Wood's | 128 | Don River |
| X | McGill Area | 72 | Don River |
| Y | Richvale Forest | 71 | Don River |

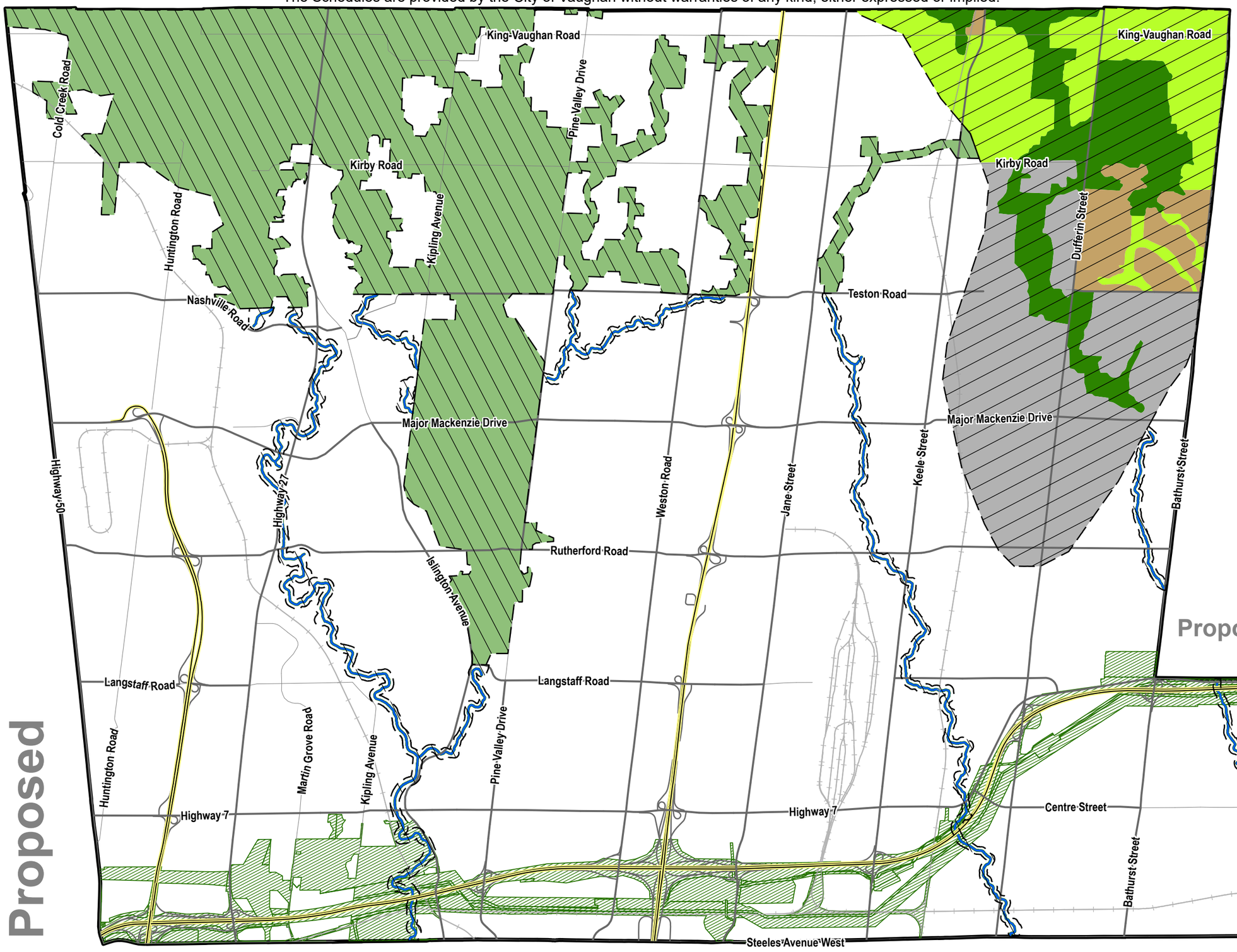
**Index of Areas Natural and Scientific Interest**

| Area | Area Name | Significance |
|---|---|---|
| 1 | Woodbrdige Cut | Provincially Significant |
| 2 | Boyd Conservation Area & Adjacent Lands | Provincially Significant |
| 3 | Bakers Woods | Provincially Significant |
| 4 | Maple Uplands and Kettle Wetlands | Provincially Significant |
| 5 | Oak Ridges Moraine Maple Spur | Provincially Significant |
| 6 | Kleinburg Woodlots | Regionally Significant |
| 7 | Humber River | Regionally Significant |
| 8 | Maple Spur Channel | Regionally Significant |
| 9 | Thompson Lake | Regionally Significant |

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

## SCHEDULE 4

VAUGHAN

## Provincial Plans and Designations

- Greenbelt Protected Countryside
- Urban River Valley
- Parkway Belt West Lands

**Oak Ridges Moraine Conservation Plan Area**

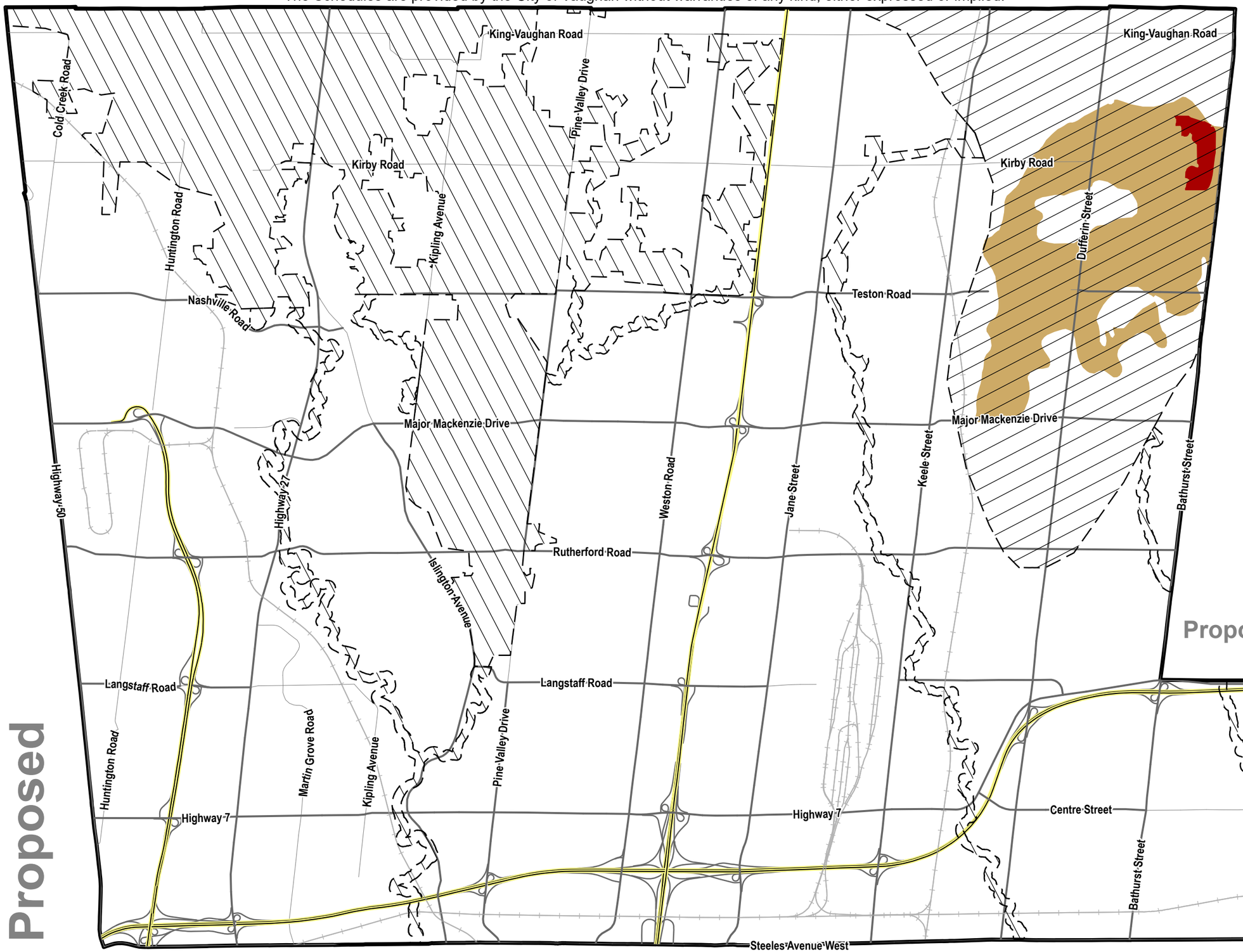
- Oak Ridges Moraine Natural Core Area
- Oak Ridges Moraine Natural Linkage Area
- Oak Ridges Moraine Countryside
- Oak Ridges Moraine Settlement Area
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area

**Base Map**

- Municipal Boundary
- Road Network
- Railway

0 1 2 3 Km

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October 2025

## SCHEDULE 5

VAUGHAN

# Mineral Aggregate Resources

- Secondary Sand and Gravel Resource Area[1]
- Aggregate Resource Areas
- Oak Ridges Moraine Conservation Plan Area[2]
- Greenbelt Plan Area[2]

**Base Map**

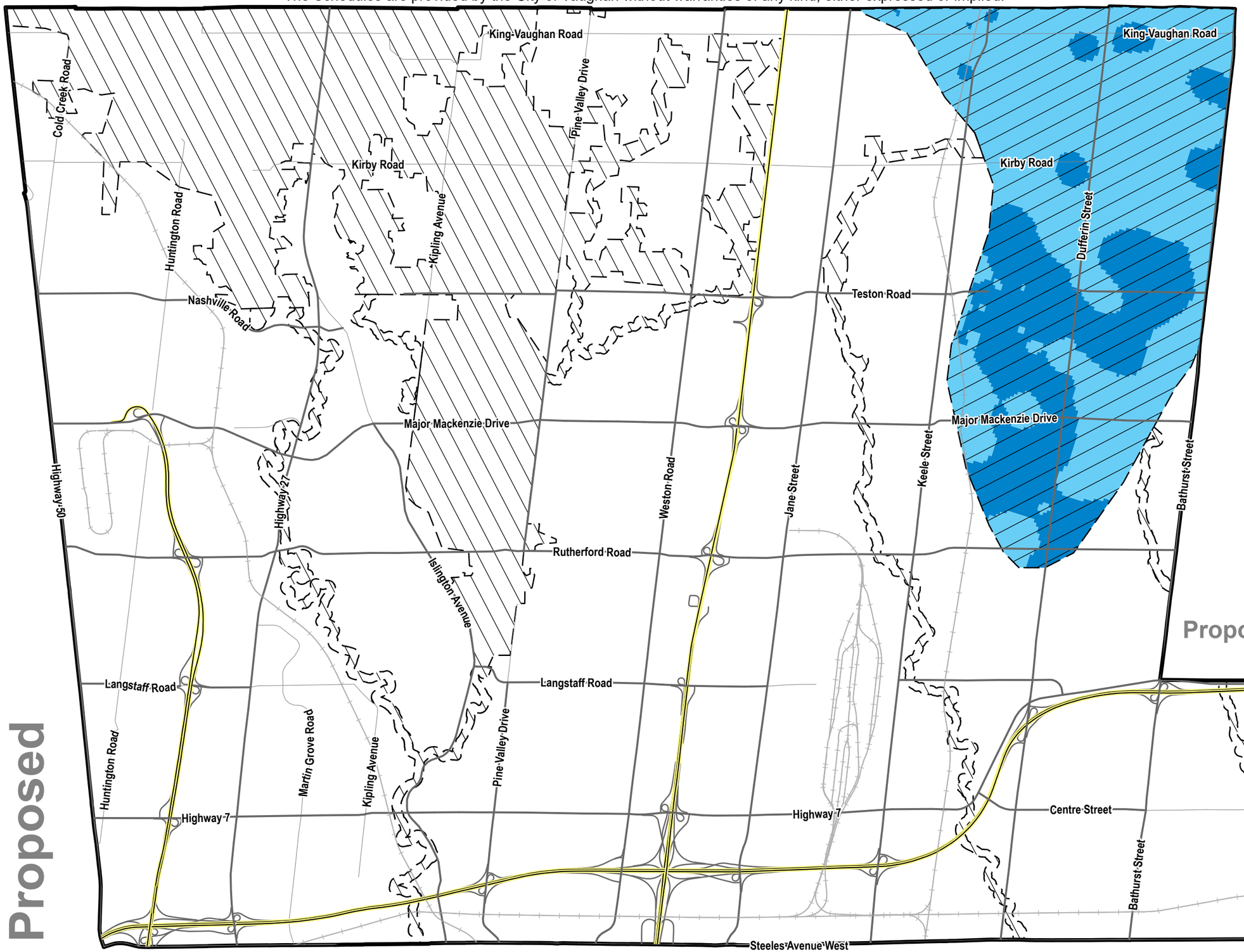
- Municipal Boundary
- Road Network
- Railway

[1] Source: The Ministry of Northern Development and Mines

[2] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

# SCHEDULE 6

VAUGHAN

## Aquifer Vulnerability

Areas of Low Vulnerability Aquifer

Areas of High Vulnerability Aquifer

**Base Map**

Municipal Boundary

Oak Ridges Moraine Conservation Plan Area [1]

Greenbelt Plan Area [1]

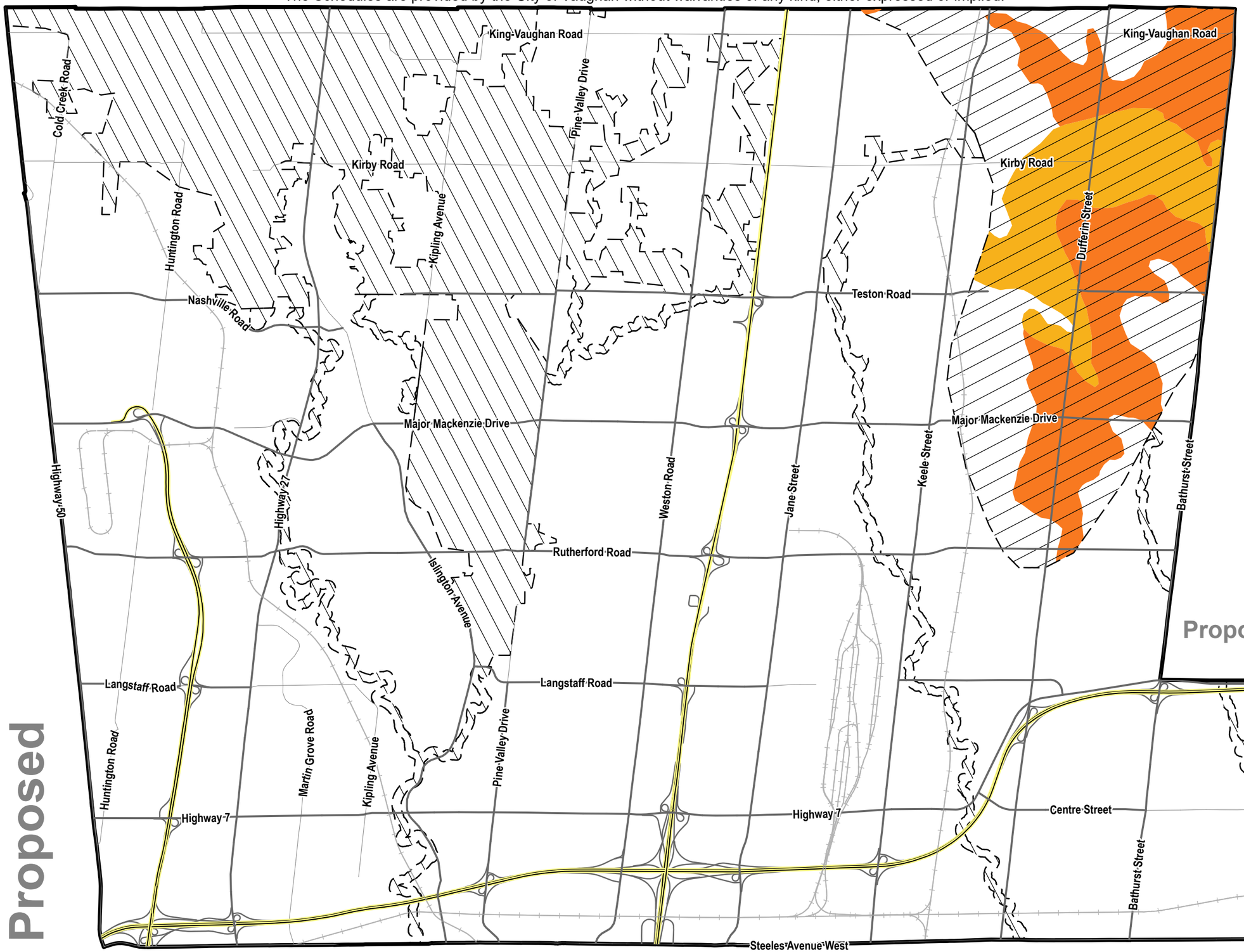
Road Network

Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

# SCHEDULE 7

VAUGHAN

## Landform Conservation

Category 1
Category 2

**Base Map**

Municipal Boundary
Oak Ridges Moraine Conservation Plan Area[1]
Greenbelt Plan Area[1]
Road Network
Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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KIPLING AVENUE
CLARENCE STREET
LANGSTAFF ROAD
ISLINGTON AVENUE
PINE VALLEY DRIVE
WOODBRIDGE AVENUE
HIGHWAY 7

Proposed

Proposed

October 2025

# SCHEDULE 8

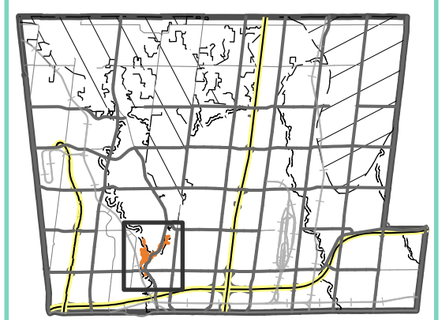
VAUGHAN

## Special Policy Areas

- Special Policy Area
- Built-Up Valley Lands
- Watercourse
- Greenbelt Plan Area[1]

**Base Map**

- Municipal Boundary
- Road Network
- Railway

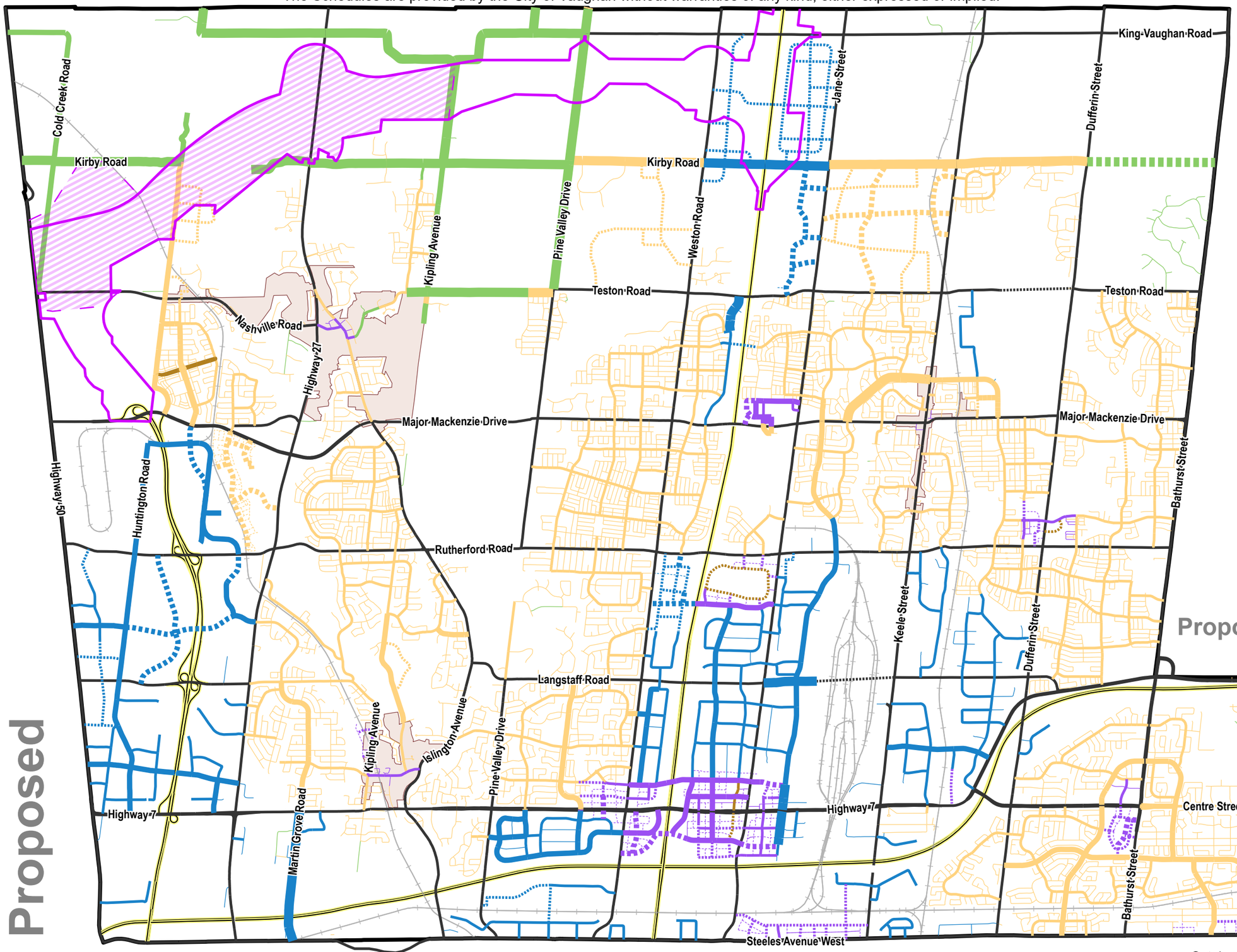


[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

Special Policy Area policies and land use designations as per the Woodbridge Secondary Plan.

0 0.15 0.3 0.45 Km

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October 2025

# SCHEDULE 9A

VAUGHAN

## Street Classification

### Street Classification

- Under Review Street
- York Regional Arterial Road
- Special Classification

### Functional Classification

| Urban Structure | Arterial (36m) | Major Collector (30m) | Minor Collector (24m) | Local (20m) |
|---|---|---|---|---|
| Natural | | | | |
| Community | | | | |
| Employment | | | | |
| Intensification | | | | |

### Land Use

- Heritage Conservation Districts

### Proposed Highway 413

- Focused Analysis Area (2025)
- Narrowed Area of Interest

### Base Map

- Municipal Boundary
- Railway

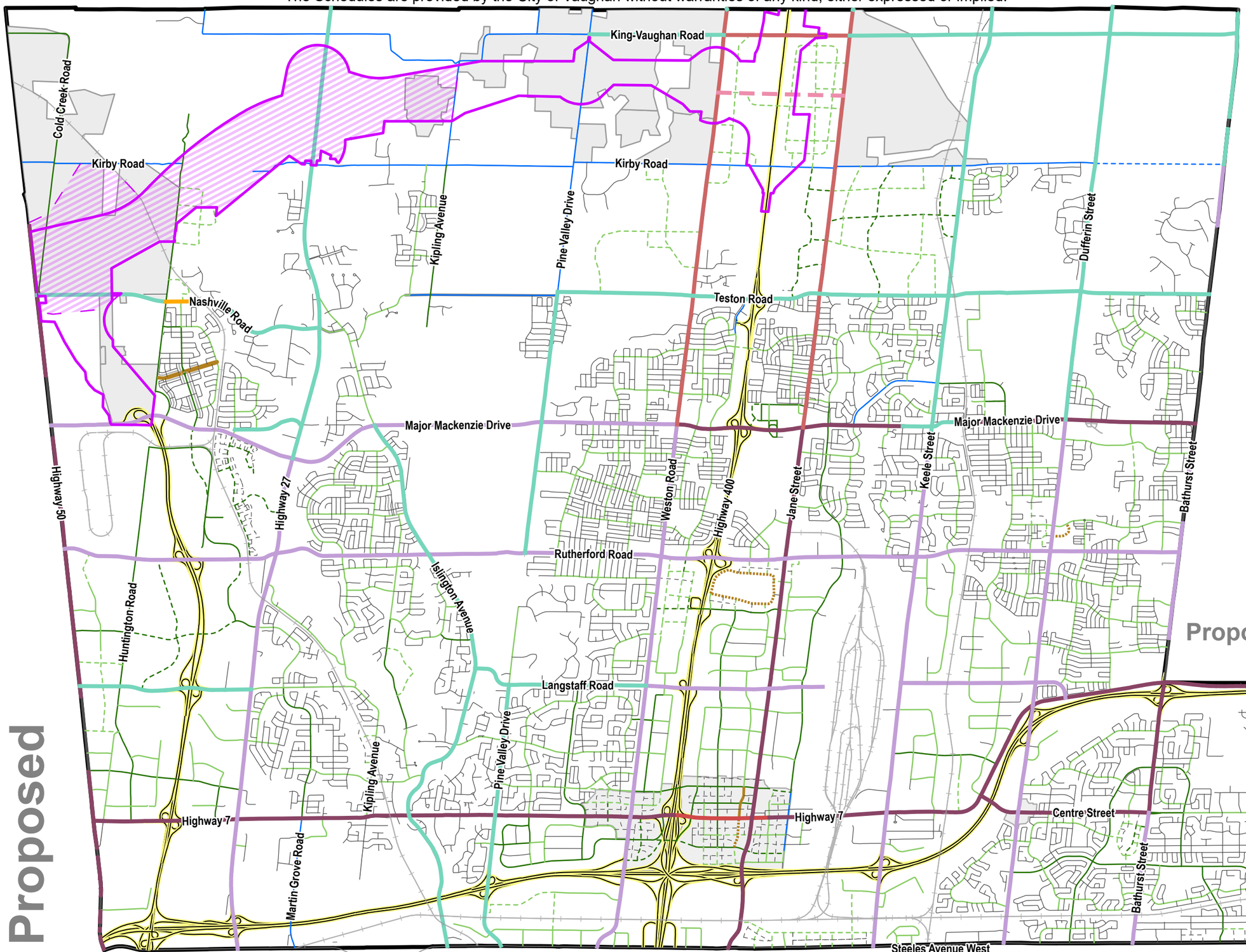
If rights-of-way within Secondary Plan Areas are not consistent between this Schedule and the Secondary Plan or approved Official Plan Amendment, the approved document that is most recent shall apply.

Standard right-of-way requirements, including but not limited to street elements and widths, may be reviewed and modified in designated Heritage Conservation Districts at the discretion of the City.

Additional information on streets with Special Classification can be found in the corresponding Secondary Plan and/or Area Specific Policies of the Vaughan Official Plan.

0 1 2 3 Km

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October 2025

## SCHEDULE 9B

VAUGHAN

## Planned Street Rights-of-Way

- Under Review
- Special Classification (varies)
- Local (20 m)
- Minor Collector (24 m)
- Major Collector (30 m)
- Minor Arterial (36 m)

**Major Arterial**

- Up to 26 m
- Up to 30 m
- Up to 36 m
- Up to 41 m
- Up to 43 m
- Up to 45 m
- Up to 60 m

- Areas Subject to Secondary Plans

**Proposed Highway 413**

- Focused Analysis Area (2025)
- Narrowed Area of Interest

**Base Map**

- Municipal Boundary
- Railway

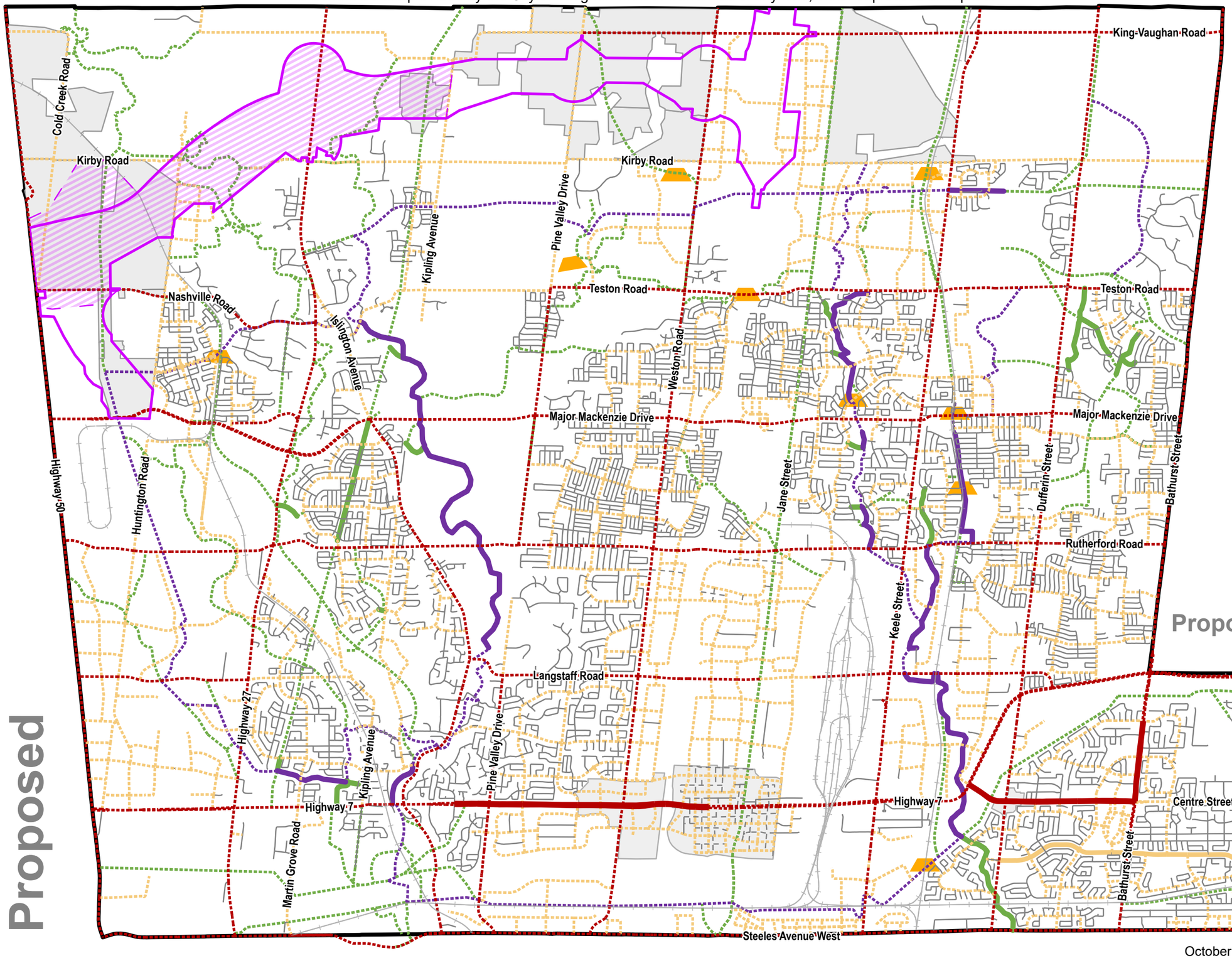
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October 2025

# SCHEDULE 9C

VAUGHAN

## Cycling Facilities and Trails

**All Ages & Abilities Cycling Facilities**

- Existing Regional Routes
- Planned Regional Routes
- Existing Local Routes
- Planned Local Routes

**Multi-Use Recreational Trails**

- Existing Primary Network - Vaughan Super Trail
- Planned Primary Network - Vaughan Super Trail
- Existing Secondary Network*
- Planned Secondary Network
- Active Transportation Bridge Crossing
- Areas Subject to Secondary Plans

**Proposed Highway 413**

- Focused Analysis Area (2025)
- Narrowed Area of Interest

**Base Map**

- Municipal Boundary
- Railway

*Local trails are not depicted on this map.

All cycling facilities will be planned as separated facilities.

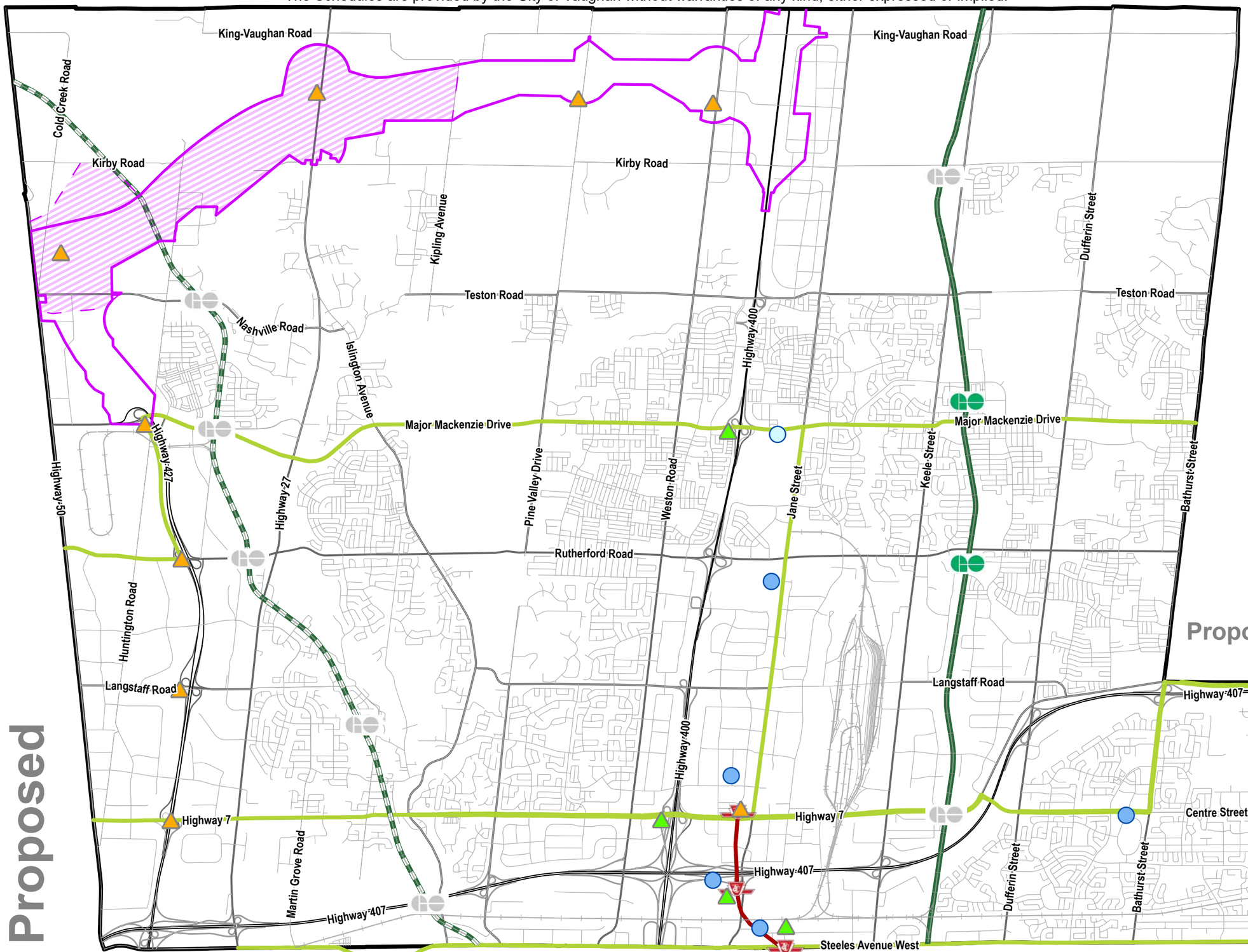
Standard right-of-way requirements, including but not limited to street elements and widths, may be reviewed and modified in designated Heritage Conservation Districts at the discretion of the City.

Active transportation projects are implemented using two methods. The first is by leveraging already planned capital projects and opportunities through development applications, which is referred to as "routine accommodation". The second is through the implementation of "standalone projects", through an active transportation implementation program which is reviewed annually.

