THE **VMC** PLAN

Secondary Plan for the Vaughan Metropolitan Centre

October 2025



VAUGHAN OFFICIAL PLAN 2025 VOLUME 2

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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

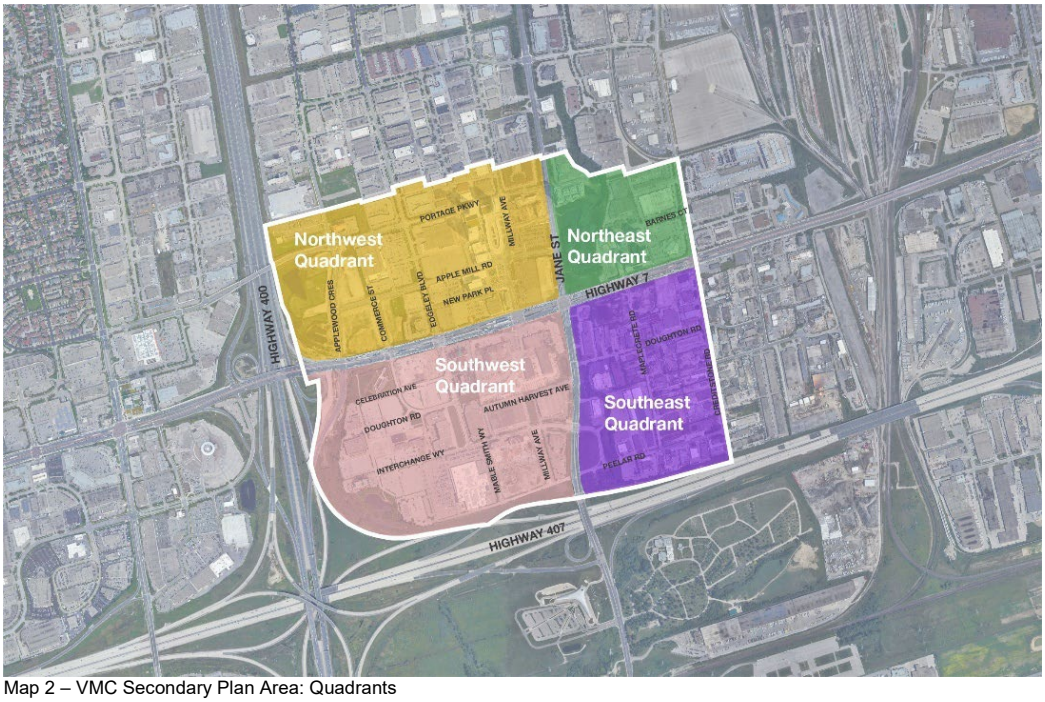
The VMC is located in the City of Vaughan, as identified on Map 1. Generally, the boundary conditions of the VMC are defined by:

- 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 parklandsshall 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 Aconcentration 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;

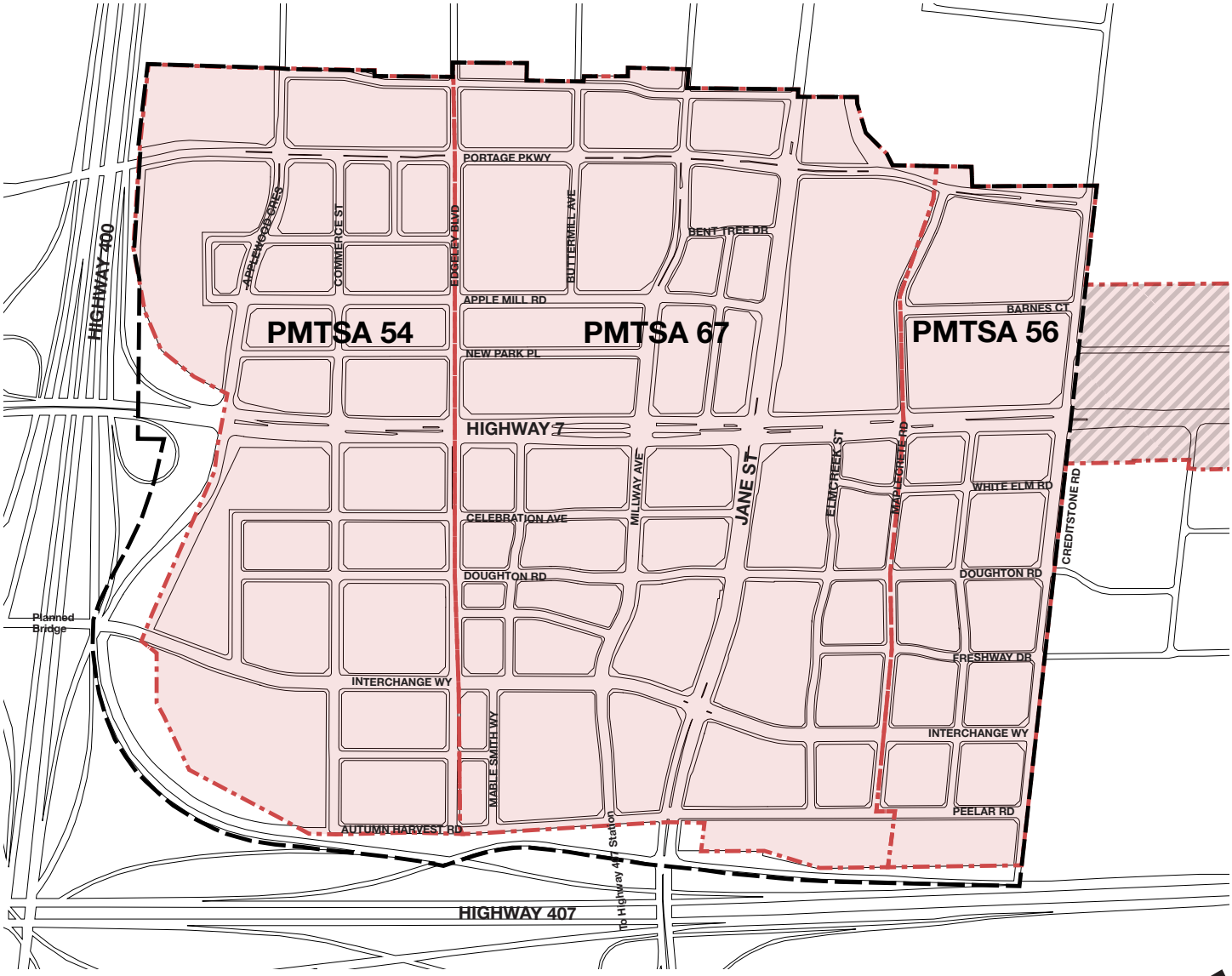
d. Changing or updating appendices; and/or

e. Changing format or presentation.

