



**City of Vaughan**

**Draft 1 Comprehensive  
Official Plan  
Amendment**

**to the**

**Vaughan Official Plan**

**June 2024**



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## Land Acknowledgment

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

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

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





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# Chapter 1 Introduction

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The City of Vaughan's communities are constantly growing and changing. The City of Vaughan is one of the fastest growing cities in Canada and over the next three decades, the City will welcome a significant number of people and jobs. It is important that the City plans for the future in a way that is strategic, thoughtful, appropriate and aligned with what the community and Indigenous rights holders value most.

The future vision for the City of Vaughan is based on a set of guiding principles that will guide land use planning. The principles are developed using collective feedback from the public and Indigenous rights holders. Envisioning Vaughan's future requires guiding principles to direct future growth and development in balance with the natural, economic, social, and cultural environment.

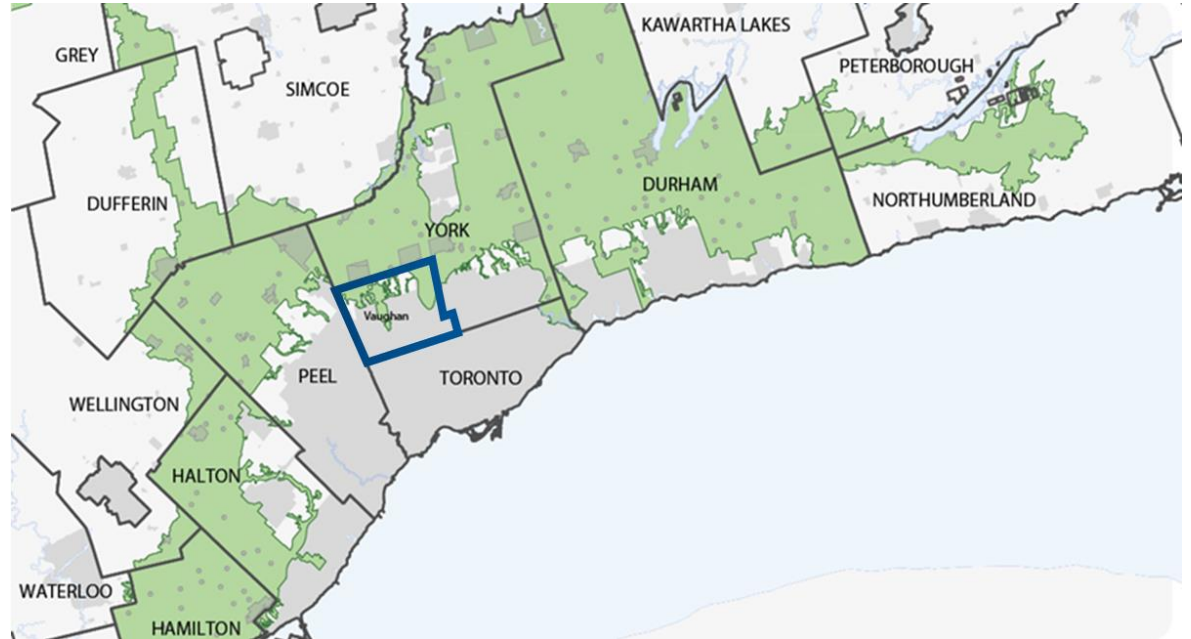
## **1.1 The City of Vaughan in Context**

The City of Vaughan is a municipality in York Region, centrally located within the Greater Golden Horseshoe (GGH), just north of the City of Toronto (Figure 1.1). The GGH is centred around the City of Toronto, located at the western end of Lake Ontario and is a fast-growing urban region and the economic engine of Ontario (Figure 1). Vaughan enjoys strong rail and road transportation links to its neighbours and other municipalities across the GGH and beyond. It is also home to the headwaters of both the Humber and Don Rivers. Their significant valley systems are a prominent feature of the landscape.

York Region is planning for significant growth through to 2051, welcoming an approximate forecasted 2.02 million people and 990,000 jobs. Vaughan's expected growth will account for almost one-third of the Region's growth over the next three decades. Between 2021 and 2051, Vaughan will become home to 243,100 more people, bringing the total population to 576,200 people. Vaughan will also provide nearly 110,700 more jobs, bringing the total employment to 354,400 jobs.

Vaughan has also been the recipient of tremendous investment in infrastructure to manage this growth and transform the City for the future. The extension of the subway from the City of Toronto into Vaughan which includes three subway stations, expansion of York Region's Viva bus rapid transit system, construction of a new hospital, extension of Highway 427, a new City Hall and civic square, as well as the Vaughan Mainline Expansion Project are among the major public investments.

**Figure 1.1: Location of the City of Vaughan in the Greater Golden Horseshoe**



The lands upon which the City of Vaughan is situated have a rich and varied history. The territory was home to many First Nations, who all have unique histories, traditions, and customs. Located in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation, the City of Vaughan rests upon the traditional territory of the Huron-Wendat and the Haudenosaunee people.

It was not until the townships were created in 1792 that the land now known as Vaughan began to see European settlements, as it was considered to be remote and the lack of infrastructure made travel difficult.

Following the Second World War, an influx of immigration changed the landscape again with a population jump of over 15,957 in 1960. With this population shift, the ethnocultural composition of the area was further transformed and the immigration helped to build Vaughan as a multicultural community, with consistent population growth throughout the 1960s-1970s, leading to the establishment of the Town of Vaughan in 1971.

Throughout the 1970 - 1980s, Vaughan embraced the concept of commercial and industrial development. Residential areas have continued to grow, and employment has thrived through the introduction of new rail, transit and highway connections. In 1991, a result of consistent population growth and meeting the population threshold for City Status, Vaughan became the first municipality within York Region to attain City designation.

Vaughan recognizes the need to encourage more compact, **complete communities** to better utilize its land resources, and strengthen the City's employment and economy sectors. The City of Vaughan looks towards a prosperous future, while meeting the needs of a diverse and multicultural population.

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

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

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

## 1.2 Purpose of this Plan

It is essential that City of Vaughan plans for new growth which encompasses novel ideas, inclusivity and meets the most valuable needs of residents and businesses.

The City's Official Plan will guide the physical, social, environmental and economic development of the city and will:

- Implement goals, objectives and land use policies to serve the City's communities;
- Direct density, housing supply, protect environmental features and agricultural areas, support cultural heritage preservation, cultural development and more; and
- Guide growth and development to implement the vision for the City's long-term evolution.

To ensure that the City's Official Plan is realized, it is to be implemented through the Zoning By-law, other by-laws, and planning instruments through land use rights and regulations.

The Vision for the City of Vaughan has guided Vaughan's growth and development over the past decade. It was prepared as part of a comprehensive three-year exercise, involving a number of concurrent studies and Master Plans, including but not limited to:

- Vaughan Transportation Plan (VTP);
- Facilities Development Plan, formally known as the Active Together Master Plan;
- Asset Management Plan;
- Parkland Dedication Guideline Study;
- Pedestrian and Bicycle Master Plan;
- Vaughan Super Trail;
- Municipal Energy Plan;

- Green Directions Vaughan (GDV);
- Greenspace Strategic Plan;
- Water and Wastewater Master Plans; and
- Various land use studies.

This Official Plan is rooted in the principles of environmental sustainability, social responsibility and economic development to plan for **complete communities** and guide the City's growth for the next 30 years and beyond.

## 1.3 Structure of this Plan

The Official Plan is divided into two Volumes.

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

- Chapter 1 (Introduction) sets the context for the Official Plan policies and establishes the City's Vision and Guiding Principles for land use in the City of Vaughan.
- Chapter 2 (Shaping the City) contains the City's growth management strategy, which sets out where and how population, housing, and employment growth will occur in Vaughan.
- Chapter 3 (City-Wide Policies) contains those policies which apply throughout the City, broken down by various themes.
- Chapter 4 (Land Use) establishes development criteria and land use designations for the City, which provide specific guidance for how development should occur in specific areas of the City.
- Chapter 5 (Implementation) outlines how the Official Plan policies will be implemented, including detailed planning tools, consultation and engagement, and requirements for development applications.