(1) Regional Transit corridors are maintained by York Region and York Region Rapid Transit Corporation. For information on existing services and conditions, visit yrt.ca and vivanext.com

0 1 2 3 Km

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October 2025

## SCHEDULE 10

## Major Transit Network

- Existing Bus Terminal
- Future Bus Terminal
- Existing GO Line
- Proposed GO Line
- Existing GO Station
- Proposed GO Station
- Existing Subway
- Proposed Subway
- Existing Subway Station
- Proposed Subway Station
- Regional Rapid Transit Corridor[1]
- Active Commuter Parking Lot
- Potential Commuter Parking Lot

**Proposed Highway 413**

- Focused Analysis Area (2025)
- Narrowed Area of Interest

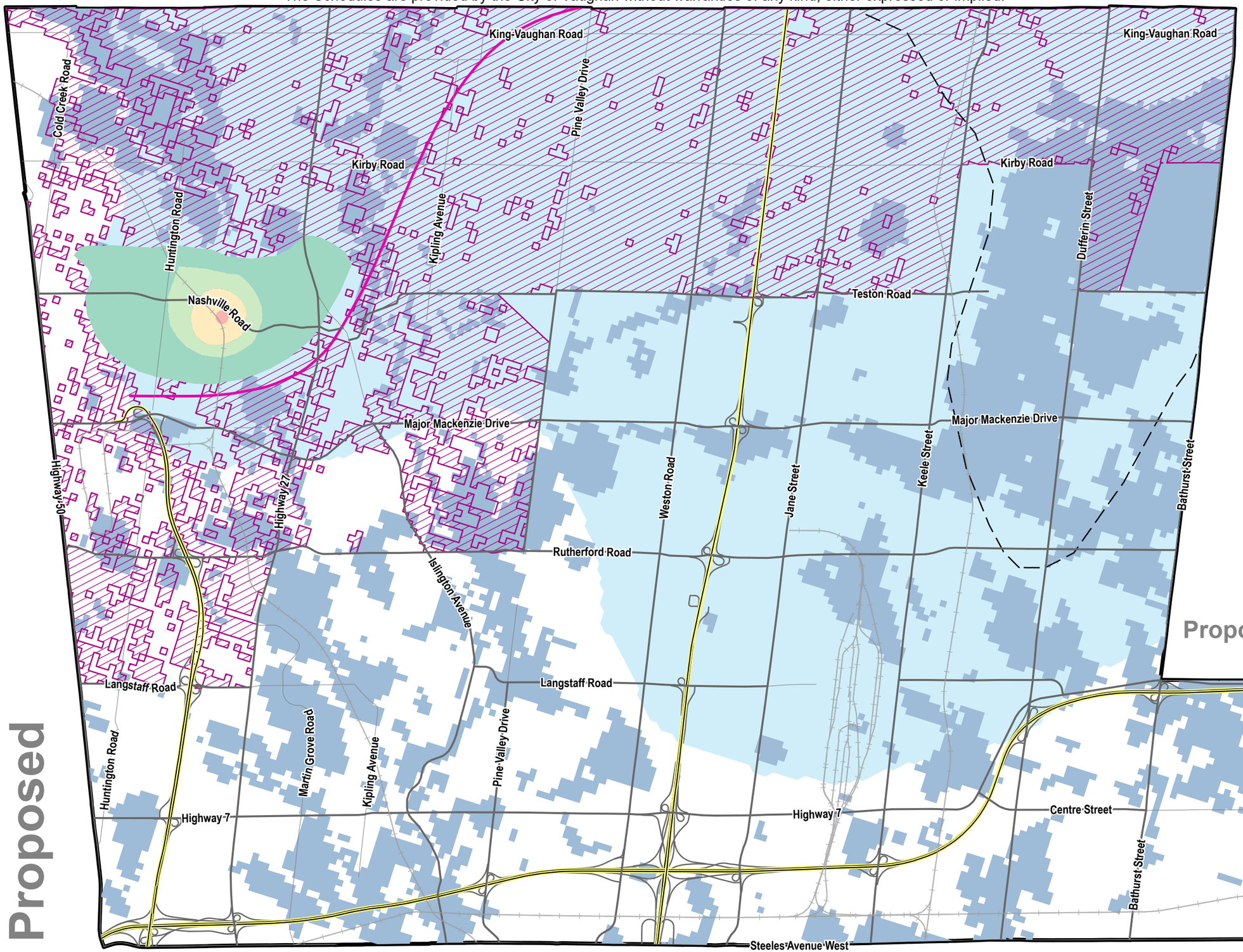
**Base Map**

- Municipal Boundary
- Road Network
- Railway

[1]Regional Transit corridors are maintained by York Region and York Region Rapid Transit Corporation.
For information on existing services and conditions, visit yrt.ca and vivanext.com

0 1 2 3 Km

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October 2025

# SCHEDULE 11

VAUGHAN

## Source Water Protection Areas

**Water Quality**

Intake Protection Zones

- 100m Zone/WHPA-A
- 0 - 2 Year Zone/WHPA-B
- 2 - 5 Year Zone/WHPA-C
- 5 - 25 Year Zone/WHPA-D
- Highly Vulnerable Aquifers

**Water Quantity**

- Significant Groundwater Recharge Area
- WHPA - Q1/Q2
- Downgradient Line

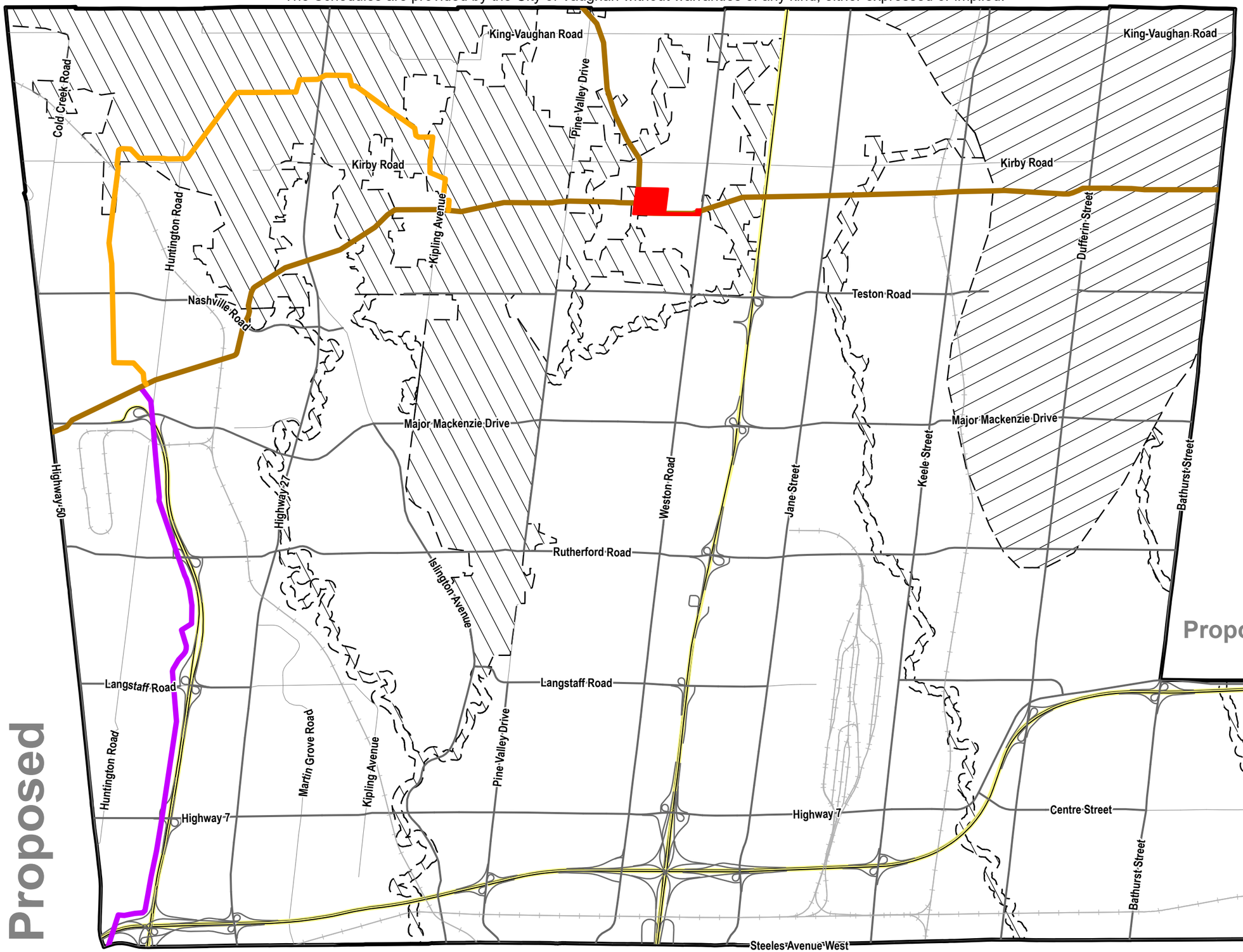
**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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# SCHEDULE 12

VAUGHAN

## TransCanada Pipeline Facilities

- King's North Connection
- Pipeline Corridor
- Vaughan Mainline Expansion
- Compressor Station

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Greenbelt Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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# SCHEDULE 13

VAUGHAN

## Land Use Designations

- Approved Regional Employment Conversion
- New Community Area and New Employment Area as identified in section 2.3.1
- Natural Areas
- Parks
- Private Open Space
- Prime Agriculture
- Rural
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- High-Rise Residential
- High-Rise Mixed-Use
- Transitional Mid-Rise Mixed-Use
- Non-Residential Mixed-Use
- Prestige Mixed-Use I
- Prestige Mixed-Use II
- General Employment
- Prestige Employment
- Major Institutional
- Theme Park and Entertainment
- Infrastructure and Utilities
- Future Development (Non-Employment)
- Lands Subject to Secondary Plans or Area Specific Plans[1]
- Oak Ridges Moraine Natural Core Area
- Oak Ridges Moraine Natural Linkage Area
- Oak Ridges Moraine Countryside
- Subject to Minister's Order February 3, 2015 and Special Policy 3.2.7.8
- Parkway Belt West Lands

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[2]
- Greenbelt Plan Area[2]
- Road Network
- Proposed Park[3]
- Proposed School[3]

[1] Refer to Schedules 14A and 14B in Vaughan Official Plan, 2010, or Vaughan Official Plan, 2025, as appropriate, for Lands Subject to Secondary Plans and Area Specific Plans
[2] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.
[3] Locations are conceptual and may be modified without an amendment to this plan.




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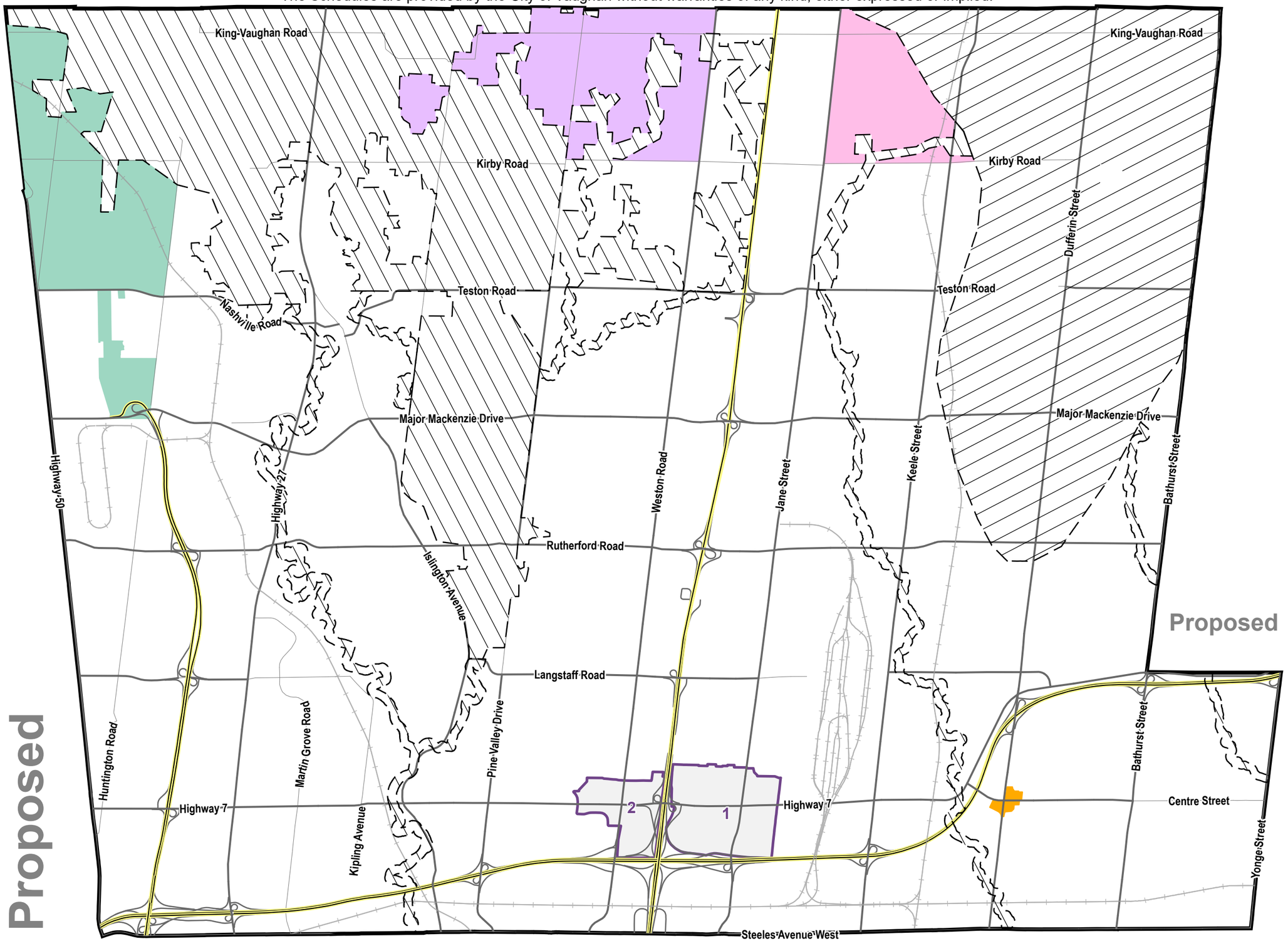
Proposed

Proposed

October 2025

Document Path: N:\GIS_Archive\Projects\PolicyPlanning\VOP2025\Volume1_Schedules\Mapping\Sch 13\Schedule13_3_3_25.aprx

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October 2025

## SCHEDULE 14A

## Areas Subject to Secondary Plans

**Number,Name,Chapter**

- 1,Vaughan Metropolitan Centre,6.2
- 2,Weston 7 Secondary Plan,6.3

**Required Secondary Plan Areas**

- Northwest Vaughan Employment Area
- North-Central Vaughan
- Block 28
- Dufferin Street and Centre Street

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Greenbelt Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

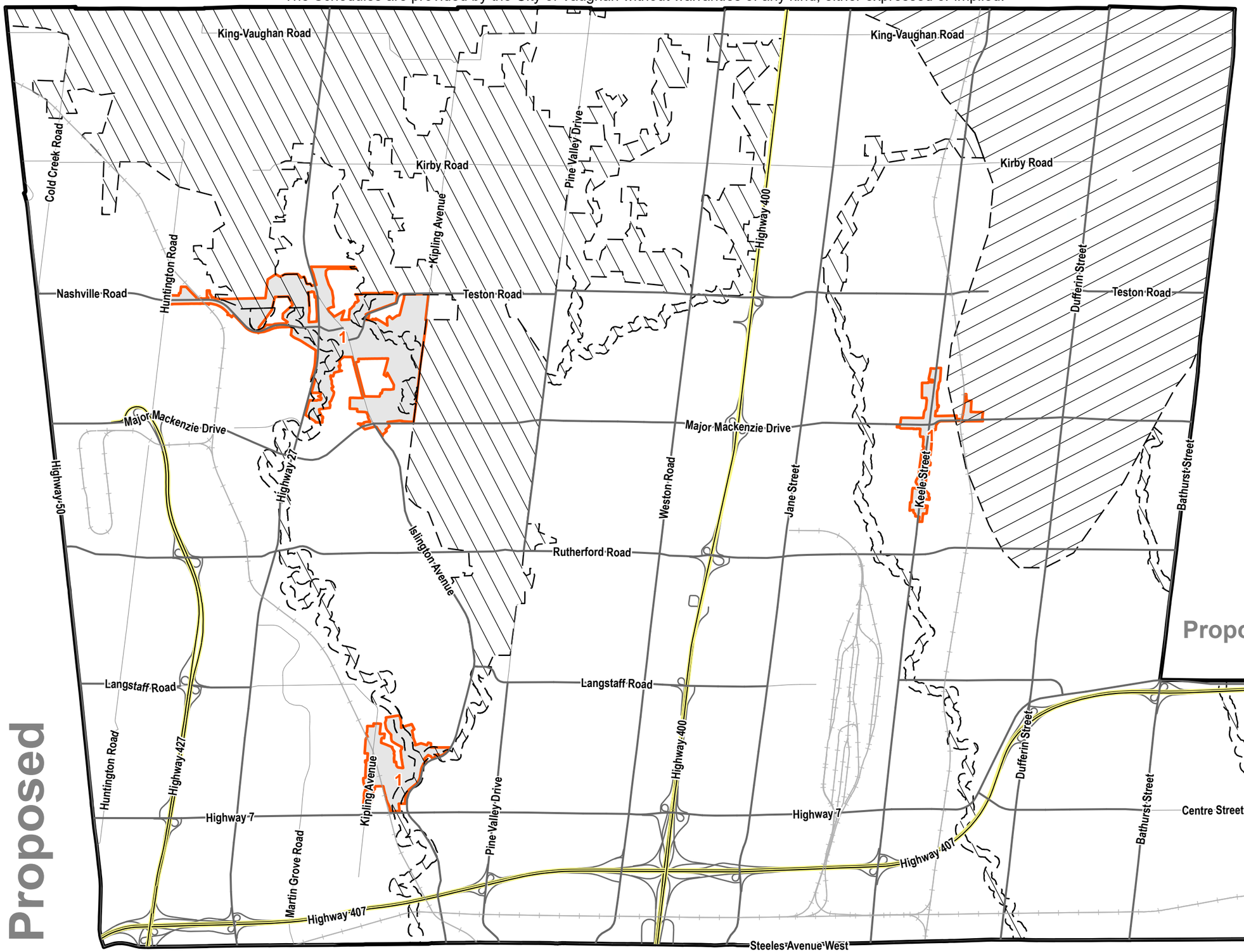
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# SCHEDULE 14B

VAUGHAN

## Areas Subject to Area Specific Plans




October 2025

**Site #, Name, and Chapter**

1, Heritage Conservation Districts, as per policy 4.10.8.1

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Greenbelt Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

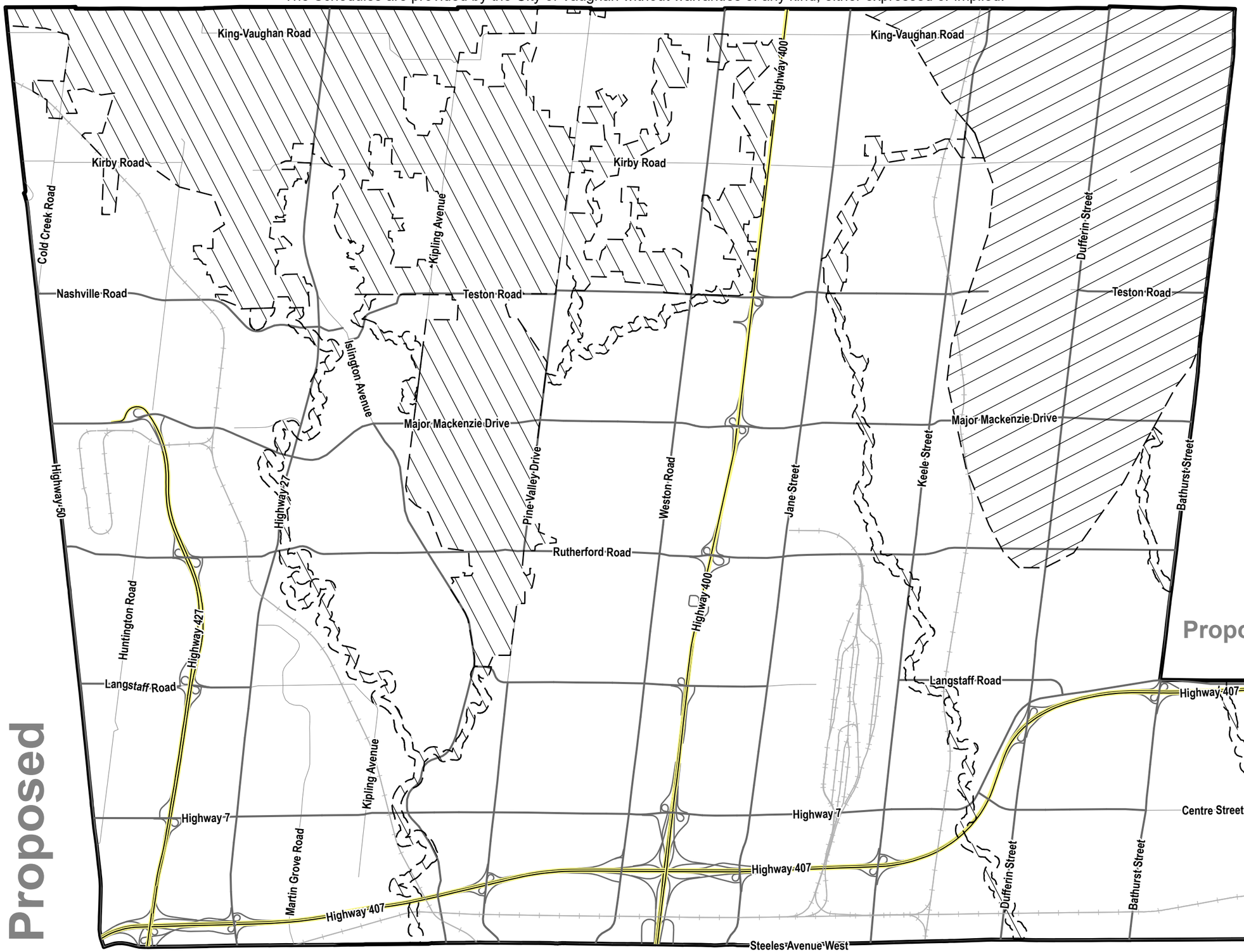
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# SCHEDULE 14C

VAUGHAN

## Areas Subject to Site Specific Plans




October 2025

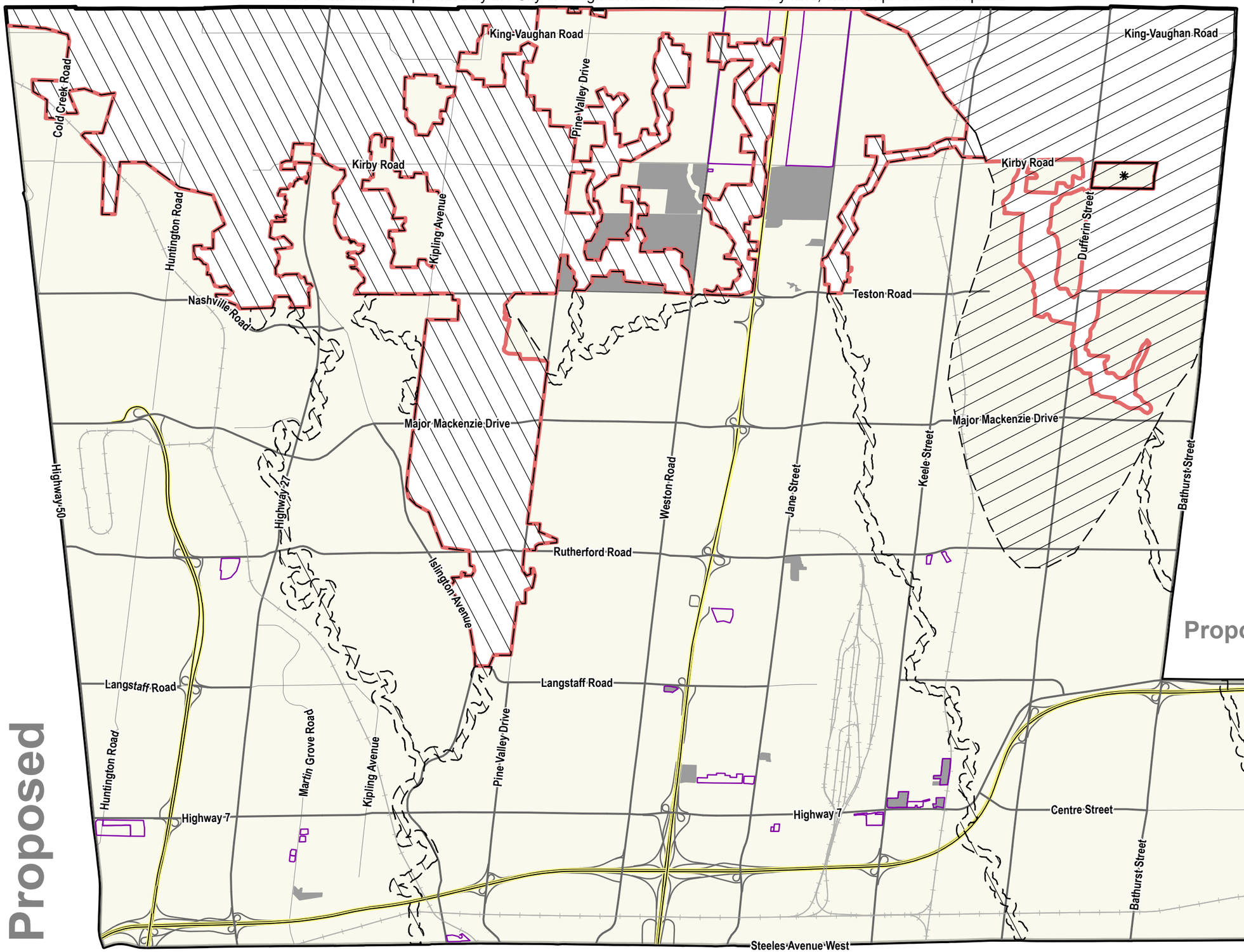
**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area[1]
- Greenbelt Plan Area[1]
- Road Network
- Railway

[1] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

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October 2025

## APPENDIX 1

## Provincial Decisions

- Areas subject to a Minister Decision[1]
- Approved Regional Employment Conversion [2]
- Urban Boundary
- Subject to Minister's Order February 3, 2015 and Special Policy 3.2.7.8

**Base Map**

- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Area [3]
- Greenbelt Plan Area [3]
- Urban Area
- Road Network
- Railway

[1] Notwithstanding anything in this Plan, the permissions included in the Minister's Zoning Order or Ontario Regulation in-effect on the date this Plan was approved (including but not limited to permitted uses and zoning requirements) are permitted on the subject land. Additional studies may be required at future application stages.

[2] Regional Council Approval of Employment Conversion application boundaries submitted through York Region's Municipal Comprehensive Review, 2022.

[3] See Schedule 4 for more information on the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

0 1 2 3 Km

# Appendix 2

## Minimum Density Targets for Protected Major Transit Station Areas in Vaughan

The following gross minimum density targets shall apply within each **Protected Major Transit Station Area** and the following minimum **Floor Space Index** shall apply to each site within each **Protected Major Transit Station Area**:

| **Protected Major Transit Station Area (PMTSA)** | Gross Area of PMTSA (Ha) | Gross Minimum Density Target (ppj/Ha)[1] | Gross Minimum Combined Population and Jobs per PMTSA | Minimum Floor Space Index per site within PMTSA[3] |
|---|---|---|---|---|
| **PMTSA 1 – Maple GO Station** | 38.96 | 150 | 5,844 | 1.0 |
| **PMTSA 2 – Rutherford GO Station** | 34.76 | 100 | 3,476 | 0.8 |
| **PMTSA 3 – Wigwoss-Helen BRT Station** | 18.20 | 160 | 2,912 | 1.1 |
| **PMTSA 4 – Pine Valley BRT Station** | 37.57 | 160 | 6,011 | 1.0 |
| **PMTSA 5 – Ansley Grove BRT Station** | 47.39 | 200 | 9,478 | 1.4 |
| **PMTSA 6 – Weston BRT Station** | 88.29 | 250 | 22,073 | 1.8 |
| **PMTSA 7 – Commerce BRT Station** | 71.40 | 350 | 24,990 | 2.4 |
| **PMTSA 8 – Vaughan Metropolitan Centre Subway Station** | 110.76 | 400 | 44,304 | 2.8 |
| **PMTSA 9 – Creditstone BRT Station** | 52.08 | 300 | 15,624 | 2.1 |
| **PMTSA 10 – Highway 407 Subway Station[2]** | 12.13 | 0 | 0 | 0.0 |
| **PMTSA 11 – Pioneer Village Subway Station** | 39.13 | 200 | 7,826 | 1.4 |
| **PMTSA 12 – Keele BRT Station** | 55.83 | 160 | 8,933 | 0.8 |
| **PMTSA 13 – Concord BRT Station** | 56.04 | 160 | 8,966 | 1.1 |
| **PMTSA 14 – Dufferin BRT Station** | 17.51 | 160 | 2,802 | 1.1 |
| **PMTSA 15 – Taiga BRT Station** | 22.35 | 160 | 3,576 | 1.1 |
| **PMTSA 16 – Atkinson BRT Station** | 45.30 | 160 | 7,248 | 1.1 |
| **PMTSA 17 – Disera-Promenade BRT Station** | 57.43 | 200 | 11,486 | 1.4 |
| **PMTSA 18 - Clark Subway Station** | 39.10 | 250 | 9,775 | 1.8 |
| **PMTSA 19 - Royal Orchard Subway Station** | 39.49 | 200 | 7,898 | 1.4 |
| **PMTSA 20 - Steeles Subway Station** | 49.17 | 300 | 14,751 | 2.1 |

[1] Gross Minimums are to be achieved at Full Buildout of the **Protected Major Transit Station Area**.
[2] PMTSA 10 – Highway 407 Subway Station has a gross minimum density target of 0 people and jobs per hectare, as approved by the Minister, because the lands are currently situation within the “Parkway Belt West Plan” designation.
[3] The minimum **Floor Space Index** does not apply to: i) lands required for public parks, natural system, stormwater management purposes and open spaces; ii) institutional uses and **Schools**; iii) transit station uses; and iv) community and recreation uses operated by a public authority.

## Appendix 3

Core Features of the Natural Heritage Network

| Core Feature | Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas) | Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas) |
|---|---|---|
| **Valley and Stream Corridors**<br>**Significant Valley Lands**<br>Permanent and **Intermittent Streams** | 10 metres from the feature limit | 30 metres from the feature limit |
| **Wetlands**, including those identified as Provincially **Significant** | 30 metres | 30 metres |
| **Woodlands**, including those identified as **Significant** | 10 metres from the **Woodland**'s dripline | 30 metres |
| **Significant Wildlife Habitat**/ **Habitat of Endangered and Threatened Species** / Habitat of Special Concern Species | Determined by an **Environmental Impact Study** and/or a natural heritage evaluation | Determined by an **Environmental Impact Study** and/or a natural heritage evaluation |
| **Fish Habitat** | 15 metres or 30 metres depending on the thermal regime of the **Watercourse** | 30 metres |
| **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** | Determined by an **Environmental Impact Study** and/or natural heritage evaluation | Determined by an **Environmental Impact Study** |
| **Kettle Lakes**, **Seepage Areas and Springs** and Sensitive Surface Water Features (including waterbodies) | 30 metres | 30 metres |
| **Sand Barrens**, **Savannahs**, and **Tallgrass Prairies** | N/A | 30 metres, or as determined by a natural heritage evaluation |

# Appendix 4

Information, Reports, Studies and Materials that may be required as a complete application

## Planning

- **Agricultural Impact Assessment**
- Application Form
- Aviation Report
- Block Plan
- Community Services and Facilities Impact Study
- Comprehensive **Development** Plan/Phasing Plan
- Concept Plan
- Context Map with Colour Aerial Orthophoto
- Description of **Development** Proposal
- Geo Referenced AutoCAD (UTM NAD 83, Zone 17) Site Plan/Concept Plan in accordance with GIS Digital Drawing Submission Standards
- GIS layered PDFs (Site Plan/Concept Plan/Draft Plan, Landscape Plan, Building Elevations) in accordance with GIS Digital Drawing Submission Standards
- Draft Plan of Condominium
- Draft Official Plan Amendment
- Draft Plan of Subdivision (with lot frontage and area statistics)
- Draft **Zoning By-law** Amendment
- Draft Reference Plan
- Draft Notice Sign
- Edge Management/ Restoration Plans/ Planting Plan
- Environmental Constraints Map - Demarcation of physical and stable top of bank, areas regulated by TRCA, and/or limits of **Natural Heritage Systems**, **Wetlands**, and/or **Natural Hazards**, **Vegetation Protective Zones** (VPZs) in accordance with Chapter 2.7 of VOP 2025 (if applicable)
- **Environmental Impact Study** or Natural Heritage Evaluation
- Executed & Valid PAC Understanding
- Geodetic Elevations (6-**Storeys** or Greater – NAV Canada/Bombardier Requirement)
- GIS Conformity Letter (Email Confirming GIS Compliance)
- **Housing Options** Statement
- Internal Floor Plans + Roof Plans
- Landform Conservation Plan
- Land Use Compatibility Study
- Land Use Compatibility Study (railway) where a **Sensitive Land Use** is proposed within 1000 metres of a railyard and 500 metres of a railway
- Legal Survey Plan
- **Minimum Distance Separation Formulae** Report
- Oak Ridges Moraine Conformity Report/Greenbelt Conformity Report
- Parcel Abstract (within last 30 days)
- Parking Level Plans
- Planning Justification Report
- Site Plan
- **Special Policy Area** Studies (Woodbridge)
- Sustainable **Development** Report
- Community Energy Plan
- **Wellhead Protection Area Risk Assessment**/Management Plan
- Holding Symbol Condition Confirmation of Clearance (e.g. confirmation of servicing allocation, external agency/ministry clearance, approval of drawings/studies, etc.)

## Urban Design and Cultural Heritage

- 1:50 to 1:100 Scale Detailed Colour Building Elevations (6 Storeys or greater OR within VMC OR a **Heritage Conservation District**)
- Arborist Report with Tree Inventory and Preservation Plan (or letter from an ISA certified Arborist if no Trees are present)
- **Archaeological Assessment**
- Architectural Control Architect Approved Drawings (where applicable)
- Architectural Design (control) Guidelines
- Architectural Material Palette
- Architectural Perspective Rendering
- Cool Roof/Green Roof Plans
- Conservation Plan for Heritage Resources
- Computer Generated Building Mass Model (VMC)
- Cultural Heritage Impact Assessment
- Cultural Heritage Management Plan
- Cultural Heritage Survey
- Detailed Wind Tunnel Model Analysis (6 Storeys or greater)
- Detailed Digital 3D Model (VMC & Heritage)
- Edge Management/Restoration Plans (TRCA requirement)
- Exterior Photometric Lighting Plan
- **Heritage Conservation District** Conformity Report

**Appendix 4**

Information, Reports, Studies and Materials that may be required as a complete application

## Urban Design and Cultural Heritage Continued

- Public Utilities Plan (shadowed on the landscape plan)
- Signage Design and Lighting Plan
- Site and Building Cross Sections (including change of grade and neighbouring properties)
- Site and Building Elevations (demonstrating grade changes)
- Site Plan Accessibility Impact Checklist
- Sun/Shadow Study (6 Storeys or greater)
- Sustainability Performance Metrics Scoring Tool and Summary Letter
- Urban Design and Sustainability Brief/Report
- Urban Design and Sustainability Guidelines

## Development Engineering

- Air Quality Assessment Report
- Draft Reference Plan (showing Parcels of Tied Land (POTL))
- Environmental Site Assessment (ESA) Report(s)
- Erosion and Sediment Control Plan
- Functional Servicing Report
- Geotechnical/Soils Report
- Hydrogeological Report
- Master Environmental Servicing Plan (MESP) (TOR Required)
- Metadata Table
- Noise and Vibration Report
- Parking Study
- Pavement Marking & Signage Plan
- Pedestrian and Bicycle Circulation Plan
- Site Plan Engineering Fee
- Site Servicing and Grading Plan & Supporting Drawings (If grade changes are proposed)
- Site Screening Questionnaire and Environmental Certification
- Stormwater Management Report
- Transportation Demand Management (TDM) Plan
- Transportation Impact Study
- Transportation Maneuverability Plans (e.g. waste collection, emergency vehicles, etc.)
- Water Balance Assessment Report

## Parks

- Community Services and Facilities Impact Study
- Park and Open Space Master Plan – abutting Open Space
- Park and Open Space Detailed Facility Fit Study
- Parkland Dedication Summary Chart
- Trail Feasibility Report/Plan/Study

## Other

- BLEVE (Boiling Liquid Expanding Vapour Explosion) Models
- Community Energy Plan
- Executed Pre-application Understanding
- Flood Risk Assessment Plan
- Geodetic Elevations (NAV Canada requirements)
- Market Impact Study
- Payment of all Applicable Fees
- Plume Study
- Real Estate Appraisal Report
- Title Opinion (Freehold Semi-detached & Freehold Townhouse Proposals)
- Waste Collection Design Standards

**Appendix 4**

Information, Reports, Studies and Materials that may be required as a complete application

## Other Continued

- Additional Studies as required
- **Agricultural Impact Assessment**
- Completed and signed **Development** Application Form
- Copy of the GIS submission confirmation approval email
- Heritage Vaughan Committee approval
- Rail Safety and Risk Mitigation Study
- Site Walks or Site Visits
- Source Protection Plan
- Subsequent Environmental Site Assessments
- Vaughan Design Review Panel review

## Additional Requirements and Specifications

- All drawings and reports shall be submitted to the City in a format both hard and electronic form to City standards and signed and/or stamped by a qualified professional
- All PDFs shall be layered and unlocked, and shall not be password protected
- Application(s) for **Development** on or adjacent to lands regulated by other authorities, including but not limited to TransCanada Pipelines Limited, Hydro One Limited, and the Ontario Ministry of Transportation are required to have **Development** limits established to the satisfaction of the appropriate authority and identified in the appropriate plans and reports required for submission prior to the application being deemed complete by the City
- Digital copies shall be submitted via One Drive and all files shall be labelled in accordance with the City's standard nomenclature
- Other agencies, municipalities, or corporations shall be contacted by the applicant as identified by the City
- When rendering drawings to PDF, options for saving text as comments shall not be selected and all text shall be flattened

# Chapter 6 Secondary Plan Policies

## 6.1 Areas Subject to Secondary Plans

It is the policy of Council:

6.1.1 The lands subject to the Vaughan Metropolitan Centre Secondary Plan are identified on Schedule 14A and are subject to the policies in Section 6.2 of this Plan.

6.1.2 The lands subject to the Weston 7 Secondary Plan are identified on Schedule 14A and are subject to the policies in Section 6.3 of this Plan.