Schedules

Vaughan Metropolitan Centre Secondary Plan

Schedule A - VMC Boundary and PMTSA Boundaries



Not to Scale

VMC Boundary

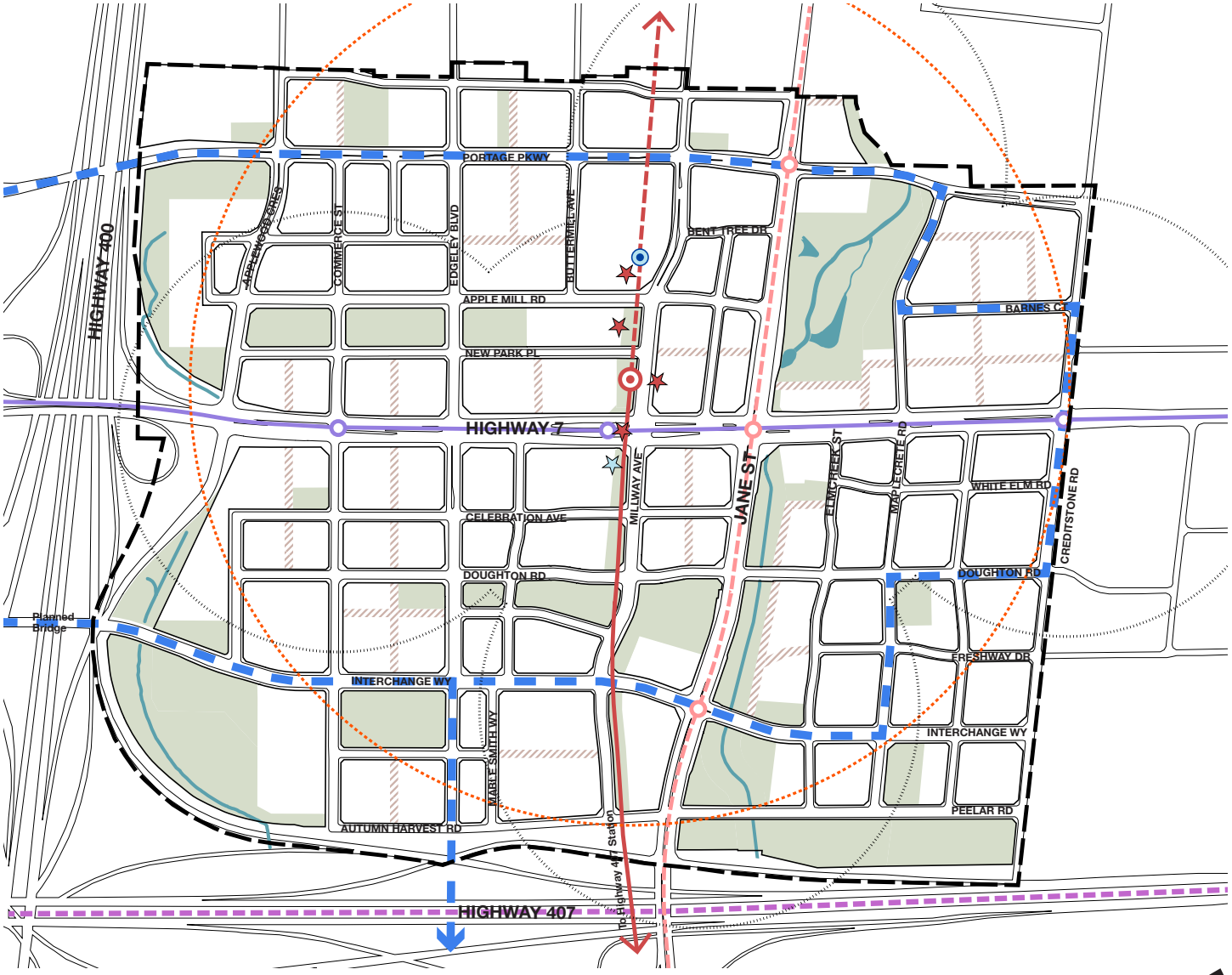
PMTSA

PMTSA outside Study Area

DOWNTOWN vaughan METROPOLITAN CENTRE

Vaughan Metropolitan Centre Secondary Plan

Schedule B - Transit Network

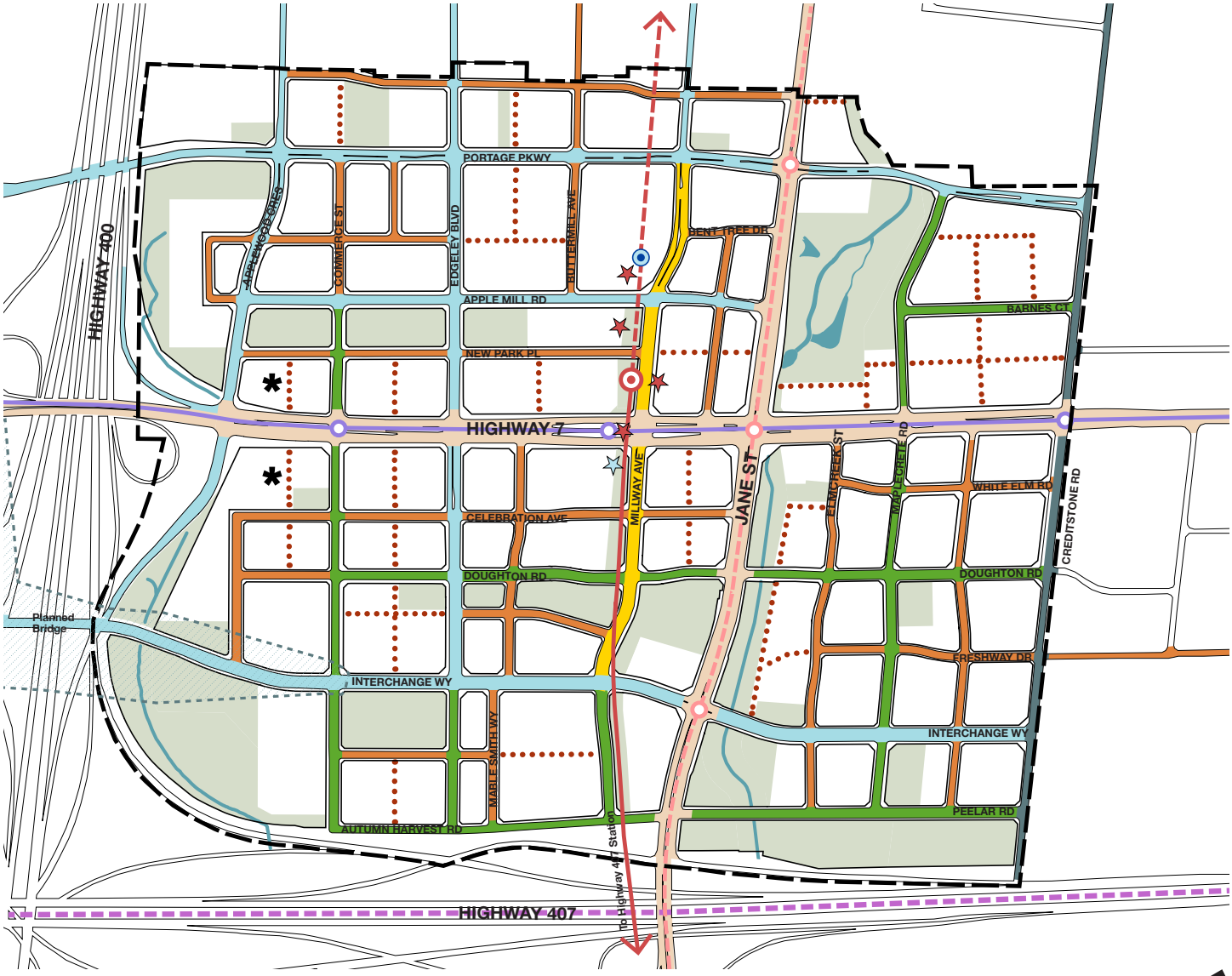


- VMC Boundary
- Parks and Open Spaces
- Existing Watercourse
- Mews
- Existing Subway Entrances
- Future Subway Entrance
- Existing Line 1 Subway
- Future Line 1 Subway Extension
- Existing Subway Station
- Highway 7 BRT / Station
- Potential Jane Street BRT / Station
- Potential Highway 407 Transitway
- 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