In addition to the text of Volume 1, there are series of Schedules which illustrate and/or support the Plan's policies on maps:

- Schedule 1: Urban Structure
- Schedule 1A: Strategic Growth Areas
- Schedule 1B: Protected Major Transit Station Areas
- Schedule 1C: Urban Area
- Schedule 1D: Vaughan's Established Large-Lot Neighbourhoods
- Schedule 2: Natural Heritage Network



- Schedule 3: Environmentally Sensitive Areas (ESAs) and Areas of Natural and Scientific Interest (ANSIs)
- Schedule 4: Provincial Plans and Designations
- Schedule 5: Mineral Aggregate Resources
- Schedule 6: Aquifer Vulnerability
- Schedule 7: Landform Conservation
- Schedule 8: Special Policy Areas
- Schedule 9A: Street Classification
- Schedule 9B: Street Types
- Schedule 9C: Cycling Facilities and Trails
- Schedule 10: Major Transit Network
- Schedule 11: Recharge Management Areas and Wellhead Protection Areas
- Schedule 12: TransCanada Pipe Facilities
- Schedule 13: Land Use
- Schedule 14A: Areas Subject to Secondary Plans
- Schedule 14B: Areas Subject to Area Specific Policies
- Schedule 14C: Areas Subject to Site Specific Policies

Volume 2 contains Secondary Plans, Area Specific Policies, and Site Specific Policies which apply more detailed policies to certain areas of the City.

## **1.4 How to Read this Plan**

The Vaughan Official Plan, in its entirety (Volume 1, Volume 2, and all mapping and Schedules), is the policy of City of Vaughan Council. It is intended that the Plan be read in its entirety as policies throughout it may apply to any given parcel of land.

The Plan includes both numbered policies (i.e., the operable portions of the Plan) and explanatory text. The explanatory text is provided to bring clarity and intent to the operable numbered policies. Terms that are bolded in the text are defined terms found in the Definitions section in Chapter 5 of the Plan. If a term is not defined, the standard meaning is implied.

The Plan also includes both illustrative figures and callout boxes which are provided to guide interpretation of associated policy.

It is the policy of Council:

- 1.4.1.1 That the Official Plan is to be read in its entirety and all policies shall be considered and balanced when implementing the Plan.
- 1.4.1.2 The Official Plan is in conformity with applicable Regional and Provincial policy and where there is conflict between the Official Plan, applicable Provincial policy applies.
- 1.4.1.3 That the Official Plan includes both numbered policies and explanatory text. The numbered policies represent the specific direction of Council. The explanatory text provides additional information and support to aid in the interpretation of the policies. Terms that are bolded are defined as per the applicable definition in Chapter 5. Certain common terms which appear often throughout the Plan are defined in Chapter 5 but are not bolded.
- 1.4.1.4 That all of the text within this Official Plan shall be considered part of the Plan. Maps, tables, lists and numbered figures shall also be considered part of this Plan. Photographs and non-numbered illustrations do not form part of this Plan and are intended to provide aesthetic quality and wayfinding to support ease of reading.
- 1.4.1.5 That the words “will” and/or “shall” express a mandatory requirement and where the words “should” and “may” are used, alternative approaches to meet the interpreted intent of the policy may be considered by Council.
- 1.4.1.6 That any Official Plan Amendment adopted by Vaughan City Council between the adoption of this Plan and its approval by the approval authority will be incorporated into this Plan without further amendment.
- 1.4.1.7 To recognize legally existing land uses as they exist at the time this Plan is approved and these land uses shall be deemed to conform to this Plan. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan provided that the intent of this Plan is not compromised and the tests prescribed below are met:
  - a. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;

- b. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use and meet the requirements of the Zoning By-law;
- c. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
- d. the neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area;
- e. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected;
- f. within **Natural Areas**, it is demonstrated that there will be no negative impact on existing natural features and functions;
- g. there is no increased risk to public health and safety associated with natural hazards in accordance with the natural hazards policies of this Plan; and/or
- h. where applicable, permission is obtained in accordance with Section 28 of the *Conservation Authorities Act*.

1.4.1.8 That boundaries of land use designations on Schedule 13 are approximate except where delineated by a Secondary Plan, Area Specific Policy, or Site Specific Policy, or where they coincide with fixed distinguishable features such as streets, utility corridors, railroads or major natural features. For the purposes of delineating between **Prestige Employment** and **General Employment** land uses and between **Employment Commercial Mixed-Use** and **Prestige Employment** or **General Employment** land uses, the use abutting an arterial street or Provincial highway shall be interpreted to extend one lot depth in from the arterial street or Provincial highway. In all other instances, the boundaries of land use designations will be determined by a review of existing Zoning By-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries will not require amendment to this Plan. It is intended that the extent of the various land use

designations be established through the Block Plan process. The detailed boundaries will be reflected in the approved subdivision plans and Zoning By-Law.

- 1.4.1.9 That where policies of this Plan contain numerical standards, minor variations from those standards may be permitted without amendment to this Plan, with the exception of any variations to **floor space index (FSI)**, height or environmental standards set out in this Plan, provided that such variations respond to unique conditions or context of a site, and are supported to the satisfaction of the City, through the reports and studies deemed required by the City.
- 1.4.1.10 That lands subject to policies found in Volume 2 of this Plan are identified on Schedule 14. For the purposes of this Plan, references to Schedule 14 include Schedules 14-A through 14-C, inclusive. Volume 2 policies are derived from area-specific land-use planning studies or from the processing of specific development applications and, as such, provide more specific direction than found in Volume 1 policies. Where the policies of Volume 1 of this Plan conflict with policies in Volume 2 of this Plan, the Volume 2 policies shall prevail.

## 1.5 Provincial and Regional Context

Land use planning in the City of Vaughan is influenced by the overarching framework provided by the Province of Ontario and further refined through the York Region Official Plan. As a result, this Plan has regard for Provincial interests, is consistent with the Provincial Policy Statement (2020) and conforms with relevant Provincial plans and York Region's Official Plan.

### 1.5.1 Provincial Planning Framework

This Plan is influenced and guided by Provincial statutory planning requirements laid out under the *Planning Act*, which are described below. As such, the policies in this Plan implement the planning and regulatory policies of various levels of government, while also addressing local community objectives and land uses. The City's Official Plan must conform to the *Planning Act* in addition to other provincial legislation and statutory requirements.

#### Planning Act

The *Planning Act*, R.S.O 1990, c.P.13 establishes rules for land use planning in Ontario and requires municipalities to prepare an official plan to set out the municipality's general planning goals and policies that will guide future land use. More specifically, Section 16 of the *Act* dictates that the official plan must contain "goals, objectives and policies established primarily to manage and direct physical

change and the effects on the spatial, economic and natural environment of the municipality.” Section 16 of the *Act* also provides specific direction related to official plan policies around housing, climate change, and **Protected Major Transit Station Areas (PMTSAs)**. Official plans are required to be updated no less frequently than ten years after a new official plan has come into effect and every five years thereafter, unless the plan has been replaced by a new official plan. An official plan must also conform with Provincial plans and policies, as well as to conform to the York Region Official Plan.

## Provincial Policy Statement

Section 3 of the *Planning Act* requires that municipal official plans be consistent with the policies of the Provincial Policy Statement, 2020 (PPS). The PPS is the policy foundation for regulating the development and use of land in Ontario. The intent of the PPS is to support improved land use planning, contributing to a more effective and efficient land use system. This is done through the various interests of the PPS, which include:

- Building strong and healthy communities with sufficient jobs, housing, public and open space and infrastructure;
- The wise use and management of natural and **cultural heritage resources**; and
- The protection of public health and safety from natural and human-made hazards.

The PPS also requires that Regional and lower tier municipalities coordinate their land use planning efforts, particularly in the area of allocating forecasted population and employment growth and identifying areas for intensification.

## Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan, 2017 (ORMCP) establishes the protection of the Oak Ridges Moraine - a significant natural heritage feature that is partly located in the northeast area of Vaughan.

The ORMCP was created due to the importance of the natural resources and ecological functions the Moraine provides which are critical to the health of humans, plants and animal habitats. To enable the ORMCP, the Province enacted the *Oak Ridges Moraine Conservation Act*, 2001, with both of these documents forming a planning framework for the implementation of the vision of the ORMCP through municipal official plans.

## Greenbelt Plan

The Greenbelt Plan, 2017 builds on the legacy of the protection of natural lands that were established for the Oak Ridges Moraine and protects agricultural lands, and lands performing vital ecological features, from urbanization. Policies provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses and to build resilience to, and mitigate climate change. The policies in these plans generally protect these lands for agricultural, passive recreational and traditional rural settlement area uses.