# 6.2 The Vaughan Metropolitan Centre Secondary Plan

The Vaughan Metropolitan Centre Secondary Plan adopted by Vaughan Council on October 28, 2025 / approved by the Ministry of Municipal Affairs and Housing on XXXX.

## 6.2.1 General

6.2.1.1 The following policies, including Part A, Part B and Schedules A - J, constitute the policies of the Vaughan Metropolitan Centre Secondary Plan, as identified on Schedule 14A. Appendix A is for information purposes only and does not constitute part of the Vaughan Metropolitan Centre Secondary Plan.

# THE **VMC** PLAN

## Secondary Plan for the Vaughan Metropolitan Centre

*October 2025*



**VAUGHAN OFFICIAL PLAN 2025** VOLUME 2

# TABLE OF CONTENTS

**PART A: THE PREAMBLE**


**THE PREAMBLE ..... 2**
Introduction ..... 2
Location ..... 2
Policy Context ..... 4
Purpose ..... 5
Document Structure ..... 6


**PART B: THE SECONDARY PLAN**


**1.0 INTRODUCTION ..... 8**

**2.0 VISION AND PRINCIPLES ..... 9**
2.1 Transit-oriented ..... 9
2.2 Walkable ..... 9
2.3 Connected ..... 10
2.4 Diverse ..... 10
2.5 Vibrant ..... 10
2.6 Balanced ..... 10
2.7 Sustainable ..... 11
2.8 Beautiful ..... 11

**3.0 OBJECTIVES ..... 12**

**4.0 GROWTH MANAGEMENT ..... 17**
4.1 General Policies ..... 17
4.2 Supporting Growth ..... 18
4.3 Orderly Development ..... 18

**5.0 STREETS AND TRANSPORTATION ..... 20**
5.1 General Policies ..... 21
5.2 Public Transit ..... 22
5.3 Street Network ..... 23
5.4 Streetscaping ..... 28
5.5 Active Transportation Network ..... 29
5.6 Parking ..... 31
5.7 Curbside Management ..... 31

**6.0 ENERGY, WATER AND THE NATURAL ENVIRONMENT ..... 32**
6.1 General Policies ..... 32
6.2 Energy Infrastructure ..... 33
6.3 Water and Wastewater Services ..... 34
6.4 Stormwater Management ..... 34
6.5 Environmental Site Design ..... 35
6.6 Natural Heritage ..... 36
6.7 Black Creek Flood Mitigation Works ..... 37

**7.0 PARKS AND OPEN SPACES ..... 40**
7.1 General Policies ..... 40
7.2 Park Types ..... 42

7.3 Park Location and Design Requirements ..... 43
7.4 Encumbrances in Parks ..... 45
7.5 Interim Open Space ..... 46
7.6 Implementation ..... 47
7.7 Environmental Open Space ..... 48

**8.0 COMMUNITY SERVICES, CULTURAL FACILITIES AND PUBLIC ART ..... 51**
8.1 General Policies ..... 51
8.2 Schools ..... 53
8.3 Day Care Facilities ..... 55
8.4 Cultural Facilities and Public Art ..... 55

**9.0 LAND USE, DENSITY AND BUILT FORM ..... 57**
9.1 General Land Use and Density Policies ..... 57
9.2 Mixed Use ..... 62
9.3 Neighbourhood ..... 63
9.4 Mixed Non-Residential ..... 64
9.5 Parks ..... 64
9.6 Environmental Open Space ..... 65
9.7 Housing ..... 65
9.8 Retail ..... 67
9.9 Built Form ..... 68
9.10 Parking and Servicing Facilities ..... 74

**10.0 ADMINSTRATION AND INTERPRETATION ..... 76**
10.1 Application ..... 76
10.2 Status of Uses Permitted Under Previous Official Plans ..... 76
10.3 Site Specific Policies ..... 76
10.4 Interpretation ..... 77

**11.0 IMPLEMENTATION ..... 79**
11.1 General ..... 79
11.2 Municipal Finance ..... 80
11.3 Infrastructure ..... 81
11.4 Plans of Subdivision ..... 81
11.5 Zoning By-law ..... 82
11.6 Site Plan and Design Review ..... 83
11.7 Development Applications ..... 83
11.8 Community Improvement ..... 85
11.9 Monitoring ..... 85
11.10 Technical Revisions to the Secondary Plan ..... 86

**SCHEDULES**

Schedule A: VMC Boundary and PMTSA Boundaries
Schedule B: Transit Network
Schedule C: Street Network
Schedule D: Active Transportation
Schedule E: Parks and Open Spaces
Schedule F: Community Services and Cultural Facilities
Schedule G: Land Uses
Schedule H: Areas for Retail, Service Commercial, or Public Uses
Schedule I: Floodplain and Environmental Open Space
Schedule J: Site Specific Policy Areas

**APPENDIX A: STREET CROSS SECTIONS**

Figure A: Highway 7
Figure B: Jane Street, North of Highway 7
Figure C: Jane Street, South of Highway 7
Figure D: Minor Arterial (33-metre ROW)
Figure E: Major and Special Collectors (33-metre ROW)
Figure F: Minor Collector (26-metre ROW), Parking on Both Sides
Figure G: Minor Collector (26-metre ROW), Parking on One Side
Figure H: Local Street (22-metre ROW), Parking on Both Sides
Figure I: Local Street (20-metre ROW), Parking on One Side
Figure J: Vehicular Mews (17-metre ROW)
Figure K: Non-vehicular Mews (15-metre ROW)

# Part A
# The Preamble

# The Preamble

## Introduction

The Vaughan Metropolitan Centre ("VMC") Secondary Plan is a planning framework to guide the future development of Vaughan's downtown.

It represents a vision of high-density built form and a mix of residential, employment, retail, and civic uses that will create an intensity of activity suitable for the centre of a dynamic and growing city. As part of this mix, the VMC will host a parks and open space system, civic facilities, cultural venues and retail and commercial offerings that reinforces its role as a downtown, while also meeting the daily needs of residents, workers and students, locally and within walkable distances.

Centred on the intersection of the subway and bus rapid transit ("BRT"), the VMC will have the infrastructure to create a balanced transportation system where people have many viable choices of how to get around: private vehicle, transit, walking, cycling or micro-mobility options like car share, e-bikes and e-scooters.

As it develops, special care will be paid to the quality of the places being created in the VMC, especially in the design of the public spaces and the buildings that frame them, to contribute to a stimulating and comfortable environment that enhances the quality of life of those who experience it.

This vision is rooted in the 2010 Secondary Plan for the VMC, approved in 2017. Major progress toward this vision has been made and key pieces of the downtown put in place: the VMC subway station, the York Region Transit SmartVMC Bus Terminal and Highway 7 BRT, progress on the Black Creek flood mitigation works, major private sector development and the creation of public spaces. The 2025 Secondary Plan presented in this document refreshes this vision and identifies the next steps in the VMC journey.

## Location

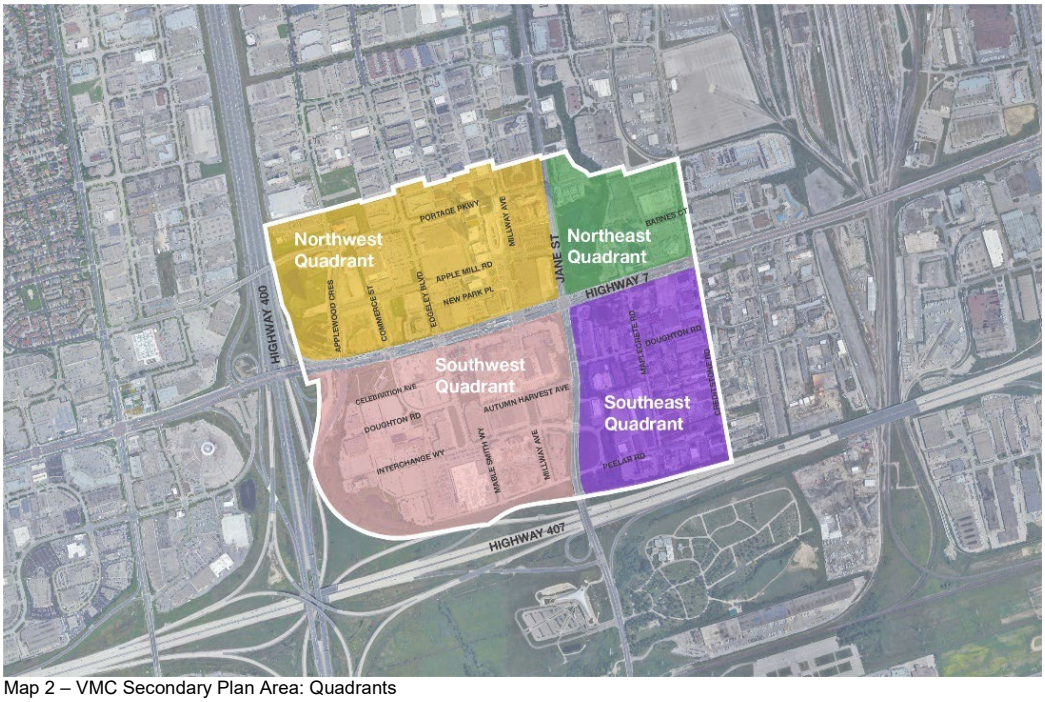
The VMC is located in the City of Vaughan, as identified on Map 1. Generally, the boundary conditions of the VMC are defined by:

- To the east, the boundary is Creditstone Road. The area to the east of the VMC is occupied by industrial/employment lands, the rail corridor and, to the north-east, the CN MacMillan Rail Yard;
- To the south, the boundary is Highway 407;
- To the west, the boundary is Highway 400, which separates the VMC from the Weston 7 Secondary Plan Area; and
- To the north, the boundary runs along the northern property line of parcels on the north side of Portage Parkway. The area to the north is a mix of retail/service uses and industrial employment uses.



Map 1 – VMC Secondary Plan Area: Location

The VMC incorporates a total of approximately 235 hectares of land. Highway 7 bisects the VMC on an east-west axis and Jane Street forms the north-south axis. Together these roads divide VMC into four quadrants as identified on Map 2.



Map 2 – VMC Secondary Plan Area: Quadrants

## Policy Context

The VMC is subject to a hierarchy of planning policies from the provincial to the municipal level. The parts of the planning policy framework most relevant to the VMC are:

- The Provincial Planning Statement (2024); and
- The City of Vaughan Official Plan (2025).

**Provincial Planning Statement (2024)**

The Provincial Planning Statement 2024 ("PPS"), issued under the *Planning Act*, provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for achieving provincial goals, including to:

- Increase the supply and mix of housing options, addressing the full range of housing affordability needs;
- Support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity;
- Support the achievement of complete communities;
- Reduce greenhouse gas emissions and prepare for the impacts of a changing climate;
- Provide infrastructure and public service facilities in an efficient manner; and
- Provide transportation systems which are safe, energy efficient and facilitate the movement of people and goods.

The PPS prioritizes compact and transit-supportive design and optimizing investments in infrastructure and public service facilities. Planning authorities are encouraged to identify and focus growth and development in Strategic Growth Areas. Among these, Protected Major Transit Station Areas ("PMTSAs") are to be identified and planned to meet minimum density targets and designed to be transit supportive and achieve multi-modal access.

**City of Vaughan Official Plan (2025)**

The Vaughan Official Plan 2025 ("VOP 2025") establishes the City of Vaughan's vision for future development, guiding land use, housing supply, environmental protection, and overall growth to ensure a sustainable and prosperous community.

Relative to the VMC, the VOP 2025's primary objectives in managing future growth include:

- Absorbing a significant amount of new growth through intensification within the built-up area;
- Identifying Strategic Growth Areas as the primary locations for accommodating intensification;
- Providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;
- Fostering complete communities with a compact, accessible urban form that supports transit service and promotes walking, cycling and other forms of active living;

- Promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly within PMTSAs around subway stations, York Region Rapid Transit ("VIVA") stations, GO stations and future rapid transit stations;
- Establishing a culture of design excellence with an emphasis on providing for a high-quality public realm, appropriate built form and attractive architecture;
- Strengthening environmental sustainability through the protection of natural features and ecological functions and by requiring all new development to follow the City's Sustainability Metrics Program; and
- Developing an open space network of linked, active and passive parks, public spaces, greenways and natural areas throughout the City.

The VOP 2025 includes an urban structure which establishes a hierarchy of Strategic Growth Areas. The VMC sits at the top of that hierarchy in term of density and intensity of use. As the City's downtown, it shall be planned to be transit-supportive and walkable, while ensuring it provides the highest intensity and widest mix of uses in the City. This mix of uses shall include, but is not limited to, commercial, major office, residential, retail, entertainment, hospitality and institutional uses, parks and open spaces and community gathering places. The VMC shall bring residents of Vaughan and beyond, of all ages, abilities, and cultures, to its centre.

The VOP 2025 directs Strategic Growth Areas, such as the VMC, to accommodate employment activities that are compatible with residential uses, in order to support many of Vaughan's economic sectors, particularly office uses, retail, tourism and cultural industries, in locations where multi-modal transportation and existing or planned frequent transit service will be available.

The VMC is also comprised of three PMTSAs, centred on the area's high order transit stations, for which the VOP 2025 establishes minimum gross density targets of people and jobs per hectare, gross minimum populations and jobs and gross minimum floor space index.

In contemplating how growth will be absorbed over time, the VOP 2025 establishes that population, housing, and employment growth will be phased and aligned with infrastructure development and provision of municipal and community services.

## Purpose

This document was prepared under the provisions of the *Planning Act* and, together with Volume 1 of the VOP 2025, constitutes the Official Plan for the VMC. Its purpose is to establish the planning framework and policies that will guide development of the VMC over the next 25 years, to the year 2051. It will be used by the City and various public agencies as the basis for planning and designing infrastructure, community facilities and services, and other public projects in the VMC. It will also inform the planning of these matters at the scales of the City, the Region and the Greater Toronto Area. Finally, this Plan will be the primary tool used in the review of development proposals and applications in the VMC, including Plans of Subdivision, Plans of Condominium, Zoning By-law Amendments, and Site Plan Approvals. It is the City's intent that all public and private development in the VMC will conform to this Plan.

## Document Structure

This document comprises two parts. Part A provides an introduction to the VMC Secondary Plan Area and an overview of the broader existing policy framework within which the Secondary Plan will reside. Part B contains the policies of the Secondary Plan. It begins with a description of the long-term vision and general principles behind the Plan before setting out the objectives for the VMC. The bulk of Part B describes the intended structural framework for the VMC in terms of public transit, streets, community facilities, parks, open spaces and land use, and contains policies regarding all aspects of development. Part B concludes with a description of the actions and tools required to implement the Plan.

The Schedules attached to this document form part of the Secondary Plan. Appendix A contains figures illustrating streetscape cross-sections to be used for guidance during the review of development applications and capital projects to implement the intent of the Secondary Plan policies. All other images in this document, apart from the Schedules, including diagrams and photographs, are for illustration purposes and are to be used for guidance.

# Part B
# The Secondary Plan

# 1.0 INTRODUCTION

This Secondary Plan ("this Plan") constitutes a part of the City of Vaughan Official Plan 2025 ("VOP 2025") and as such is intended to guide and regulate development of the Vaughan Metropolitan Centre ("VMC"), as identified in Schedule A.

Users of this Plan should refer to the VOP 2025 for general policies applicable to the VMC. Volume 1 of the VOP 2025 and Part A of this document also provide context and background to planning and development in the VMC. This Plan is intended to build upon Volume 1, providing elaboration and details on a range of planning matters specific to the VMC. Where the policies of this Plan conflict with those in Volume 1 of the VOP 2025, the policies of this Plan shall prevail.

The term "development block", as used in this Plan, refers in all cases to land intended for development and surrounded on all sides by existing or planned public streets or public open spaces.

# 2.0
# VISION AND PRINCIPLES

The City of Vaughan is creating a downtown—an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically. Downtowns take many forms and evolve in many different ways. Successful contemporary city centres share these basic traits:

- They contain a range of uses and activities, providing diverse opportunities for working, living, learning, shopping, recreation and culture.
- They can be fully experienced on foot.
- They are highly accessible by all other modes of urban transportation, including transit, bicycle and automobile, and are hubs for local transit.
- They have the greatest density of buildings and people in the city.
- Their public realms are rich and generous, are built to a high standard, and comprise a variety of spaces and institutions, including places for civic gatherings and celebrations.

Increasingly, downtowns are also the focus for a range of sustainability initiatives supported by their density and form, such as district energy systems, green roofs, and bike share and auto share programs.

The long-term vision for the VMC that underlies this Plan was developed in consultation with Vaughan citizens. The vision is described below under eight general principles that summarize what the VMC strives to be.

The following principles describe the long-term vision for the VMC:

## Transit-oriented

- The highest development densities will be concentrated around the subway station, York Region Rapid Transit (“VIVA”) stations, and regional bus station.
- Transit stations will be attractive and contain passenger amenities.
- Access to transit will be enhanced by direct, safe and comfortable routes from the entire VMC area.
- Transit stations will be integrated with surrounding development, including direct connections to the subway station from adjacent development.
- New transit infrastructure and improvements to existing infrastructure will be made to support the VMC as it grows.

## Walkable

- A fine-grain network of streets and pathways will minimize walking distances and provide route options.
- A broad mix of uses will be provided within short walking distance of homes and workplaces.

- Buildings that frame the street, and streetscape elements, will support a safe, comfortable and interesting pedestrian environment.
- A diversity of interconnected parks and open spaces will further contribute to enjoyable walking experiences.

## Connected

- The street network and transit system will facilitate easy access to and from the downtown by transit, car, bicycle and other modes of active transportation.
- A network of bicycle facilities and paths, linked to the city-wide active transportation network, will be established.
- The VMC will remain accessible to and from Highways 400 and 407.

## Diverse

- The VMC will accommodate a variety of housing forms, tenures and unit sizes to support a diverse population.
- Development will feature a mix of built form, land uses and architectural treatment that creates areas of different character.
- A range of jobs will be accommodated.
- Housing will be provided for families at all income levels, and more than a third of new housing units will satisfy criteria for affordability.
- There will be a variety of parks and open spaces offering a range of amenities and experiences.

## Vibrant

- Key streets and open spaces will be lined with commercial and other active ground-floor uses to enliven the downtown.
- Civic and cultural facilities, and other destinations, will attract people from across the city and region.
- Institutional uses, community centres, parks and other gathering spaces will provide focal points for social interaction and civic life.

## Balanced

- The provision and delivery of parks, community services and retail will proceed in step with the population as the VMC grows to support its needs and enrich its quality of life.
- Development will create a ratio of people to jobs that supports the vision of the VMC as the city's Central Business District.
- The pace of development will be coordinated with the provision of transportation infrastructure scaled to the demands of the population and supporting efficient movement by a variety of modes of travel.
- Development will be coordinated with the phasing of servicing improvements and infrastructure.

## Sustainable

- Downtown will be a model of sustainable development.
- The VMC will feature compact, mixed-use development patterns that support rapid transit and active transportation, in order to reduce the length and carbon intensity of trips.
- Growth will feature built form, energy systems, infrastructure and transportation systems that enable the City to reach its greenhouse gas emissions reduction targets and create a low-carbon economy and resilient community.
- Alternative energy systems, such as renewable energy, on-site generation and district energy systems that improve efficiency and reduce the amount of harmful emissions to the environment, will be explored and developed, and a Community Energy Plan will be prepared.
- Existing natural features will be maintained and/or enhanced, the local hydrological system will be designed to maximize positive impacts on the natural environment, and the natural functions of the Black Creek corridor will be improved.
- Areas containing stormwater management facilities will be naturalized and, where feasible, non-conventional stormwater management facilities with a park at the surface may be considered.
- Low Impact Development ("LID") measures will be encouraged for site development/ redevelopment, where feasible.
- Civic buildings will demonstrate the highest green building standards, and private development will be encouraged to do the same.

## Beautiful

- The architecture of buildings will be of a high standard and complement their planned surroundings.
- Naturalized open spaces will frame downtown, major parks will define neighbourhoods, and plazas and intimate green spaces will be found throughout the area.
- Civic buildings and parks will be held to the highest standards of design.
- Public art will be prominent in all civic spaces and along key streets.
- Trees will line all streets and in time become a defining feature of the downtown.

# 3.0 OBJECTIVES

The project of creating a downtown for the City of Vaughan is well underway. Key transportation infrastructure has been created. Development is building towards a critical mass of population. The amenities to support this growing population – parks, community facilities, and retail and services – have started to take shape.

The creation of a downtown in the VMC requires the cooperation and coordinated actions of many parties, including the City of Vaughan, York Region, transit authorities, other public bodies, and private landowners and developers. This collaboration has catalyzed the creation of the beginnings of a downtown. This plan is intended to support the next stages of growth, ensuring orderly, rational development that realizes the vision of the city for its downtown and the principles that will be the keys to its success.

In keeping with the vision and principles for the VMC, this Plan shall seek to achieve the following primary objectives. The elements and policies in subsequent sections of the plan articulate how these objectives are intended to be satisfied.

**A DOWNTOWN**

### 3.1 Establish a distinct downtown for Vaughan containing a mix of uses, civic attractions and a critical mass of people.

The VMC will be Vaughan's downtown and Central Business District. It will feature the greatest concentration of people and jobs in the city. The density of population will be matched by the density and diversity of activities and amenities present in the area, all of which create the VMC as a destination where people come to the area to experience iconic parks and open spaces, shop at a regional retail destination and visit major civic facilities and institutions.

The subway station at Highway 7 and Millway Avenue, together with the civic spaces in its vicinity, serve as the geographic centre of the downtown. This area will feature the greatest heights and densities and host the greatest mix of uses. High density employment and residential uses, and new retail and entertainment establishments, will be strongly encouraged in the area within a 5-minute walk of the station. Furthermore, this area will also be a focus for public infrastructure and public realm improvements intended to attract and support private development.

Successful downtowns have a strong identity, sense of place and civic attractions. To these ends, it is an objective of this Plan to establish civic uses and spaces in the VMC that serve residents from across the city and to realize a high quality of development and public realm initiatives. To reinforce the VMC's and the city's identity, this Plan anticipates one or more major civic facilities, including a landmark cultural facility.

**NEIGHBOURHOODS**

### 3.2 Establish complete neighbourhoods containing a variety of housing.

Residential neighbourhoods play an important role in the vibrancy of a downtown by augmenting the population in the core. It is an objective of this Plan to establish distinct, transit-oriented neighbourhoods providing a range of housing options intended to attract a variety of household types at varying income levels. To accommodate households with children, a significant proportion of all housing units should be designed to accommodate families, and a minimum of 20% of housing units will satisfy the definition of affordable.

Neighbourhoods will have a different look and feel from the other parts of the downtown. They will feature a step down in built form intensity, offer more generous sky views and are encouraged to have grade-related units on calmer streets.

To be attractive and complete, neighbourhoods should contain substantial parkland and have easy access to a full range of community amenities that include schools, day care facilities, libraries, indoor and outdoor recreational facilities, basic commercial amenities and access to healthy food.

**EMPLOYMENT DIVERSITY**

### 3.3 Attract and accommodate a variety of employment uses.

In time, the VMC will fulfill the role of a Central Business District containing a range of employment types, including corporate and government offices, retail and services, and businesses of all sizes. Offices for departments of the Federal, Provincial, Regional and municipal governments will be encouraged to locate in the VMC. Compatible employment uses will be co-located with residential uses to complement and meet the needs of the growing population, particularly within proximity to transit. Non-residential uses provide a buffer from the surrounding Employment Area to co-locate compatible land uses while creating the opportunity to accommodate a mix of innovative businesses with varying space requirements.

**UNIVERSITY OR COLLEGE PRESENCE**

### 3.4 Attract major institutions of higher learning.

The presence of universities, colleges or other institutions of higher learning can be extremely beneficial to the vitality and sustainability of a downtown. The innovation, creativity and youthfulness captured by such institutions, and the resulting economic spin-offs, give a downtown a competitive and cultural advantage. The mixed-use areas of the VMC provide opportunity to integrate these kinds of institutions into the downtown, especially at key locations such as Millway Avenue and fronting onto other key public spaces. The City, in partnership with others, will seek to attract institutions of higher learning to the VMC.

### HARD AND SOFT INFRASTRUCTURE AND AMENITIES

## 3.5 Support growth with appropriate infrastructure and amenities.

The VMC will achieve the critical mass of people and jobs suitable for a downtown and meet the minimum density targets established for the Protected Major Transit Station Areas ("PMTSA") of which it is composed: 350 people and jobs per hectare for the Commerce BRT PMTSA; 400 people and jobs per hectare for the Vaughan Subway PMTSA; and 300 people and jobs per hectare for the Creditstone BRT PMTSA.

Development in the VMC is expected to exceed these minimum targets. For the VMC to thrive as it grows, growth in population and jobs will be synchronized with the elements essential to support it: the hard services necessary for its function; the transportation infrastructure to ensure efficient movement; the parks and community facilities essential for creating community and enhancing quality of life; and retail and services. Having these elements in place to support the VMC as it grows is critical to its long-term success as a complete community and downtown. Development will not be permitted to outpace this provision.

### ORDERLY DEVELOPMENT

## 3.6 Ensure development proceeds in an orderly and rational manner.

The development capacity of the VMC is significant. In addition to the necessity to tie the rate of growth to the provision of appropriate soft and hard infrastructure, described in 3.5, the rate of development will be influenced by other market and demographic factors. The full build-out of the VMC extends far beyond the 2051 planning horizon of this Plan.

The risk of this long timeline is that development occurs in a patchwork fashion, making it difficult to provide services, complete park, public realm, pedestrian and active transportation networks, or create a contiguous and coherent sense of place. The City will encourage development that occurs in a manner which allows for the orderly expansion and growth of networks and services and expanding new development in a contiguous manner, wherever possible.

### HIGH TRANSIT USAGE

## 3.7 Continue to upgrade and optimize rapid transit.

Investments in transit infrastructure have served as a catalyst for the growth of the VMC as a high-density downtown. The extension of the Line 1 Subway and the York Region Rapid Transit system, complemented by the Region's bus network, were important first steps. If the VMC is to realize its full potential, transit, walking and other active ways of getting around will need to be the preferred modes of daily travel for most people living and working there and an important way of accessing the area by visitors. Anticipated levels of growth will require significant further investments to expand and upgrade the transit system and supporting infrastructure to ensure the functionality of the overall transportation system.

To achieve the widespread adoption of transit as a principal way of getting around, access to transit will be the central organizing principle for the VMC. Development densities within short walking distances from VIVA stations should be high, and at the subway station, where rapid transit lines intersect and many bus routes will terminate, densities should be highest. Transit facilities will be inviting, comfortable and integrated as seamlessly as possible with development and the overall network of streets and open spaces.

### GRID OF STREETS

### 3.8 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system.

The role of streets in the success of a downtown cannot be underestimated. They not only facilitate movement by walking, cycling, transit, car and truck; they also provide valuable frontage for development and the setting for the range of activities that define a downtown. A fine-grain grid of streets in the VMC will be fundamental to encouraging walking, which in turn promotes transit use.

A hierarchy of interconnected arterial, collector and local streets will disperse traffic and help ensure it moves to, through and around the VMC without having an adverse impact on land uses. Trucks and other vehicles moving through the VMC should have alternatives to Highway 7 and Jane Street.
-

Over time, Highway 7 will become an urbanized avenue that balances the movement of transit vehicles, pedestrians, cyclists and cars – a beautiful, green street framed by commercial, residential and mixed-use buildings. Millway Avenue should be a special street – the VMC's principal north-south civic spine and central retail street. All streets in the VMC will be designed to be safe, attractive and pedestrian-friendly, to complement and support adjacent development and open spaces.

### GENEROUS OPEN SPACE SYSTEM

### 3.9 Develop a generous and remarkable parks and open space system.

A diversity of parks and open spaces will be just as important as vibrant streets and beautiful buildings in defining and distinguishing the VMC and ensuring it is attractive and livable. Parks and open spaces will provide opportunities for a full range of active and passive recreation and be accessible by people of all ages and abilities. These spaces will include civic gathering places, community gardens, urban parks, naturalized spaces, public squares and private amenity spaces. A linked system of parks along Millway Avenue will provide the setting for civic events, public art and commercial activity. Black Creek will form a central open space corridor and be enhanced as a natural feature. Everyone in the VMC should be within a 5-minute walk of a park.

### NATURAL FEATURES

### 3.10 Make natural features and functions a prominent part of development.

Cities exist within nature, and nature should be prominent within cities. As the VMC becomes denser and more urban with development, natural features, systems and functions should become

more apparent. Open stormwater features should be heavily vegetated and water courses should be visible and accessible. Trees, so essential to the health, comfort and beauty of urban places, should line both sides of every street and be clustered in parks and other open spaces. Opportunities should be taken to create spaces that foster biodiversity within the open space system, such as through the addition of pollinator and other habitats.

### GREEN DEVELOPMENT

### 3.11 Encourage development to incorporate green infrastructure and green building technologies.

Building cities for energy efficiency and to reduce the impacts on climate change is the right thing to do, both environmentally and economically. Cities at the leading edge of green policies, practices and development attract people and investments. To distinguish itself and reduce operating and maintenance costs, the VMC should become a showcase for sustainable development. Individual buildings, sites, precincts and the entire VMC should employ high-efficiency, low-impact systems for energy, water and waste. Green infrastructure incorporated into buildings, sites, landscapes and the public realm should be used to provide ecological and hydrological functions and processes in support of environmental quality, resiliency and sustainability objectives. Alternative energy systems should provide economic and environmental benefits to all participating users.

### DESIGN EXCELLENCE

### 3.12 Encourage all development to exhibit a high quality of urbanity, materials and design.

The most interesting and attractive downtowns contain a variety of building types and architecture. They are the place for a city's finest buildings, and the overall quality of the built environment should be outstanding. First and foremost, development in the VMC should be urban: buildings should frame and address streets and open spaces; streets should encourage walking and social interaction; public open spaces should be accessible and inviting. Buildings, streets, parks and open spaces should be designed and built for permanence and elegance. Public art should be integrated into the planning and design of infrastructure and public spaces.

# 4.0
# Growth Management

The VMC sits at the top of the hierarchy of Vaughan's Strategic Growth Areas. It is the city's downtown and the intended location of its highest densities and widest mix of uses. Located at the intersection of the Line 1 Subway and York Region Rapid Transit network, it is the most transit-rich area of the city and is comprised of three PMTSAs with associated minimum density targets.

The VMC has no prescribed maximum limits on height and density. With no prescribed maximum limits on height and density, the development potential of the VMC is significant. Greater development potential lengthens the timeline to arrive at full buildout and increases the requirements of the hard and soft infrastructure necessary to support growth. Projected growth in the VMC to 2051 is 101,000 people and jobs, with 222,400 people and jobs projected at full build out, the latter anticipated to occur far beyond the planning horizon of this Plan. These figures exceed minimum PMTSA density targets by a large margin.

Creating the infrastructure, services and amenities necessary to support the development potential of the VMC will be a major city-building initiative. It is essential that development is paced to the provision of infrastructure, services and amenities, in terms of water, wastewater, stormwater and transportation systems, as well as parks and community services.

The Vaughan Metropolitan Centre Transportation Master Plan ("VMC TMP"), developed to support the implementation of this Plan, has identified a suite of transportation infrastructure improvements necessary to support growth in the VMC to 2051. These infrastructure improvements are essential to ensure a functioning multi-modal transportation system. Similarly, infrastructure requirements will be developed for other hard and soft services to determine what investments need to be in place for development to proceed to ensure a liveable and successful downtown. Development, and associated growth in population, will not be permitted to run ahead of infrastructure provision.

Given the potential long-term buildout of the VMC, development must proceed in an orderly manner which allows for the efficient provision of infrastructure and services, and ensures a complete and contiguous community forms early in the process, to be expanded and strengthened by subsequent additions.

## 4.1 General Policies

4.1.1 Through the policies of this Plan, the City shall seek to meet or exceed the minimum density targets established by the VOP 2025 for PMTSAs that fall within the VMC boundaries, as defined in Schedule A. Minimum density targets are prescribed in the VOP 2025 for those PMTSAs as follows:

a. For PMTSA 54 - Commerce BRT Station - 350 people and jobs per gross hectare;

b. For PTMSA 56 - Creditstone BRT Station - 300 people and jobs per gross hectare; and

c. For PTMSA 67 – Vaughan Metropolitan Subway Station - 400 people and jobs per gross hectare.

4.1.2 The rate of growth in the VMC will be determined by the ability of the City and the Region to provide for the required elements and improvements identified in this Plan and supporting plans and studies, including those addressing water, wastewater, stormwater and transportation infrastructure, parks and community services.

## 4.2 Supporting Growth

4.2.1 All development approvals within the VMC shall be conditional upon commitments from the developer, City and/or relevant agency, as appropriate, to identify, fund, plan and implement the required elements of this Plan, including the water, wastewater, stormwater and transportation systems, parks and community services, to the satisfaction of the City and the Region, as applicable.

4.2.2 All improvements to water, wastewater, stormwater and transportation systems required to support any development application shall be identified, funded, planned and implemented in advance of, or concurrent with the removal of a Holding Symbol (H) to the satisfaction of the City and the Region, as applicable. Development will be not be permitted to proceed within the VMC until the City is satisfied that sufficient capacity within the transportation system can be funded, planned and implemented to support it, consistent with the VMC TMP.

4.2.3 A minimum of 0.3 ha of parkland per 1,000 residents shall be provided within the VMC Secondary Plan Area, or in areas in proximity to and accessible from the VMC, to support the implementation of Policy 4.2.1.

## 4.3 Orderly Development

4.3.1 The orderly progression of growth shall be linked to the provision of water, wastewater, stormwater and transportation infrastructure, parks and community services.

4.3.2 Given the extended projected timeline for full build-out of the VMC, the objective to create a contiguous complete community that will expand over time, and the intent to support orderly development, development shall:

a. Contribute to key public spaces and community focal points, such as Millway Avenue (between Portage Parkway and Doughton Road) and the parks system;

b. Contribute to the rational and contiguous extension of redeveloped built form, the public realm and active transportation networks from central spines, such as Highway 7 and Millway Avenue;

c. Contribute significant non-residential uses, as applicable; and

d. Contribute significantly to the provision of community services.

4.3.3 In evaluating and approving applications for development within the VMC, the City shall require technical studies in support of such applications as required by the VOP 2025 and the policies of this Plan. The technical studies, including planning justification reports, shall detail the relative merits and requirements of the individual property subject to the application in relation to the orderly development of the VMC area.

4.3.4 All development within VMC shall be subject to an implementing Zoning By-law and Site Plan Approval. Implementing Zoning By-law approvals may be subject to a Holding Symbol (H), in accordance with Policy 11.5.2. The phasing of development shall be established on the basis of the requirements for the removal of the Holding Symbol (H), in accordance with the policies of this Plan, including consideration for the growth management policies in Section 4 and the intent to support the orderly development of the VMC.

# 5.0 STREETS AND TRANSPORTATION

The transportation network and policies of this Plan have been developed to support the vision and growth projections for the VMC through the horizon of this Plan. The VMC will be a dense and busy place with people coming and going for work, shopping, services, cultural offerings, nightlife, and visiting loved ones. Deliveries and movement of goods will need to occur within and around the VMC. A functioning transportation system will require a change in the car-dominant travel culture. Transit and active forms of transportation need to be the primary choices. Private vehicles (including car-share) will still play a role, but a less prominent one. The policies of this section will ensure that active transportation and transit are the convenient, safe, reliable, and speedy choices for getting around.

The subway station at Highway 7 and Millway Avenue is intended to support the establishment of a high density, mixed use community and facilitate intermodal transit, linking directly to the York Region transit system. Unlike stations at Highway 407 and Steeles Avenue to the south, the VMC station does not include a public commuter parking lot associated with transit facilities.

A community oriented to walking, cycling, micromobility and transit use offers tremendous opportunity. VMC is well-connected to the City of Toronto and municipalities in York Region by rapid transit, bringing economic opportunity to households and businesses. Less vehicle travel will promote healthy, active lifestyles and reduce air pollution and greenhouse gas emissions. The ability to meet day-to-day needs without driving will attract people to the VMC who want or need to live car-free. Finally, more people out interacting on the street means a stronger sense of community, opportunities for neighbours to get to know one another, and successful retail areas.

Important and complex issues related to transportation within the VMC are considered in more detail through the VMC TMP, promoting the community's long-term vision and goals for transportation. Developed through an integrated and holistic approach, the VMC TMP seeks to improve accessibility and connectivity for all modes of transportation to support the substantial growth anticipated in the VMC. Building off the foundation laid by the city-wide 2023 Vaughan Transportation Plan, the VMC TMP also considers the neighbouring Weston 7 Transportation Master Plan to create a unified transportation network for this combined urban area.

The policies in this section support the objectives set out in Section 3.0 of this Plan. The further general intent of the policies in this section is to:

- Develop a multi-modal transportation system in the VMC that is efficient, safe, sustainable, accessible and convenient and supports planned land uses.
- Encourage routine use of transit services for people moving within, to, and from the VMC.
- Encourage active transportation (which this Plan considers to include micromobility) for most daily trips within the VMC.

- Build facilities to support micromobility (e-bikes and e-scooters).
- Encourage the establishment of car-share and shared micromobility services.
- Establish and maintain logical and direct connections to the surrounding network of streets, highways, and active transportation routes.
- Encourage the diversion of through traffic, particularly truck traffic, to peripheral streets.
- Minimize parking that is required to support land uses and increase the efficiency of parking facilities.
- Ensure planned and appropriate transportation infrastructure is coordinated with development and supports the urban design objectives for the VMC.