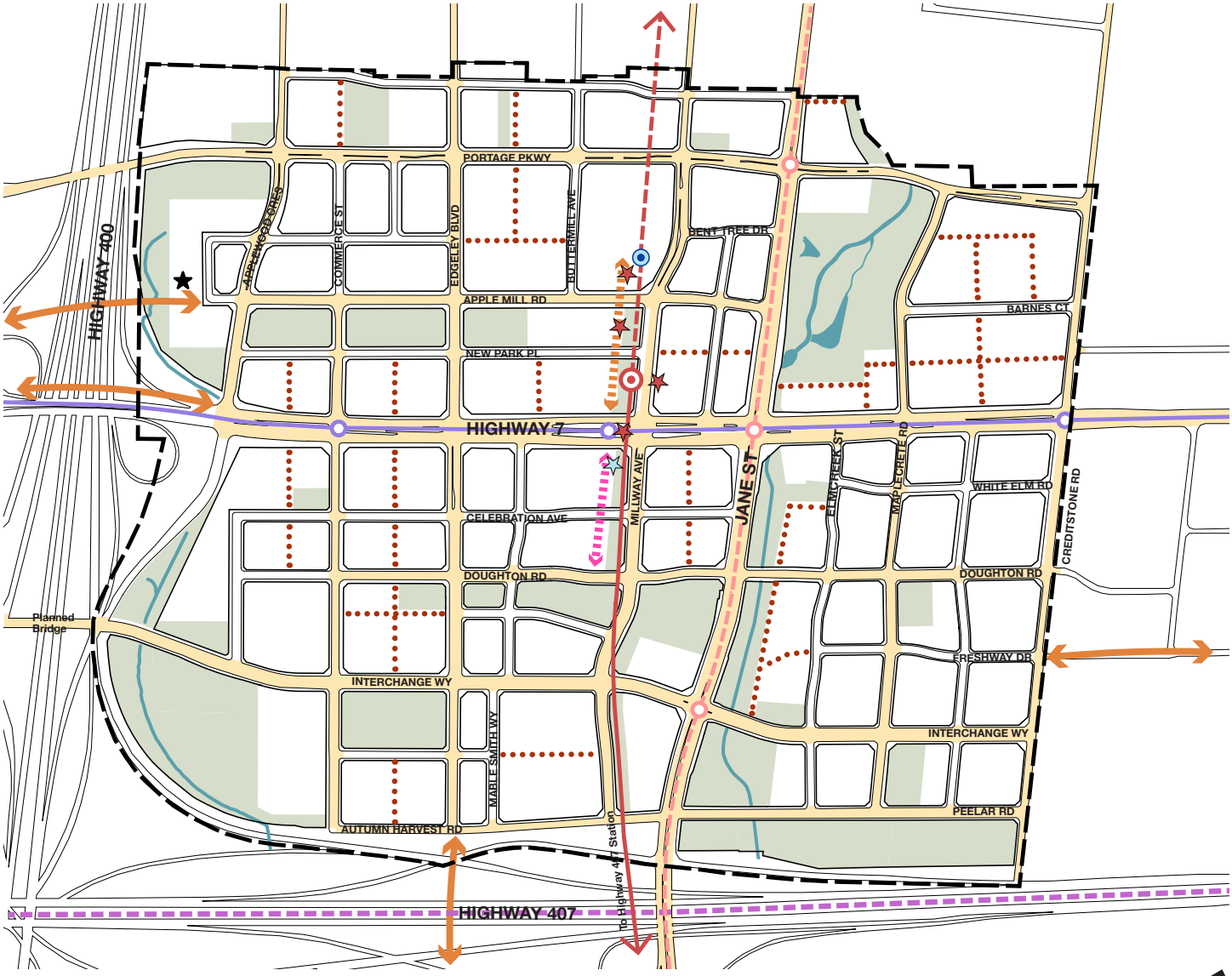
Not to Scale

- 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



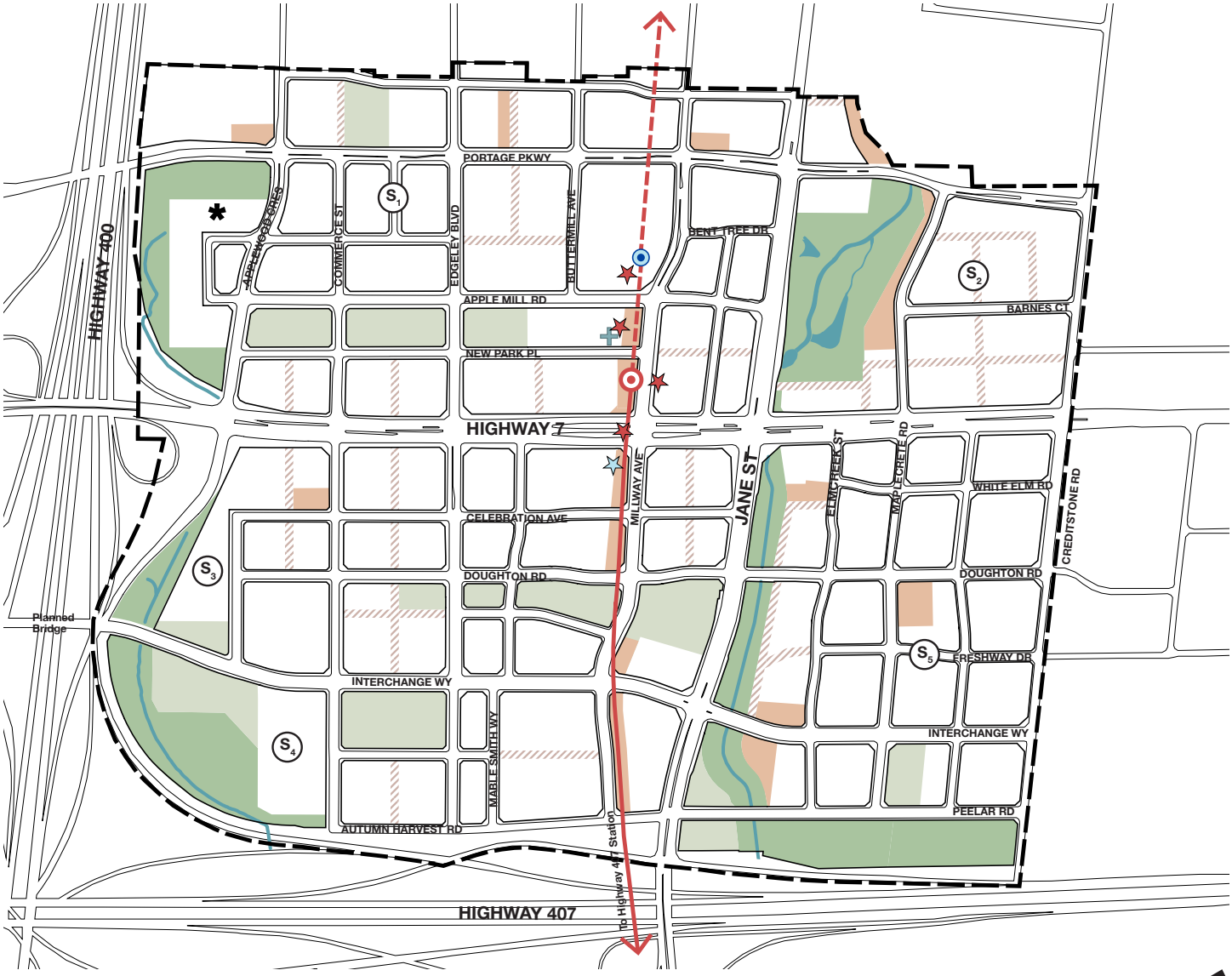
Not to Scale

- 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



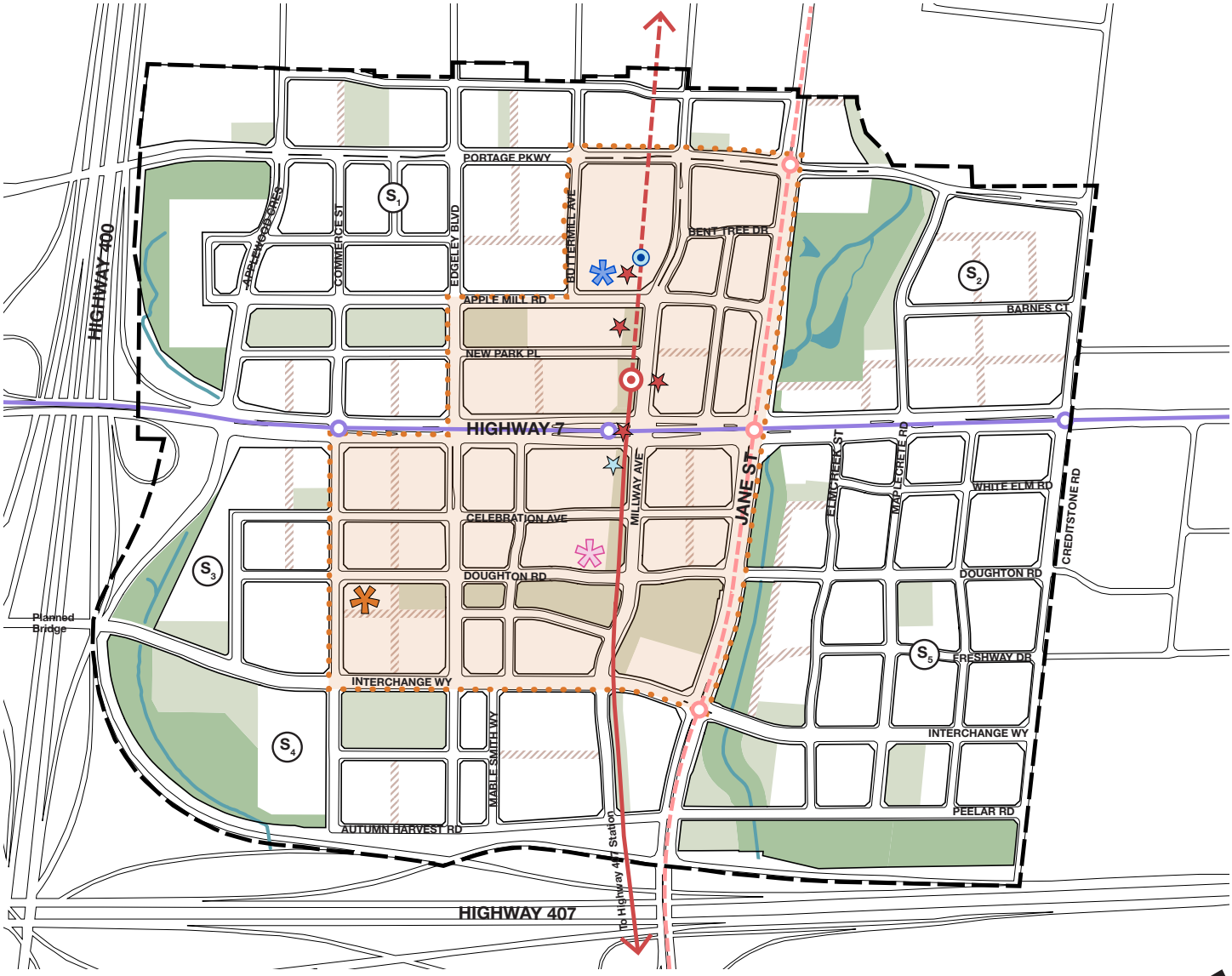
Not to Scale

- 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
- 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