## A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (the Growth Plan) establishes a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe to 2051. The Growth Plan is premised on building healthy and **complete communities**, which are intended to be well-designed and provide efficient utilization of land. The Plan also sets growth forecasts to guide planning and growth management across the region and emphasizes intensification of already **built-up areas**; the preservation of designated **Employment Areas** for future economic opportunity; conservation of natural heritage areas; and the provision of multiple modes of safe and efficient transportation.

## Toronto and Region Conservation Authority

Conservation Authorities are governed under the *Conservation Authorities Act*, which is administered by the Province. Conservation Authorities provide advice to municipalities on natural hazard management and help to regulate development and other activities in areas affected by water-based natural hazards through a permit process. Under the *Act*, Conservation Authorities are granted permitting authority within their regulated area to ensure that development does not have an adverse effect on natural features and will not be at risk from natural hazards. The City of Vaughan is under the jurisdiction of the Toronto and Region Conservation Authority (TRCA).



## Source Water Protection

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

Toronto and Region Conservation Authority has worked with Credit Valley Conservation (CVC) and Central Lake Ontario Conservation Authority (CLOCA) to lead development of the source protection plan for the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. This region spans more than 10,000 square kilometres and 25 municipalities, including the City of Vaughan.

The Source Protection Plan for the Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Region came into effect on December 31, 2015.

### 1.5.2 The Regional Policy Context

In 2022, York Region completed a Municipal Comprehensive Review (MCR) of the York Region Official Plan to implement the Growth Plan to the 2051 planning horizon, which included but was not limited to a land needs assessment for all the lower-tier municipalities in the Region, a review of employment areas and settlement area boundaries and the delineation of **Protected Major Transit Station Areas**. The City of Vaughan Official Plan conforms with the York Region Official Plan (YROP) as approved by the Province of Ontario on November 4, 2022.

As established in the principles of the YROP, the YROP provides broad and high level, long-term policy direction on matters related to the environment, resources, Regional growth, Regional structure and Regional service. The YROP policies protect important natural features with an emphasis on enhancing the natural systems that shape and support the region. These policies also manage the growth of the rapidly urbanizing region, as well as setting intensification targets for each of the lower-tier municipalities, including Vaughan. Community building policies support the shift towards greater intensification with a policy focus on integrated city-building to create sustainable communities with a pedestrian-friendly, transit-supportive, transportation system that will reduce reliance on automobiles.

Consequently, and in accordance with Provincial policy, the YROP and Vaughan's Official Plan are well-aligned and share a coordinated policy basis and approach to growth management. The Official Plan is in conformity with applicable Regional and Provincial policy and where there is conflict Provincial policies will apply.

## 1.6 The Vision for Vaughan

Meaningful engagement with residents, businesses, and stakeholders is an important component of the Official Plan Review (OPR) process. In creating a visionary Plan that could be supported across the City, extensive input from the public and key stakeholders was required.

As the City of Vaughan is within Treaty 13 Lands and Territory of the MCFN, the City has engaged with the MCFN throughout the OPR.

### Engagement with Indigenous Peoples

In August 2020, prior to the statutory initiation of the Vaughan Official Plan Review in October 2021, Policy Planning staff initiated pre-engagement with Indigenous Peoples on the OPR. The City of Vaughan is within Treaty 13 Lands and Territory of the MCFN. The City acknowledges the traditional lands of the William Treaties First Nation, Huron-Wendat First Nation, Six Nations of the Grand River, Haudenosaunee Confederacy Chiefs Council and the Metis Nation. Throughout the pre-engagement meetings, the importance of relationship building, knowledge sharing and ways to improve communication and land use processes to be inclusive of Indigenous Peoples' interests were discussed.

As prescribed by the PPS, the City recognizes the importance of engaging with Indigenous Peoples on planning matters that may affect their Section 35 Aboriginal or treaty rights in the *Constitution Act*, 1982. As a planning authority, the City will continue to meet with Indigenous Peoples in a collaborative manner to build meaningful relationships and discuss the OPR and other City initiatives.

In December 2020, City staff received a document from the MCFN outlining key elements to be incorporated into the Vaughan Official Plan. Following the statutory initiation of the OPR in October 2021, Policy Planning staff has engaged Indigenous Peoples of Vaughan by circulating the background reports received to-date, delivering presentations on the OPR and holding working sessions that fostered collaborative discussions. As a result, the City has received valuable information and feedback to help inform changes to policy and planning processes.

While MCFN are the only treaty rights holders in Vaughan, there are other First Nations who are Traditional Interest Holders under the Williams Treaties, including Curve Lake First Nation (CLFN). In February 2022, the City met with representatives of CLFN to solicit input on the Official Plan process.

The City of Vaughan will continue to engage with Indigenous Peoples throughout City initiatives to achieve mutual knowledge sharing and benefits.

The engagement program ran throughout all phases of the OPR process and was tailored to the various stages of the program. The City committed to report back to the community on what was heard throughout each phase of work. Engagement Summary Reports are available upon request to the City, with the reports providing an overview of all engagement activities and feedback received during the engagement program.

On Oct. 13, 2021 Special Committee of the Whole Meeting was held to kick-off the project with an introduction to Vaughan City Council and formally launch the City's OPR to the public. The meeting fulfilled the Section 26 requirement of the *Planning Act*, which requires a special meeting of Council to be held at the commencement of an OPR.

Following the meeting, from December 2021 to March 2022, the engagement program held Visioning Workshops to gather community input, launched a Community Visioning Survey (CVS) to help shape the community-based visioning and guiding principles. Seven workshops were held on seven key themes: **Agricultural System**, Climate Change Adaptation and Resilience, Commercial Land Use, Employment Land Use, Natural Heritage Network, Residential Growth Intensification and Housing Needs, and Urban Design, Built Form, Compatibility and Sustainable Development Criteria. These workshops informed the creation of Background Papers which highlight best practices and incorporate feedback from the community regarding the City of Vaughan's 30 year vision.

Project committees and groups were formed to collaborate on the technical background work, policy directions and updated Official Plan policies. The groups included the Technical Advisory Committees (TACs) which were comprised of professionals with diverse knowledge across areas of specialization. A Community Working Group (CWG) was convened for the OPR project to represent the many and diverse voices of the Vaughan community. The CWG was advisory in nature and not a decision-making body. It represented local businesses, faith-based groups, environmental interest groups, ratepayers and other members of the community. CWG meetings were held throughout the phases of the project and at key milestones.

From late March through May 2022, four public webinars were held on four key topics of interest and were intended to generate interest and attendance from Vaughan's various communities. Following the webinars, from June to September of 2022, community pop-up events were held at local public spaces across Vaughan.

In November 2022, the City hosted three comprehensive open houses to inform the public and stakeholders of policy directions. At these events, representatives of all supporting studies related to the preparation of the Official Plan were on hand to share findings and solicit feedback.

In addition to engagement with the general public, the Plan was prepared through regular engagement with related agencies such as York Region and the Toronto and Region Conservation Authority to facilitate a comprehensive and integrated approach.

## 1.7 The Guiding Principles for Vaughan

The Official Plan Review included an extensive visioning process, engaging the community to help define the main principles that would guide the development of Official Plan policies and land-use planning decisions. These key community ideas, in combination with best practice research, formulated a series of Guiding Principles which support the Vision for Vaughan to 2051 (Figure 1.2).