## 5.1 General Policies

5.1.1 Street life is central to the vision for the VMC, and all development in the VMC, including infrastructure and buildings, will promote walking. The VMC will be pedestrian friendly, especially areas immediately surrounding the subway station, VIVA stations, schools, community and cultural facilities, urban parks and public squares, and streets with a concentration of retail or entertainment uses. Sidewalks and areas for pedestrians will be generous, streets will be designed for slow speeds with traffic calming measures, and streetscapes will include pedestrian amenities and wayfinding elements.

5.1.2 The transportation system developed for the VMC, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.

5.1.3 Direct public pedestrian connections to the subway station, VIVA stations and York Region Transit SmartVMC Bus Terminal from adjacent development shall be encouraged, including underground connections, as appropriate.

5.1.4 The City may require with applications for development, the submission of a transportation impact study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic that accommodates neighbouring industrial uses to the north and east of the VMC, and/or a pedestrian and bicycle circulation plan that demonstrates how the development facilitates access and circulation by cyclists, micromobility users, and pedestrians.

5.1.5 Transportation demand management (“TDM”) will be critical to achieving a balanced transportation system in the VMC, one that provides and promotes attractive alternatives to the automobile. The City shall work with the Region of York and transit agencies, and with developers and businesses in the VMC, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development shall be required to include TDM plans adhering to the City’s TDM Guideline and Toolkit and prepared by a qualified consultant. TDM plans shall describe facilities and programs intended to discourage single-occupancy vehicle trips and promote transit use, walking, cycling, micromobility, car and bike sharing, and car-pooling.

5.1.6 Existing developments are encouraged to retrofit with TDM measures, as feasible. The City may consider financial incentives to support retrofitting existing developments in the VMC with TDM measures.

5.1.7 The City shall work with public and private-sector partners to encourage the establishment of a publicly-accessible car-share service for the VMC. A point-to-point or return-to-base car-share service allows subscribers to access automobiles for short-term rental periods, providing access to a car when needed without the need to own a personal vehicle.

5.1.8 Wayfinding elements will be identified and implemented consistent with the VMC Parks and Wayfinding Master Plan to support people using all modes of travel to navigate the VMC.

5.1.9 Protecting vulnerable road users is a priority across the city and in the VMC. The City shall identify and establish Community Safety Zones within the VMC where public safety is a particular concern, such as near schools, day cares, seniors' residences, places of worship, and parks and open spaces.

## 5.2 Public Transit

5.2.1 The City of Vaughan will continue to cooperate with York Region and the relevant transit agencies to expedite the planning, design and construction of transit infrastructure and improve service frequencies.

5.2.2 Schedule B identifies the general alignment of the Line 1 Subway through the VMC. The subway right-of-way extends to the VMC Secondary Plan Area's northern boundary to protect for a future extension of the subway beyond the VMC. Future development within and adjacent to the right-of-way shall protect for a future subway extension and support existing subway operations. Consultation shall be undertaken with the proper transit authorities prior to development proceeding.

5.2.3 Development should be compatible with, and supportive of, the long-term purposes of public transit and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from public transit facilities and supporting infrastructure

5.2.4 Public transit facilities and supporting infrastructure, including but not limited to rights-of-way, stations, station entrances, ventilation infrastructure, substations, emergency exist buildings, stops and utilities shall be integrated into the design of adjacent streets and open spaces to the satisfaction of the City and the proper transit authorities, as applicable.

5.2.5 Development shall be integrated with planned and existing transit stops, wherever possible and appropriate, to provide for maximum ease of access for transit uses from the adjacent neighbourhoods and transfers from one mode to another.

5.2.6 The VMC subway station, VIVA station, and York Region Transit SmartVMC Bus Terminal form a mobility hub linked by above and below grade connections. A mobility hub is a

location where people can access multiple modes of transportation, particularly public transit, in a central location. Where appropriate, development shall enhance pedestrian connections to the mobility hub by:

a. Incorporating entrances to this network within the ground floor of buildings; and

b. Contributing to a network of publicly-accessible atria that improves access to entrances.

5.2.7 Pending further study on the opportunities for development to connect to and enlarge the underground network of linkages to the higher order transit facilities with the objectives of improving connectivity to the transit while preserving the vitality of the streets at grade, development shall contribute to this underground network.

5.2.8 An additional pedestrian entrance to the subway is planned south of Highway 7, in Millway Promenade North as identified within the VMC Parks and Wayfinding Master Plan, and/or within buildings adjacent to the park, as generally indicated in Schedule B. The City, Region of York, and the Toronto Transit Commission (TTC) shall coordinate the design and construction of each of these entrances with development on adjacent blocks.

5.2.9 On-street passenger pick-up/drop-off facilities associated with the subway station are located and shall be maintained on New Park Place and Millway Avenue immediately adjacent to the York Region Transit SmartVMC Bus Terminal.

5.2.10 In addition to rapid transit stations, bus stops shall be established at appropriate locations.

5.2.11 The City shall work with York Region to improve the design of transit stops, for example by integrating short-term bicycle parking, providing shelter and seating at all stops, and displaying real-time transit information.

5.2.12 The City shall cooperate with the York Region Rapid Transit Corporation on planning the Jane Street BRT.

5.2.13 The City shall work with York Region Transit to implement a transit circulator route connecting the VMC to the Weston 7 Secondary Plan Area, located to the west of Highway 400. The transit circulator will accommodate short-distance trips along a fixed route bus service. The exact route and bus stops will be identified through further study. An interim route may be established to achieve some of these objectives prior to implementation of the ultimate road network.

## 5.3 Street Network

5.3.1 A fine-grain grid of streets is fundamental to this Plan. Schedule C identifies the public street network planned for the VMC. It is intended to optimize connectivity while providing flexibility for a range of development scenarios.

5.3.2 Minor modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections in Schedule C that include a major or minor collector street or arterial street are maintained in their general location. Generally, local streets shall straddle property lines where they appear on Schedule C to be located between two properties, to the satisfaction of the City.

The precise location, alignment and design of the streets and mews identified on Schedule C shall be determined by the City through a municipal class Environmental Assessment and/or the development application process and in consultation with the Region of York, as appropriate, with consideration for matters such as the equitable distribution of costs and land consumption, development phasing, traffic management, and access requirements.

5.3.3 Notwithstanding Policy 5.3.1 and as per Policy 8.2.2, where a school cannot be accommodated on a block identified as a potential school site on Schedule F, one or more of the local streets and mews or portion thereof highlighted on Schedule C may be deleted as a requirement of this Plan without amendment to produce an alternative school site of adequate size and contiguity.

5.3.4 The hierarchy of streets identified in Schedule C and listed under Appendix A includes the following classifications and standard right-of-way widths:

- Highway 7 (Arterial) – Up to 68.2 metres
- Jane Street (Arterial) – Up to 45 metres
- Minor Arterial – 33 metres
- Special Collector (Millway Avenue) – 33 metres
- Major Collector – 33 metres
- Minor Collector – 26 metres
- Local – 20-22 metres
- Mews – 15-17 metres

5.3.5 All streets shall be designed in a manner consistent with the complete streets guiding principles as outlined in the Vaughan Complete Streets Guide. Complete Streets are planned, designed, operated and maintained to enable safe, convenient and comfortable access for all users, including pedestrians, cyclists, transit users and drivers. These guidelines may be modified, to the satisfaction of the City, without amendment to this Plan. The figures in Appendix A illustrate the generally-intended cross-sections for each type of street. Final right-of-way requirements will be determined during the review of development applications or through Environmental Assessment processes, where necessary.

5.3.6 New streets identified in Schedule C and streets to be widened shall be identified in all approved plans within the VMC and shall be conveyed to the municipality as a condition of approval of Plans of Subdivision. Where the City and the applicant agree that a Plan of Subdivision is not required for an initial phase of development, the City may permit a street to be conveyed through the Zoning By-law Amendment and/or Site Plan Approval process. As a mechanism to secure for this, a Holding Symbol (H) will need to be included in the

Zoning By-law Amendment with a condition requiring the owner to enter into an agreement to secure for the conveyance of the street. Where the proposed subdivision abuts or includes an existing street, the dedication of land unencumbered by buildings or structures may be required to provide for the widening of the street to achieve its planned width, at no cost to the City.

5.3.7 The rights-of-way for new local streets and mews shall be free of all surface and below-grade encumbrances, including parking, private utilities, structures, and systems except where the applicant demonstrates the following through a justification report and the City is in agreement that:

a. Extreme hydrogeological and/or geotechnical conditions make it technically unfeasible to accommodate required parking or private utilities under buildings or private amenity spaces;

b. Alternative solutions for accommodating parking or utilities have been thoroughly explored and determined to be unfeasible without compromising the vision, principles, and objectives of this Plan; and

c. The proposed encumbrance represents the minimum possible impact on right-of-way function, character, constructability and long-term flexibility.

5.3.8 Where below-grade encumbrances are approved, all streets shall be subject to a strata title agreement.

a. The strata title arrangement shall be based on City strata ownership of the public street/mews over the privately-owned underground structure;

b. Where a new street/mews will include significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street/mews. If there is no significant infrastructure required under the new local street/mews, the strata title arrangement may be permitted underneath the full road width; and

c. The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (for streets), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the City.

5.3.9 Where below-grade encumbrances are approved, the City shall:

a. Prohibit private utility access points and other private above-grade elements (e.g. structures associated with entrances to underground parking) within the right-of-way;

b. Prohibit any ventilation structures within the right-of-way;

c. Ensure the design adheres to City standards, and appears and functions as an unencumbered street right-of-way from the user perspective; and

d. Maintain public ownership of the roadway including surface lands, air rights, and subgrade area containing all road right-of-way features, structures, and utilities.

5.3.10 In all cases, the below-grade encumbrance shall be at sufficient depth to provide required coverages and not impede roadway design or operation to the satisfaction of the City.

5.3.11 To allow cars and trucks travelling through the VMC to divert from Highway 7 and Jane Street before entering the area, a bypass route shall be developed along the north and east edges of the VMC. Creditstone Road and Portage Parkway shall be linked to each other and to Highway 7 and Jane Street to establish the bypass ("Creditstone-Portage-Applewood Bypass"). An extension of Applewood Crescent south from Highway 7, aligned with the Highway 400 northbound off ramp, has been constructed. An extension of Interchange Way, from Jane Street to Creditstone Road, will also be required; however, until the right-of-way for this extension can be secured, Peelar Road will provide the link between Jane Street and Creditstone Road.

5.3.12 The Creditstone-Portage-Applewood Bypass will help to mitigate through-traffic on Highway 7 and Jane Street. However, to realize the long-term plan for these streets, additional transportation improvements and strategies beyond the VMC will need to be planned and implemented over time. The City will work with the Region of York, the Ministry of Transportation and major industrial facilities on other measures aimed at significantly reducing truck traffic and other through-traffic in the VMC. These measures may include new streets and other network improvements beyond the VMC.

5.3.13 It shall be a priority of the City to acquire the right-of-way for the future extension of Portage Road east from Jane Street to Creditstone Road through a land dedication as a condition of development approvals or outright purchase.

5.3.14 As identified on Schedule C, a street over Highway 400 linking Colossus Drive and Interchange Way is proposed. This street will provide an important connection between the VMC and lands west of Highway 400 planned for mixed-use intensification and will help to distribute east-west traffic in the area. Schedule C identifies a right-of-way corridor protection area for the street where no new buildings shall be permitted. The City will expedite the Environmental Assessment for the Colossus overpass that will identify the preferred vertical and horizontal alignment of the overpass and the necessary right-of-way requirement. No development will be permitted in this corridor protection area until the Environmental Assessment study advances and the City formally notifies the Region and landowner in writing when specific lands in the protection area are released for possible development, without requirement for amendment to this Plan.

5.3.15 Millway Avenue has been classified in Schedule C as a special collector to recognize its location and function vis-à-vis the subway station and its intended role as the VMC's primary commercial street. As illustrated in Figure E in Appendix A, it has a right-of-way

width of 33 metres, as established through the Millway Avenue Environmental Assessment. This is to accommodate appropriate travel lanes for vehicular and bicycle movement as well as a generous pedestrian realm. To support ground-floor commercial uses on Millway Avenue and provide a buffer between pedestrians and moving traffic, on-street parking may be permitted.

5.3.16 Highway 7 through the VMC is intended to become an urbanized avenue that facilitates multi-modal movement of people along a green street that is framed by attractive commercial, residential, and mixed-use buildings. The City shall work with the Region of York, the Province of Ontario, and VMC landowners to implement the vision for Highway 7, as illustrated in Figure A, and:

a. Achieve a right-of-way width of up to 68.2 metres for Highway 7 to accommodate rapid transit facilities in the centre of the street, three travel lanes on each side, left turn lanes where required, protection for the undergrounding of hydro lines and other utilities, and a generous pedestrian realm;

b. Ensure the design of Highway 7 is guided by Section 5.4 of this Plan and includes double rows of trees on both sides, except at VIVA station locations, where the right-of-way requirement may only permit a single row of trees in each boulevard;

c. Ensure future development on both sides of Highway 7 frames the street and contributes to an attractive and comfortable pedestrian realm; and

d. Facilitate implementation of road improvements within and potentially beyond the VMC intended to relieve traffic on Highway 7, including the Creditstone-Portage-Applewood Bypass described in Policy 5.3.12.

5.3.17 To establish a pedestrian-friendly environment, major intersections within the VMC should be signalized. Moreover, dedicated right-turn lanes generally shall be prohibited on major and minor collector streets and minimized on arterial roads. Double left turn lanes generally shall be prohibited in the VMC.

5.3.18 In addition to the public streets identified in Schedule C, the City may encourage and permit other local streets and mews to serve development and support the establishment of a fine-grain network of streets in the VMC. These additional local streets and mews may be public or private. The need for them, and their location, function and character, shall be determined during the preparation and review of development concepts and development applications. Public access agreements shall be required for privately-owned mews and local roads, as applicable.

5.3.19 The mews identified in Schedule C may be designed, built and operated as a local street or a mews. The appropriate classification shall be determined during the preparation and review of the development concept for the affected blocks and supported by an access and circulation plan and a transportation impact study, both prepared to the City's satisfaction, in consultation with the Region of York where the local street or mews connects to a

Regional Road. As illustrated in Figures J and K in Appendix A, mews may accommodate a narrow roadway for vehicles and bicycles or be designed for non-vehicular uses only, but in either case shall include a generous pedestrian zone, lighting and trees. A mews may be privately owned but shall be fully publicly accessible via an easement agreement.

5.3.20 The two mews immediately east of Applewood Crescent, on either side of Highway 7 are intended primarily for pedestrian connectivity and might be required for vehicular access to development. However, the proximity of the mews to Applewood Crescent and grade changes in the area may affect the feasibility of one or both mews. If, at the time of a development application for the adjacent lands, the City is satisfied that a mews is not feasible or appropriate, then they may be substituted for a publicly-accessible pedestrian pathway designed to the City's satisfaction.

5.3.21 In general, vehicular access to development for parking, servicing and passenger pick-up/drop-off shall be provided from local streets and mews. Driveways and intersections on arterial and major collector roads will be minimized to the greatest extent possible through coordination of land use planning and street design.

5.3.22 Notwithstanding the planned extension of Edgeley Boulevard, as illustrated in Schedule C, the City may consider upgrading Edgeley Boulevard, south of Interchange Way, to a major collector road connecting Interchange Way to Autumn Harvest Road. This alternative will be considered at the time of Plan of Subdivision approval for either of the affected properties to the satisfaction of the City.

5.3.23 The north-south mews located south of Highway 7 and east of Black Creek, that runs from the southern-most point of the Highway 7 culvert improvements to Interchange Way, will have a width of 10 metres and will be a non-vehicular mews. This mews will act as a buffer to Black Creek and will be required to adhere to TRCA's natural hazard policies.

## 5.4 Streetscaping

5.4.1 VMC streetscapes shall be designed to enhance the aesthetic appeal of the public realm, promote walkability, and support vibrant economic activity. It will prioritize the creation of safe, accessible, and inviting spaces that encourage social interaction, improve environmental sustainability, and reflect the unique identity and character of the community.

5.4.2 The design of all streetscapes in the VMC shall be consistent with the VMC Streetscape and Open Space Plan, the VMC Urban Design Guidelines, the Vaughan City Wide Streetscape Implementation Manual and Financial Strategy and shall be designed to the satisfaction of the City.

### Public Art

5.4.3 Public art will be an important element of the VMC's public realm, contributing to placemaking while adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings. In addition to larger public art commissions, several

streetscape elements also present opportunities for the integration of art, including building canopies, storefronts, furnishings, lighting, paving, fencing, information displays and utility elements such as manhole covers and utility wraps. The installation of public art projects within streetscapes generally shall be encouraged. The VMC Culture and Public Art Framework provides guidance to maximize opportunities for public art.

**Utilities**

5.4.4 Generally, all electrical and telecommunication cabling within rights-of-way, including proposed piping for district energy, shall be located underground. The integration of required above ground utility infrastructure in adjacent buildings shall be encouraged. Any utility boxes required within the right-of-way shall be well integrated with the design of the streetscape.

5.4.5 The Region will be requested to provide space to accommodate the undergrounding of utilities along Highway 7 and Jane Street, and to protect for such an opportunity in the planning and design of new infrastructure.

## 5.5 Active Transportation Network

5.5.1 All streets in the VMC shall be designed for the safety, comfort and convenience of pedestrians, cyclists, and micromobility users of all ages and abilities.

5.5.2 The City shall implement an active transportation network for the VMC that is safe, direct and convenient.

5.5.3 Active transportation facilities will support and encourage walking (including the use of mobility devices and strollers), cycling, and micromobility which, along with public transit, will be the most important modes of travel for day-to-day activities within the VMC. Improved sidewalks, cycling facilities, crosswalks/crossrides, street furniture, path connectivity, integration with transit, bicycle and micromobility parking, and pedways shall be implemented in appropriate locations.

5.5.4 The active transportation network is shown in Schedule D. It is planned to link directly to the city-wide active transportation network. Future active transportation facilities are intended to be built as existing streets and open spaces are improved and new streets and open spaces are built. Temporary facilities may also be considered where the timing of permanent facilities to create key linkages is long term or uncertain.

5.5.5 The City shall design and implement pedestrian-oriented spaces, such as local streets and mews, that restrict vehicular traffic to produce car-free or car-light zones, where appropriate.

5.5.6 An active transportation connection over Highway 400 at Apple Mill Road is planned, as identified on Schedule D. Development in the mixed-use area west of Applewood Crescent

at Apple Mill Road shall protect for this future active transportation connection and include the necessary linkage from the street network to the active transportation connection.

5.5.7 Appendix A illustrates where bicycle facilities should be accommodated within the right-of-way for each type of street.

5.5.8 Major parks and open spaces generally shall include multi-use recreational trails linked to the street network to enhance connectivity for cyclists and micromobility users.

5.5.9 Short-term bicycle parking shall be provided at all public destinations within the VMC, including but not limited to transit stations, parks, POPS, schools, community centres, cultural facilities, other public institutions and retail streets.

5.5.10 Sheltered short-term bicycle parking shall be provided near subway station entrances and BRT stops.

5.5.11 Development adjacent to the subway station and bus station shall be encouraged to include paid public bicycle and/or micromobility parking in accessible and secure indoor facilities, in addition to the minimum by-law requirements.

5.5.12 All office and apartment buildings shall be required to include secure, indoor private long-term bicycle and micromobility parking facilities. Major office developments shall be encouraged to include change rooms, showers, and lockers for bicycle commuters.

5.5.13 All office and apartment buildings shall include short-term bicycle parking to serve visitors.

5.5.14 The City shall support implementing a publicly-accessible shared micromobility service. Key features of a shared micromobility service include:

a. Availability of bicycle, e-bike, and/or e-scooter rentals on a short-term basis;

b. Incorporated into micromobility hubs; and

c. Distribution geographically of additional standalone docking stations to ensure access and convenience.

5.5.15 Micromobility hubs are encouraged at strategic locations to support first- and last-mile connections between the subway station, rapid transit stations, and key destinations. Micromobility hubs are clusters of cycling and micromobility facilities which may include short and long term bicycle parking, parking and charging facilities for personal micromobility devices, docking stations for shared micromobility services, and repair stations. Appropriate designs and locations for micromobility hubs will be determined through a study conducted by the City.

## 5.6 Parking

5.6.1 The provision of parking within the VMC should reflect the context of an urban, transit-oriented development and encourage non-automobile travel. There are no minimum vehicular parking requirements within the VMC. New developments shall not exceed the maximum vehicular parking requirements outlined in the City's Zoning By-law.

5.6.2 It is expected that vehicular parking facilities will take multiple forms in the VMC, including underground and above ground parking structures, temporary small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking. Above grade structured parking shall be sensitive to and enhance its planned surroundings. Where temporary surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

5.6.3 To achieve efficiency in the provision of public parking facilities, the City may, where appropriate, permit all or a portion of non-resident parking provided within developments (up to parking maximums under the Zoning By-law) to be available for paid public parking. The number of parking spaces for public use and their location will be determined when applications for development are reviewed. These public parking spaces may be owned and operated by the building owner or, if procured by the City, be operated by a municipal parking authority.

5.6.4 The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share services.

5.6.5 Where parking is provided for office uses, dedicated car-pool parking spaces are encouraged to be included in convenient locations near building entrances to incentivize employees to car-pool.

## 5.7 Curbside Management

5.7.1 The City shall develop a curbside management strategy for the VMC. Decisions to provide on-street short-term parking, passenger pick-up/drop-off and micromobility hubs/parking must consider compatibility with the street typology and available space and be weighed against other competing curbside uses for traffic, transit, active transportation, curbside cafes, and others. Long-term on-street parking and on-street loading shall be prohibited.

# 6.0 ENERGY, WATER AND THE NATURAL ENVIRONMENT

Environmental sustainability is a core principle behind the vision for the VMC and the policies of this Plan. Implementing efficient, low impact systems for energy and water, including wastewater and stormwater, and other utilities will be critical to establishing a truly sustainable downtown. This section contains policies regarding municipal servicing infrastructure for the entire VMC and environmental design at the scale of individual sites.

The policies in this section support the objectives set out in Section 3.0, including Objectives 3.5, 3.6 and 3.9 – 3.11. The further intent of the policies in this section is to:

- Establish the VMC as a low-carbon and sustainable community with innovative low-emission design practices that will act as an example for future developments both within Vaughan and across the GTA.
- Ensure the VMC is supported and serviced by highly efficient energy, water and wastewater infrastructure.
- Promote the use of renewable energy sources.
- Promote site planning, architecture, landscape architecture and stormwater management that demonstrates best practices in environmental design.
- Continue to facilitate enhancements to the ecological and stormwater functions, and the aesthetic qualities, of the Black Creek corridor.
- Ensure development in the VMC is supported and complemented by open spaces containing natural features.
- Ensure development in the VMC both anticipates impacts from and mitigates potential impacts on climate change.
- Ensure the VMC is protected from riverine and urban flooding and that it will not contribute to flooding downstream.

## 6.1 General Policies

6.1.1 All development in the VMC shall be consistent with the goals and objectives of the City's community sustainability plan, Green Directions Vaughan (2019).

6.1.2 The City has undertaken several important studies that will have a bearing on issues and opportunities related to energy and water in the VMC and will help to guide the planning of infrastructure:

- City of Vaughan Municipal Energy Plan;
- City of Vaughan Integrated Urban Water Plan – VMC Functional Servicing Strategy Report (June 2024);

- VMC Black Creek Renewal Environmental Assessment – (Phases 3 and 4) (2018) and the detailed design of the Black Creek corridor; and
- VMC Stormwater Management and Drainage Enhancement Study.

## 6.2 Energy Infrastructure

6.2.1 The City of Vaughan shall undertake a Community Energy Plan for the VMC which provides a road map for the adoption of alternative energy systems, such as district energy and renewable energy systems, to provide for the long-term energy needs of the community while significantly reducing the amount of harmful emissions to the environment when compared to conventional energy systems.

6.2.2 The City shall work with landowners to implement alternative energy systems to serve public and private development.

6.2.3 If a district energy system is established in the VMC, public institutional uses shall utilize the system where possible. All private development shall be encouraged to utilize the district energy system. Development plans may be required to demonstrate how they link into the system.

6.2.4 The preferred location for a district energy plant is at the periphery of the VMC or in an adjacent industrial area. Alternatively, a district energy plant could be integrated with other development, either within the podium of a building or as a stand-alone facility. The design of the facility shall be sensitive to and enhance its planned surroundings. The integration of the facility with another compatible use shall be considered.

6.2.5 In the absence of a district energy system or to complement and support district energy, the generation and use of on-site renewable energy, such as solar, wind and geo-thermal, shall be encouraged. All development shall be discouraged from being built with or utilizing central boiler systems that run on fossil fuels.

6.2.6 The City shall work with the Region and Alectra on plans to relocate or bury the existing hydro lines along Highway 7 and Jane Street.

6.2.7 Required transformers and utility boxes shall be located underground or within buildings wherever possible.

6.2.8 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 that appropriate locations are identified in consideration of City policies and procedures, taking into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.

6.2.9 The undergrounding of hydro distribution systems shall be implemented through the development application process, wherever possible.

## 6.3 Water and Wastewater Services

6.3.1 Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis, having regard for the long-term development potential of the VMC. The City of Vaughan Integrated Urban Water Plan – VMC Functional Servicing Strategy Report (June 2024) and more detailed Environmental Assessment studies shall guide the design and phasing of municipal services.

6.3.2 The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, as identified by the Region of York and distributed/allocated by the City.

6.3.3 Sustainable infrastructure design and construction practices specific to water and wastewater infrastructure, including integration of best practices, to ensure tighter sewer systems that reduce infiltration and inflow into the sanitary systems shall be encouraged.

## 6.4 Stormwater Management

6.4.1 Stormwater management practices and facilities shall be consistent with the City of Vaughan Integrated Urban Water Plan – VMC Functional Servicing Strategy Report (June 2024) and VMC Stormwater Management and Drainage Enhancement Study, and designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority ("TRCA"), and where applicable, in consultation with the Ministry of Transportation.

6.4.2 Stormwater management facilities create opportunities for natural heritage restoration, recreational trails and passive open space, all of which can enhance the qualities and amenities of adjacent parkland. Schedule I identifies Environmental Open Space, which is intended to serve the functions outlined within Policy 7.7.1, including accommodating stormwater management facilities within naturalized settings. The size and design of each stormwater management facility shall be determined based on the City of Vaughan Integrated Urban Water Plan – VMC Functional Servicing Strategy Report (June 2024) and the VMC Stormwater Management and Drainage Enhancement Study, and confirmed during the development process. Refinements to the location and size of stormwater management facilities requested by landowners will be required to be supported by detailed designs and appropriate technical studies completed to the satisfaction of the City, TRCA and, where provincial regulatory requirements are triggered, the Province of Ontario.

6.4.3 Should a conventional stormwater management pond be proposed, the configuration, including the slopes of the pond shall be designed to replicate natural landforms in the area, where appropriate. The perimeter of ponds should be planted with native and flood-tolerant plants to stabilize banks, improve water quality, create wildlife habitats and add visual interest. Barrier planting should be used where public access is discouraged. Trails should encircle ponds, and bridges, boardwalks and overlooks shall be considered. Safety

barriers along the perimeter of stormwater ponds shall be designed and constructed with reference to the City's Engineering Design Criteria & Standard Drawings (December 2020).

6.4.4 Notwithstanding Policy 6.4.2 and 6.6.2, should a non-conventional stormwater management facility be proposed, the design and considerations for the stormwater management facility and the potential above-ground park must conform to the City's non-conventional stormwater management facility policy, standard, and criteria and other requirements as established in Policy 7.7.5.

6.4.5 While Environmental Open Space is intended to include stormwater management facilities, the City may consider alternative approaches to managing stormwater to optimize the landscaping and amenities of these open spaces, contribute to sustainability and help contribute to the functions outlined within Policy 7.7.1.

6.4.6 LID measures and streetscape elements intended to minimize stormwater run-off and/or provide water quality control, such as, but not limited to rainwater harvesting and reuse systems, bio-swales, stormwater tree trenches, water features, permeable paving materials and green roofs, shall be encouraged. Development and redevelopment of sites must achieve the current on-site retention criterion consistent with the VMC Functional Servicing Strategy Report (June 2024) and VMC Stormwater Management and Drainage Enhancement Study via suitable and reliable infiltration, evapotranspiration and/or rainwater harvesting LID measures. LID measures along rights-of-way and public lands noted in the VMC Stormwater Management and Drainage Study shall also be achieved.

6.4.7 Environmental Open Space with stormwater management shall be planned holistically and secured through the development process. An agreement among landowners in the VMC, in accordance with Policy 11.7.4 will be encouraged to equitably distribute the cost of stormwater management.

## 6.5 Environmental Site Design

6.5.1 The policies below are intended to augment the sustainable development policies of the VOP 2025.

6.5.2 All public buildings in the VMC, with the exception of schools, shall be designed to achieve a LEED™ Gold or higher rating or a comparable industry standard for excellence in environmental design. Public buildings should strive to be net-zero ready or Passive House certified.

6.5.3 All new private residential construction shall strive to be net-zero ready in accordance with the Canadian Home Builders' Association Net Zero Home Labelling Program or Passive House Standards, and all new industrial, commercial and institutional buildings shall strive to achieve net-zero by 2050. In addition, all development proposals shall meet or exceed the Silver threshold of the City's Sustainability Metrics Program, as per the policies of the VOP 2025.

6.5.4 To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs and/or cool roofing materials, as well as soft landscaping, shall be encouraged on the flat portion of rooftops. In line with the City's Sustainability Metrics Program, all commercial, institutional, mixed-use and multi-unit residential buildings, excluding townhouses and stacked townhouses, shall be encouraged to:

a. Install a green roof covering 75% or more of the available roof space;

b. Contain solar capture equipment over a minimum of 60% of the roof;

c. Use cool roofing materials for a minimum of 80% of the roof; or

d. Use a combination of the above for a minimum of 75% of the roof.

6.5.5 To improve resilience to extreme heat and improve energy efficiency, development shall be encouraged to construct well-insulated building exteriors where the R-values of walls, ceilings, doors and windows reach the highest value feasible.

6.5.6 Development shall be designed to maximize opportunities for solar gain while respecting the urban design objectives and policies of this Plan.

6.5.7 Consistent with the VOP 2025, applications for development in the VMC shall include a Sustainability Metrics Program Summary Letter and Scoring Tool that describes how the proposed development supports this Plan's objectives regarding environmental sustainability and the requirements of any subsequently approved Community Energy Plan. Sustainability Metrics Program Summary Letters and Scoring Tool shall address at a minimum the following:

- Building energy efficiency, greenhouse gas reduction, and resilience;
- Water conservation;
- Renewable energy use;
- Heat island mitigation;
- Stormwater management;
- Solid waste management;
- Climate change mitigation and adaptation;
- Bird-friendly design;
- Embodied carbon of building materials and life-cycle costs; and
- The encouragement of sustainable behaviour by building occupants.

## 6.6 Natural Heritage

6.6.1 The City shall work with the TRCA and landowners to enhance existing natural heritage and establish new areas for active naturalization in conjunction with the development or improvement of stormwater management facilities.

6.6.2 Environmental Open Space identified in Schedule I is intended to accommodate wooded areas and other natural features planned in conjunction with stormwater management facilities and adjacent parkland. The City shall work with private landowners and the TRCA (where TRCA-regulated lands are impacted) on the holistic and coordinated design of these open spaces as development occurs. Naturalization may include tree planting or establishing habitat to support biodiversity. Existing natural heritage within Environmental Open Space shall be protected.

6.6.3 A minimum tree canopy coverage of 30% of the public realm shall be achieved in the VMC, based on mature canopy size, including trees planted in parks, open spaces and along streets. Private developments are encouraged to incorporate tree canopy coverage, as much as feasible.

6.6.4 The Black Creek corridor, located east of Jane Street between Highway 7 and Highway 407, provides an important opportunity to create a community amenity space while addressing stormwater management and ecological restoration. Historically the Creek has been altered and developed in the absence of stormwater quality and quantity measures. The redevelopment of the VMC requires stormwater management controls within development sites prior to discharging into Black Creek.

6.6.5 The City is undertaking the Black Creek Renewal Project to reconstruct the creek channel to meet conveyance requirements. This reconstruction aims to restore the ecological and natural heritage management services of the riparian corridor, improve the natural heritage of the Black Creek corridor, provide community amenity space, and contain flow within the reconstructed channel for frequent and significant storm events, including a Regional storm event.

## 6.7 Black Creek Flood Mitigation Works

6.7.1 Schedule I – Floodplain and Environmental Open Space illustrates the existing Black Creek floodplain within the VMC which is not contained within the existing Black Creek channel. The City of Vaughan is undertaking flood mitigation measures along the Black Creek within the VMC including the Edgeley Pond retrofit, the Highway 7 culvert improvements north and south of Highway 7 and the Black Creek Renewal Project, which includes the rechannelization of Black Creek between the Highway 7 southern-most culvert and Highway 407. These three (3) flood mitigation projects will mitigate the existing flooding along Jane Street and Highway 7.

The underlying Mixed Use and Neighbourhood designations identified on Schedule G for the lands currently within the Black Creek floodplain shall not come into force until all of the following conditions are met to the satisfaction of the City, the TRCA and the Province:

a. For the area north of Highway 7, the Edgeley Pond retrofit and Highway 7 culvert improvements from the Edgeley Pond outlet to south of Highway 7 are complete, or substantially complete, to mitigate flooding along Jane Street north of Highway 7

and at the Jane Street and Highway 7 intersection, to remove the subject properties from the floodplain;

b. For the area south of Highway 7, the renewal flood protection works approved for Black Creek are complete, or relevant channel sections substantially complete, to remove the subject properties from the floodplain, pursuant to the approved Black Creek Renewal Environmental Assessment and refined by the Black Creek Renewal Project.

c. Updated flood line mapping based on as-constructed drawings has been prepared by a qualified engineer and approved by the TRCA, which confirms the subject lands have been removed from the floodplain; and

d. The development meets the program, regulatory and policy requirements of the TRCA.

6.7.2 Prior to the works of the Edgeley Pond retrofit, Highway 7 culvert improvements, and/or Black Creek Renewal Project being implemented or the conditions of Policy 6.7.1 or 6.7.3 being satisfied, only the existing uses as of the day this Plan is approved will be allowed to continue to operate and the construction of servicing and infrastructure forming part of the mitigation measures along Black Creek shall be permitted.

6.7.3 Notwithstanding Policy 6.7.1 and 6.7.2, phased development and site alterations may be permitted within the Black Creek Flood Mitigation Area, as identified on Schedule I, if the following conditions have been met to the satisfaction of the City, the TRCA, and the Province:

a. Each development phase or site alteration meets all floodplain management requirements with respect to flood remediation (including removal of subject lands from the floodplain, and/or flood proofing to the regulatory flood elevation, which must include safe ingress and egress, and does not result in impacts to flooding on adjacent lands), ecological management, naturalization, and demonstrates no negative impact on overall watershed health and provides for opportunities for habitat enhancement wherever feasible.

b. Each development phase or site alteration does not compromise the implementation of future phases of the Black Creek flood mitigation works (including but not limited to the Edgeley Pond retrofit, Highway 7 culvert improvements and the Black Creek Renewal Project, and future stormwater or green infrastructure upgrades) and associated parkland.

6.7.4 Upon satisfaction of the requirements of Policy 6.7.1 or 6.7.3, the underlying land use designations identified on Schedule G shall come into force for the applicable lands without the need for an amendment to this Plan.

6.7.5 Notwithstanding Policy 10.2.2, existing uses and structures within the Black Creek Flood Mitigation Area shown on Schedule I are not permitted to expand or redevelop until the flood mitigation measures along the Black Creek, including the Edgeley Pond retrofit, Highway 7 culvert improvements and the Black Creek Renewal Project, are constructed for the subject site and/or the subject development site is removed from the floodplain.

6.7.6 Detailed consideration of the design of the Black Creek channel, open space and related infrastructure shall recognize the prominence and significance of the VMC as well as the ecological significance of Black Creek. The stormwater management strategy, as per the VMC Stormwater Management and Drainage Enhancement Study, stormwater management facility updates and new naturalized creek channel, as per the Black Creek Renewal Project, will be integrated to a high urban design and sustainability standard and as complementary landscapes.

6.7.7 The VMC northwest and southwest quadrants are subject to the Black Creek Western Spill Area identified by the TRCA for the west tributary of Black Creek and shown on Schedule I. Mitigation measures are recommended at the source of the spill, which is located along the main Black Creek channel north of Pennsylvania Avenue and east of Highway 400. However, as per the TRCA's Living City Policies, mitigation measures such as flood proofing are also permitted within subject sites within a spill area. Mitigation measures, such as flood proofing, must not result in negative impacts to flooding on adjacent lands. The TRCA must be consulted for site mitigation options and to obtain model information, and/or minimum floodproofing elevation requirements.

# 7.0
# PARKS AND OPEN SPACES

The development of parks and open spaces is fundamental to creating a livable downtown and establishing a unique identity for the VMC.

Parks will form a network of spaces that will meet the needs of the community for active and passive recreation and civic gathering. Parks shall be configured to support programming flexibility, adapt to evolving community needs, and be constructed with durable materials and robust infrastructure to withstand intensive use in this high-density environment.

Other open spaces will supplement the parks system by adding to the variety of environments and experiences in the VMC and incorporating naturalized areas into a broader network of public places.