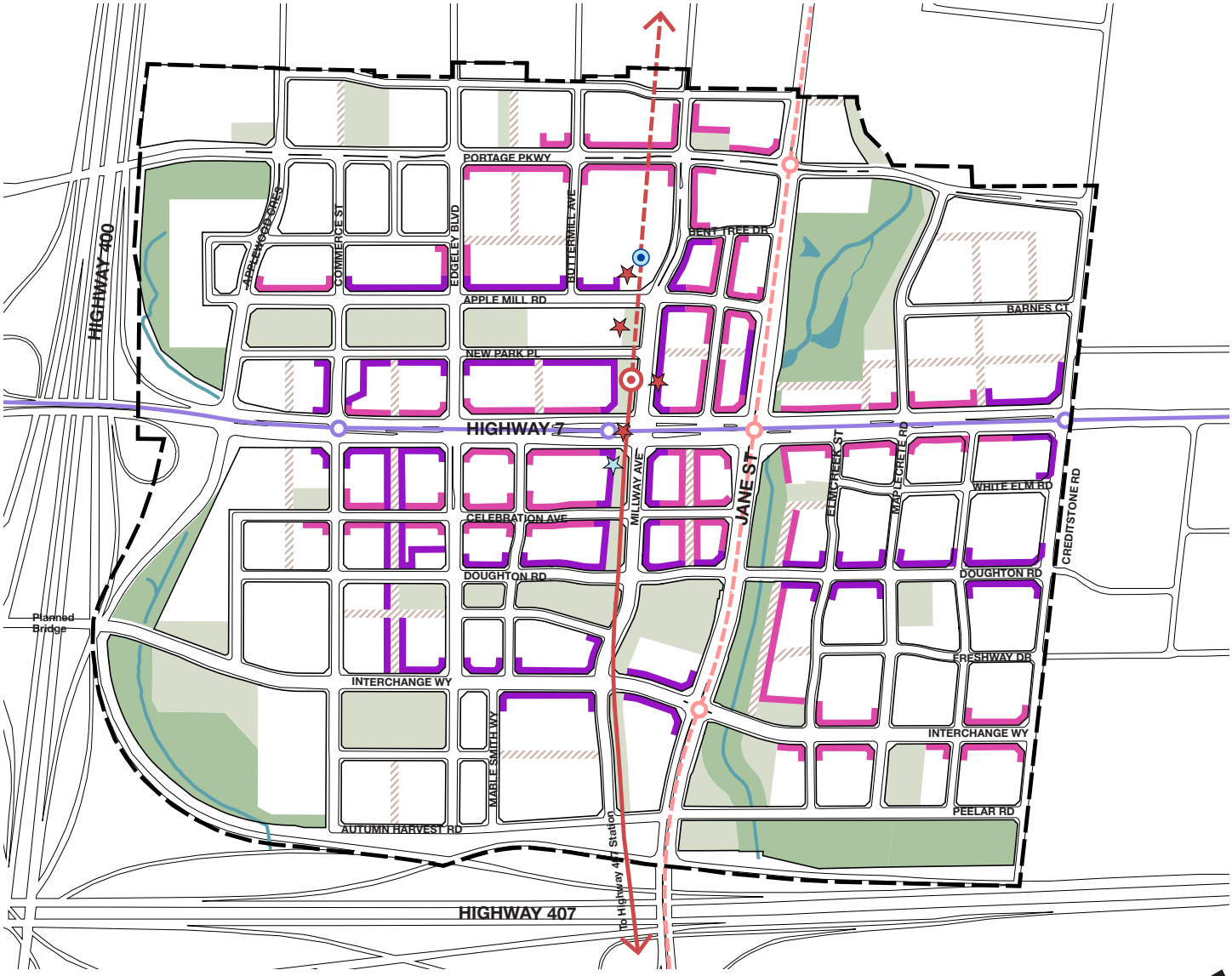
Not to Scale

- 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
- Potential School Site (S_x)
- 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