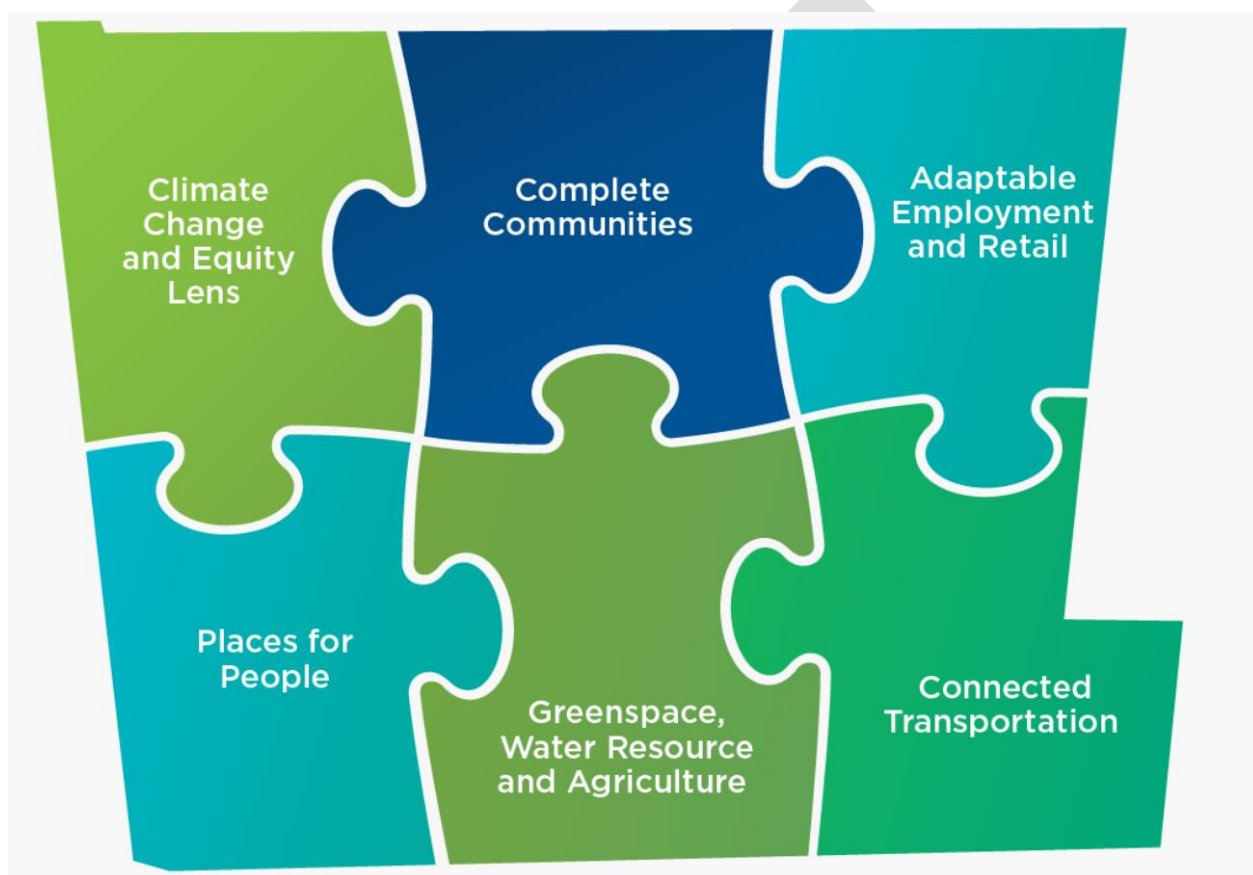


Figure 1.2: Guiding Principles for the Official Plan

### 1.7.1 Climate Change and Equity Lens

A climate change mitigation and adaptation lens is applied through the Official Plan to all infrastructure and land use policies for an integrated and holistic approach to addressing the climate emergency. Vaughan is also committed to greenhouse gas (GHG) mitigation by incorporating a net zero carbon emissions target into all infrastructure and land use policies. This commitment aligns with the Federal Target to reach **net-zero** emissions by 2050, supporting Vaughan's

2030 GHG reduction target of two to three metric tonne of carbon dioxide per capita of GHG emissions from the 2019 Council-Endorsed Climate Change Emergency Declaration. The City is committed to strengthening the requirements for **green infrastructure**, green development standards, electric vehicle infrastructure, and encourages investing more into Regional public transit and bicycle infrastructure.

The City of Vaughan is committed to the development of infrastructure risk-based adaptation plans that will be regularly updated in accordance with emergent climate data. This will ultimately prepare the City for a coordinated response to more extreme weather events that are anticipated over the planning horizon.

Through the policies of this Plan, the City of Vaughan supports a community where it aims to increase the feeling of safety, acceptance and inclusion reflecting the City's growing and diverse population.

## **1.7.2 Complete Communities**

Through the policies of this Official Plan, the City supports the development of **complete communities**. The City will pursue affordability and **attainable housing** for residents of different incomes, abilities, ages and stages of life. It should be realistic for seniors to age in place and for young adults to own properties in the communities where they were raised. The City encourages a broad spectrum of housing types and tenures, including retirement facilities.

Policies in this Plan will also encourage intensification in existing neighbourhoods with access to transit, seeking the opportunity to make existing communities more complete with access to amenities, services, parks and open space, and retail options within walking or cycling distance.

New communities in Vaughan should be complete, encouraging mixed use development, community amenities and services, schools, educational facilities, parks and open spaces, recreation and sports facilities, places of worship, health care facilities, local retail and employment options, while being walkable or easily accessed by bicycle or micromobility.

The City will address Vaughan's changing demographics and increasing diversity. This can be accomplished through the incorporation of **universal design** to create accessible communities for all ages and abilities, as well as considering the need for diverse places of worship. Additionally, the City will plan for recreational amenities and gathering spaces that reflect the changing preferences of the community.



### 1.7.3 Adaptable Employment and Retail

Through the policies of this Official Plan, the City will plan for and capitalize on new economic and employment opportunities as they emerge. The City will accommodate the rapidly changing retail sector including mixed-use developments that are constructed with retail design requirements at grade to allow for changes in use over time and to increase viability and avoid vacancies. Additionally, parking requirements should be adaptable to accommodate diminishing demand due to a shift in modal split resulting from the availability of public transportation, carpooling, walking and cycling, and other alternative modes of travel to the automobile.

The City supports the creation of opportunities to build Vaughan's cultural and creative industries by attracting arts investment and encouraging the development of affordable studio space. The City will also encourage the development of diverse prestige employment uses that can adapt to the changing needs of modern workplaces, such as incubators, shared spaces and access to amenities.

Vaughan will continue to invest in opportunities to attract a post-secondary education campus, research and innovation hubs and modern front-line healthcare facilities.

### 1.7.4 Places for People

Policies in the Official Plan support the design of parks, public spaces and **Privately Owned Public Spaces (POPS)** that foster a sense of community and allow for gathering, social interaction, events and activity. The City encourages the design of pedestrian-friendly streets that feature landscaping and street furniture (e.g., benches, garbage receptacles, lighting, signage, public art) to improve aesthetics.

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

Policies in this Plan will strengthen urban design standards that foster consistency in design and heritage preservation while maintaining flexibility to create distinct neighbourhoods and unique architectural landmarks. The City promotes sustainability in urban design with the enhancement of green development

standards that set distinct standards for **net-zero** carbon emissions development, **mass timber** development, **green roofs**, **renewable energy** and other sustainable design features.

## 1.7.5 Protect Greenspace, Water Resources and Agriculture

The City supports local food production and the preservation of agricultural lands by encouraging **agri-tourism**, educational partnerships and **on-farm diversified uses**. Policies in this Plan will preserve natural areas and connectivity by taking a systems-based approach to natural heritage assessment, preservation and management. Preservation also includes ensuring new development respects connectivity and reserves appropriate buffers to limit any potential impacts to environmentally **sensitive** areas, watercourses and wildlife.

Additionally, the City prioritizes the planting of native species and pollinator gardens to support Vaughan's ecosystems, and improved access to natural areas, hiking trails and waterways for residents to realize physical and mental health benefits. Vaughan supports educational opportunities with informational signage in conservation areas and along trails. Policies will also expand Vaughan's urban tree canopy in natural and urbanized areas to realize environmental and human health benefits.

## 1.7.6 Connected Transportation

The City will invest in the creation of an expanded, connected and safe cycling and pedestrian network connected to residential areas, schools, employment areas, **higher order transit** stops and retail centres. Policies in this Plan encourage creating transit-oriented communities that concentrate dense development within close proximity of **higher order transit** stations to support the viability of transit investment.

The City's transportation network will also increase access to the City's natural areas, trails, recreation and park system.

## Chapter 2 Shaping the City

DRAFT

## 2.1 Planning for Growth

The area now occupied by the City of Vaughan has evolved over centuries, from pre-colonial Huron-Wendat settlements to rural farming communities and villages, and it continues to grow and urbanize as one of Canada's largest and fastest-growing municipalities.