Together, parks and open spaces will not only provide places for recreation choices and natural features, but will also contribute to the character and identity of the downtown. A rich and diverse parks and open space network will be vital to attracting a diverse population and employment to the VMC and making it a civic and tourist destination.

The policies in this section support the objectives set out in Section 3.0. The further general intent of the policies in this section is to:

- Create a parkland system that provides for a full range of recreational activities and environments for both active and passive enjoyment within walking distance for VMC residents and workers.
- Ensure parks are delivered concurrently with development to serve the VMC as it grows.
- Create parks as central focal points for local community and civic open spaces capable of accommodating events with city-wide appeal.
- Create high-quality civic spaces that support diverse programming and year-round use.
- Establish a clear framework for parkland acquisition and development.
- Integrate parks, open spaces and natural features with development and the public realm.
- Enhance the pedestrian network with paths and trails.
- Support environmental sustainability and climate resilience.

## 7.1 General Policies

7.1.1 The City shall develop a minimum of 28 hectares of parkland in the VMC through the acquisition (including purchase, dedication, and other conveyance methods) and development of parks identified in Schedule E. This parkland shall serve as the core of the parks system and shall not be substituted by other areas or other forms of open space. Only parkland identified in Schedule E shall count toward the minimum parkland target of 28 hectares.

7.1.2 Additional parks, not shown on Schedule E, shall be acquired and developed within the VMC, or in areas in proximity to and accessible from the VMC, to meet the parkland needs of the population as it grows. The minimum rate of parkland provision shall be 0.3 hectares per 1,000 population. The addition of such parks shall not require an amendment to this Plan, provided they maintain its intent. The City shall monitor the use and demand for parkland as the VMC develops and may adjust the target without amendment to this Plan.

7.1.3 Parks shall be developed concurrently with growth to serve VMC residents and workers.

7.1.4 The City shall secure parkland through the development approval process in accordance with the following, in order of priority:

a. Land dedication for parks identified in Schedule E;

b. Payment-in-lieu of parkland;

c. On-site land dedication not identified in Schedule E; and

d. Off-site land dedication in proximity to the VMC, as accepted by the City.

7.1.5 Portions of land acquired for infrastructure projects that are not required for the final construction, operation, or maintenance of the infrastructure (residual lands) within the VMC shall be evaluated for parkland purposes prior to being considered for disposition or other uses.

7.1.6 Where suitable, residual lands shall be incorporated into the VMC Parks and Open Space network to achieve parks targets established in this Plan.

7.1.7 Parks shall generally be secured through the plan of subdivision process.

7.1.8 Environmental Open Space, mews and private outdoor amenity space shall not count toward parkland dedication requirements to satisfy Sections 42 and/or 51.1 of the Planning Act.

7.1.9 The City may establish alternative parkland dedication requirements for the VMC without amendment to this Plan.

7.1.10 Environmental Open Space identified on Schedules E and I is intended to accommodate naturalized open space, stormwater management facilities and TRCA-regulated natural features and hazards.

7.1.11 Parks and open spaces provide critical connections within the larger pedestrian and bicycle network. They should be designed with movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.

7.1.12 The design of all parks and other open spaces in the VMC shall be consistent with the VMC Parks and Wayfinding Master Plan and the Greenspace Strategic Plan.

## 7.2 Park Types

7.2.1 The City shall require parks to be developed in accordance with Schedule E of this Plan, which establishes the following park types:

a. 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; and

b. 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.

7.2.2 Urban parks shall meet the following requirements:

a. Provide a minimum contiguous area of 0.75 hectares; and

b. Include facilities to support both active and passive recreation as determined through the park design process.

7.2.3 Public squares shall meet the following requirements:

a. Provide a contiguous area between 0.2 and 0.75 hectares; and

b. Include facilities to support both active and passive recreation as determined through the park design process.

7.2.4 The public squares along Millway Avenue shall meet all requirements established in Policy 7.2.5 and Section 7.3 of this Plan. These public squares shall incorporate unified design elements and high-quality materials and finishes that establish a cohesive network along the VMC's premier retail corridor and central gathering area. These spaces shall include a range of amenities for residents, worker, and visitors that will activate the area and foster a distinct sense of place as the centre of the downtown.

7.2.5 Further to Policies 7.2.2. and 7.2.3, all parkland proposed for dedication shall meet the following requirements to be deemed acceptable by the City:

a. Be of sufficient size and dimensions in a regular geometric configuration with appropriate grades to support their intended recreational functions and programming requirements;

b. Provide uninterrupted public street frontage along a minimum of 50% of the park perimeter;

c. Form a single contiguous land parcel without fragmentation, including from private driveways, easements, or public roads; and

d. Demonstrate soil conditions that meet or exceed applicable residential environmental quality standards and are suitable for park development.

7.2.6 Notwithstanding parks identified in Schedule E, the City shall only accept parkland dedication that does not meet the criteria in Policy 7.2.5 if:

a. The lands fulfill a specific parks and recreation objective that cannot be achieved at an alternative location within, or in proximity to, the VMC;

b. The deviation from criteria is minor and can be fully mitigated through design measures to the satisfaction of the City; and/or

c. The park demonstrably enhances connectivity within the public realm network to the satisfaction of the City.

7.2.7 Where proposed parkland does not meet the criteria established in Policies 7.2.5 and 7.2.6, the City shall:

a. Refuse the proposed parkland dedication;

b. Require alternative lands within the development area; or

c. Require payment-in-lieu of parkland dedication.

## 7.3 Park Location and Design Requirements

7.3.1 All parks shall:

a. Maintain high visibility and accessibility from adjacent streets and pedestrian routes;

b. Connect seamlessly with the public rights-of-way and the broader parks and open space network, where applicable;

c. Provide configurations and subsurface conditions that support intended programming and facilities;

d. Support daily community recreation activities and cultural programing as well as larger civic gatherings, where appropriate based on size, location and context.

e. Incorporate design elements enabling flexible programming and future adaptation;

f. 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;

g. Implement sustainable and climate-resilient design through integrated stormwater management and climate-resilient native species selection;

h. Provide adequate soil volume to support urban tree canopy coverage;

i. Prioritize inclusive design that addresses diverse accessibility needs through barrier-free access to amenities and facilities, integrated pathway systems that meet or exceed *Accessibility for Ontarians with Disabilities Act* requirements, and recreational opportunities that accommodate varying physical and sensory abilities; and

j. Adhere to Crime Prevention Through Environmental Design ("CPTED") principles while providing appropriate lighting levels and maximizing natural surveillance opportunities.

7.3.2 Development on lands adjacent to parks shall:

a. Establish appropriate setbacks accommodating building structures, building overhangs, building maintenance and private access within the development site;

b. Orient active ground floor uses toward park frontages;

c. Design grade-level façades to enable natural surveillance;

d. Locate all loading and servicing areas away from park frontages;

e. Maintain appropriate microclimate conditions within parks; and

f. Configure building massing to maximize solar access to parks.

7.3.3 All parks and Environmental Open Space located within TRCA Regulated Boundaries shall be subject to TRCA review and approval, and shall satisfy all applicable TRCA policies related to regulated natural features and natural hazards, including setback requirements for built form adjacent to Environmental Open Space.

7.3.4 Parks shall not contain surface parking areas, except those required for service vehicle temporary access.

7.3.5 Where a local road is situated adjacent to an Urban Park, the City shall reserve the right to explore and implement alternative road cross-section designs to those illustrated in Appendix A, for the purpose of enhancing and upgrading the park frontage within the public right-of-way.

## 7.4 Encumbrances in Parks

7.4.1 Parks shall be free of all surface and below-grade encumbrances, except where the applicant demonstrates, through a justification report, and the City is in agreement that:

a. Extreme hydrogeological and/or geotechnical conditions make it technically unfeasible to accommodate required parking or utilities under buildings, or private amenity spaces;

b. Alternative solutions for accommodating parking or utilities have been thoroughly explored and determined to be unfeasible without compromising the vision, principles, and objectives of this Plan;

c. The proposed encumbrance represents the minimum possible impact on park function, character, constructability and long-term flexibility, and below-grade encumbrances do not exceed 60% of the total surface area of the park; and

d. The parkland will be provided at grade, publicly accessible, and meet all requirements of its respective park typology.

7.4.2 Where below-grade encumbrances are approved, all parks shall:

a. Ensure all access points to the encumbrance, including pedestrian entrances/exits and emergency access, connect directly to the public rights-of-way;

b. Prohibit utility access points or other above-grade elements within the park;

c. Minimize the impact of required ventilation structures within the park by utilizing vertical rather than horizontal configurations, limiting surface area to the minimum required by applicable building and safety codes, incorporating integrated design solutions, and strategic placement that preserves park programming and circulation patterns;

d. Provide sufficient soil depth and volume to support the intended park program, including large-canopy trees;

e. Ensure the design adheres to City standards and appears and functions as an unencumbered park from the user perspective; and

f. Maintain public ownership of the park including surface lands, air rights, and subgrade area containing all park features, structures, and utilities.

7.4.3 Where surface and below-grade encumbrances are approved, the following elements shall be excluded from parkland dedication calculations and conveyance:

a. All ventilation structures serving below-grade parking or other uses;

b. All access points serving below-grade parking or other uses;

c. Utility access points serving below-grade structures;

d. Any other surface or above-grade elements serving the below-grade parking or structures; and

e. Any elements that do not directly serve park operations or maintenance.

7.4.4 Where below-grade encumbrances are approved, the City shall prohibit private stormwater management infrastructure including cisterns, storage tanks, and associated mechanical equipment, private water or wastewater infrastructure, electrical infrastructure including transformer rooms, switchgear, and utility panels, mechanical rooms, telecommunication equipment, loading areas, waste storage, service corridors, commercial storage areas, and any other utilities or infrastructure not directly serving the park's operations and maintenance, from being located beneath the park, with the exception of parking stalls.

7.4.5 In all cases, the below-grade encumbrance shall be at sufficient depth to provide required coverages and not impede park design or operation to the satisfaction of the City.

7.4.6 Where below-grade encumbrances are approved, the owner shall be required to design and construct the park in accordance with the City's Developer Build Parks Policy, as amended, City standards, and specifications. The park design and construction shall:

a. Be coordinated with the construction of below-grade structures to ensure proper integration and protection of infrastructure;

b. Follow a design process approved by the City;

c. Meet all requirements established in Section 7.3 of this Plan; and

d. Include appropriate securities, warranties, and construction documentation.

7.4.7 Where below-grade encumbrances are approved, the owner shall enter into agreements satisfactory to the City regarding access, maintenance, lifecycle replacement, and liability.

## 7.5 Interim Open Space

7.5.1 The City shall pursue opportunities on City- and privately-owned lands to establish interim open spaces, which shall:

a. Be secured through formal agreements between the City and landowner(s), community organizations, or other parties, or through other appropriate mechanisms;

b. Operate for a minimum period of 12 months;

c. Be ineligible for both parkland credit and development charge reserve funding;

d. Maintain compliance with all applicable safety standards and regulations;

e. Provide appropriate liability insurance as determined by the City;

f. Respond to community needs; and

g. Not preclude future development in accordance with the underlying land use designation.

## 7.6 Implementation

7.6.1 The City shall require park design and development to be consistent with the VMC Parks and Wayfinding Master Plan and Greenspace Strategic Plan.

7.6.2 Refinements to park locations and configurations shown on Schedule E shall be permitted without amendment to this Plan, provided they maintain the intent of this Plan.

7.6.3 The City shall require parkland to be dedicated in a coordinated manner that creates complete and cohesive park blocks. Where a park shown on Schedule E spans multiple development parcels:

a. The full park block shall be secured and dedicated as a single coordinated conveyance; and

b. Partial dedications shall only be considered where they form part of a comprehensive strategy to achieve the complete park block.

7.6.4 The applicable parklands shall be dedicated to the City of Vaughan as a condition of the first residential development approval, and where necessary, be subject to appropriate legal agreements respecting interim use of the lands for parking for existing uses, construction access and staging purposes, at no fee to the landowner.

7.6.5 The City shall encourage the consolidation of parkland dedications from multiple developments where such consolidation would result in larger, more functional parks by:

a. Facilitating land exchanges or purchases for optimal park configuration;

b. Coordinating dedication timing between developments; and

c. Requiring landowners to enter into agreements addressing:

i. Land dedication and construction timing;

ii. Park development cost sharing;

iii. Interim conditions and temporary facilities;

iv. Infrastructure and services coordination; and

v. Phased maintenance responsibilities.

7.6.6 The City shall monitor park system development to ensure:

a. Park delivery aligns with population growth;

b. Park facilities meet evolving community needs;

c. Parks achieve environmental sustainability objectives; and

d. Parks support VMC city-building objectives.

## 7.7 Environmental Open Space

7.7.1 Environmental Open Space identified in Schedule I shall play a vital role in greening the VMC and enhancing environmental health and function. These spaces shall be developed and managed as predominantly naturalized areas that serve the following functions:

a. Protect, renew and enhance existing natural heritage features and functions;

b. Support managed reforestation and re-naturalization initiatives on municipal land that enhance ecological functions, contribute to the urban tree canopy and improve the setting, image and liveability of the VMC;

c. Accommodate stormwater management facilities, reduce stormwater run-off and provide water quality control;

d. Provide open space and recreation amenities that are compatible with the primary ecological functions;

e. Create physical connections within the VMC and to the larger regional landscape;

f. Increase biodiversity within the VMC;

g. Provide buffers between the VMC and the adjacent highways;

h. Reduce the urban heat island effect; and

i. Protect for and manage the features and functions of natural hazards.

The stormwater management and natural heritage functions are addressed in Sections 6.4 and 6.6 of this Plan.

7.7.2 Environmental Open Space shall be designed to:

a. Provide complementary facilities and programming, where possible;

b. Create clear and accessible connections to the VMC trail network, as identified within the VMC Parks and Wayfinding Master Plan; and

c. Support wayfinding and orientation within the larger open space system.

7.7.3 Where parks interface with Environmental Open Space, they shall:

a. Create seamless connections between park spaces and natural areas;

b. Protect and enhance existing natural features, hazards and functions;

c. Support wildlife habitat and connectivity; and

d. Incorporate transitions that protect ecological functions and hazard management while maintaining public access where appropriate.

7.7.4 Built form abutting Environmental Open Space shall provide appropriate buffering and transition. The design interface along an Environmental Open Space shall be consistent with other VMC documents such as the VMC Parks and Wayfinding Master Plan and the VMC Urban Design Guidelines and be subject to review through the development approval process.

7.7.5 Environmental Open Space shown on Schedules E and I may be re-designated to Park, without amendment to this Plan, where non-conventional stormwater management facilities are incorporated in a manner which meets the following conditions to the satisfaction of the City:

a. The facility shall be designed to support the intended park program and facilities consistent with the City's Non-Conventional Stormwater Management Facilities Policy, Procedure, Design Criteria & Standard Drawings;

b. The design shall ensure long-term viability of both park and stormwater functions;

c. Infrastructure shall be sized to accommodate population growth impacts;

d. The design shall account for future park program flexibility; and

e. TRCA policies related to regulated natural features and natural hazards are satisfied where lands are located within TRCA Regulated areas.

7.7.6 Notwithstanding Policy 7.1.8, Environmental Open Space, re-designated as Park as per Policy 7.7.5, may be used to satisfy parkland dedication requirements.

7.7.7 The final size and location of the Environmental Open Space north of Highway 7 immediately east of Highway 400, and any possible re-designation to extend adjacent land uses to the east, are to be determined pursuant to a floodplain analysis and detailed design

of the stormwater facilities, completed to the satisfaction of the City, the Ministry of Transportation and the TRCA.

7.7.8 Concerning Environmental Open Space identified as Special Policy Area on Schedule I, in the event that non-conventional stormwater management facilities are implemented on these lands, these lands shall be re-designated as Park without need for an amendment to this Plan, as per policy 7.7.5. In the event that no stormwater management facilities are required on these lands, they shall be re-designated as Park, without need for an amendment to this Plan, on condition that TRCA policies related to regulated natural features and natural hazards are satisfied where lands are located within TRCA Regulated areas.

# 8.0 COMMUNITY SERVICES, CULTURAL FACILITIES AND PUBLIC ART

Community services, such as schools, libraries, community centres, recreation facilities, day cares, places of worship, social services and emergency services, are critical components of a complete community and key contributors to quality of life. The provision of these amenities will be phased to support a growing population.

The intensity of growth anticipated in the VMC will require a diverse offer of community services accessible at a walkable scale. In addition to serving the needs of the local population, the VMC should also host city-serving amenities that reinforce its place as Vaughan's downtown. A concentration of cultural facilities could serve as a catalyst for broader development and establish an identity and civic role for the VMC.

The policies in this section support the objectives set out in Section 3.0. The further intent of the policies in this section is to:

- Create future residential neighbourhoods that are adequately served by schools, day cares, libraries, community centres, recreational facilities, social services and emergency services.
- Encourage the development of city-serving amenities, including cultural facilities, in the VMC to reinforce its role as the city's downtown.
- Assist public agencies, non-governmental organizations and other institutions responsible for community and social services to secure suitable sites and spaces for their facilities if and when required.
- Encourage the integration of spaces for community services and amenities with other uses in mixed use buildings or in spaces shared with other community or institutional uses, when feasible.
- Design institutional uses that contribute to the efficient use of land, complement planned neighbourhoods and support the urban design objectives for the VMC.
- Encourage the establishment of major institutions of higher learning in the VMC.
- Ensure public art has a prominent role in the VMC's streetscapes and open spaces and contributes positively to its overall identity.

## 8.1 General Policies

8.1.1 Community services will be provided in a manner which implements the Community Spaces Plan, as amended from time to time, meets the population-related targets for the provision of facilities and ensures that planned facilities are sufficient to meet the needs of projected residential populations.

8.1.2 The appropriate timing for most community services will be dependent on the pace and nature of development within the VMC. The City shall regularly monitor development trends and social conditions in the VMC. As population-related demand grows for major community facilities, including schools, community recreation centres and emergency services, the City shall work with the Region of York, the School Boards and other public agencies to assess the need for community services and determine or confirm the appropriate location(s), general configuration and program for required facilities. In the case of City services, at the appropriate time, the City shall secure the land or space for required facilities through dedication, purchase, lease, expropriation or other arrangements with affected landowners.

8.1.3 An agreement among landowners in the VMC, the City and public agencies regarding community services, including schools, will be encouraged to ensure the land costs for community facilities are equitably distributed.

8.1.4 To broaden the city's educational opportunities, support economic and cultural activity, and help ensure the VMC attracts a diverse population, the City shall seek to attract major institutions of higher learning to the VMC, such as colleges, universities or satellite campuses.

8.1.5 Community services serving the VMC shall be located to provide equitable and walkable access by its population. Schedule F identifies a preferred zone for major community services intended to serve the entire VMC population and other potential institutional uses, including major cultural facilities, community/recreation centres, libraries and/or university/college facilities, in or close to the mobility hub formed by the VMC Subway Station, VIVA station and York Region Transit SmartVMC Bus Terminal. With its excellent access to higher order transit, this zone is also the preferred location for city-servicing services and institutions. Recommended locations for a major community service facility and performing arts and cultural centre are identified on Schedule F.

8.1.6 Notwithstanding Policy 8.1.5, the need for additional community service sites beyond those shown on Schedule F will be assessed through continuous monitoring of development pace, demographic trends, and population growth, in alignment with the Community Spaces Plan and without amendment to this Plan. Community services intended to serve local communities within the VMC, such as the quadrants created by dividing the larger VMC area by Highway 7 and Jane Street, should have locations central to those communities or in other suitable locations that ensure good access and visibility. Opportunities for community services outside the VMC boundaries may be considered where safe, comfortable and direct routes by walking are present.

8.1.7 Where appropriate, municipal community services should be clustered together to promote cost-effectiveness and facilitate service integration. The co-location of municipal community services with other community service providers and other community-serving amenities, such as parks, retail and other compatible commercial uses, in the form of community hubs is encouraged.

8.1.8 Further to Policy 8.1.7, the provision of community services through joint facilities, in partnership with community service providers such as schools and day cares, is encouraged to support the efficiency and efficacy of community service provision in a high-density environment.

8.1.9 Where appropriate, community services may be incorporated within public and private mixed-use development.

8.1.10 Institutional buildings, libraries, cultural facilities and other community buildings, in the VMC may deviate from the built form policies contained in Section 9.0 of this Plan in order to accommodate a particular functional program and/or establish an architectural landmark. Generally, they should adhere to urban design principles appropriate for a downtown context.

## 8.2 Schools

8.2.1 Schedule F identifies five potential elementary school sites that will serve as the core of the network of schools in the VMC. These school sites are encouraged to be developed exclusively for school and community-related purposes to provide the flexibility to grow and evolve their built form and programming over time. The precise location, size and phasing of each school shall be determined in consultation with the School Boards prior to any planning approvals for blocks which include an identified potential school site. Subject to the approval of the School Boards, in consultation with and agreeable to the affected landowners, the potential school sites identified in Schedule F may be relocated or deleted without amendment to this Plan. Prior to final approval of development applications for lands identified for a potential school site, satisfactory arrangements shall be made with the appropriate School Board for the acquisition/reservation or release of the school site. Where lands are identified by a School Board as not being required for their purposes, the lands may be developed in accordance with the underlying land use designation without amendment to this Plan.

8.2.2 The ultimate number of schools required will depend on the size and make-up of the residential population. The need for elementary school sites additional to those identified on Schedule F will be determined through ongoing monitoring of the rate of development, population growth and demographic characteristics of the community. In collaboration with the School Boards, additional school sites will be identified within the VMC or in areas accessible to the served population by safe, direct and comfortable walking routes and suitable for the development of sensitive land uses. Elementary schools are a permitted land use within both the Mixed Use and Neighbourhood designations. No amendment to this Plan shall be required should additional elementary schools be located anywhere in these designations. The School Boards shall have the ability to acquire school sites, as required.

8.2.3 The size and configuration of each elementary school site shall be consistent with the policies or requirements of the respective School Board for urban, higher-density neighbourhoods. To this effect, the minimum school site size shall be 2.02 hectares (5.0

acres). A reduction in site size may be permitted where executed agreements are in place to allow for alternative arrangements to accommodate the required components of a typical school site. Final site sizes and configurations shall be determined in consultation with the School Boards during the development application approvals process and the preparation of development concepts within planning justification reports, as set out in Policy 11.7.2. The deletion of planned parkland adjacent to a school or potential school site to accommodate a school shall not be permitted unless it is relocated to the satisfaction of the City and the School Boards.

8.2.4 A secondary school site will be required to serve the VMC population. In collaboration with the School Boards, a secondary school site shall be identified within the VMC or in areas accessible to the served population by safe, direct and comfortable walking routes or by short trips by rapid transit. Additional secondary schools may be required. The minimum secondary school site size shall be 6.07 hectares (15.0 acres). Secondary schools are a permitted land use within both the Mixed Use and Neighbourhood designations. No amendment to this Plan shall be required should a secondary school be located anywhere in these designations.

8.2.5 Schools are considered sensitive uses and the identification of proposed locations shall have consideration for land use compatibility concerns.

8.2.6 The site size, site layout and built form of schools shall be compatible with the planned form of development in the VMC. To ensure compatibility, the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods. The City shall collaborate with the School Boards and the Region of York to ensure the alternative standards are appropriate for the VMC. The standards should optimize the use of land by such measures as: promoting multi-storey school buildings, minimizing parking and pick-up/drop-off areas, locating within mixed use buildings as appropriate, and/or other alternative measures to efficiently utilize land within the VMC.

8.2.7 The School Boards are encouraged to work with landowners to establish an alternative design that result in school site/building design compatible with the urban, higher density neighbourhoods planned for the VMC, if applicable. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the Region, the City and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards.

8.2.8 To optimize the use of school sites, shared use by the two School Boards and the integration of elementary schools and day care facilities shall be encouraged and should include exploring the provision of municipal community services through joint facilities as per Policy 8.1.8.

8.2.9 Elementary school sites additional to those identified in Schedule F shall be located adjacent to public parks in efforts to share greenspace with the School Boards to satisfy the outdoor play space requirements of schools.

8.2.10 While school grounds will play an important role in the VMC's open space network, they will not be considered a substitute for parkland. The City shall work with the School Boards to optimize the relationship between parks and school playgrounds.

8.2.11 Notwithstanding Policy 9.10.1.d, parking for school employees and visitors may be located in interior side yards to minimize the impact of parking lots on school property and the public realm. Generally, a local street with school frontage shall have a 22-metre right-of-way to allow the curb lane closest to the school to be reserved for student pick-up and drop-off.

## 8.3 Day Care Facilities

8.3.1 Day care facilities are encouraged to be located within Mixed Use and Neighbourhood designations. Adequate day care spaces should be provided to keep pace with the needs of those who live, work or study in the VMC, as the area grows, and be distributed in a manner which encourages access by walking. Day care facilities are encouraged to be incorporated into public and private developments. They shall be provided in a manner which accommodates appropriate on-site play areas, on-site pick-up/drop-off facilities and buffering, where required.

## 8.4 Cultural Facilities and Public Art

8.4.1 The VMC shall serve as a focal point for arts and culture in the City of Vaughan, providing a cluster of cultural facilities, amenities and experiences that contribute to its character and affirm its role within the city and region.

8.4.2 Cultural facilities and amenities shall be promoted for location in the VMC. These include but are not limited to:

- Performing arts venues;
- Galleries and display spaces;
- Visual arts centres/museums;
- Civic heritage museums;
- Outdoor amphitheatres within parks;
- Sculpture gardens within parks; and
- Schools related to the fine arts and performing arts.

8.4.3 Schedule F identifies the recommended location for a performing and cultural arts centre which will serve as a landmark cultural facility within the VMC. The centre will serve as a central hub for arts and culture in Vaughan, offer a state-of-the-art venue for local, regional, and international creative talent and audiences and contribute to the VMC's evolution into a world-class downtown destination. The performing arts centre shall serve as the anchor of a broader network of cultural facilities within the VMC. The exact location of the facility may change without amendment to this Plan.

8.4.4 Public art should be considered for incorporation into all parts of the public realm to contribute to the VMC's identity and vitality. As described in Section 5.4.3, the incorporation of public art into the design of streetscape elements shall be considered.

8.4.5 The inclusion of public art in all significant private developments shall be encouraged and 1% of the capital budget of all major Regional and City buildings or other facilities shall be dedicated to public art.

8.4.6 The following objectives of the VMC Culture and Public Art Framework shall be implemented through the recommendations of the plan:

a. Enable art and cultural investments with supportive municipal policy structures;

b. Establish rich cultural resources;

c. Leverage creativity and culture to attract and retain people as key drivers of innovation and economic growth;

d. Enable collaboration, training and mentoring with supportive cultural networks;

e. Animate the urban environment with a variety of art/cultural programs and activities;

f. Identify sites and opportunities for public art that enhances sense of place; and

g. Implement a recognizable cultural identity for the VMC that communicates an innovative, transformative and authentic experience.

# 9.0
# LAND USE, DENSITY AND BUILT FORM

While the policies of Sections 4.0-8.0 focus on the hard and soft infrastructure needed to support a vibrant, sustainable and livable downtown, this section focuses on how land in the VMC should be used, the appropriate intensity of development in different areas and the forms it can take. The land use and physical vision behind the policies of this section is of a high density, mixed-use downtown core centred on the subway station, flanked by neighbourhoods containing a variety of building types, with non-residential uses providing a transition to industrial lands and rail yards to the east. Buildings of different typologies, and in all areas of the VMC, have a responsibility to help define the public realm, bring vitality to streets and parks, and contribute positively to the image of Vaughan's downtown.

The policies in this section support the objectives set out in Section 3.0. The further intent of the policies in this section is to:

- Accommodate the Provincial and City growth targets for the VMC.
- Encourage a wide range of uses and built forms in the VMC.
- Capitalize on and support rapid transit infrastructure, and continue to facilitate the establishment of a walkable downtown, by concentrating density around the subway and VIVA stations.
- Promote the development of diverse neighbourhoods with a variety of housing choices, including units suitable for families and a significant proportion of affordable housing.
- Ensure future development includes non-residential uses, such as office uses, that supports a healthy live-work balance in the VMC.
- Focus retail development in the downtown core and on key streets, and ensure commercial uses contribute to an active pedestrian realm.
- Ensure the built form of development frames streets and open spaces and supports an inviting, comfortable and active public realm.
- Promote architectural excellence and the creation of a distinctive, high quality image for the VMC.

## 9.1 General Land Use and Density Policies

9.1.1 The VMC is intended to accommodate significant non-residential uses. Non-residential uses shall contribute to the formation of a Central Business District which represents a focal point for and concentration of economic activity in the city. Non-residential uses shall contribute to a balance of residents and jobs which supports the formation of a complete community and allows for short local commutes.

9.1.2 The VMC is intended to accommodate a minimum of 10,000 new office jobs by 2051. Office uses are permitted throughout the VMC. They are encouraged to locate in proximity to rapid transit, particularly the subway station.

9.1.3 The VMC is intended to accommodate a minimum of 2,500 new retail and service jobs by 2051. Retail and service uses are permitted throughout the VMC. Retail and service uses shall be provided in sufficient quantity to meet local needs and be located to provide access to necessities, such as those provided by grocery stores and pharmacies, within a 5-minute walk of all residents. Broader concentrations of retail and service uses will be located in particular areas of focus to serve a city-wide and regional clientele.

9.1.4 Schedule H identifies areas for retail uses in the VMC where retail, service commercial or public uses, including retail stores, restaurants, places of entertainment, personal and business services, professional offices and public institutions, shall be required or recommended as street-related uses on the ground floors of mixed-use buildings.

9.1.5 Development in the VMC shall demonstrate, to the satisfaction of the City, that sufficient retail and service uses are present to support the anticipated needs of the local population for daily necessities, as per the intent of this Plan.

**Land Use Designations**

9.1.6 Schedule G delineates the following land use designations in the VMC:

- Mixed Use;
- Neighbourhood;
- Mixed Non-Residential;
- Park; and
- Environmental Open Space

9.1.7 Where the boundary of a land use designation abuts a planned street, minor modifications to the boundary shall be permitted to align it with the precise location of the street. Where the boundaries of a land use designation abut an existing street, any modifications to the boundary shall require an amendment to this Plan.

9.1.8 As per Policy 6.7.1, the extent of the Black Creek floodplain and the land use impacts will be determined through flood mitigation measures including the Edgeley Pond retrofit, the Highway 7 culvert improvements and the Black Creek Renewal Project. In concert with the flood mitigation measures along Black Creek, the stormwater management strategy for the southeast quadrant of the VMC will be finalized. The land use designations shown on Schedule G, for lands within the existing Black Creek Flood Mitigation Area, as shown on Schedule I, shall be subject to the results of the flood mitigation measures along Black Creek. The land use designations within this area may be modified without amendment to this Plan subject to the conditions described in Policy 6.7.1 and 6.7.3 and provided that the final designations are consistent with those established for the area.

9.1.9 Within all land use designations, the following uses are permitted, subject to the relevant policies of this Plan:

a. 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;

b. Renewable energy systems, subject to relevant Provincial legislation and regulations;

c. Community gardens;

d. Municipal service infrastructure (sewer, water, stormwater management) and public and private roads; and

e. 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*.

9.1.10 The location of the uses and facilities listed in Policy 9.1.9 shall be justified and compatible with surrounding land uses.

9.1.11 The following uses are prohibited in all land use designations in this Plan:

a. Uses that are noxious, polluting, or produce or store hazardous substances;

b. Uses that involve waste management, recycling and/or the storage of contaminated materials;

c. Drive-through commercial and/or restaurant facilities;

d. Commercial uses requiring extensive outdoor storage areas; and

e. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.

9.1.12 Development adjacent to the subway line, stations and supporting infrastructure shall be subject to the policies of the Toronto Transit Commission applicable to such development.

9.1.13 The City shall review and update its Sign By-law to support the urban design objectives of this Plan. New permanent pole-mounted, billboard, ground-related monument and pylon signs as well as mobile signs generally shall be prohibited. Signage shall be incorporated into the design of buildings and landscapes.

**Land Use Compatibility**

9.1.14 Residential and other sensitive land uses shall be planned and developed in consideration of the Major Facilities present in the VMC and surrounding Employment Area to ensure land use compatibility by:

a. Avoiding, or where avoidance is not possible, minimizing and mitigating potential adverse impacts to sensitive land uses;

b. Minimizing and mitigating potential impacts on the long-term operational and economic viability of employment uses within the surrounding Employment Area; and

c. Minimizing risk to public health and safety.

9.1.15 For any development or redevelopment of lands where sensitive land uses are proposed to be located or are located within 1000 metres of an Employment Area, Major Facility and/or the MacMillan Rail Yard, the Applicant shall be required to undertake a Land Use Compatibility Study. The study shall address the following requirements to the satisfaction of the City, and where deemed necessary by the City, in consultation with CN Rail:

a. Evaluate potential adverse impacts of noise, vibration, dust, odour, air quality, traffic-related air pollution, and fire and safety hazards posed by Major Facilities, industrial uses, the MacMillan Rail Yard, a rail line, and/or 400-series highway;

b. Evaluate land use compatibility and demonstrate that appropriate separation distances are maintained and that potential adverse impacts are avoided;

c. Where avoidance is not possible, identify mitigation measures to minimize or mitigate such impacts; and

d. Identify if detailed technical studies are required.

9.1.16 The proposed development shall implement the recommended on-site and off-site mitigation measures identified in the Land Use Compatibility Study, at the expense of the Applicant. Further, through development approvals, the City shall require the Applicant to satisfy the following:

a. The inclusion of any necessary conditions of Draft Plan or Site Plan Approval that implements the recommendations of the study;

b. The inclusion of any necessary provisions in the Site Plan Agreement that certifies that the building plans implement the recommendations of the study prior to building permit issuance; and

c. 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.

9.1.17 Future development or redevelopment of lands adjacent to the Ministry of Transportation right-of-way shall be required to provide a setback of 14 metres measured from the highway property line in accordance to Ministry policies and requirements. Any proposed

alternative setbacks to the Ministry of Transportation right-of-way shall require consultation with the Ministry. Notwithstanding, any future development or redevelopment shall obtain any necessary Ministry permits prior to the commencement of construction, as applicable.

**Height and Density**

9.1.18 Through the policies of this Plan, the City shall seek to meet or exceed the minimum density targets established by the VOP 2025 for Protected Major Transit Stations that fall within the VMC boundaries, as defined in Schedule A and outlined in Policy 4.1.1.

9.1.19 All lands within the VMC will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas will be supported, where appropriate, by:

a. Planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels; and

b. Prohibiting built-form that would adversely affect the optimization of transit infrastructure.

9.1.20 The greatest heights, densities and concentration of non-residential uses, particularly major office uses, are encouraged to be located at the intersection of Highway 7 and Millway Avenue and within the immediate vicinity of the subway station. Heights and densities are encouraged to decrease within the Mixed Use designation as the distance from this central point increases, and decrease further within the Neighbourhood designations, shown on Schedule G.

9.1.21 Development in the Secondary Plan Area and associated construction activities are subject to height limitations based on Transport Canada criteria related to the continued operation of nearby airports.

9.1.22 The City shall undertake a review of this Plan within 10 years of approval to, inter alia, evaluate progress on achieving its vision, principles and objectives and to consider the appropriateness, in this context, of the reinstatement of maximum heights and densities.

9.1.23 Single-storey commercial uses physically connected and integrated with larger multi-storey developments, pavilions, temporary commercial structures, ancillary buildings to primary uses, structures for weatherproofing, and other structures, as deemed appropriate by the City, may be permitted to be exempt from the minimum height requirements of the Zoning By-law, at the discretion of the City.

9.1.24 Non-residential developments with lower heights than minimum heights established in the Zoning By-law may be permitted in the Mixed Non-residential designation as an interim use provided it has been demonstrated in a development concept within a planning justification report, to the satisfaction of the City, that the minimum height can be achieved on the block with future phases of development.

## 9.2 Mixed Use

9.2.1 Development in the Mixed Use designation, as shown on Schedule G, shall contribute to an integrated mix of residential and non-residential uses, including institutional, cultural, community, office and retail and service uses intended to serve the Vaughan population as a downtown, as well as supporting the VMC as a complete community in its own right.

9.2.2 The following uses may be permitted in the Mixed Use designation:

- Corporate, professional or government office;
- Hotel;
- Conference facility;
- College or university;
- Commercial school;
- Retail, service commercial and public uses, including:
  - retail stores;
  - restaurants (including patios);
  - places of entertainment;
  - personal and business services;
  - public institutions;
  - financial institutions;
  - public school, library, cultural facility or community centre;
  - day cares;
- Large scale retail, in accordance with Policy 9.8.6;
- Live-Work units;
- Major Retail over 10,000 square metres;
- Residential dwelling;
- Art studio;
- Place of worship;
- Public parking;
- Park; and
- Privately owned public space.

9.2.3 In addition to the identified list of permitted uses within the Mixed Use designation, uses accessory to any of the identified permitted uses may also be permitted, subject to the Zoning By-law.

9.2.4 Temporary uses and activities may be permitted subject to the policies of the VOP 2025.

9.2.5 The City's goal is to achieve a true mixed-use downtown core that includes a significant proportion of office, institutional, retail and service commercial uses that benefit from close proximity to the subway station and other transit infrastructure. To that end, office, institutional, retail and service commercial uses shall be required to account for 10% of total gross floor area of each site within the Mixed Use designation on Schedule G.