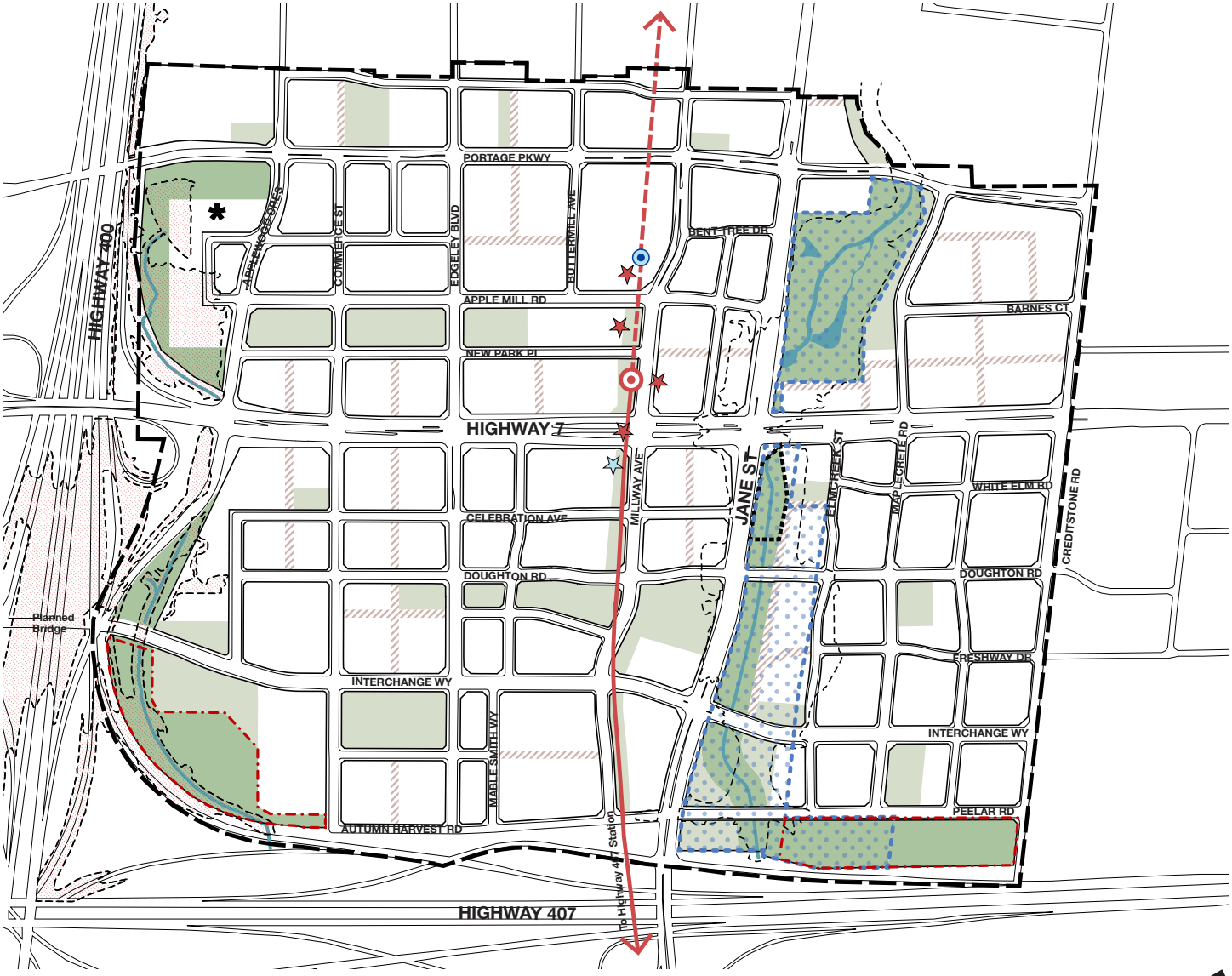
Not to Scale

- 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



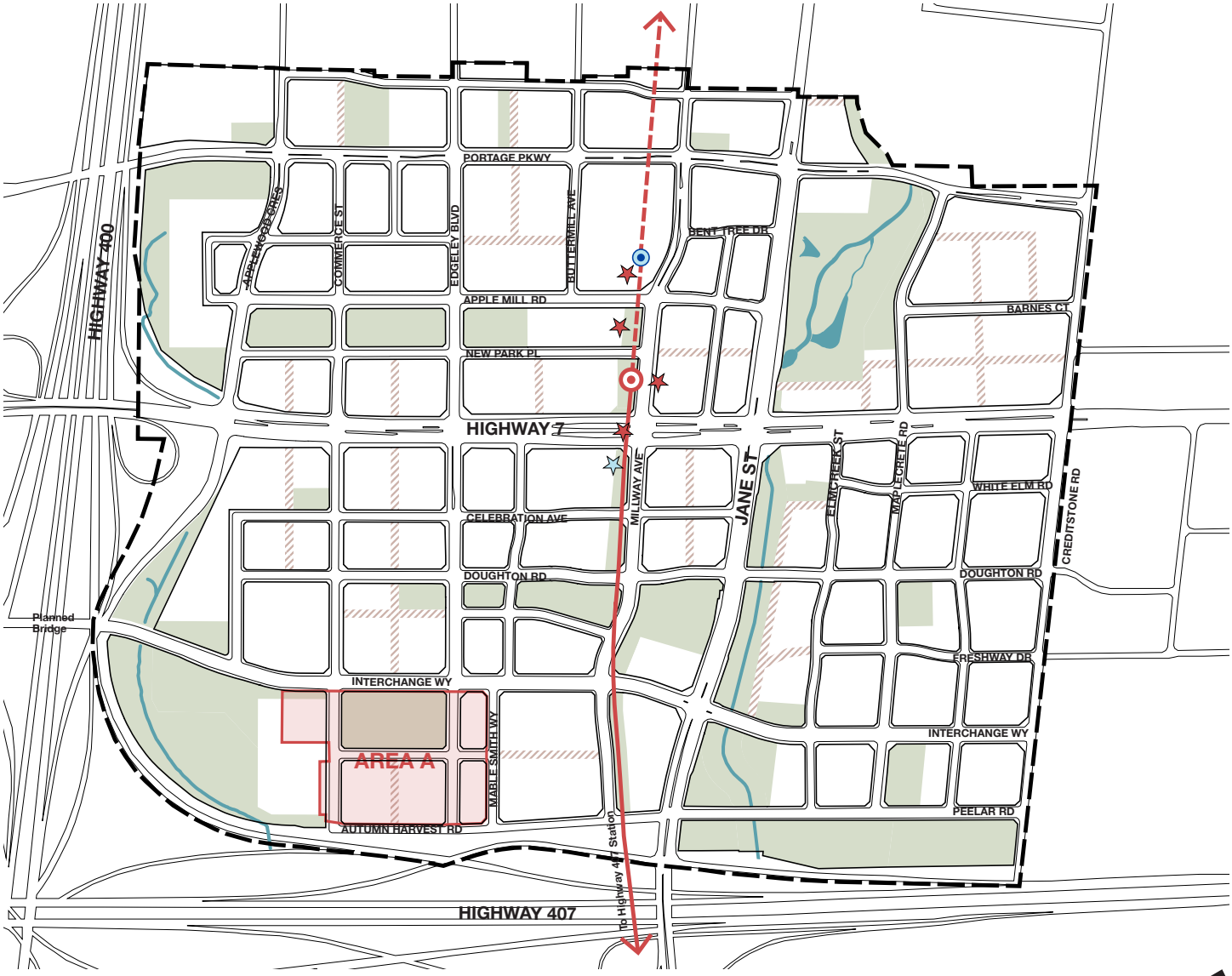
Not to Scale

- 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)