With the expansion of water and sewer services in the 1970s, the population of Vaughan grew from 15,000 in 1971 to over 100,000 in 1991. Vaughan was incorporated as a City in 1991 and population growth continued at an incredibly fast pace and Vaughan also became a major centre of economic activity and employment growth. What began as a collection of different rural villages in Woodbridge, Kleinburg/Nashville, Maple, and Thornhill has expanded to include expansive industrial areas, particularly around the City's two rail yards, and substantial suburban development featuring a mix of residential, commercial and community uses. Provincial and Regional forecasts see Vaughan reaching a population of 576,200 people and 354,400 jobs by 2051.

Planning for the next thirty years of Vaughan's evolution requires a comprehensive approach to growth that effectively addresses each of its established communities and emerging mixed-use urban centres, including the development of new communities in the **designated greenfield area**.

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

The City of Vaughan has actively canvassed and discussed these challenges with its residents and businesses during the course of the Official Plan Review. It is the policy of Council:

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

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

	<b>2016</b>	<b>2021</b>	<b>2031</b>	<b>2041</b>	<b>2051</b>
<b>Population</b>	315,700	340,700	407,300	487,500	576,200
<b>Employment</b>	222,200	240,100	278,600	314,500	354,400

2.1.1.2 To establish land-use planning policies as prescribed in the *Planning Act* and make decisions that will foster the continued transformation of Vaughan into a vibrant and sustainable City as specifically outlined in the main objectives of the Official Plan contained in policy 2.1.1.4.

## Defining Vaughan's Transformation: Key Planning Objectives

Growth in Vaughan over the past 30-40 years has taken place in a primarily suburban form: the same style of development that was taking place all over the Greater Golden Horseshoe (GGH) and North America during this period.

As the residential areas of the City grew, employment in the City also thrived as a result of the two major intermodal rail yards, excellent highway connections, proximity to Pearson International Airport and availability of large tracts of relatively inexpensive land. The industrial and commercial development pattern in Vaughan has been characterized by two very large **Employment Areas** within the City, largely associated with the significant rail and highway infrastructure. Most commercial buildings have been built as single-storey structures within industrial parks or large stand-alone retail centres.

The historical pattern of growth and current urban structure has created a number of significant issues that Vaughan, and other suburban municipalities must begin to address. These include, among many others: car dependence, traffic congestion and increasing commuting times; low-density, single-use areas that do not allow for the efficient provision of transit; a limited range of housing options; and, a significant loss of agricultural and **Natural Areas**. Vaughan, and other cities in the GGH and across North America, have recognized these issues and have begun addressing them by encouraging the creation of more compact and **complete communities** that make better use of land resources.

Looking forward to 2031, the City of Vaughan will take the next step towards addressing these challenges through the implementation of this Official Plan.

The overarching policies to implement this new direction are articulated in policy 2.1.1.4. This policy establishes the primary objectives of Vaughan's Official Plan.

The other policies of the Plan shall be read in conjunction with these policies and future Official Plan Amendments shall be consistent with these policies.

It is the policy of Council:

- 2.1.1.3 To establish policies 2.1.1.4.a through 2.1.1.4.t as the primary objectives of the Official Plan. All Official Plan policies, and any future amendments, shall be consistent with these policies.
- 2.1.1.4 To address the City's land-use planning challenges and to manage future growth, the primary objectives of this Plan include:
- a. identifying natural features and hazards, agricultural lands and rural areas where urban growth is not to be directed;
  - b. directing a minimum intensification target of 58%, representing 51,300 new residential units to be developed up to 2051 within the **built-up area**;
  - c. supporting a transition to higher-density housing forms throughout the **built-up area**;
  - d. identifying **Strategic Growth Areas** as the primary locations for accommodating intensification;
  - e. requiring that the **designated greenfield area** be planned to achieve an average minimum density by 2051 of 70 combined residents and jobs per hectare in the **developable area**;
  - f. supporting a wide range of housing options in existing **Community Areas** that contribute to the character of the local neighbourhood;
  - g. ensuring that **New Community Areas** are developed to meet the growth forecasts set out in Table 2.1 of this Plan;
  - h. that growth through new development and redevelopment in Vaughan results in **complete communities** with a compact, accessible urban form that supports transit service and promotes walking, cycling and other forms of active living;
  - i. that growth through development includes required studies, provided by the development community, that show the potential risk to future residents that the development may pose due to the proximity of known high risk areas and uses;
  - j. ensuring a sufficient supply of serviced employment lands are planned for and maintained to bolster economic growth and meet the employment forecast outline in Table 2.1;



- k. promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly within **Protected Major Transit Station Areas** around subway stations, Viva Bus Rapid Transits (BRT) stations, GO stations and future rapid transit stations;
- l. promote **active transportation** by encouraging compact, walkable, mixed-use developments and investing in cycling infrastructure City-wide;
- m. providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;
- n. establishing a culture of design excellence with an emphasis on providing for a high-quality public realm, appropriate built form and attractive architecture through all new development and redevelopment in accordance with the City-Wide Streetscape Implementation Manual;
- o. ensuring 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;
- p. developing an Open Space Network of linked, active and passive parks, public spaces, **greenways** and **Natural Areas** throughout the City is essential to facilitate the anticipated growth outlined in Table 2.1;
- q. advocating for the community and social needs of Vaughan residents by working with senior levels of government and social service providers;
- r. ensuring development is phased in an appropriate manner to allow for the creation of **complete communities** and that such phasing is coordinated with infrastructure investments made by the development community, the City and York Region and that development in **Urban Expansion Areas** will not occur until adjacent **Community Areas** or **Employment Areas** have achieved their minimum intensification targets or density targets;
- s. planning and designing communities in a manner that facilitates inclusivity and accessibility for residents, workers and visitors; and
- t. promote employment uses in the city's **Employment Areas** and continue to protect for the goods movement associated with the rail yards within the City.

## 2.2 Directing Growth

### 2.2.1 Vaughan's Urban Structure

The Urban Structure, identified in Schedule 1, establishes a comprehensive framework for directing growth in Vaughan. Maintaining a clear urban structure for the City at a high level is necessary to achieving the overall objective of directing growth to areas which have the municipal services and access to transportation – especially public transit – to support future residents and jobs.

The Urban Structure identifies desired locations for residential, mixed-use or employment intensification and clearly defines the area where major change is not desirable.

It is the policy of Council:

- 2.2.1.1 That Schedule 1 illustrates the planned Urban Structure of the City of Vaughan, which achieves the following objectives:
- a. establishes a hierarchy of **Strategic Growth Areas** in descending order of density and intensity of use, as follows:
    - i. the **Vaughan Metropolitan Centre (VMC)** is the City's downtown, and the location of the City's highest rate of intensification for a wide range of residential, office, retail, institutional, cultural and civic uses;
    - ii. **Primary Centres** are locations of intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit;
    - iii. **Protected Major Transit Station Areas (PMTSAs)** are the centres of compact, transit-supportive, mixed-use communities throughout the City which achieve the population and/or employment density targets in Table 2.2 of this Plan;
    - iv. **Regional Intensification Corridors** are a major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent **higher order transit**. The **Regional Intensification Corridors** link the **VMC** with other **Strategic Growth Areas** in Vaughan and across York Region, as well as major centres in Peel Region and the City of Toronto;
    - v. **Local Centres** provide a mixed-use focus for their respective communities, in a manner that supports local needs at a walkable,

neighbourhood scale with appropriate transition of intensification to surrounding communities;

vi. **Primary Intensification Corridors** link together the various centres on transit supportive corridors and will be places to accommodate intensification in the form of mixed-use mid-rise, and limited mixed-use high-rise and low-rise buildings;

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

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

d. preserves lands shown as **Employment Areas** for a variety of industrial, manufacturing, warehousing, small and medium-sized offices, ancillary retail uses and parks that support **higher order transit**, the city's two rail yards and provide highway access.

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

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

- a. the policies of a Secondary Plan;
- b. appropriate provision of infrastructure;
- c. proper access for vehicles and pedestrians; and
- d. contiguity with adjacent development.

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

2.2.1.5 That the areas subject to the *Greenbelt Act* and the *Oak Ridges Moraine Conservation Act* are identified on Schedule 4. The policies related to the Greenbelt and Oak Ridges Moraine shall conform with policies for these areas as contained in the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the York Region Official Plan.