9.2.6 Notwithstanding Policy 9.2.5, that the gross floor area of the development on the site required to be office, institutional, retail and service commercial uses may be permitted to fall below 10%, subject to the following conditions:

a. The quantity of office, institutional, retail or service commercial uses required to satisfy Policy 9.2.5 shall be transferred to a receiving site within the same designation in the Secondary Plan Area;

b. The receiving site shall be within equal or closer proximity to the subway station, or another higher order transit station, as appropriate to improve access to transit;

c. The transferred requirement for office, institutional, retail or service commercial use gross floor area shall be considered an additional requirement in excess of office, retail or service commercial use gross floor area that the receiving site shall be required to provide in order to independently satisfy Policy 9.2.5;

d. A Zoning By-law Amendment shall be undertaken of the sending and receiving sites to reflect and secure the transfer of the required office, institutional, retail or service commercial use gross floor area;

e. The development of the transferred office, institutional, retail or service commercial use gross floor area requirement on the receiving site shall precede the development of the sending site; and

f. A Holding Symbol (H) is placed on the sending and receiving sites to be lifted upon the registration of development agreements between the property owner(s) and the City of Vaughan on title of the sites.

9.2.7 A concentration of office, institutional and retail uses, and other city-serving uses and facilities, shall be encouraged to locate around the subway station and higher order transit.

9.2.8 A mix of high-rise and mid-rise buildings, as described in Policy 9.9.1, shall be encouraged. Development shall be designed to a high standard of architecture and public realm pursuant to the VOP 2025 and Section 9.9 of this Plan.

## 9.3 Neighbourhood

9.3.1 The Neighbourhood designation, as shown on Schedule G, shall be developed primarily with residential uses, complemented by community amenities such as schools, parks, community centres and day care facilities, as required, and retail and service commercial uses in accordance with Section 9.8. Live-work units also shall be permitted in the Neighbourhood designation. A mix of high-rise, mid-rise and low-rise buildings, as described in Policy 9.9.1, shall be encouraged in the Neighbourhood areas identified in Schedule G.

9.3.2 Redevelopment within the Neighbourhood designation shall occur in an orderly manner, ensuring that future residential and other sensitive land uses have clearly defined

connections to Highway 7 and/or Jane Street for pedestrians and vehicles and provide an appropriate transition to existing industrial uses within and adjacent to the VMC, to the satisfaction of the City.

## 9.4 Mixed Non-Residential

9.4.1 Areas designated Mixed Non-Residential, as shown in Schedule G, shall be developed with a mix of non-residential uses which contribute to the employment base of the VMC while serving as a buffer and transition between sensitive land uses in the VMC and the industrial uses and infrastructure in the surrounding Employment Area. A mix of office and non-noxious employment uses shall be encouraged in the Mixed Non-Residential designation, intended to serve the local population, the City as a whole, and the surrounding Employment Area. The following uses shall be permitted in the Mixed Non-Residential designation:

- Corporate, professional and government offices;
- Research and development facilities;
- Hotels and conference facilities;
- Light industrial uses that are non-noxious and non-offensive;
- Commercial or technical schools; and
- Dedicated above-grade parking structures, in accordance with Policy 9.10.2.f.

9.4.2 In addition to the uses permitted above, the following uses shall be permitted where they are integrated into the building, generally at grade:

- Retail stores;
- Large scale retail;
- Restaurants (including patios);
- Places of entertainment;
- Personal and business services;
- Financial institutions; and
- Convenience stores.

9.4.3 A mix of low-rise, mid-rise and high-rise buildings, as described in Policy 9.9.1, shall be encouraged in the Mixed Non-Residential designation.

9.4.4 All employment uses within the Mixed Non-Residential designation shall be wholly enclosed within a building, and no outdoor storage or display shall be permitted.

## 9.5 Parks

9.5.1 Areas designated Parks on Schedule G shall be public lands owned by the City of Vaughan for passive and active recreational uses, as per the policies of Section 7.0 and other pertinent policies of this Plan.

## 9.6 Environmental Open Space

9.6.1 Areas designated Environmental Open Space on Schedule G are predominantly naturalized areas that shall be treated as per the policies of Sections 6.0 and 7.7, and other pertinent policies of this Plan.

## 9.7 Housing

9.7.1 A housing mix is required in the VMC that meets the needs of a growing and diverse population, including households with children. This mix includes a full range of housing options in terms of tenure, unit size, accessibility, affordability and medium- and high-density forms.

9.7.2 A minimum of 20% of new residential units within the VMC shall be affordable, as defined by the Province. A portion of affordable units shall be accessible for seniors and people of different or varying abilities.

9.7.3 To achieve its target for affordable housing, the City may consider the development of an inclusionary zoning program applicable to all PMTSAs, including those located in the VMC, in accordance with the VOP 2025, as provided for under the *Planning Act*.

9.7.4 Development in the VMC will contribute to meeting targets for purpose-built rental as established by the VOP 2025 in proportion to or exceeding its share of overall development in the City of Vaughan.

9.7.5 All residential development in the VMC is encouraged to achieve a balance of unit sizes, including larger units which are appropriate for families with children. Developments with a residential component within the Neighbourhood designation, as delineated on Schedule G, shall include a minimum of 15% of units with three bedrooms. The City may elect to reduce this requirement in the event that affordable housing requirements are implemented through an inclusionary zoning by-law, or for individual developments that exceed the affordable housing objectives of Policy 9.7.2.

9.7.6 All development that includes a residential component shall demonstrate their contribution to a full range of housing through the preparation of a Housing Options Statement, in accordance with the VOP 2025.

9.7.7 The following strategies may be considered by the City in an effort to incentivize the development of a full range of housing, including the achievement of the affordable housing target:

a. Permit a range of innovative housing types and tenure models, including, for example, cohousing, communal housing, and life-lease housing;

b. Consider community 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 community housing at little or no cost.

Community housing is defined as housing that is built by, or is directly subsidized by the public sector, and provides dwelling units that are substantially below the identified value/rent of the housing supply by housing type;

c. Provide targeted relief from planning, permit and other fees normally charged for projects that provide permanent affordable housing;

d. Apply for government grants and/or subsidies, including land dedication;

e. Explore the eligibility of affordable housing for grant programs established under a Community Benefits By-law;

f. Provide priority allocation of municipal service infrastructure and transportation system capacity for projects that provide appropriately secured affordable housing or purpose-built rental;

g. Provide financial incentive programs established through a Community Improvement Plan;

h. Pre-approve zoning for projects that provide affordable housing; and

i. Implement the objectives and actions of the City's Housing Strategy in accordance with the VOP 2025.

9.7.8 To promote the City's commitment to the achievement of the affordable housing target in the VMC, the following agreements/partnerships and associated implementation tools may be considered by the City:

a. 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;

b. 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;

c. The City may become directly involved in the supply of affordable housing through land acquisitions, use of surplus land, development partnerships and the provision of financial incentives; and

d. 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.

9.7.9 The City will work with York Region on an annual basis to monitor, evaluate, and report on progress toward the objective of realizing a full range of housing options within the VMC.

## 9.8 Retail

9.8.1 Where retail, service commercial or public uses are required along a frontage as shown on Schedule H, such uses shall be continuous along the frontage and interrupted only by building lobbies, transit station entrances or other public or institutional uses. A minimum of 70% of the frontage along the ground floor of each building in these areas shall be devoted to retail, service commercial or public uses, unless it can be demonstrated to the satisfaction of the City that there are functional or operational constraints that warrant relief from this requirement as determined through the development approval process.

9.8.2 Where retail, service commercial or public uses are recommended for the frontages shown on Schedule H, these uses are encouraged, but not required, in order to establish a long-term network of interconnected, activated retail corridors throughout the VMC. It is the intent of this Plan that these areas will develop over time, together with those referenced in Policy 9.8.1, to become the predominant retail frontages of the VMC.

9.8.3 Where retail uses are proposed above the first floor of buildings, these portions of the buildings are encouraged to be adequately glazed to serve their purpose, as determined through the development approval process, and to the satisfaction of the City.

9.8.4 In the Neighbourhood designation where frontages are not identified on Schedule H as locations where retail, service commercial or public uses are required or recommended, such uses shall generally be restricted to small-scale, neighbourhood-oriented commercial uses, to the satisfaction of the City.

9.8.5 Large scale retail uses are retail uses with a gross floor area greater than 5,000 square metres, including but not limited to department stores, furniture, appliance or home improvement stores, and full-size grocery stores. To reduce the impact on the pedestrian realm resulting from the scale of such uses, large scale retail uses shall be urban in form. To achieve this urban form, the ground floor street wall of large-scale retail uses shall be animated through a high degree of articulation and fenestration including such features as significant amounts of clear glazing, multiple entrances (where practical), and smaller street-oriented retail uses. Large scale retail uses shall locate the bulk of their floor area behind smaller, street-oriented retail uses and/or above the ground floor. Internal servicing areas for such uses shall be encouraged, and external servicing areas shall be located on rear laneways where feasible and screened from public view.

9.8.6 Where retail uses are located on a street or mews there shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street.

9.8.7 Entrances to retail establishments should be flush with the sidewalk to create a consistent animated relationship between uses at grade and the public realm along streets. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other non-retail uses should generally be no higher than one metre above the average ground level elevation at the street.

9.8.8 As per Policy 9.1.4, retail activities in the VMC are intended to take place primarily at grade and along streets. Individual retail and service commercial uses generally shall not be permitted below grade, except in the basements of multi-storey buildings adjacent and connected to the subway station. Exceptions may also be made to permit one level of retail below grade for commercial uses generally greater than 1,000 square metres in size, and accessory service commercial uses, provided that they are connected to and accessed by the ground-floor of multi-storey buildings.

9.8.9 Notwithstanding the requirement for retail, service commercial or public use frontages along the south side of New Park Place or the west side of the Millway Avenue Promenade between New Park Place and Highway 7 as identified on Schedule H, these frontages may be exempt, but not completely excluded, from the minimum of 70% of the frontage along the ground floor requirement for retail, service commercial or public uses if the lands bounded by New Park Place, the Millway Avenue Promenade, Highway 7 and Edgeley Boulevard are developed in accordance with the following, to the satisfaction of the City:

a. The block shall be developed with a continuous east-west internal pedestrian-oriented retail corridor that provides an open, active interface with the Millway Avenue Promenade;

b. The ground floor of each building fronting onto the retail corridor shall be developed in accordance with all other requirements of this Plan pertaining to required retail, service commercial or public use active frontages;

c. Retail, service commercial or public use active frontages will be required along the north-south mews identified on Schedule C, in accordance with all other requirements of this Plan pertaining to required retail, service commercial or public use frontages;

d. Strong pedestrian linkages to New Park Place with active building frontages shall be provided including, where feasible, animated corners at the intersections of the pedestrian linkages and New Park Place; and

e. The block, including the frontage along New Park Place, will be developed in accordance with the built form policies of this Plan and in consideration of the VMC Urban Design Guidelines.

## 9.9 Built Form

The built form policies define principles that will help manage the physical form and character of new development in the VMC. The overall intent of the policies is that buildings have a positive relationship to each other and a positive relationship to the public ream to create a vibrant, harmonious, pedestrian-friendly living environment that supports a high quality of life for the people who live and work in the area, as well as visitors.

Good urban places are composed of many buildings, varied in type and size. New buildings will shape the pedestrian realm, respond to and reinforce the existing and planned context, and incorporate the most recent advances in sustainable building and complete community development principles. While towers help to achieve high densities, an unvaried monoculture of tall buildings is not desirable from a design and quality of life perspective.

The VMC Urban Design Guidelines were created to reinforce and augment the original VMC Secondary Plan. Although still relevant in their current form, they will be reviewed and updated to reflect the changing intensity of development as defined by the VMC Secondary Plan. While, the urban design guidelines provide direction and guide the City's review of site-specific applications following and supporting the vision of the VMC Secondary Plan, they should not be interpreted as additional policies to this Plan.

All development applications generally shall be accompanied by planning justification reports and relevant documents that demonstrate how the urban design policies below will be implemented.

9.9.1 A wide variety of building types shall be encouraged across the VMC. They shall include the following:

a. Low-rise buildings (generally up to 5 storeys) include townhouses, walk-up apartments and employment, institutional and mixed-use buildings. In the context of a high-density urban environment, low-rise buildings are encouraged to contribute to the diversity of built form, as long as they are urban in nature and well-integrated with their contexts. They are encouraged to contribute to the diversity of built form within larger block-scale developments. Low-rise buildings are appropriate in the Neighbourhood and Mixed Non-residential designations;

b. Mid-rise buildings (generally 6-12 storeys) may contain apartments, offices, institutional uses or a mix of uses. The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs at the upper floors or other design treatments. Mid-rise buildings are appropriate throughout the VMC; and

c. High-rise buildings (generally over 12 storeys) may also contain a range of uses. To establish a street wall and mitigate shadow and wind impacts, high-rise buildings generally shall take a podium and tower form. Depending on the location, podiums may contain apartments, grade-related units, office space, retail uses, parking or a mix of these. Alternatives to a podium may be considered, where the City is satisfied that the desired streetscape and micro-climatic conditions will be achieved. High-rise buildings are most appropriate within the Mixed Use designation and along/facing Jane Street.

9.9.2 Other building types may be permitted as established in the VMC Urban Design Guidelines.

9.9.3 The location, massing and design of buildings shall contribute to human-scaled street walls, attractive streetscapes, an active pedestrian realm and environmental sustainability by adhering to the urban design criteria set out in Policies 9.9.4 to 9.9.39.

9.9.4 Variation in building type and size is strongly encouraged. Sites that can accommodate more than one building should include a range of building types, forms and heights.

9.9.5 Built form will reflect architectural design excellence, exhibit variety and visual interest, and use high-quality, sustainable and durable materials.

**Setbacks**

9.9.6 Small-scale park-supporting uses (cafes, vendors, kiosks, etc.) in parks are exempt from setback requirements. Their precise location will be determined through Site Plan Approval and shall be subject to urban design guidelines and applicable by-laws and regulations, to the satisfaction of the City.

9.9.7 Generally, low-rise, mid-rise and high-rise buildings shall contribute to a consistent street wall at the build-to line.

9.9.8 Other than features such as balconies, bay windows, canopies, awnings, signage, public art, patios, porticos, stairs and ramps where appropriate, no building elements above ground should be located in a setback zone. This zone should be designed to serve the ground floor uses and feature high quality landscape treatments. Front yard fencing, where appropriate, shall be low and built of attractive, long-lasting materials consistent with the building's architectural and design features. Where underground parking is located beneath a setback zone, its design and construction shall not prevent the planting of trees, where appropriate, and shall consider utility requirements.

**Ground Floors**

9.9.9 Animation of the public realm is supported by encouraging active uses at grade such as retail, service uses, lobby areas and entrances to buildings directly from the street, as well as minimum ground floor heights to support commercial uses

9.9.10 Fixed architectural awnings shall generally be provided for weather protection for pedestrians. Colonnades along the street and fixed soft awnings shall be generally discouraged. Where the City considers a colonnade to be appropriate, it shall have a minimum height of two storeys and shall be consistent for the length of the block.

9.9.11 Entrances to major transit, civic and office buildings should be architecturally distinct to signal their importance and aid wayfinding.

9.9.12 Main residential lobby frontages shall front on a public road.

9.9.13 Pick up and drop off areas should be located along local streets or mews and not be located along arterial or collector streets.

9.9.14 Street-related residential/live-work units fronting onto local roads and minor collectors are encouraged in order to articulate building frontages, reduce their perceived scale, and provide an animated relationship with the public realm. Residential/live-work units at grade shall be accessible and designed with individual front doors, front yard landscaping and front yard grading to enhance the quality of the public realm of the street and boulevards onto which they face.

9.9.15 Front stoops, porches and patio areas for ground-related residential units are encouraged to support street life. A well-defined transition should be used to provide a sense of privacy while maintaining connection between the public and private realm.

9.9.16 Live-work units shall not be considered to satisfy the retail, service commercial or public uses required along particular frontages as established by Policy 9.8.1.

**Massing**

9.9.17 Buildings shall be located and massed to create a comfortable pedestrian environment through human scale features and establish a continuous frontage that frames the public realm, including public and private rights-of-way, mews, parks and open spaces, and private amenity areas.

9.9.18 Recognizing the VMC is to be an urban environment, buildings shall be massed to minimize the extent and duration of shadows on parks, other public open spaces, boulevards, private amenity space and other parts of the public realm consistent with the VMC Urban Design Guidelines. Buildings shall adequately limit shadow on all school yards, and limit overlook onto school grounds, as necessary to maintain their function and utility.

9.9.19 The placement, orientation and articulation of new buildings shall create comfortable micro-climatic conditions year-round for pedestrians without the need of other ancillary artifices such as wind screens, and other stand-alone structures.

9.9.20 Minimum floor heights should be adequate for the proposed use and allow a positive relationship between the use and the public realm at grade, in terms of animation and human scale and comfort.

9.9.21 Except on Highway 7, Jane Street and Millway Avenue, the upper floors of a mid-rise building shall be stepped back from the walls of the building facing a street or open space. On local streets the step-back should generally occur at the fourth storey. On collector streets, or for properties fronting the Black Creek corridor, the step-back should generally occur at the sixth storey.

9.9.22 As set out in Policy 9.9.1.c, high-rise buildings generally shall consist of a podium and tower. Height of podiums shall vary to respond to their immediate context, including land uses, and the street typologies and specific rights-of-way onto which they front in order to establish an articulated street wall proportional to the human scale. Podiums throughout the VMC shall generally have a minimum height of 3 storeys or 10.5 metres. The maximum

height of high-rise building podiums shall generally be the following or the equivalent in metres based on minimum floor heights established in the Zoning By-law:

a. 6 storeys along Highway 7, Jane Street, Millway Avenue, fronting the Black Creek corridor and elsewhere within the Mixed Use designation; and

b. 4 storeys along other frontages.

9.9.23 Towers shall generally be set back from the edges of podiums by a minimum of 3 metres.

9.9.24 Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to adequately limit the shadow impacts on the public realm and neighbouring properties, provide adequate sky view from the public realm, maintain privacy and contribute to an interesting skyline. Residential towers shall have average floorplates no greater than 800 square metres. Variations in tower floorplates may be considered to reflect specific building design and building use. The floor plate layout and size in each level will be determined by building articulations that are designed to enhance micro-climate conditions and pedestrian comfort levels. Floor plates should become smaller as building height increases to allow for increased separation distance, access to sky view and openness between towers. There are no restrictions on the size of office tower floorplates.

9.9.25 Podiums shall provide appropriate separation distances and treatments between habitable windows to meet Ontario Building Code requirements and to protect for privacy.

9.9.26 With the removal of height and density maximums, minimum tower separations will be crucial to adequately limit the shadow impacts on the public realm and neighbouring properties, provide adequate sky views, maintain privacy and contribute to an interesting skyline. The distance between the facing walls of two towers shall be as follows, for high-rise buildings:

a. Within the Mixed Use designation, 25 metres;

b. Within the Neighbourhood designation, 30 metres, to further protect for privacy between units;

c. Within the Mixed Non-Residential designation, 25 metres; and

d. That the tower portion of high-rise buildings shall be setback a minimum of 50% of the tower separation distance established in this policy from any side or rear property line to provide for tall buildings on adjacent properties, where permitted.

**Views, Focal Sites and Gateways**

9.9.27 Views, focal sites and gateways identified in the VMC Urban Design Guidelines shall receive enhanced landscaping and built form treatment.

9.9.28 Development adjacent to Black Creek should positively frame this amenity with high quality architecture, be oriented toward the creek, provide pedestrian access and maximize the number of buildings with views onto this open space.

**Building Exteriors**

9.9.29 All buildings should have detailed and well-articulated façades with high quality materials fronting streets. Where feasible, buildings fronting mews should have detailed and well-articulated façades with high quality materials. Generally, the street-facing ground floor wall of a mixed-use building shall be substantially glazed and blank walls shall generally be avoided.

9.9.30 Building façades facing parks and open spaces should have active frontages, a high-quality architectural treatment and should not be fronted by any servicing, loading or vehicle ramp areas.

9.9.31 Long buildings, generally those over 40 metres long, shall break up their perceived mass and create visual interest by way of variety of built form, vertical recesses, other articulations and/or changes in material. The maximum building length should be 80 metres.

9.9.32 Generally, there should be variation in the building materials and design treatments on the lower floors or podiums of buildings on a block. There should also be variation in finishing materials between the podium and tower of a high-rise building.

9.9.33 Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.

9.9.34 Generally, balconies shall be recessed and/or integrated into the design of the building façade. Exposed concrete balconies shall be discouraged.

9.9.35 Urban design guidelines for the VMC will provide direction regarding appropriate and preferred building materials. Generally, all buildings in the VMC should be finished with high quality, durable and sustainable materials.

9.9.36 As per Policy 6.5.4, flat roofs are encouraged to incorporate green roofs, solar capture equipment and/or cool roof materials. Mid-rise buildings, particularly when neighbouring high-rise buildings, shall be strongly encouraged to incorporate green roofs to enhance the views of those living or working in neighbouring high-rise buildings.

**Private Amenity Areas**

9.9.37 Private amenity areas shall be provided in all residential developments. A portion of private outdoor amenity areas shall be provided at grade.

9.9.38 Private amenity areas are encouraged to provide for some of the recreational needs of their inhabitants that are best met in the immediate vicinity of residences, such as places for local gathering, dog relief areas, off-leash dog areas and children's play areas.

9.9.39 Private amenity space will not count toward parkland dedication.

## 9.10 Parking and Servicing Facilities

9.10.1 The location of parking and servicing facilities shall adhere to the following policies to ensure they are conveniently located but do not have an adverse impact on the public realm:

a. Entrances to parking and servicing areas generally shall be on local streets and/or mews and should be consolidated in order to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between two properties shall be encouraged. Where parking or servicing areas are proposed under a local street, mews or public park, Policies 5.3.7-5.3.10 and/or the policies within Section 7.4 shall apply;

b. Loading and service areas shall be enclosed within a building and located in the interior of a development block. Where loading and servicing is visible at the rear or side of a building, it shall be screened. Underground loading and service areas shall be encouraged;

c. Parking for residential apartment uses and residential mixed-use buildings, including visitor parking, shall be located underground where feasible. Alternatively, parking for residential apartment uses may be permitted in above-ground structures where integrated within the podium of the building, subject to Policy 9.10.2. Limited short-term surface parking (e.g., delivery or passenger pick-up/drop-off) may be permitted;

d. Parking for institutional, office and retail uses shall be located underground where feasible, and may be provided in above-grade structures integrated within the podium of the building, subject to Policy 9.10.2;

e. Recognizing the transitional nature of the early development of the VMC, parking associated with a major office development (office uses greater than 4,000 square metres per lot as defined by the VOP 2025), major civic facilities, a mixed-use building with a combined minimum of 4,000 square metres of office or civic uses, or buildings within the Mixed Non-residential designation, or buildings adjacent to subway infrastructure where below grade parking is not feasible, may be permitted to have dedicated above-grade parking structures, subject to Policy 9.10.2;

f. Where major office and civic facilities are proposed, the City may consider interim surface parking to be determined upon review of a development application. This

shall require an agreement between the applicant and the City in which triggers related to redevelopment of the surface parking lot shall be identified; and

g. Surface parking may be permitted in the Mixed Non-residential and Neighbourhood designation. In the Neighbourhood designation, surface parking may be permitted for low-rise buildings only and shall be located at the rear of buildings, accessed from a rear laneways and screened by buildings. Surface parking shall be permitted at the rear or sides of buildings in the Mixed Non-residential designation. Off-street surface parking shall not be located between the building and the street, unless it is an interim condition for a phased development.

9.10.2 Parking structures shall adhere to the following additional criteria to ensure they are well integrated with the VMC's built fabric:

a. Parking integrated within the podium of a building shall generally be accessed from a local street or mews and shall be encouraged to be located in the middle of a block or behind other uses;

b. Where parking is integrated into the above-grade portion of a building, the portion of the parking structure facing a public street, private street or open space (excluding Highways 400 and 407) shall be designed to be entirely screened by liner buildings incorporating a mix of uses and featuring the highest level of architectural treatment and façade animation;

c. Entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building;

d. Pedestrian entrances to integrated parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles;

e. Dedicated/stand-alone above-grade parking structures shall generally be accessed from a local street or mews and shall be encouraged to be located in the middle of a block or behind other uses; and

f. Where a dedicated above-grade parking structure faces a public street, private street or open space (excluding Highways 400 and 407), the ground floor frontages shall be occupied by commercial or institutional active uses wherever possible. The façade of the upper floors of a dedicated above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development approval process and to the satisfaction of the City.

# 10.0 ADMINSTRATION AND INTERPRETATION

## 10.1 Application

10.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the VMC Secondary Plan Area. Except as otherwise provided herein, and as per the transition policies outlined within the VOP 2025.

10.1.2 The VOP 2025, this Plan, and any applicable Council-adopted manuals, master plans, guidelines and strategies work together to establish the planning and development framework for the VMC. It is required that all development applications shall be consistent with all relevant and Council-adopted manuals, master plans, guidelines and strategies. Where there is a conflict between the policies of this Plan and the policies of the VOP 2025, 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.

## 10.2 Status of Uses Permitted Under Previous Official Plans

10.2.1 Legally existing uses and permissions throughout the VMC, as they exist at the time this Plan is approved, shall conform to the policies of the VOP 2025.

10.2.2 Minor extensions, reductions, or expansions of uses that are permitted, legally existing, and used at the time this Plan is approved shall be permitted without amendment to this Plan, provided that the tests regarding existing uses established by the VOP 2025 are met, and the proposed increase in gross floor area is accommodated within the physically existing building footprint or through an expansion that does not increase the footprint of any such use by more than 10% relative to the existing footprint.

10.2.3 In all cases where a legally existing use impacts the surrounding area, an approval of an application for extension or enlargement of the legally existing use as defined in Policy 10.2.2 may be subject to conditions to mitigate the impacts, especially where public health and welfare are directly affected.

## 10.3 Site Specific Policies

10.3.1 Site-specific policies in Section 9.3 of Section 11.12 of Volume 2 of VOP 2010 are subject to the policies of Section 1.4.2 of VOP 2025.

**Area A**

10.3.2 Notwithstanding Policy 10.2.2, for the lands known municipally as 200 Interchange Way (as delineated as Area A in Schedule J), expansions of the use existing prior to March 5, 2025, shall be permitted without amendment to this Plan, provided that the intent of this

Plan, as it applies to adjacent properties, is not compromised and the tests prescribed below, as well as under Policy 10.2.2, are satisfied:

a. The proposed increase in gross floor area is accommodated within the existing building footprint and/or through an expansion(s) that does not increase the building footprint as it exists prior to March 5, 2025, by more than 10%, cumulatively.

## 10.4 Interpretation

10.4.1 This Plan is a statement of policy intended to guide the development of the VMC Secondary Plan Area. The City may permit some flexibility in the interpretation of general policies, provided the intent of the principles and policies of the Plan are maintained.

10.4.2 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 it. 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.

10.4.3 Where reference is made to the VOP 2025, it is intended that such reference be interpreted to include any subsequently approved Official Plan Amendment, or any approved revised or updated Official Plan.

10.4.4 Where reference is made to any Council-adopted plan, report, 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, plan, regulation or guideline that may replace the specified companion document, or municipal by-law.

10.4.5 The Schedules included in this Plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to the Plan, except where the designations are established by fixed boundaries, such as existing street rights-of-way, or where they are specifically stated as fixed in the policies of this Plan.

10.4.6 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.

10.4.7 Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing Zoning By-law.

10.4.8 Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment where it is demonstrated through a site planning process to be appropriate and provided that the general intent of the Plan is maintained.

10.4.9 Where a term is not defined within this Plan, the definition included within the VOP 2025 shall apply.

# 11.0 IMPLEMENTATION

## 11.1 General

11.1.1 This Plan shall be implemented using some or all of the following, as provided for under the *Planning Act*:

a. The approval of individual Plans of Subdivision, Plans of Condominium, and part lot control exemptions;

b. The enactment of zoning by-laws;

c. The enactment of a community benefits charge by-law;

d. Site Plan approval;

e. The execution of Letters of Undertaking;

f. The use of a Holding Symbol (H);

g. The dedication of parkland or payment-in-lieu of parkland;

h. The use of powers and incentives enabled by a Community Improvement Plan; and

i. The use of development agreements registered on title.

11.1.2 The City shall work cooperatively with the Region of York, the TRCA, School Boards and the relevant transit providers, in consultation with landowners, the public and developers, to facilitate and coordinate implementation of public and private development in the VMC, in accordance with this Plan.

11.1.3 To attract development, businesses and people to the VMC, the City shall:

a. Actively promote the VMC to the Federal, Provincial and Regional governments as an appropriate location for government offices;

b. Market VMC within City-wide marketing campaigns to promote office, institutional, educational and other development; and

c. Work with landowners and developers to facilitate the development of office space for public agencies and private tenants.

11.1.4 To establish the VMC as a civic destination, the recommendations of the VMC Culture and Public Art Framework shall be implemented.

11.1.5 The City will include an analysis of VMC within the development of new and updated Community Improvement Plans.

11.1.6 The City shall complete a Community Energy Plan for the VMC pursuant to the VOP 2025.

## 11.2 Municipal Finance

11.2.1 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.

11.2.2 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.

11.2.3 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, community services and any identified community benefits.

11.2.4 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 the VMC. 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.

11.2.5 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 the VMC. The City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for improvements is not with the City, or to provide funding where the scale of the required improvements can not be adequately funded through resources available to the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in Section 11.9 of this Plan.

11.2.6 To implement specifically the required growth related costs anticipated for the long-term development of the VMC 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.

## 11.3 Infrastructure

11.3.1 The City will continue to cooperate with the Region of York and other transit agencies to expedite the planning, design and construction of transit improvements.

11.3.2 The City, in partnership with the Region of York and in consultation with the Ontario Ministry of Transportation, will continue to advance the findings of the Joint Transportation Study, which is a detailed study of potential street network improvements within and beyond the VMC, in addition to the recommendations of the VMC TMP.

11.3.3 The City and the Region of York, in cooperation with the Ontario Ministry of Transportation, will complete Environmental Assessments for major new or improved streets in the VMC that may be required in advance of development on affected lands.

11.3.4 The City, through the development approval process and consistent with the *Planning Act*, shall assist the Region of York in protecting and obtaining lands required for rights-of-way, street widening or other facilities for the provision of public transit services through the development approval process.

11.3.5 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be secured as a condition of development approval, in accordance with the *Planning Act*.

11.3.6 It is the City's intent to foster the planned and orderly development of the VMC. To that end, planned infrastructure improvements shall be implemented generally through the Plan of Subdivision process, wherever possible, as set out in the VOP 2025. In addition, the following shall apply in the VMC:

a. The City, at its discretion, may directly purchase lands for planned infrastructure improvements; and

b. Where the City and an applicant agree that a Plan of Subdivision is not required for an initial phase of development, the City may permit a street to be conveyed through the Zoning By-law Amendment and/or Site Plan Approval process. As a mechanism to secure for this, a Holding Symbol (H) will need to be included in the Zoning By-law Amendment with a condition requiring the owner to enter into an agreement to secure for the conveyance of the street.

## 11.4 Plans of Subdivision

11.4.1 To secure the related infrastructure improvements and community facilities required, all new development in the VMC that requires the conveyance of land for streets, parks and/or other public facilities, as part of its initial development application process, generally

shall proceed by way of the subdivision approval process. Further, the conveyance of mews to the City, for the purpose of public walkways, may proceed through the Zoning By-law Amendment or Site Plan Approval process, if determined appropriate by the City. As a mechanism to secure for this, a Holding Symbol (H) will need to be included in the Zoning By-law Amendment with a condition requiring the owner to enter into an agreement to secure for the conveyance.

11.4.2 Plans of subdivision shall encompass an appropriate planning unit as agreed upon between the applicant and the City. Plan of Subdivision applications shall include a development concept and phasing plan, as described in Policy 11.7.2, prepared to the City's satisfaction. The City shall approve only Plans of Subdivision and Plans of Condominium that:

a. Conform with the policies and designations of this Plan;

b. Can be provided with adequate services and facilities as required by this Plan; and

c. Are not premature and are in the best interest of the municipality.

## 11.5 Zoning By-law

11.5.1 To permit development in accordance with this Plan and prevent development not in accordance with this Plan, Council shall enact amendments to the City's Zoning By-law.

11.5.2 The City shall, when enacting implementing Zoning By-laws, apply the Holding Symbol (H) and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development. The requirements for the removal of the Holding Symbol (H) shall include that the applicant/owner has, to the satisfaction of the City and, where appropriate, the Region:

a. Demonstrated that the proposed development satisfies the intent of this Plan that development be phased in a manner whereby it can be appropriately supported by water, wastewater, stormwater and transportation systems, parks and community services;

b. Demonstrated that the proposed development satisfies the intent of this Plan that development can occur in an orderly manner;

c. Demonstrated that the proposed development satisfies the intent of this Plan to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects related to land use compatibility issues;

d. Entered into 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, including infrastructure systems improvements (water,

wastewater, stormwater and transportation systems), the delivery of community services and parks; and

e. Entered into agreements that secure funding and/or equitably cost share among benefiting landowners for sewer, water, stormwater and transportation infrastructure, parks, and community services and facilities.

11.5.3 Proposed developments that do not require the dedication of land for public streets or other infrastructure may be approved through the Zoning By-law Amendment and Site Plan Approval process. In such cases, Zoning By-law Amendment applications shall include a development concept within a planning justification report, as described in Policy 11.7.2, and other materials described in Section 11.7.

## 11.6 Site Plan and Design Review

11.6.1 The VMC Secondary Plan Area is subject to site plan control. All development within the VMC, including public buildings shall be subject to Site Plan Approval, with the specific exemption of residential development that includes 10 dwelling units or less, unless otherwise prescribed.

11.6.2 All development in the VMC, including private and public buildings, shall be subject to the City's design review process, including review by the City's Design Review Panel, prior to the submission of formal development applications or at a time of the City's discretion. Submissions to the City for the purposes of design review shall follow the Design Review Panel Terms of Reference.

## 11.7 Development Applications

11.7.1 To ensure private development is coordinated with public infrastructure and phased appropriately, development applications including, but not limited to, Plans of Subdivision, Zoning By-law Amendments and Site Plan applications, shall conform to the policies of this Plan and the VOP 2025. In addition, development applications shall be consistent with master plans, guidelines, strategies and manuals that support the implementation of this Plan, such as, but not limited to, the VMC Urban Design Guidelines, the VMC Parks and Wayfinding Master Plan, VMC Servicing and Stormwater Management Plan, and all studies related to the Black Creek flood mitigation within the VMC (Edgeley Pond retrofit, Highway 7 culvert improvements and Black Creek Renewal Project) and Master Plan Class Environmental Assessment Study.

11.7.2 Each development application for Plan of Subdivision, Plan of Condominium, Zoning By-law Amendment and/or Site Plan Approval, in particular those applications intended to develop over a number of phases, shall include a development concept and phasing plan within a planning justification report as per the VOP 2025, providing a detailed description of the proposed development, and the manner in which it addresses the vision, principles, objectives and policies of this Plan.

11.7.3 In order to ensure orderly development of the VMC, and to ensure the most efficient and economical use of existing and planned infrastructure, justification shall be required with a development application to demonstrate, as it relates specifically to the development proposal, to the satisfaction of the City that:

a. Capital costs associated with the infrastructure and community facilities required for the development shall not adversely affect the City's budget;

b. Transportation requirements, including public transit and cycling facilities, both internal and external to the development block will be provided and/or available within an acceptable time frame;

c. Local and regional water and sanitary sewer trunk services will be provided to the development block;

d. Water and sanitary sewer allocation capacity shall be identified by York Region and allocated by the City;

e. 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 with the school boards; and

f. Park and community facilities shall be developed within a time frame acceptable to the City.

11.7.4 As a condition of approval of development in the VMC, through the Zoning By-law Amendment or the Site Plan Approval process, the City shall require the implementation of appropriate and reasonable measures and development agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the development in the VMC is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs of the municipal and community infrastructure, parks, land and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by this policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City.

11.7.5 For properties comprising one or more development blocks, the development application shall include a development concept and phasing plan within a planning justification report, as described in Policy 11.7.2. The development concept shall contain the long-term solution for every phase of development within the block. For development blocks with multiple owners, applicants should coordinate neighbouring development proposals as much as possible, in a mutually complementary fashion. Non-participating lands in the development block shall be shown conceptually in the development concept and phasing plan.

11.7.6 Site plan applications shall include a Sustainability Metrics Program Summary Letter and Scoring Tool, as described in Policy 6.5.7.

## 11.8 Community Improvement

11.8.1 The VMC is identified as a Community Improvement Area. The VMC may in whole or in part be further designated by by-law as a "Community Improvement Project Area", for which a detailed Community Improvement Plan will be prepared.

11.8.2 Upon adoption of Community Improvement Plan(s) for the VMC, the City may engage in the following activities:

a. Incentivize the construction, repair, rehabilitation or improvement of buildings on land acquired or held by it in conformity with the Community Improvement Plan;

b. Sell, lease, or otherwise dispose of land and any buildings acquired or held by it in conformity with the Community Improvement Plan; and

c. Make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of developing or rehabilitating such lands and buildings in conformity with the Community Improvement Plan, and the policies of this Plan.

11.8.3 The strategy for the application of any financial or other incentives established by the Community Improvement Plan(s) shall be tied to achieving the density targets, mix of uses, required infrastructure and public realm improvements identified in this Plan. In the case that any policies established through the Community Improvement Plan conflict with the policies of this Plan, the Community Improvement Plan policies shall take precedence.