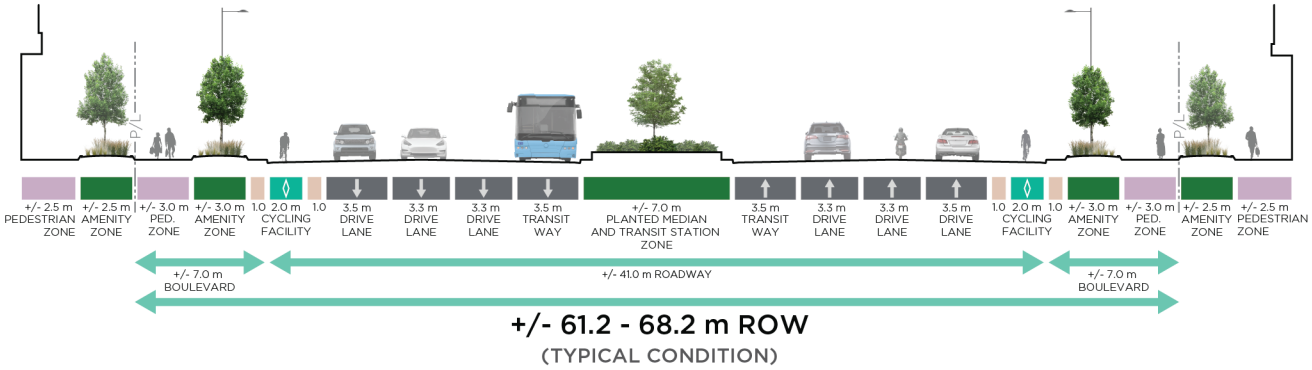


FIGURE A - HIGHWAY 7

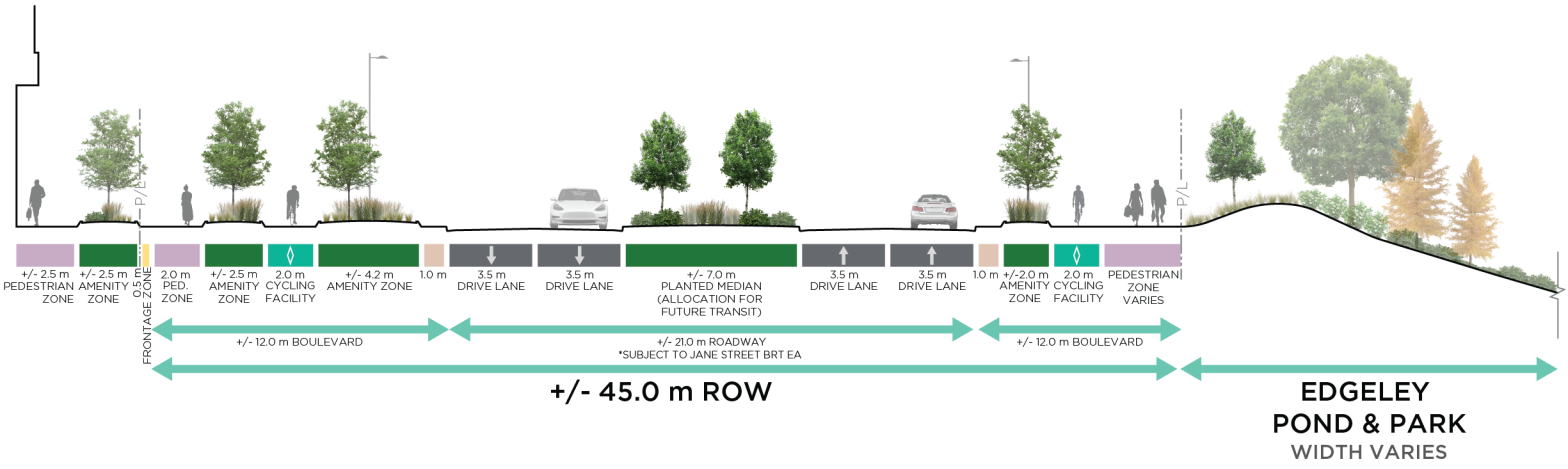


FIGURE B - JANE STREET, NORTH OF HIGHWAY 7

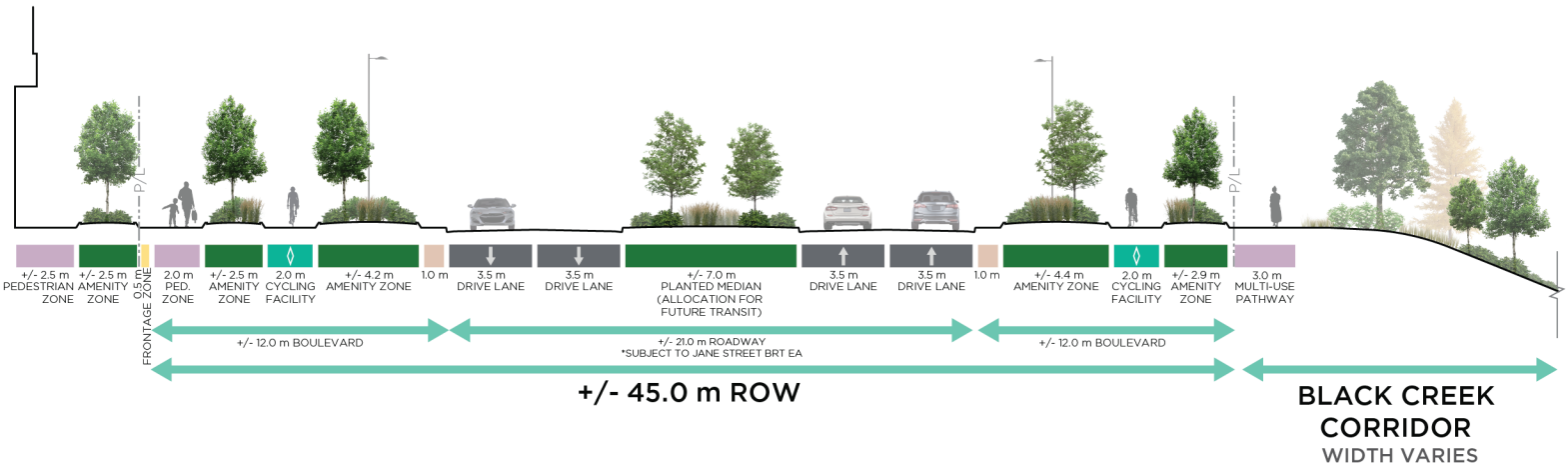


FIGURE C - JANE STREET, SOUTH OF HIGHWAY 7