2.2.1.6 That the areas subject to the Provincial Parkway Belt West Plan are identified on Schedule 1 and that policies shall be established to implement land uses that

conform to the Parkway Belt West Plan or, where such lands may be deemed surplus by the Province. An Official Plan Amendment is required to redesignate the lands and the appropriate studies shall be undertaken to determine their appropriate use. Policies specific to the Parkway Belt West Lands are contained in subsection 2.2.7 of this Plan.

## 2.2.2 Strategic Growth Areas

**Strategic Growth Areas** are intended to accommodate 58% of all growth forecast for the City of Vaughan to achieve the established intensification target. They consist of a hierarchy of mixed-use centres and corridors (shown on Schedule 1A) as established in policy 2.2.1.1 and described below.

**Strategic Growth Areas** have been established to make more efficient use of underutilized sites served with a high level of existing or planned transit. They will be developed with a mix of uses and appropriate densities to support transit use and promote walking and cycling.

The majority of residential development within the built boundary will take place within **Strategic Growth Areas**, but **Community Areas** will continue to evolve to include **additional residential units**, infill of underutilized properties and **gentle intensification**. Similarly, **Employment Areas** will be maintained for their planned function of industrial, manufacturing, warehousing and some office uses. **Major office** uses and retail uses will be directed to **Strategic Growth Areas**.

**Strategic Growth Areas** were previously called “Intensification Areas” in this Plan. Where Intensification Area is used in other City documents, it refers to **Strategic Growth Areas**.

## Vaughan Metropolitan Centre

The **VMC** is identified as a Regional Centre in the York Region Official Plan . It also contains three **PMTSAs**. It is subject to a detailed updated Secondary Plan outlining how such growth will be accommodated and how the general policies for the **VMC** set out below will be achieved.

The **VMC** is the City’s downtown. It is a place of Regional importance centred around the **VMC** subway station and VIVA Bus Rapid Transit. The **VMC** is a strategic location for the concentration of the highest densities and widest mix of uses in the City, allowing it to become a multi-faceted and dynamic place to live, work, shop and play, attracting activity throughout the day.

Because of its significant size, the **VMC** will comprise distinct development precincts including residential neighbourhoods, station precincts, **Employment Areas** and mixed-use areas, all linked by a robust open space system of parks, public squares and **Natural Areas**, including the Edgeley Pond and Black Creek system, and a fine-grain grid pattern of streets. Since much of the **VMC** is still undergoing transformation today, there is an excellent opportunity to require that it develops as a pedestrian-friendly and transit-oriented place, providing a variety of housing options and diverse employment opportunities.

It is the policy of Council:

- 2.2.2.1 That the **VMC** shall be planned to:
- a. be the focus of city life and identity for the City as a whole; and
  - b. be developed with the highest intensity and widest mix of uses in the City, including but not limited to commercial, **major office**, residential, retail, entertainment, hospitality and institutional uses, as well as parks.
- 2.2.2.2 That growth within the Provincially designated Urban Growth Centre area shall be planned to meet or exceed the requirement for a minimum density of 200 people and jobs per hectare as set out in the Growth Plan for the Greater Golden Horseshoe and York Region Official Plan.
- 2.2.2.3 To encourage and facilitate the establishment of the following in the **VMC**:
- a. **major offices**;
  - b. government offices;
  - c. post-secondary educational institutions;
  - d. cultural facilities;
  - e. public institutions;
  - f. retail uses;
  - g. major civic public spaces and parks; and
  - h. a diverse mix of housing types, including housing suitable for seniors and families with children, aiming to cultivate socially diverse neighborhoods.
- 2.2.2.4 To be, in conformity with the York Region Official Plan, that at least 35% of new housing units in the **VMC** satisfy the criteria for **affordable housing** pursuant to the policies in Section 3.2 of this Plan.
- 2.2.2.5 To facilitate a high standard of design in the **VMC**, in part by:

- a. using the **VMC** Secondary Plan and **VMC** Urban Design Guidelines to facilitate new development through updated appropriate detailed land uses, built form and urban design policies for the various precincts within the **VMC**;
- b. working with York Region, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the **VMC**;
- c. by convening a Design Review Panel to review, at the discretion of the City through the development application process, private and public development applications in the **VMC**; and
- d. Consideration of a Cultural Framework and Public Art Policy, Public Art Program and the Streetscape and Open Space Plan when developing the **VMC** to beautify the downtown.

## Primary Centres

In addition to the **VMC**, Vaughan's **Primary Centres**, will evolve as distinct places of major activity around planned subway stations and existing regional shopping destinations. These include:

- Vaughan Mills;
- Bathurst Street and Centre Street;
- Weston Road and Highway 7;
- Yonge Street and Steeles Avenue;
- Steeles Avenue West between Jane Street and Keele Street; and
- Jane Street and Major Mackenzie Drive.

The **Primary Centres** are mixed-use areas with residential development and a wide range of other uses that will serve local residents, the surrounding **Community Areas** and the City as a whole, including retail uses, institutional uses, office uses, community facilities and **human services**. They will be designed as transit-oriented, pedestrian-friendly places and include a variety of built forms such as mid-rise and high-rise buildings.

It is the policy of Council:

2.2.2.6

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

- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and **affordable housing**;
- b. include a mix of non-residential uses including retail, office, institutional, community facilities, and **human services** intended to serve both the local population and the City as a whole, and attract activity throughout the day;
- c. develop at densities supportive of planned public transit;
- d. have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding **Community Areas** which may take the form of sidewalks and/or **greenways**;
- e. include an appropriate amount of and well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- f. encourage a pedestrian-friendly built form by locating active uses at grade; and
- g. be designed and developed to implement appropriate transition of intensity and use to surrounding **Community Areas**, and/or separation from adjacent **Employment Areas**.

**Vaughan Mills, Bathurst Street & Centre Street, and Weston Road & Highway 7** are each shopping destinations of regional significance, which have potential for residential intensification and the introduction of additional uses through development of surface parking areas, outparcels and eventual redevelopment or intensification of the existing shopping mall(s).

**Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):** Both of these **Primary Centres** will evolve as transit-oriented communities around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

**Jane Street & Major Mackenzie Drive:** As the site of the City's new hospital, the northwest quadrant of Jane Street and Major Mackenzie Drive will evolve as a health care campus with associated community facilities, residential, and business uses.



## Protected Major Transit Station Areas

**PMTSAs** are generally defined as the area within an approximate 500 to 800-metre radius of a **higher order transit** station or stop (i.e., subway, bus rapid transit, light rail transit or GO Transit), representing about a 10-minute walk. Schedule 1B and Table 2.2 below, identify the **PMTSAs** that have been approved by York Region and the Province, and are planned to achieve a specific minimum density target of people and jobs per hectare. Within the City of Vaughan, there are twenty (20) **PMTSAs**.

Each **PMTSA** is unique with its own growth potential and are planned based on local context and conditions to support planned intensification. **PMTSAs** shall be the focus of higher densities and intensification and accommodate a mix of high-density land uses and amenities to ensure that transit-oriented development acts as both an origin and destination for transit riders.

It is the policy of Council:

- 2.2.2.7 That the areas identified on Schedule 1B are **PMTSAs**.
- 2.2.2.8 That each **PMTSA** identified on Schedule 1B includes a minimum density target in number of people and jobs per hectare (ppj/Ha) to be accommodated within that **PMTSA**.
- 2.2.2.9 That within a **PMTSA**, any applicable delineation of a **Strategic Growth Area** on Schedule 1A and related policies shall apply.
- 2.2.2.10 That within a **PMTSA**, the applicable schedules, policies, and designations of this Plan shall apply and shall determine the authorized permitted uses of land, in the area and of buildings and/or structures in the area.
- 2.2.2.11 The following minimum density targets and overall gross minimum **FSI** shall apply for the entirety of the buildings and/or structures within each **PMTSA** identified on Schedule 1B and Table 2.2:

**Table 2.2: Minimum Population and Job per Hectare (ppj/Ha) Targets and Gross Minimum**

<b>PMTSA</b>	<b>Gross Area of PMTSA (Hectares)</b>	<b>Minimum Density Target (ppj/Ha)</b>	<b>Minimum Combined Population and Jobs per PMTSA</b>	<b>Gross Minimum FSI for PMTSA</b>
PMTSA 9 – Clark Subway Station	39.10	250	9,775	1.4
PMTSA 19 – Royal Orchard Subway Station	39.49	200	7,898	1.1
PMTSA 20 – Steeles Subway Station	49.17	300	14,751	1.7
PMTSA 52 – Ansley Grove BRT Station	47.39	200	9,478	1.1
PMTSA 53 – Atkinson BRT Station	45.30	160	7,248	0.9
PMTSA 54 – Commerce BRT Station	71.40	350	24,990	1.9
PMTSA 55 – Concord BRT Station	56.04	160	8,966	0.9
PMTSA 56 – Creditstone BRT Station	52.08	300	15,624	1.7
PMTSA 57 – Disera-Promenade BRT Station	57.43	200	11,486	1.1
PMTSA 58 – Dufferin BRT Station	17.51	160	2,802	0.9
PMTSA 59 Highway 407 Subway Station	12.13	0	0	0.0

<b>PMTSA</b>	<b>Gross Area of PMTSA (Hectares)</b>	<b>Minimum Density Target (ppj/Ha)</b>	<b>Minimum Combined Population and Jobs per PMTSA</b>	<b>Gross Minimum FSI for PMTSA</b>
PMTSA 60 – Keele BRT Station	55.83	160	8,933	0.6
PMTSA 62 – Maple GO Station	38.96	150	5,844	0.8
PMTSA 63 - Pine Valley BRT Station	37.57	160	6,011	0.8
PMTSA 64 - Pioneer Village Subway Station	39.13	200	7,826	1.1
PMTSA 65 – Rutherford GO Station	36.30	100	3,630	0.6
PMTSA 66 – Taiga BRT Station	22.35	160	3,576	0.9
PMTSA 67 – Vaughan Metropolitan Centre Subway Station	110.76	400	44,304	2.2
PMTSA 68 - Weston BRT Station	88.29	250	22,073	1.4
PMTSA 69 – Wigwoss-Hellen BRT Station	18.20	160	2,912	0.9

2.2.2.12

That where a **PMTSA** overlaps with an existing or planned **Strategic Growth Area**, Secondary Plan Area, Area-Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum density target between the **PMTSA** and the **Strategic Growth Area**, Secondary Plan Area, Area-Specific Policies or Site-Specific Policy applies.

- 2.2.2.13 To require, through an **inclusionary zoning** by-law, that a certain proportion of residential units built within **PMTSAs** be affordable, pursuant to policies in Section 3.2 of this Plan.
- 2.2.2.14 That the City of Vaughan will regularly monitor development activity and corresponding population and employment growth within **PMTSAs**.

## Intensification Corridors

Certain streets in Vaughan, and the lands fronting onto them, have been identified as **Intensification Corridors** to recognize the function they perform in linking the **Strategic Growth Areas** and accommodating transit. They may either be **Regional Intensification Corridors** or **Primary Intensification Corridors**.

The **Regional Intensification Corridors**, together with the **VMC**, provide the locations for the most intensive and greatest mix of development in the City. **Regional Intensification Corridors** are Regional Roads which are routes for planned and in-service **higher order transit**, such as Viva Rapid Transit on Highway 7 and Yonge Street. The majority of **PMTSAs** in the City are located along **Regional Intensification Corridors**: development on the lands fronting on to these roads will serve to support transit investments by creating urban main streets connecting Regional Centres and other **Strategic Growth Areas** in Vaughan and across York Region. The **Regional Intensification Corridors** will also safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.

The **Primary Intensification Corridors** are also more than just transportation routes: they will evolve as active and unique places in their own right, supporting a range of uses. They are a focus for future transit investment in recognition of their function as activity generators, and they will also be designed to comfortably and safely accommodate pedestrians and cyclists, as well as motor vehicles.

**Regional** and **Primary Intensification Corridors** are **Strategic Growth Areas** that are planned to evolve with either mixed-use or employment intensification over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking the **VMC** and other Regional Centres, **Primary Centres**, **Local Centres**, and **PMTSAs**, pursuant to the land use designations in Chapter 4. Schedule 1A illustrates which **Primary Intensification Corridors** are within **Employment Areas**.

Policies for **Regional** and **Primary Intensification Corridors** are set out below:

- 2.2.2.15 That **Regional Intensification Corridors** are prioritized for higher intensity of uses and short-term growth over **Primary Intensification Corridors**.
- 2.2.2.16 That where an **Intensification Corridor** overlaps with an existing or planned Secondary Plan Area and that Secondary Plan defines density targets, the higher of the target between the **Intensification Corridor** and the Secondary Plan Area applies.
- 2.2.2.17 That **Intensification Corridors** shall be planned to:
- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and **affordable housing**;
  - b. include a mix of non-residential uses including retail, office, institutional, commercial, community facilities and **human services** intended to serve both the local population and the City as a whole, and attract activity throughout the day;
  - c. develop at transit-supportive densities;
  - d. include well designed public open spaces that complement the local context;
  - e. include development that creates an active street wall along the Corridor and encourages a pedestrian-friendly built form by locating active uses at grade; and
  - f. be designed and developed to implement appropriate transition of intensity and use to surrounding **Community Areas**, and/or separation from adjacent **Employment Areas**.
- 2.2.2.18 That only properties with frontage directly on the street forming a **Regional** or **Primary Intensification Corridor** shall be considered appropriate for intensification. For clarity, properties that are rear-lotted against a **Primary Intensification Corridor**, or those that have frontage on a window street parallel to a **Primary Intensification Corridor**, are generally not considered appropriate for intensification.

## Local Centres

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

- The Historic Villages of Woodbridge, Maple, Kleinburg/Nashville, and Thornhill-Yonge Street;
- Vellore Village;
- Carrville Centre; and
- Concord Centre.

It is the policy of Council:

2.2.2.19

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

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and **affordable housing**;
- be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day;
- be the preferred location for locally delivered human and community services;
- be the focal points for expression of community heritage and character;
- develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each **Local Centre**;
- have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and **greenways**, through the **Local Centre** and links to the surrounding **Community Areas**;

The Historic Villages of Woodbridge, Maple, Kleinburg/Nashville, and Thornhill-Yonge Street: The historic village cores will continue to be the main areas for local commercial activity and community facilities. Each village core will experience development and/or intensification to varying degrees subject to applicable Heritage Conservation District Plans.

Vellore Village Centre and Carrville Centre: The emerging **Local Centres** for Vaughan's newest communities will develop as mixed-use, pedestrian-friendly places. They will be the focus for multi-family development within their respective communities including mid-rise or in accordance with the policies of this Plan.

Concord Centre: Development of lands both north and south of Highway 7 will allow for the creation of a new mixed-use focus for the well-established Concord community, and will support the significant transit hub associated with the proposed Concord GO Rail station and the 407 Transitway station, including mid-rise or high-rise buildings in accordance with the policies of this Plan.

- g. include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- h. encourage a pedestrian-friendly built form by locating active uses at grade; and
- i. be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent **Employment Areas**.

### 2.2.3 Community Areas

Vaughan's existing **Community Areas** are those parts of the City which are characterized by predominantly Low-Rise housing stock, with local amenities including local retail, community facilities, schools and parks, and they provide access to the City's natural heritage and open spaces. The policies of this Plan will allow these areas to evolve as low-rise neighbourhoods that will serve the changing needs of the community with a mix of housing types and tenures, providing housing options for a greater range of people. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be **sensitive** to, and respectful of, the existing character of the area.

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

**New Community Areas** are identified on Schedule 1C. Consistent with the York Region Official Plan, these areas will be compact, vibrant, inclusive and diverse. They will be planned as **complete communities**, with a mix of uses and densities that meet the minimum requirements set out in the Growth Plan and York Region Official Plan. They will have the infrastructure to support and encourage walking, cycling and transit use. These **New Community Areas** will prioritize people, sustainability and liveability, and will be developed with high-quality urban design.

It is the policy of Council:

- 2.2.3.1 That **Community Areas** will provide most of the City's low-rise housing stock, as well as local-serving commercial uses and community facilities such as schools, parks, community centres and libraries. They will function as **complete communities** and encourage walking, cycling and transit use.
- 2.2.3.2 To encourage a mix of housing types and land uses in all **Community Areas**, including **Single-Detached Houses**, **Semi-Detached Houses**, and **Townhouses**, as



well as **additional residential units**, pursuant to policies in Section 3.2 and Chapter 4 of this Plan.