## 11.9 Monitoring

11.9.1 In order to evaluate the effectiveness of this Plan, including the approach to orderly development linked to the provision of water, wastewater, stormwater and transportation infrastructure, parks and community services, the City, in partnership with the Region, will monitor and report on development activity and the capacity of hard and soft infrastructure. The monitoring program will address:

a. The amount of existing and proposed floor space for which subdivision, zoning or Site Plan Approval has been granted, and the status of development applications, approvals, completions and occupancy;

b. Population and employment generated by existing and projected development;

c. Evaluation of the provision of parks, community services and retail relative to population;

d. The capacity of water, wastewater and stormwater infrastructure in the context of projected levels of development;

e. Traffic volumes on key routes and at key intersections, based on periodic traffic counts in the VMC;

f. Evaluation of traffic volumes and transit ridership in the context of available capacity;

g. Travel characteristics and modal split including trends in the volumes and travel patterns of pedestrians and cyclists; and

h. Evaluation of development concepts for existing and proposed development to assist in identifying and planning transportation improvements or to assist in regulating the pace of development.

11.9.2 In addition to monitoring development in the VMC in the context of the capacity of hard and soft infrastructure, the City shall undertake a review of this Plan, including its transportation components, and update it as necessary at least every five years, as required by the *Planning Act*.

## 11.10 Technical Revisions to the Secondary Plan

11.10.1 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:

a. Changing the numbering, cross-referencing and arrangement of the text, tables, and maps;

b. Altering punctuation or language for consistency;

c. Correcting grammatical, dimensional and boundary, mathematical or typographical errors;

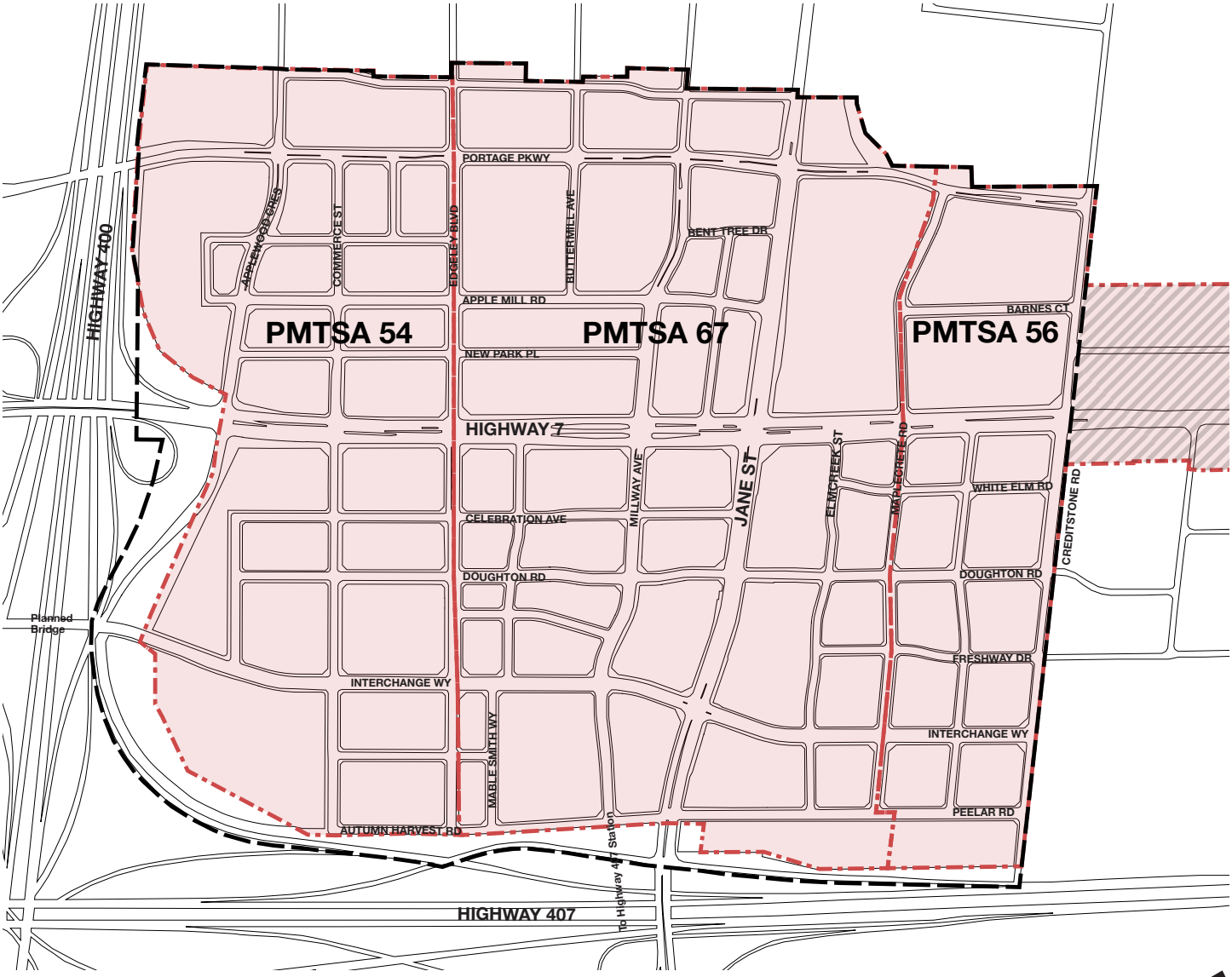
d. Changing or updating appendices; and/or

e. Changing format or presentation.

# Schedules

# Vaughan Metropolitan Centre Secondary Plan

## Schedule A - VMC Boundary and PMTSA Boundaries




Not to Scale

VMC Boundary

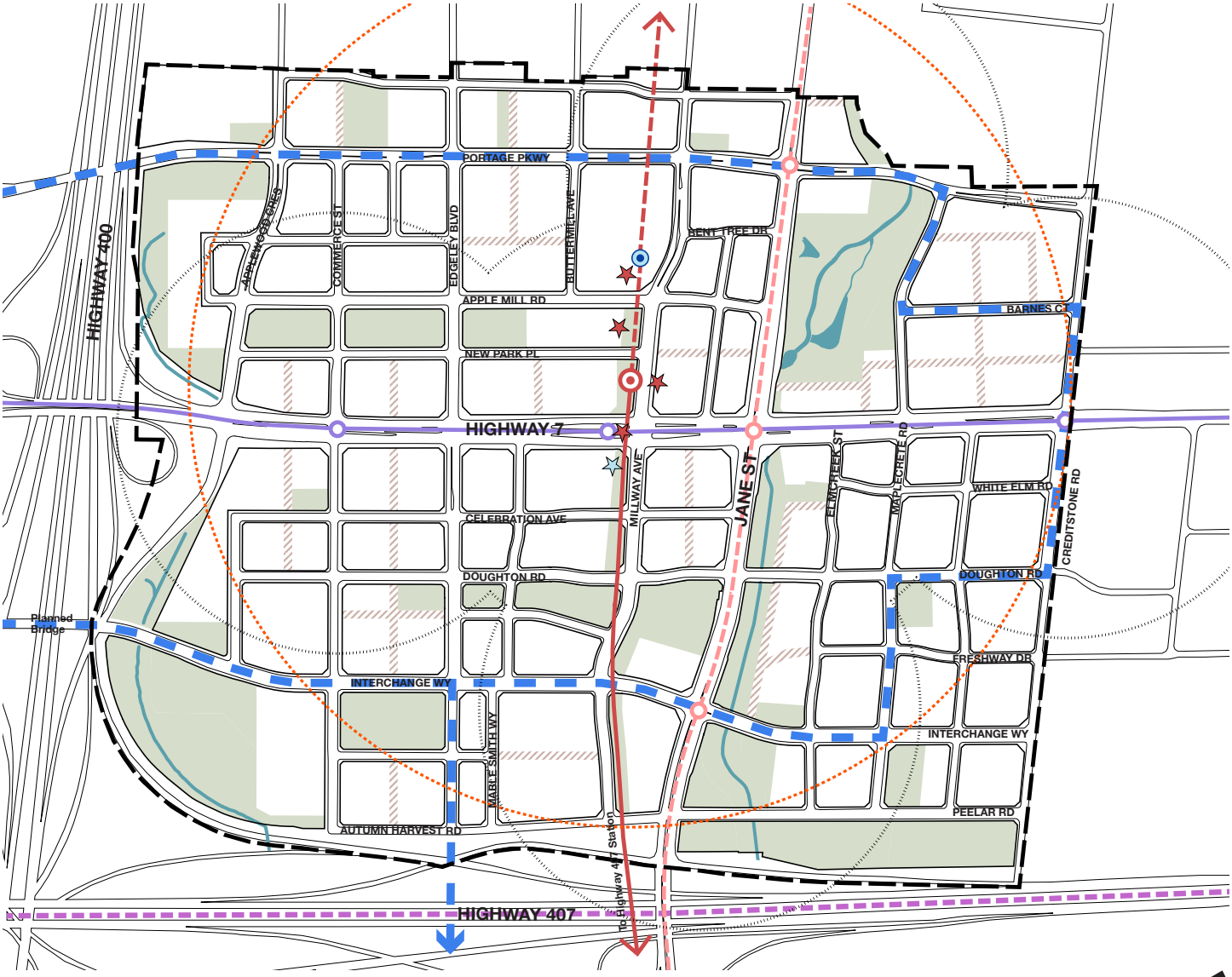
PMTSA

PMTSA outside Study Area

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule B - Transit Network



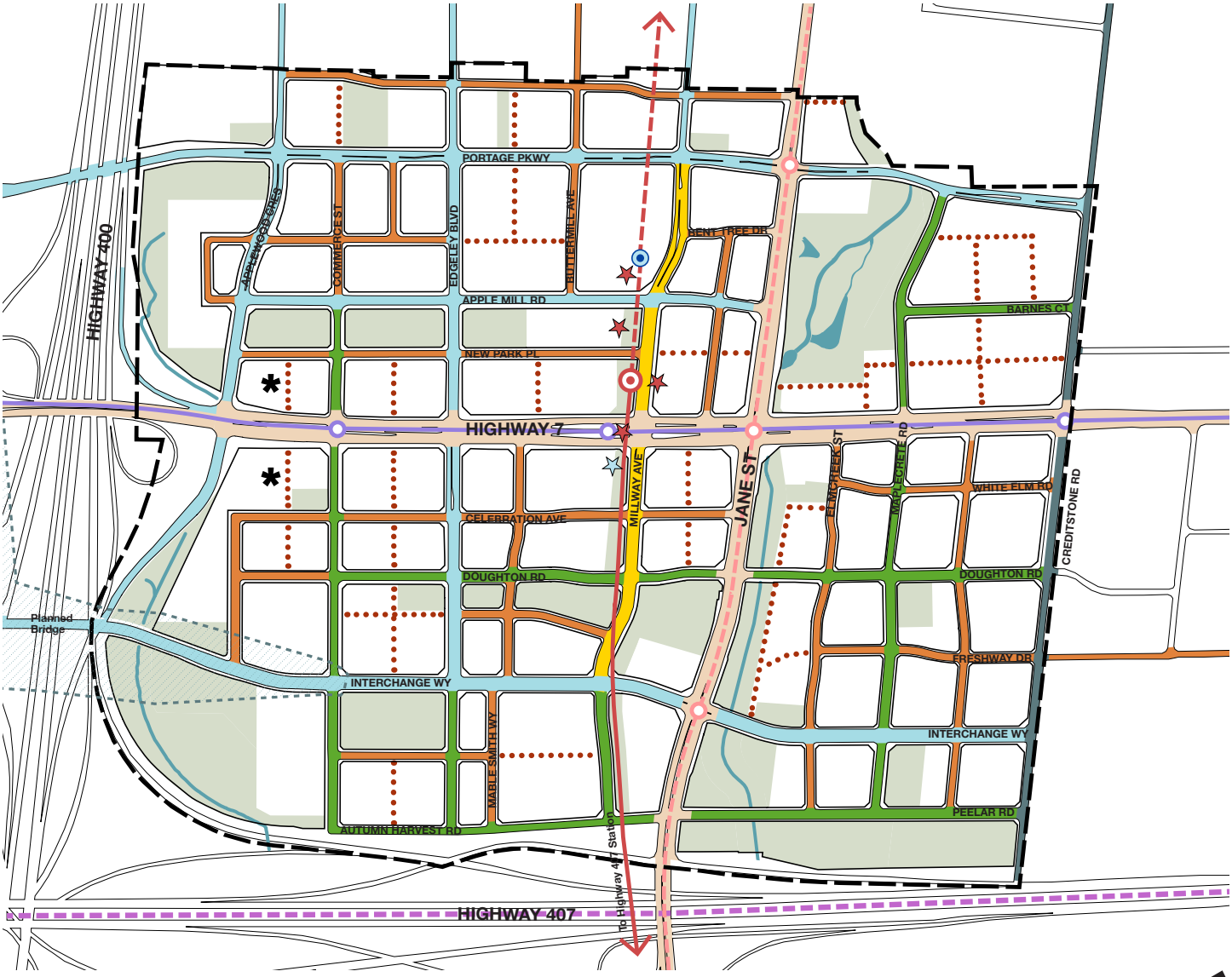

Not to Scale

- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing Subway Entrances
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway Extension
- Existing Subway Station
- Highway 7 BRT / Station
- Potential Jane Street BRT / Station
- Potential Highway 407 Transitway
- Existing TTC / YRT Transit Terminal
- 5-Minute Walk Radii
- 10-Minute Walk Radii
- Proposed Circulator Route

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule C - Street Network



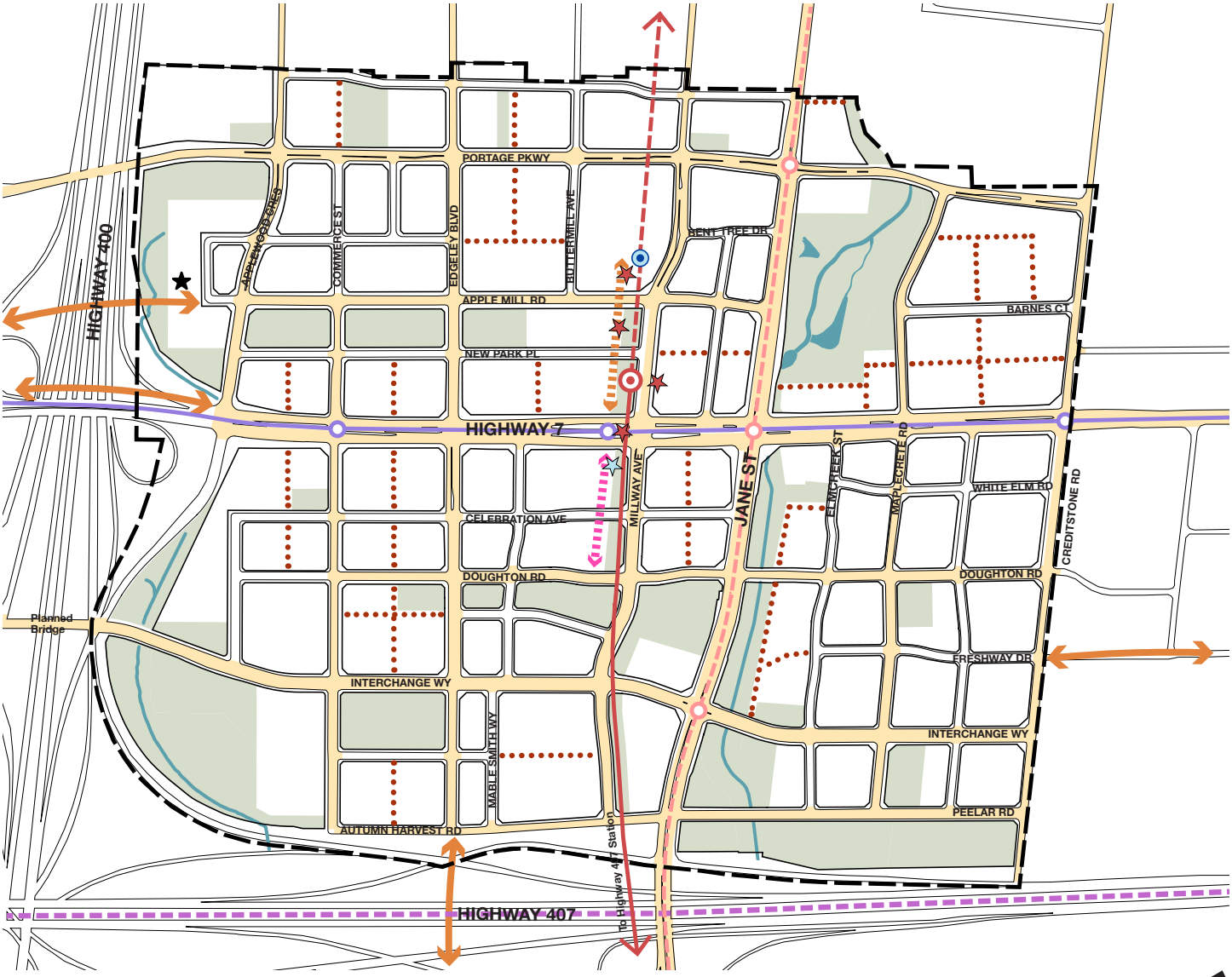

Not to Scale

- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- See policy 5.3.20
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing BRT / Station
- Future BRT / Station
- Potential Transitway
- Existing TTC / YRT Transit Terminal
- Arterial (right-of-way varies)
- Minor Arterial (33m)
- Major Collector (33m)
- Special Collector (33m)
- Minor Collector (26m)
- Local (20-22m)
- Mews (15-17m)
- Colossus Drive Corridor Protection Area

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule D - Active Transportation



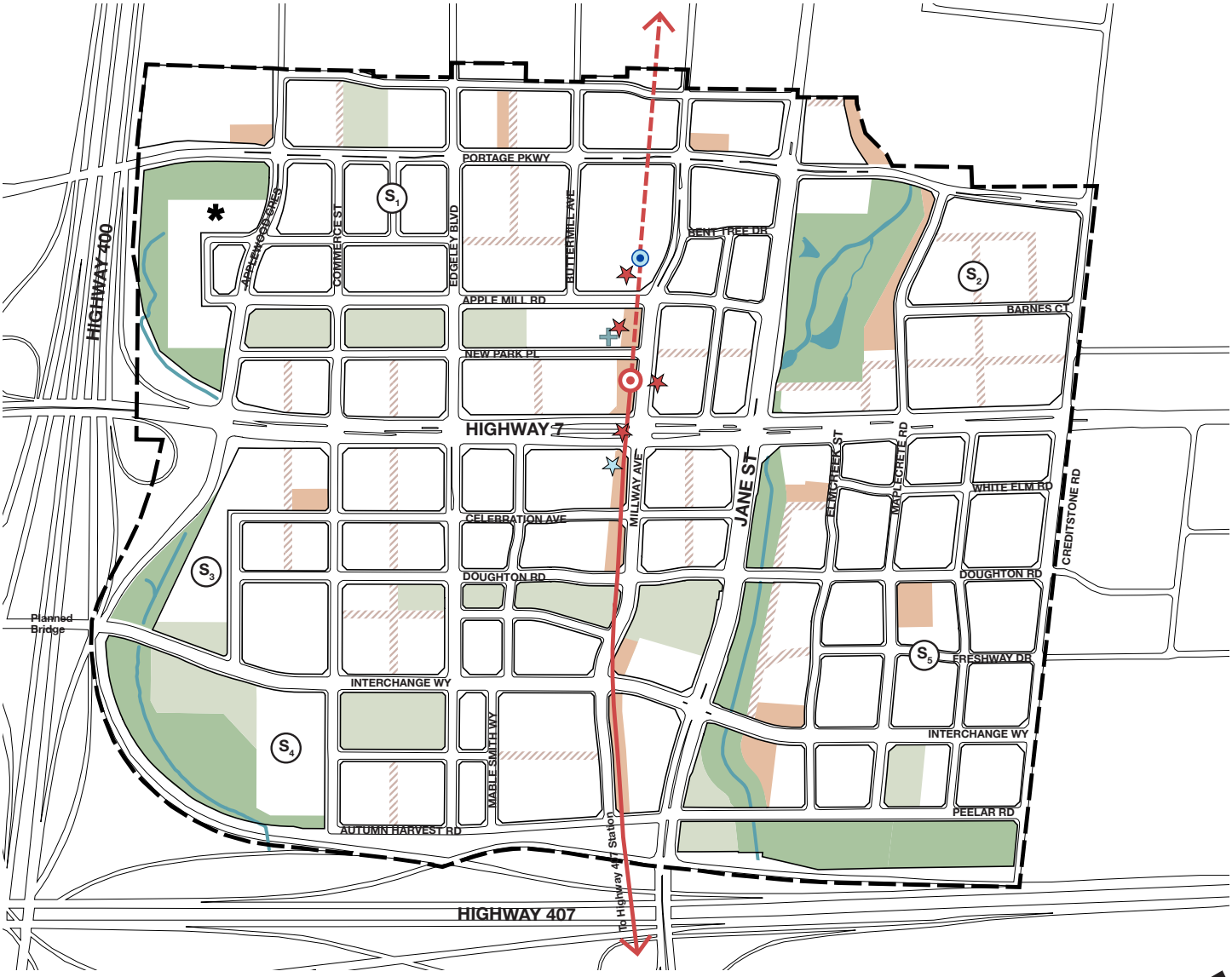

Not to Scale

- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- See policy 5.5.6
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing BRT / Station
- Future BRT / Station
- Potential Transitway
- Existing TTC / YRT Transit Terminal
- AT Path/Connection
- Underground Connection
- Recommended Underground Connection
- Cycle Facilities
- Mews

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule E - Parks and Open Spaces




Not to Scale

- VMC Boundary
- Existing Watercourse
- See Policy 7.7.7
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Transit Square
- Existing TTC / YRT Transit Terminal
- $S_x$ Potential School Site
- Urban Park
- Public Square
- Environmental Open Space
- Mews

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule F - Community Services and Cultural Facilities




Not to Scale

- VMC Boundary
- Public Park
- Environmental Open Space
- Mews
- Existing Watercourse
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- $S_x$ Potential School Site
- Preferred Zone for Community Services and Institutions
- Existing Community Service Facility
- Recommended Performing Arts and Cultural Centre
- Recommended Major Community Service Facility

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule G - Land Uses



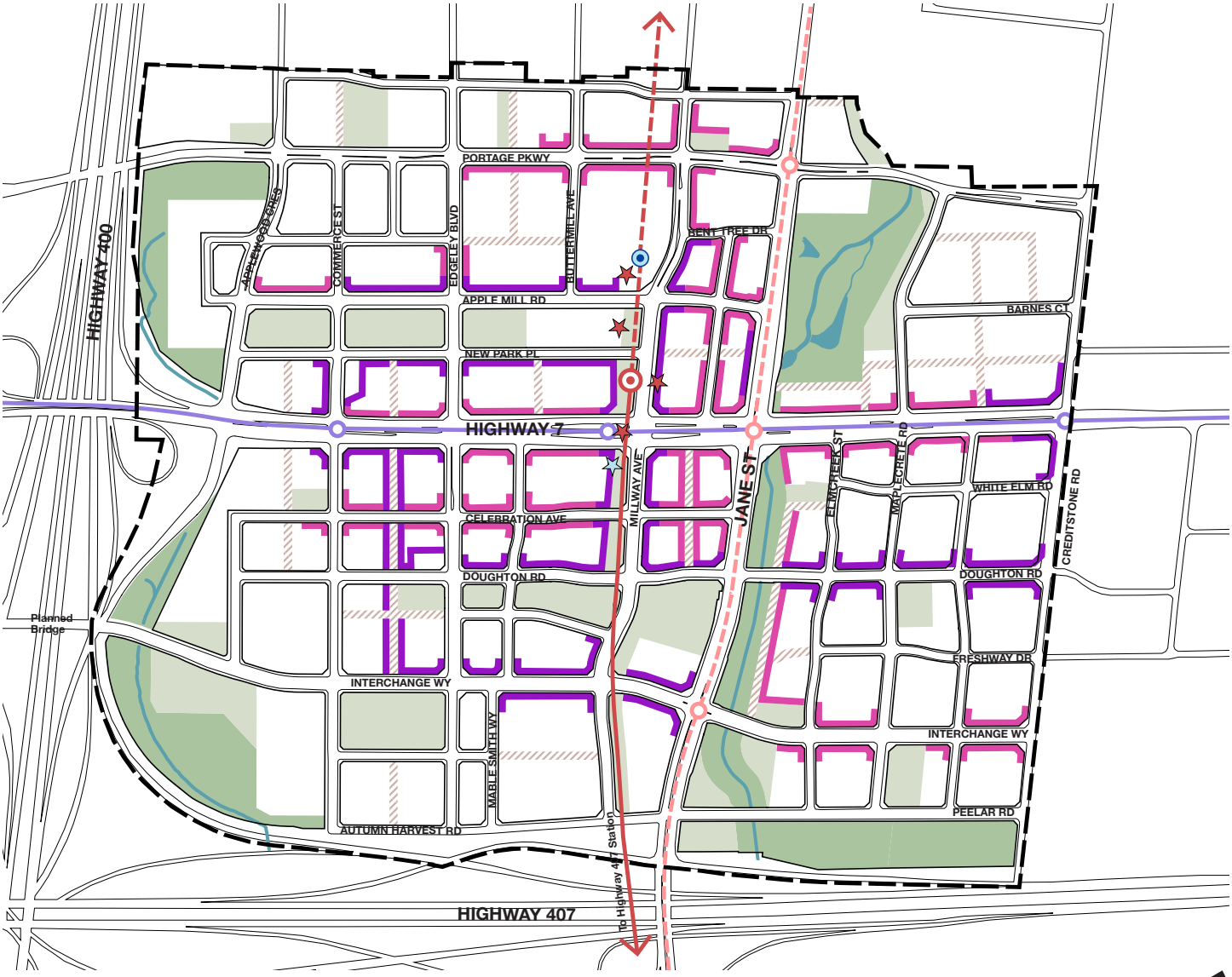

Not to Scale

- VMC Boundary
- Public Park
- Environmental Open Space
- Mews
- Existing Watercourse
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- $S_x$ Potential School Site
- Mixed Use
- Mixed Non-residential
- Neighbourhood

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule H - Areas for Retail, Service Commercial, or Public Uses



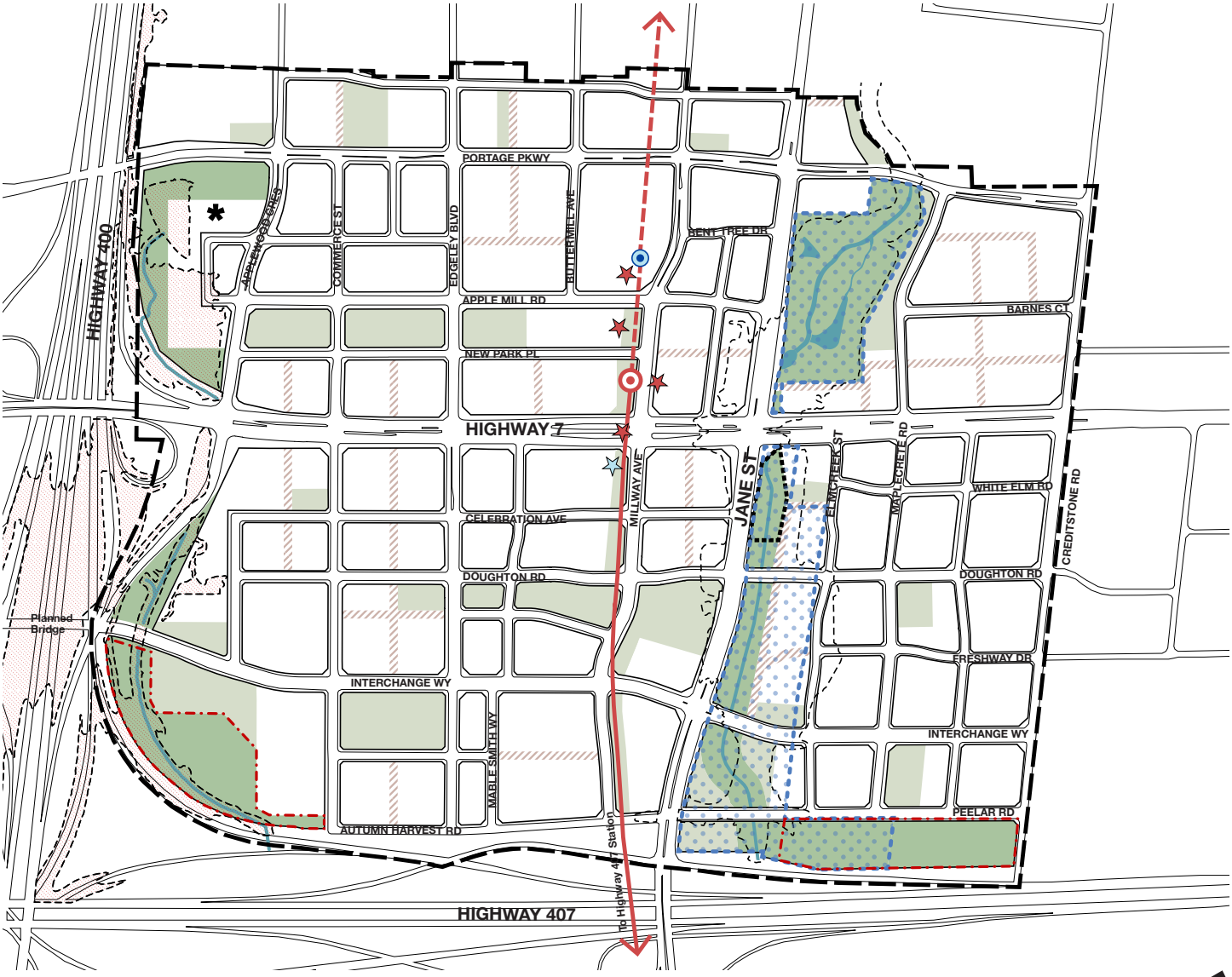

Not to Scale

- VMC Boundary
- Public Park
- Environmental Open Space
- Mews
- Existing Watercourse
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing BRT / Station
- Future BRT / Station
- Existing TTC / YRT Transit Terminal
- Required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage
- Recommended Retail, Service Commercial, Integrated Community Facility or Public Use Frontage

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule I - Floodplain and Environmental Open Space



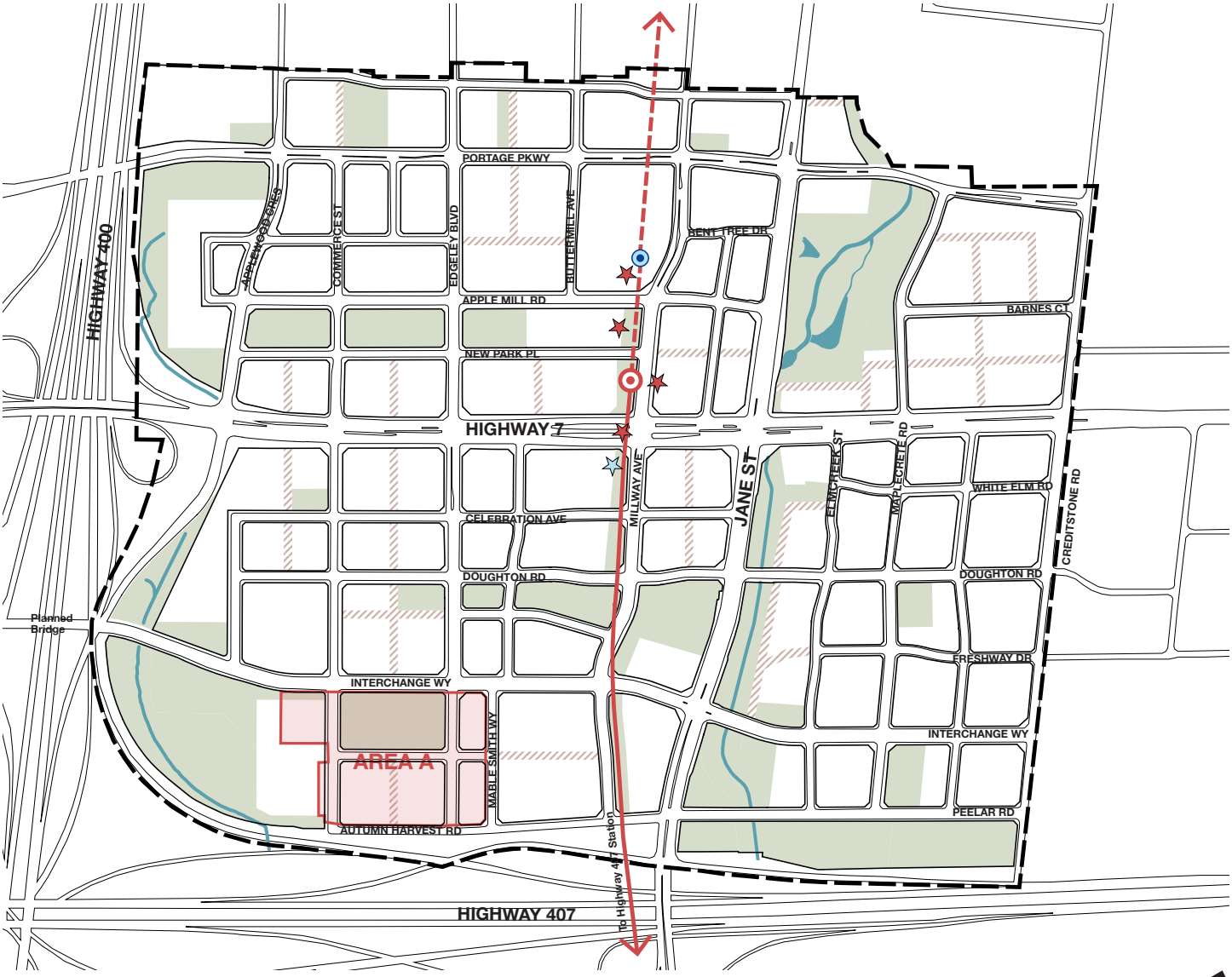

Not to Scale

- VMC Boundary
- Public Park
- Environmental Open Space
- Mews
- Existing Watercourse
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- See policy 7.7.7
- Existing TTC / YRT Transit Terminal
- Approximate extent of Highway 7 Culvert Improvements (see Section 6.7)
- Existing Floodplain (prior to Black Creek Renewal channel work)
- Black Creek Western Spill Area (see Policy 6.7.7)
- Black Creek Flood Mitigation Area (see Section 6.7)
- Special Policy Area (see Policy 7.7.8)

DOWNTOWN vaughan METROPOLITAN CENTRE

# Vaughan Metropolitan Centre Secondary Plan

## Schedule J - Site Specific Policy Areas




Not to Scale

- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing Subway Station
- Existing Subway Entrance
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway
- Existing TTC / YRT Transit Terminal
- Site Specific Policy Areas (see Section 10.3)

DOWNTOWN vaughan METROPOLITAN CENTRE

# Appendix A:
# Street Cross Sections

# A.
# STREET CROSS SECTIONS

**LIST OF KEY STREETS BY ROAD CLASSIFICATION**

**Arterial (right-of-way varies)**
**Refer to Figures A, B and C**
Highway 7 *
Jane Street *

**Minor Arterial (33-metre right-of-way)**
**Refer to Figure D**
Creditstone Road

**Major and Special Collector (33-metre right-of-way)**
**Refer to Figure E**
Applewood Crescent
Portage Parkway
Millway Avenue
Edgeley Boulevard
Interchange Way

**Minor Collector (26-metre right-of-way)**
**Refer to Figures F and G**
Autumn Harvest Road
Peelar Road
Maplecrete Road
Doughton Road
Commerce Street

**Local Street (20-22-metre right-of-way)**
**Refer to Figures H and I**
New Park Place
Buttermill Avenue
Celebration Avenue
Elmcreek Street
Mable Smith Way
White Elm Road
Freshway Drive
Other future local streets to be determined

**Mews (15-17-metre right-of-way)**
**Refer to Figures J and K**

* streets with unique cross sections (refer to key streetscapes)