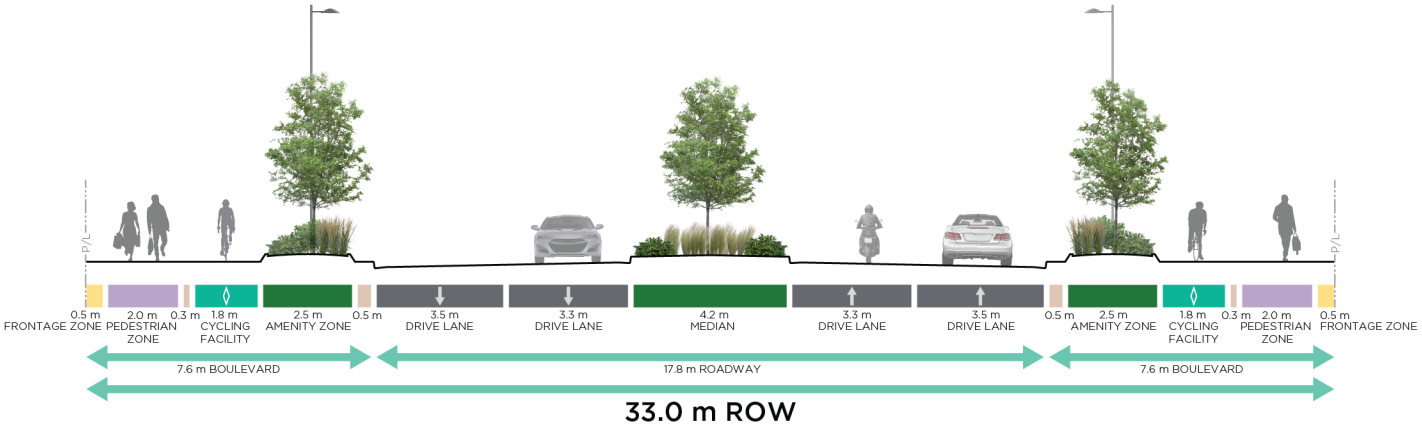


FIGURE D - MINOR ARTERIAL (33m ROW)

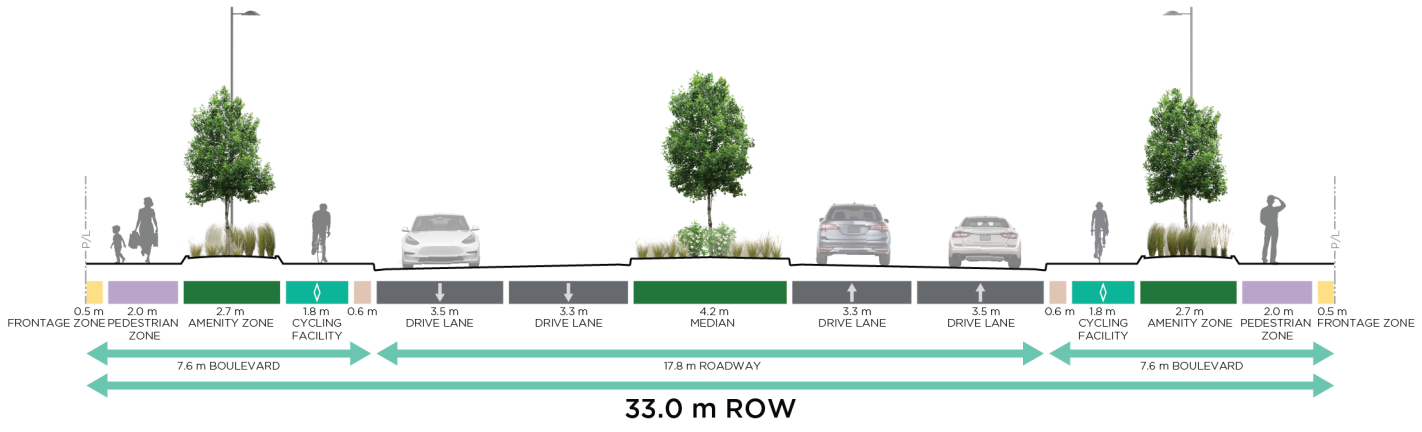


FIGURE E - MAJOR AND SPECIAL COLLECTORS (33m ROW)

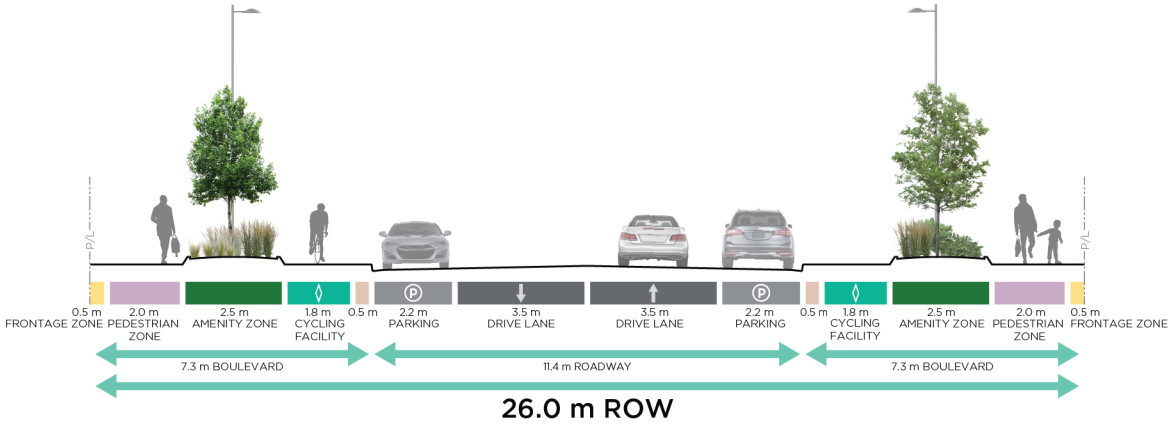


FIGURE F - MINOR COLLECTOR (26m ROW)

PARKING ON BOTH SIDES

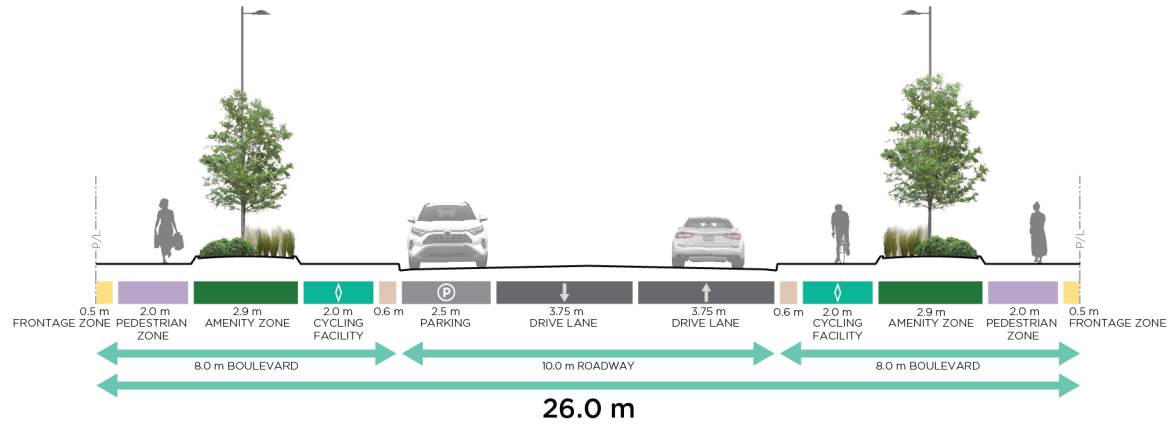


FIGURE G - MINOR COLLECTOR (26m ROW)

PARKING ON ONE SIDE

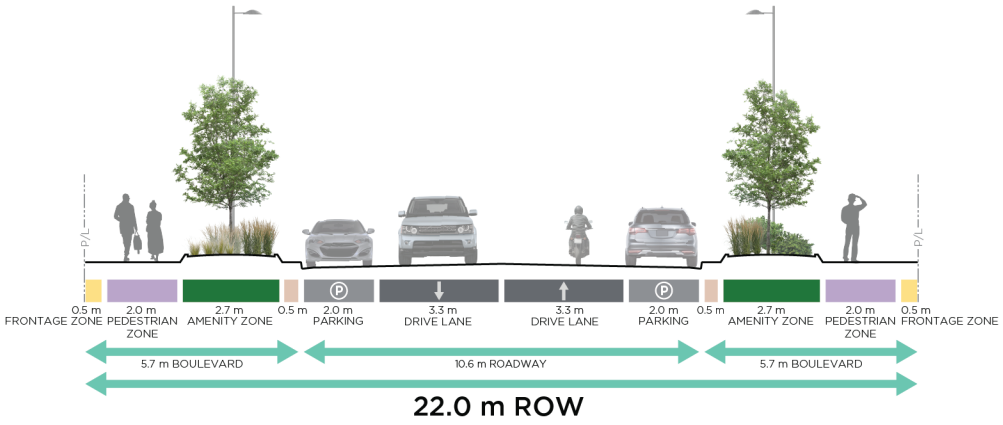


FIGURE H - LOCAL STREET (22m ROW)

PARKING ON BOTH SIDES

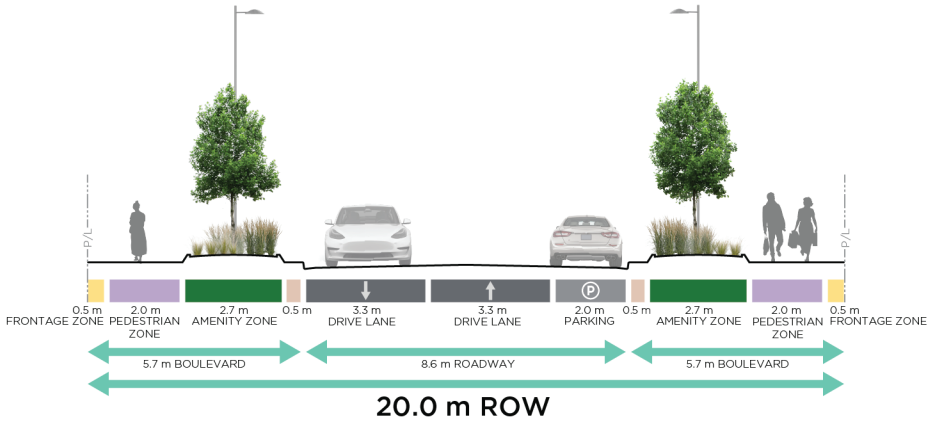


FIGURE I - LOCAL STREET (20m ROW)

PARKING ON ONE SIDE

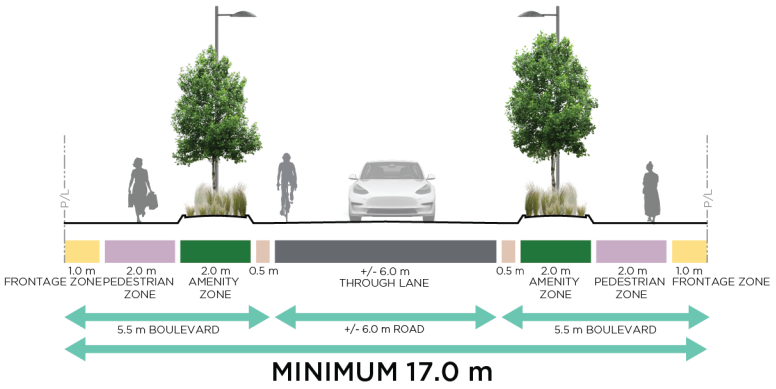


FIGURE J - VEHICULAR MEWS (17m)

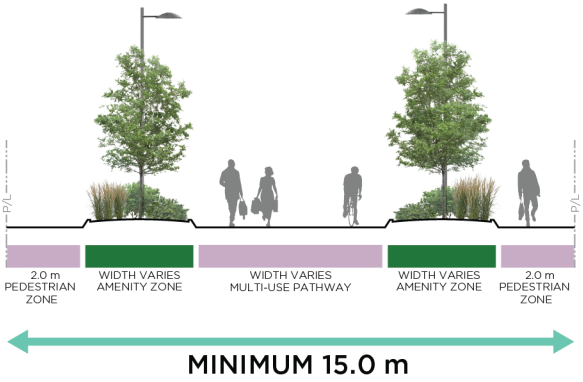


FIGURE K - NON-VEHICULAR MEWS (15m)


pwc