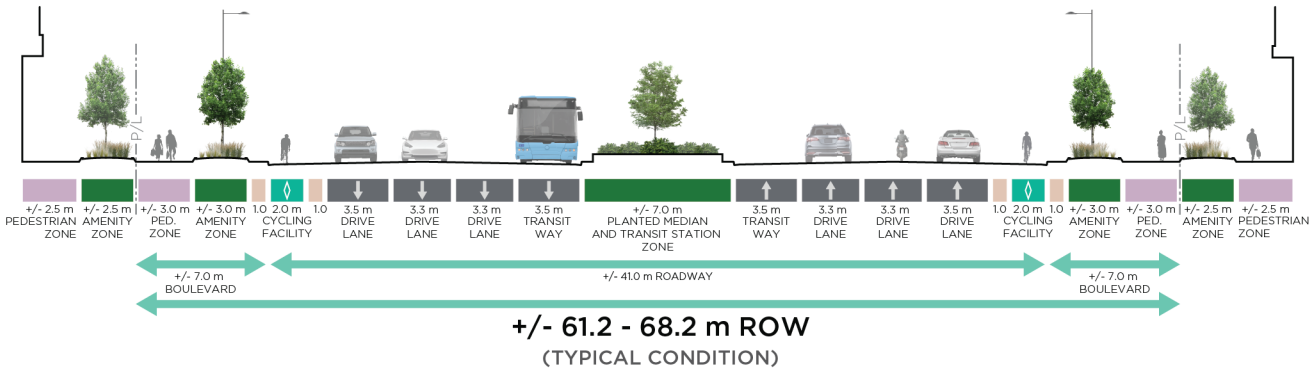



**FIGURE A - HIGHWAY 7**

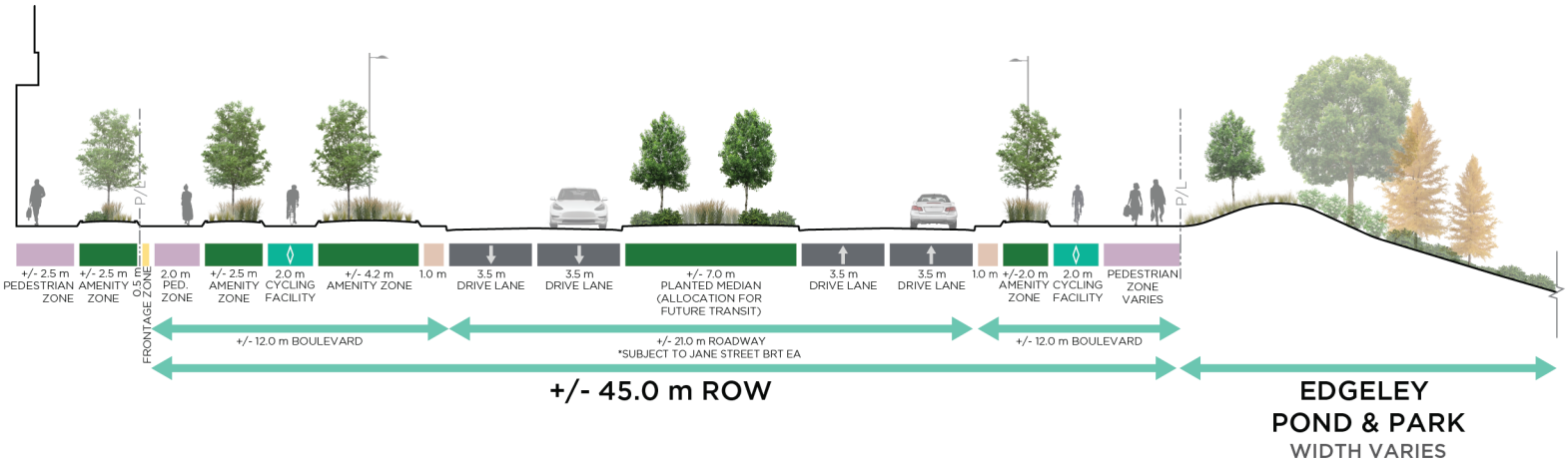



**FIGURE B - JANE STREET, NORTH OF HIGHWAY 7**

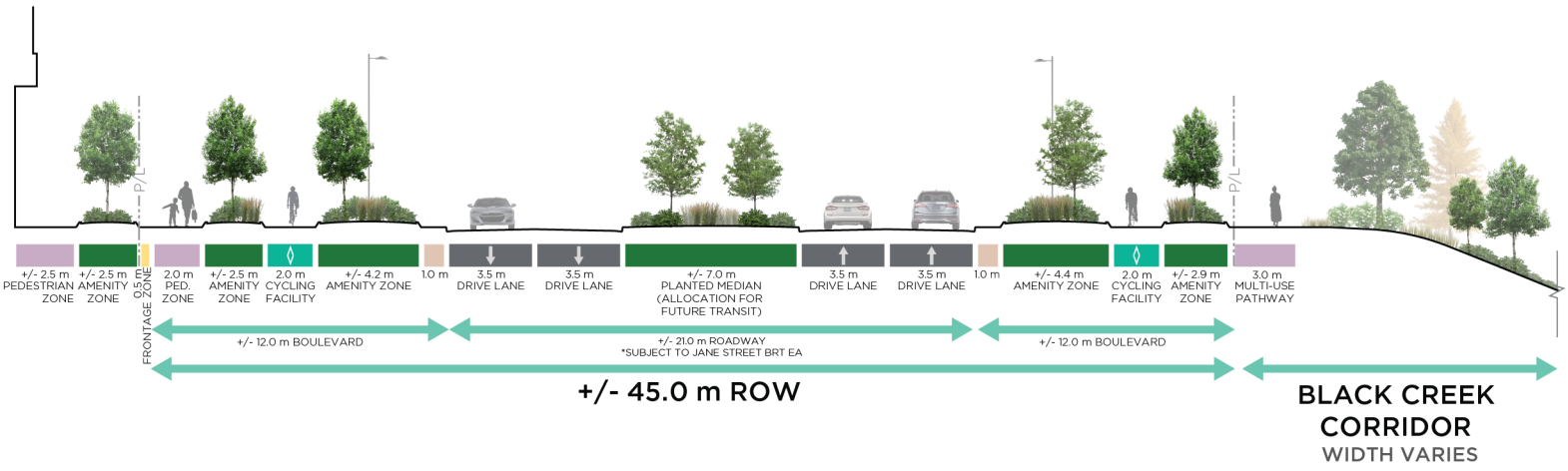



**FIGURE C - JANE STREET, SOUTH OF HIGHWAY 7**

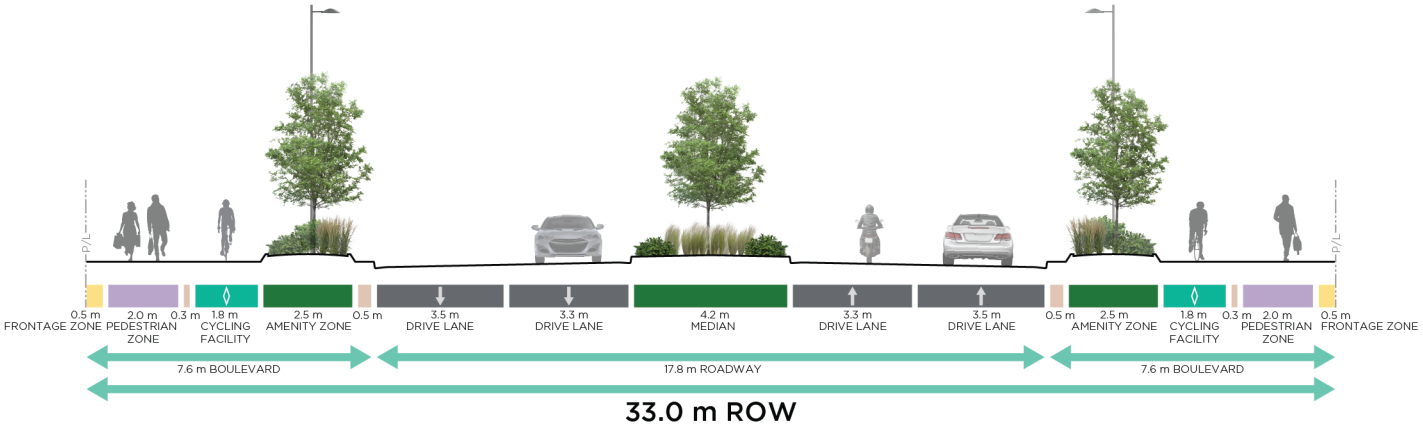



**FIGURE D - MINOR ARTERIAL (33m ROW)**

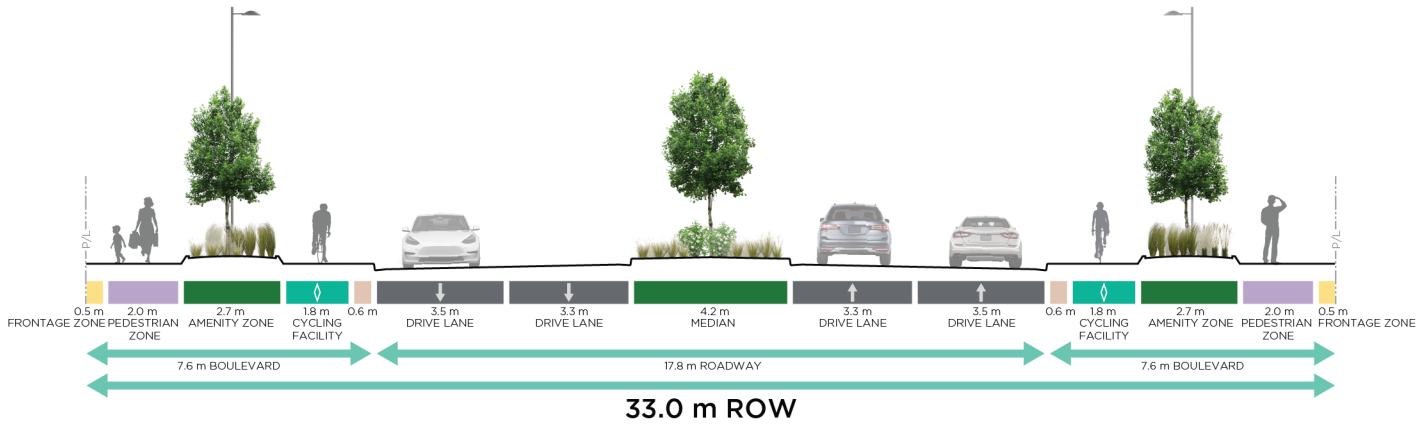



**FIGURE E - MAJOR AND SPECIAL COLLECTORS (33m ROW)**

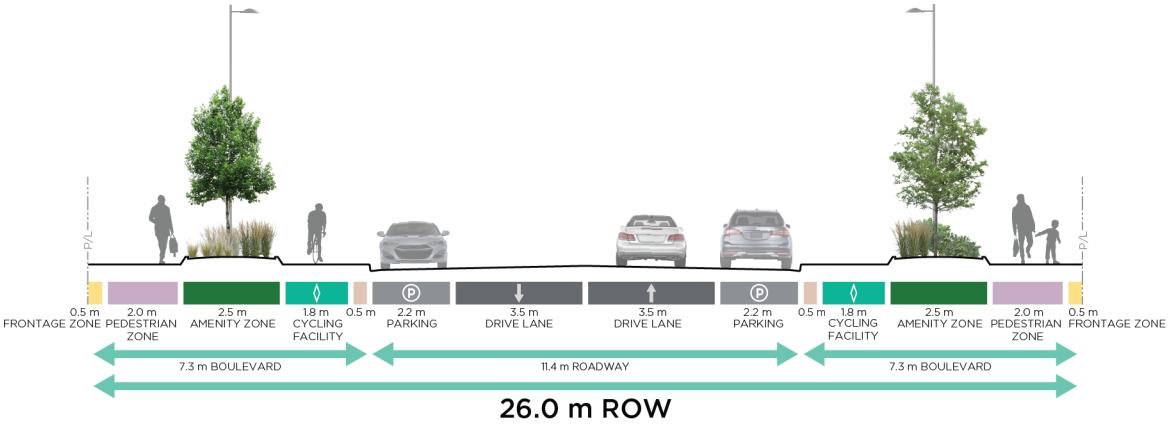



**FIGURE F - MINOR COLLECTOR (26m ROW)**

PARKING ON BOTH SIDES

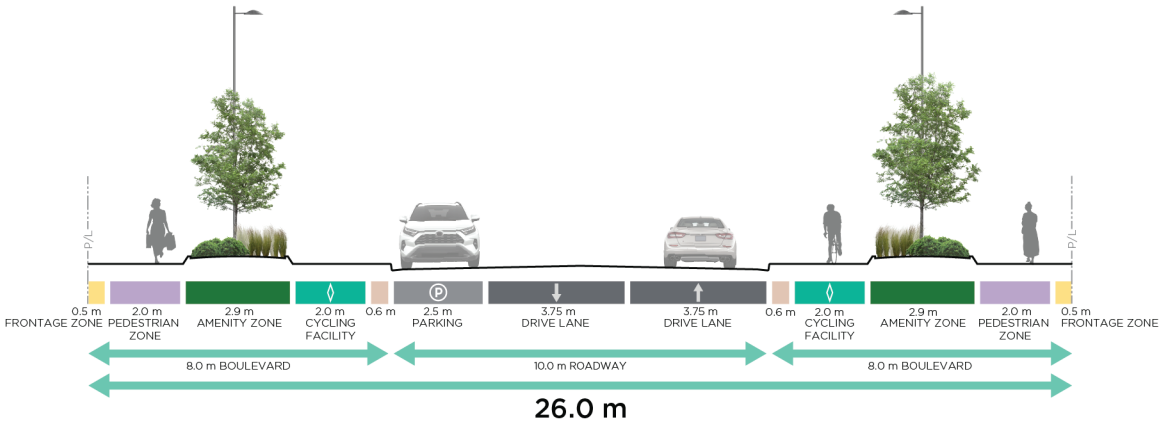



**FIGURE G - MINOR COLLECTOR (26m ROW)**

PARKING ON ONE SIDE

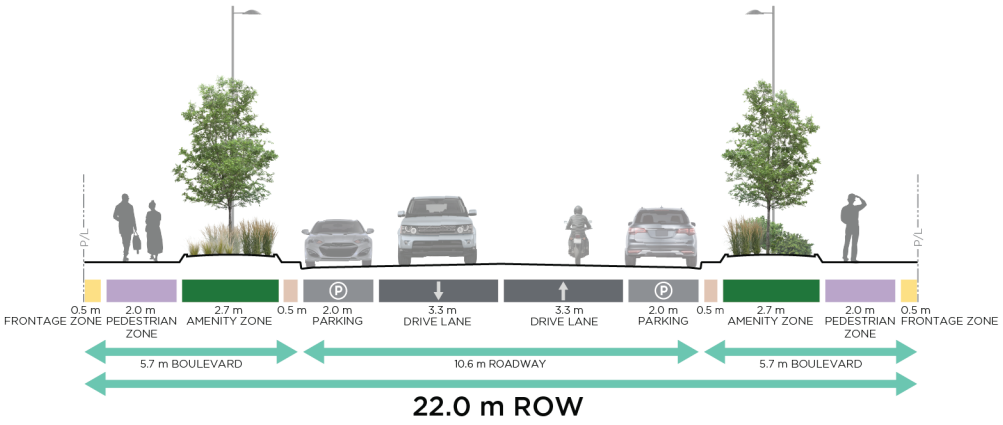



**FIGURE H - LOCAL STREET (22m ROW)**

PARKING ON BOTH SIDES

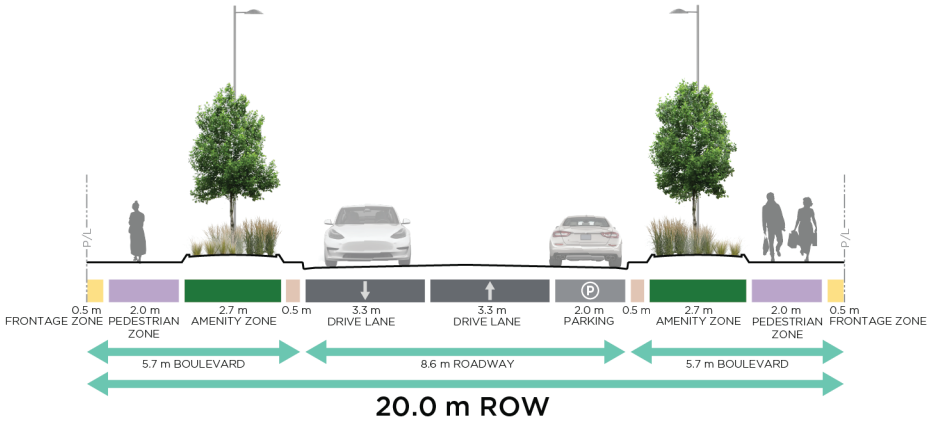



**FIGURE I - LOCAL STREET (20m ROW)**

PARKING ON ONE SIDE

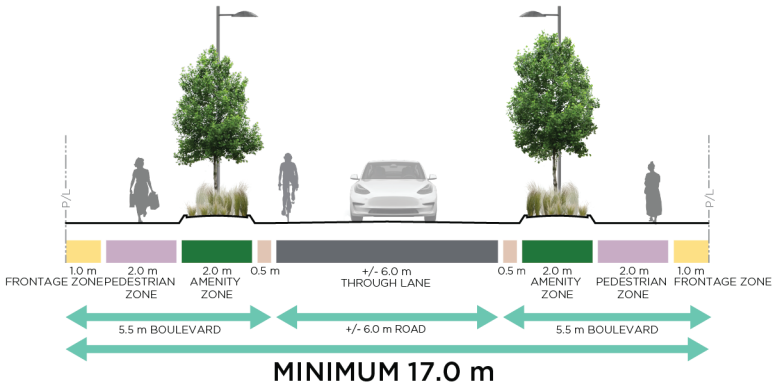



**FIGURE J - VEHICULAR MEWS (17m)**

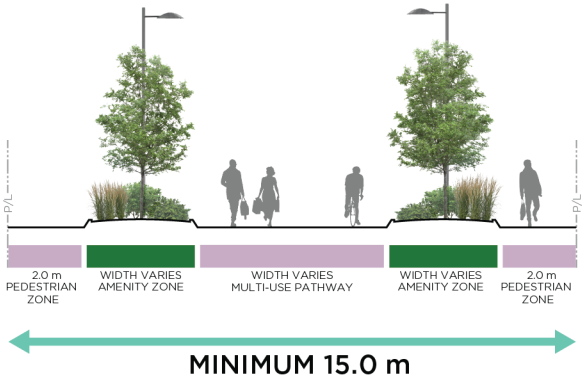



**FIGURE K - NON-VEHICULAR MEWS (15m)**


pwc

# 6.3 The Weston 7 Secondary Plan

The Weston 7 Secondary Plan adopted by Vaughan Council on October 28, 2025 / approved by the Ministry of Municipal Affairs and Housing on XXXX.

## 6.3.1 General

6.3.1.1 The following policies, including Part A, Part B and Schedules 1 - 4, constitute the policies of the Weston 7 Secondary Plan, as identifies on Schedule 14A. Appendices 1 - 3 are for information purposes only and do not constitute part of the Weston 7 Secondary Plan.

WESTON 7

inclusive • connected • future-friendly

# Secondary Plan

October 2025




VAUGHAN

The Planning Partnership

# TABLE OF CONTENTS

**PART A: The Preamble** 1

**1.0 INTRODUCTION** 1
**2.0 LOCATION** 1
**3.0 POLICY CONTEXT** 4
**4.0 PURPOSE** 7

**PART B: The Secondary Plan** 9

**1.0 VISION + PRINCIPLES** 9
1.1 Vision 9
1.2 Principles 9

**2.0 ACCOMMODATING GROWTH** 11
2.1 Role of WESTON 7 in Vaughan's Urban Structure 11
2.2 Growth Management 12

**3.0 BUILDING A SUCCESSFUL COMMUNITY** 14
3.1 Introduction 14
3.2 Providing Housing Options 15
3.3 Promoting a Strong Economy 16
3.4 Supporting a Healthy Community 17
3.5 Providing Public Service Facilities 18
3.6 Ensuring High Quality Urban Design 18
3.7 Promoting Sustainability + Adapting to Climate Change 19

**4.0 LAND USE + BUILT-FORM POLICIES** 20
4.1 Land Use Specific Policies 20
4.1.1 Land Uses Permitted in All Land Use Designations 20
4.1.2 Land Uses Prohibited in All Land Use Designations 21
4.1.3 Existing Land Uses 21
4.1.4 Land Use Compatibility 21
4.1.5 Additional Needs Housing 22
4.1.6 Live-Work Units 23
4.1.7 Short-Term Accommodations 23
4.1.8 Institutional Uses, Entertainment Uses and Places of Worship 24
4.1.9 Public Service Facilities, including Elementary Schools 24
4.2 Built-Form Specific Policies 26
4.2.1 General Policies 26
4.2.2 Low-Rise Buildings 27
4.2.3 Mid-Rise Buildings 27
4.2.4 High-Rise Buildings 27

**5.0 LAND USE DESIGNATIONS 29**
5.1 The Residential I Designation 29
5.1.1 Intent 29
5.1.2 Permitted Built-form/Uses 29
5.1.3 General Development Policies 29
5.2 The Mixed-Use I Designation 29
5.2.1 Intent 29
5.2.2 Permitted Built-form/Uses 30
5.2.3 General Development Policies 30
5.3 The Flood Spill Area Overlay 31
5.4 The Colossus Drive Corridor Protection Area Overlay 32
5.5 The Priority Consideration Overlay 33

**6.0 THE PEDESTRIAN REALM NETWORK 33**
6.1 Defining The Pedestrian Realm Network 33
6.2 The Park System 33
6.2.1 Intent 33
6.2.2 Policies for the Components of the Park System 34
6.3 Streetscapes 36
6.3.1 Intent 36
6.3.2 Policies for Streetscapes 37

**7.0 TRANSPORTATION, SERVICE INFRASTRUCTURE + UTILITIES 38**
7.1 A Multi-Modal Transportation System 38
7.1.1 Intent 38
7.1.2 Mitigating Impacts 39
7.1.3 The Street Network 40
7.1.4 The Transit Network 41
7.1.5 The Active Transportation Network 42
7.1.6 Parking 44
7.1.7 Building Services, Loading and Garbage Collection/Storage Facilities 45
7.1.8 Access 45
7.2 Service Infrastructure + Utilities 46
7.2.1 General Policies 46
7.2.2 Municipal Water and Wastewater Servicing Infrastructure 47
7.2.3 Stormwater Management Infrastructure 47
7.2.4 Utilities and Communications/Telecommunications Facilities 47

**8.0 APPLICATION, IMPLEMENTATION + INTERPRETATION 48**
8.1 Application 48
8.2 Implementation 49
8.2.1 This Plan 49
8.2.2 Development Applications 50
8.2.3 Implementing Zoning By-laws 52
8.2.4 Site Plan Approval 53
8.2.5 Other Planning Tools 54
8.2.6 Municipal Finance 55
8.2.7 Agreements 56

8.3 Interpretation ..... 56
8.3.1 Land Use Boundaries and Roads 56
8.3.2 Numeric Standards 57
8.3.3 Subsequent Legislation/Companion Documents 57

**Schedule 1 -** Land Use Designations

**Schedule 2** - Building Height

**Schedule 3** - Pedestrian Realm Network

**Schedule 4** - Transportation System

**APPENDIX I:** Transportation System Improvements

**APPENDIX II:** Wastewater System Upgrades

**APPENDIX III:** Water Servicing Infrastructure Projects

# 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);

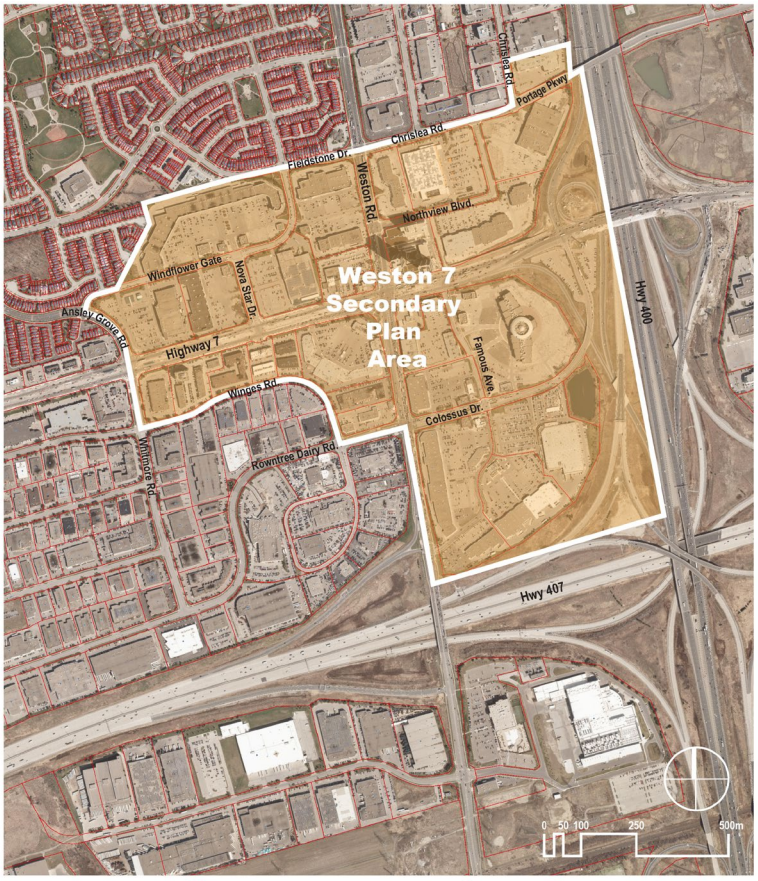
> The southern boundary is defined primarily by Winges Road and Highway 407. Abutting WESTON 7 to the south are existing commercial and industrial uses;

> 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




***Map 1 - WESTON 7 Secondary Plan - Location Map***

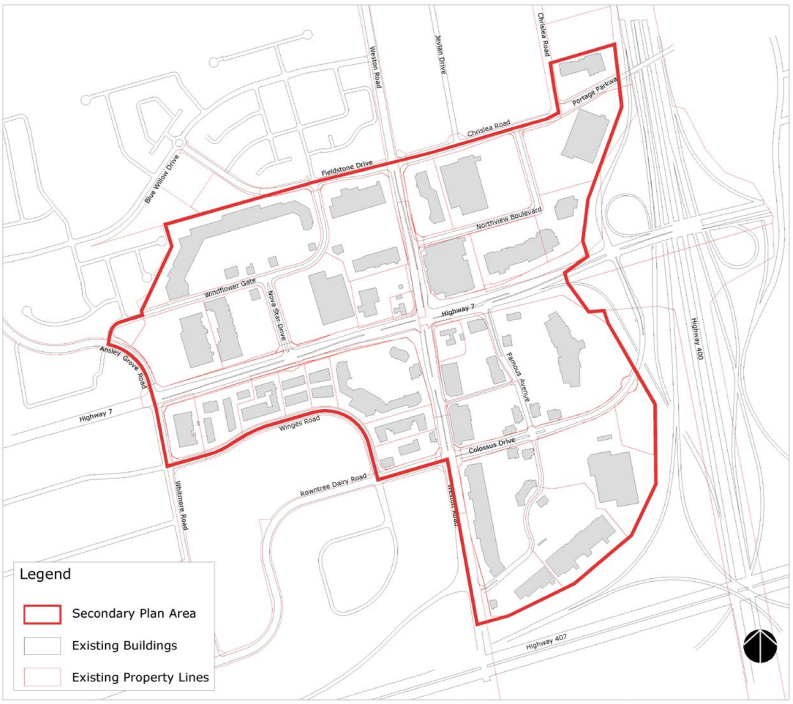
> The Gross Land Area for each quadrant is identified in the following Table.

**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** |

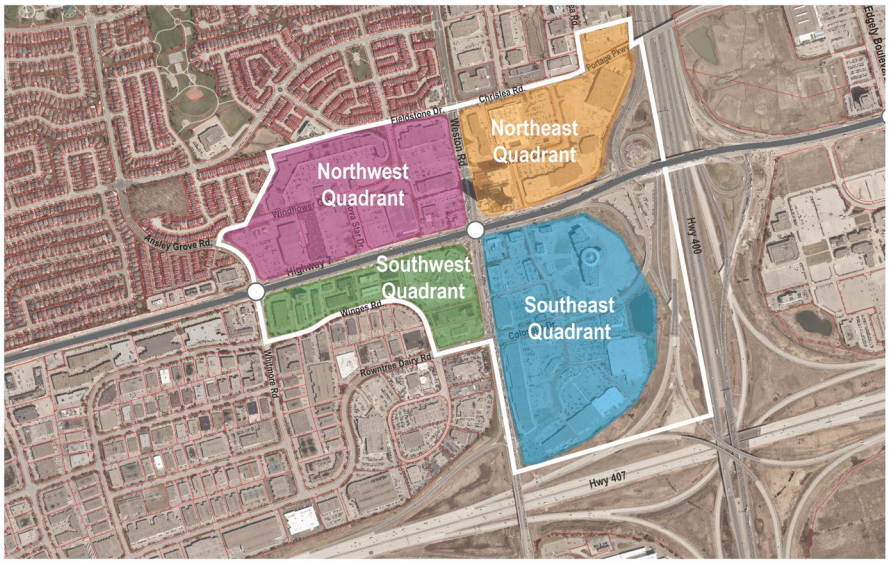
**Gross Land Area is Total Land Area, less lands associated with Highway 400 and Highway 407, less Centro Square and less the Highway 7 and Weston Road rights-of-way.*

> 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




***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 polices 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.

***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.

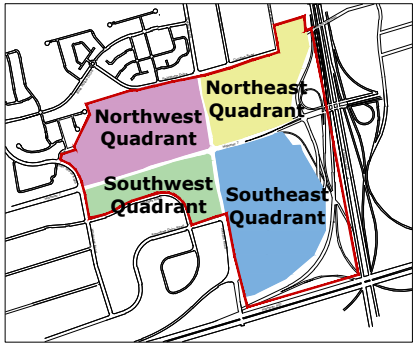



# Schedule 1
## Weston 7 Land Use Designations

### Legend

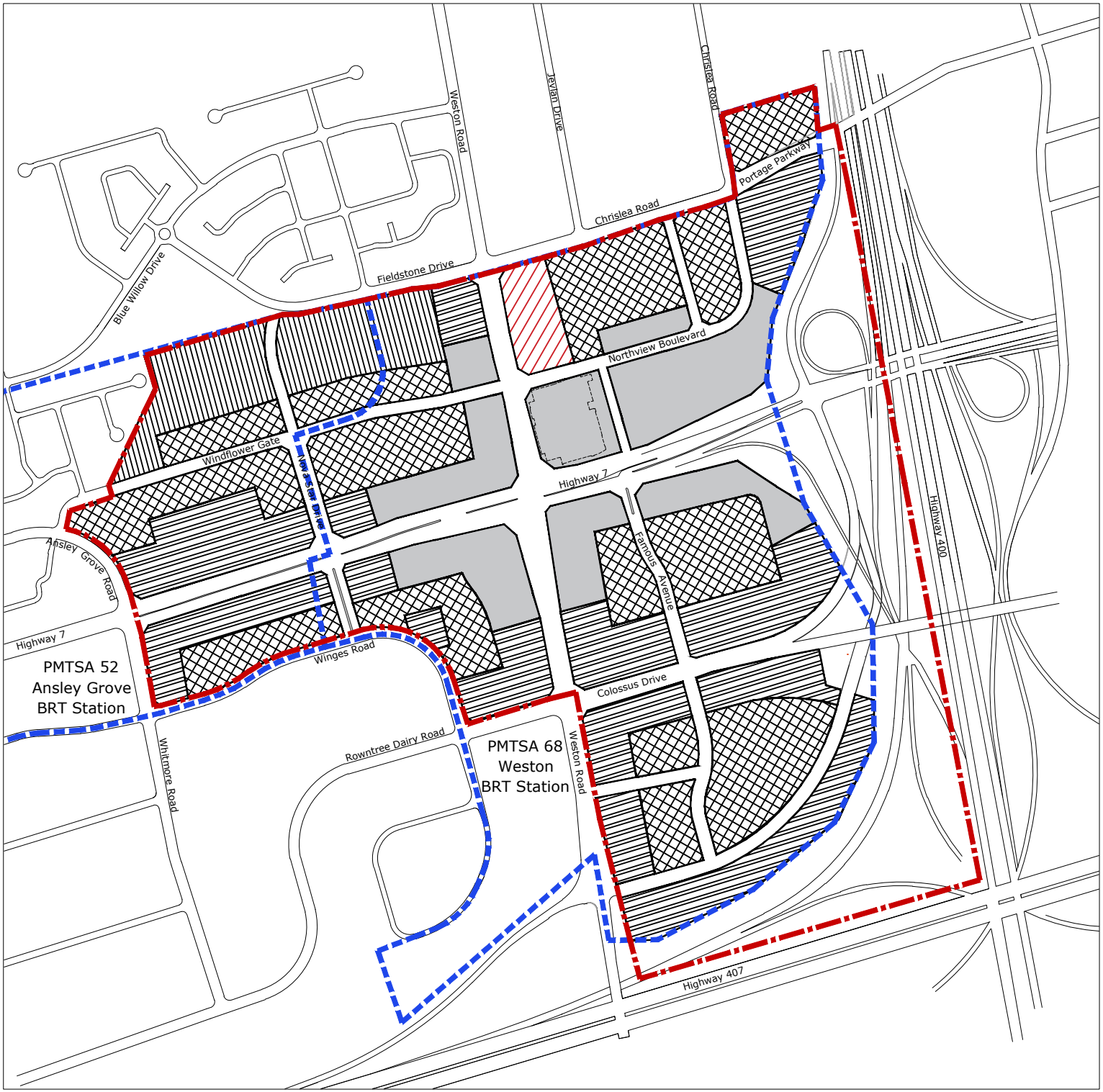
- Secondary Plan Area
- Residential I
- Mixed-Use I
- P — Weston 7 Parks
- ES — Elementary School
- Existing Stormwater Management Pond
- Flood Plain Spill Area Overlay
- Priority Consideration Overlay
- Lands Subject to OLT Decision (OLT-22-004652, March 18, 2025)
- * — Existing Development (Centro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

### Quadrants




0 25 50 100 150 200m

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



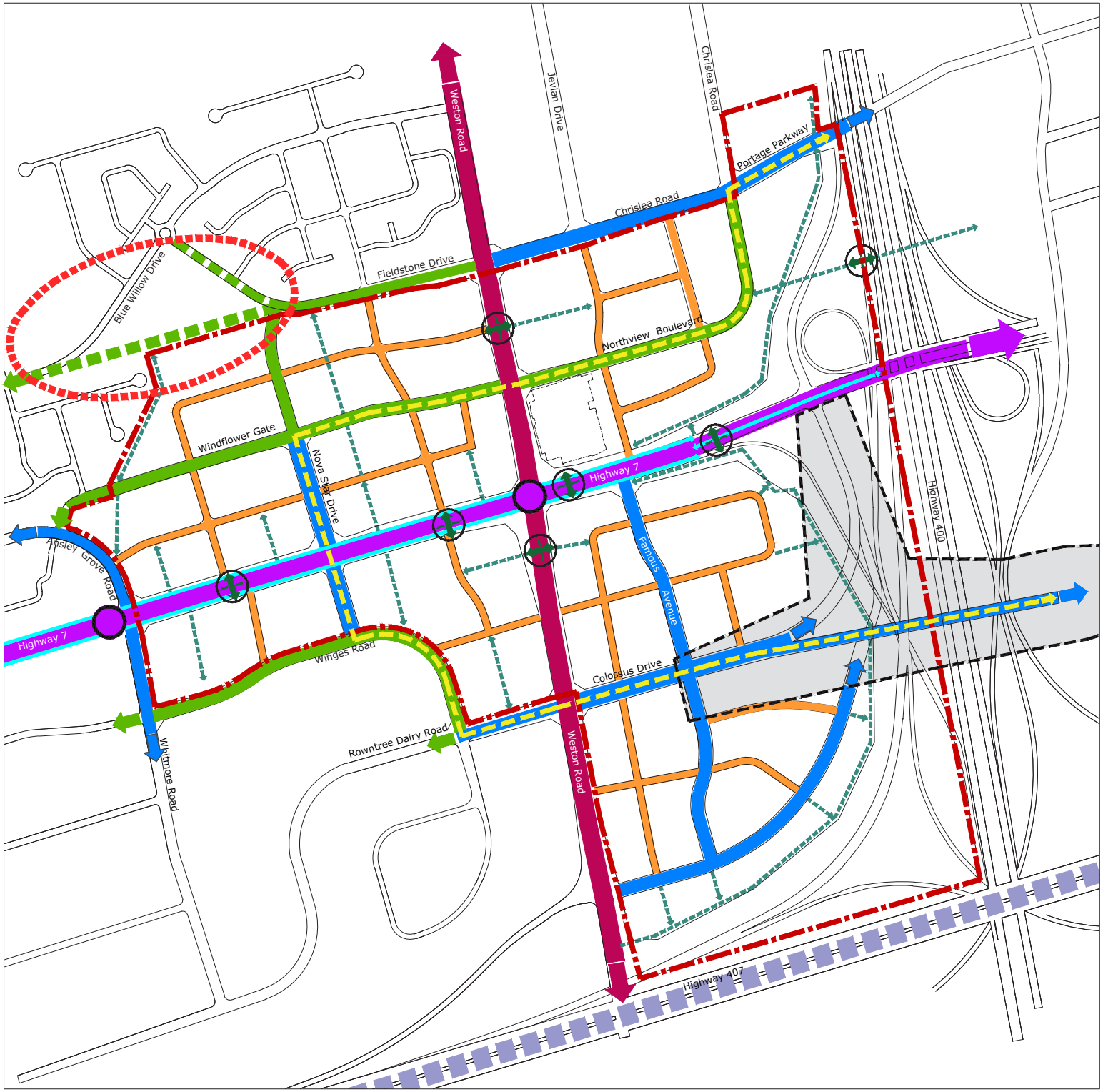

# Schedule 3
## Weston 7 Pedestrian Realm Network

### 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

0 25 50 100 150 200m

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).

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<br>ST-35 | Chrislea Road | Weston Road | Applewood Crescent/<br>Portage Pkwy |
| ST-12.1<br>ST-12.2 | Northview Blvd | Weston Road | Chrislea Road |
| ST-2.1<br>ST-2.2<br>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<br>ST-8 | Nova Star Drive | Fieldstone Drive | Highway 7 |
| ST-19 | Nova Star Drive | Highway 7 | Winges Road |
| ST-31 | Road W | Weston Rd. @<br>407 ETR EB Ramp | Colossus Drive |
| ST-26<br>ST-33 | Famous Avenue | Highway 7 | Road W |
| ST-23<br>ST-24.1<br>ST-24.2 | Winges Road,<br>Rowntree Dairy<br>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)*