- 2.2.3.3 That new development in **Community Areas** will respect the form and planned function of the immediate local area, as set out in the policies in Section 3.3 of this Plan.
- 2.2.3.4 That **gentle intensification** shall be permitted in **Community Areas** as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 4 of this Plan. The proposed development must meet any applicable Urban Design Guidelines or Heritage Conservation District Plans and be **sensitive** to and compatible with the character, form, and planned function of the surrounding context.
- 2.2.3.5 That development immediately adjacent to **Community Areas** shall ensure appropriate transition in scale, intensity, and use, and shall mitigate adverse noise and traffic impacts, while fulfilling the intensification objectives for **Strategic Growth Areas**, where applicable.
- 2.2.3.6 That the provision of local transit service to and through **Community Areas** is a priority where such service does not yet exist, and the enhancement and improvement of local transit is a priority where it does exist consistent with York Region's transit service planning process and with approved York Region Transit service standards and guidelines.
- 2.2.3.7 That **greenfield** lands within **Community Areas** shall be developed to help achieve the average minimum density of 70 residents and jobs per hectare combined as required in policy 2.1.1.4.e. Where appropriate, zoning permissions and plans of subdivision should be re-examined to determine if this target can be met and new development should be in conformity with the requirements for new communities in the York Region Official Plan.

## 2.2.4 Employment Areas

**Employment Areas** are intended to protect lands for economic activities that require separation from other uses in order to achieve their maximum potential and employment operations. While Vaughan is anticipated to see significant job growth in **Employment Areas**, they are stable areas, and their planned function for economic activity related to industrial, manufacturing, warehousing and some offices uses shall be maintained. The City's **Employment Areas** must be protected from incompatible non-employment uses that could be exposed to adverse effects or displace productive employment uses, including residential and **major retail** uses. Office uses are permitted in **Employment Areas** subject to locational and site criteria as set out in the land use designations of Chapter 4.

**Employment Areas** will be further protected through policies to prevent conversion of employment lands to non-employment uses. Further, for the purposes of the Growth Plan, **Employment Areas** also include the City’s major Rail Facilities, identified on Schedule 1. Rail-related policies are included in Section 3.9. Access to these major Rail Facilities by highway and providing appropriate frontage for these facilities is important.

It is the policy of Council:

2.2.4.1 That the planned function of the **Employment Areas**, as shown on Schedule 1, is to support economic activity in Vaughan by supplying land for a range of industrial, manufacturing, warehousing, and limited office and **employment-supportive uses**, pursuant to the policies of Chapter 4 of this Plan. The City also has two major Rail Facilities, located within the **Employment Areas**, and will be protected.

2.2.4.2 That development in **Employment Areas** will be planned to achieve the minimum density targets (measured as jobs per hectare in the **developable area**) in Table 2.3.

**Table 2.3: Density Targets for Vaughan's Employment Areas**

Employment Area	Density Target (jobs per hectare)
Highway 400 and Highway 407	70
Highway 400 North	55
West Vaughan	30

### Vaughan’s Employment Areas

**Highway 400 and Highway 407:** The City’s most-established industrial **Employment Area**, which is clustered around the Canadian National Railway’s MacMillan Yard and directly adjacent to the **VMC**.

**Highway 400 North:** A **greenfield Employment Area** generally clustered around Highway 400 and the route of the proposed Highway 413.

**West Vaughan:** A mix of historical and **greenfield** employment development along the western municipal boundary of Vaughan and connected to the Highway 427 extension, including the Canadian Pacific Railway’s Vaughan Intermodal Terminal.

- 2.2.4.3 That the lands designated **General Employment**, **Prestige Employment** and **Employment Commercial Mixed-Use** together constitutes the City's "employment area" land supply as defined in the Growth Plan and the PPS.
- 2.2.4.4 That the City's **Employment Areas** consist of core employment areas, which are designated **General Employment**, and supporting employment areas, which are designated **Prestige Employment** or **Employment Commercial Mixed-Use**.
- 2.2.4.5 That the City's employment area land supply is subject to the conversion policies and provisions of the *Planning Act*, the Growth Plan, the PPS, the Region of York Official Plan.
- 2.2.4.6 That the removal of any lands through re-designation from **Employment Areas** as identified on Schedule 1 that are within a Regional **Employment Area** shall only be considered through a Regional municipal comprehensive review.
- 2.2.4.7 That lands marked "Approved Regional Employment Land Conversions" on Schedule 1 are considered to be part of the City's **Community Areas**, but will require re-designation through an amendment to this Plan to an appropriate land use designation described in Chapter 4, subject to the following criteria:
- a. it should be demonstrated that the permitted uses on the redesignated lands will not affect the operations or viability of existing or permitted employment uses on nearby lands, and that the proposed uses are compatible with surrounding land uses; and,
  - b. there must be existing or planned infrastructure and public service facilities to accommodate the proposed uses for the lands.
- 2.2.4.8 That the re-designation of **General Employment** lands to **Prestige Employment** or **Employment Commercial Mixed-Use** lands through an amendment to this Plan shall require Regional approval.
- 2.2.4.9 That any proposal for additional retail permissions that exceed the amount of retail space prescribed for the **Employment Area** by this Plan or the addition of residential uses shall be considered a conversion under the Growth Plan and will only be permitted through a Municipal Comprehensive Review.
- 2.2.4.10 That, in accordance with Provincial policy, conversion of lands in **Employment Areas** to non-employment uses, may only be permitted through a municipal comprehensive review. The criteria for permitting **Employment Area** conversions will be as contained in the Growth Plan (Growth Plan Policy 2.2.5.9).
- 2.2.4.11 That further to policy 2.2.4.10, where conversions of lands in **Employment Areas** are proposed, it should be shown the conversion:
- a. does not impact the configuration, location, and contiguous nature of the **Employment Area**;

- b. maintains access to major transportation corridors from the **Employment Area**;
- c. does not impact the City's ability to provide a variety of Employment Land types and sizes; and
- d. does not create risks to public safety and well-being.

2.2.4.12 That limited retail uses may be located within **Employment Areas** to serve the day-to-day needs of surrounding businesses and their employees, in accordance with the policies of this Plan.

2.2.4.13 To encourage a range of parcel sizes, street patterns and building design within **Employment Areas** to maintain the flexibility to attract a variety of businesses, and allow for redevelopment and intensification.

2.2.4.14 To accommodate and facilitate the provision of local transit to and through **Employment Areas** where such service does not yet exist, and to enhance and improve local transit where it does exist, consistent with York Region's transit service planning process and with approved YRT service standards and guidelines.

2.2.4.15 To accommodate and facilitate the use of **active transportation** to and within **Employment Areas** by providing on or off-street bikeways, connected **greenways** and bicycle parking facilities.

2.2.4.16 To provide an appropriate level of parkland in **Employment Areas** to enhance their attractiveness and provide for the casual and recreational needs of employees and the general public.

City-wide policies related to employment and economic development through land use planning may be found in Section 3.4 of this Plan.

## 2.2.5 Urban Expansion Areas

In order to accommodate forecasted growth to 2051, expansions to the **Urban Area** are required. These urban expansion areas comprise the remainder of the City's "Whitebelt" lands – those lands between the City's existing urban boundary and municipal boundary which are not contained within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan Areas. These expansion areas are illustrated as an overlay on Schedule 1C. Development within these areas will not proceed prior to the City's required service enhancements having taken place, in cooperation with the City and the development community as it relates to the financing and development of those required services.

It is the policy of Council:

2.2.5.1 That the **Urban Expansion Area** overlay on Schedule 1C shows the **New Community Areas** and **New Employment Areas** in the City of Vaughan added to the City's **Urban Areas** of the York Region Official Plan.

2.2.5.2 That development in **Urban Expansion Areas** will occur in a phased manner pursuant to the conditions of policies 2.2.3.10 through 2.2.3.12 and will not proceed until York Region has extended Regional water and wastewater services to those areas and subject to allocation granted by

Council. Permitted uses shall be limited to legal uses currently in existence at the time this Plan comes into effect until the service extensions are complete.

2.2.5.3 That development in **Urban Expansion Areas** is subject to a Secondary Plan process as set out in Chapter 5 of this Plan in conformity with the requirements for new communities within the York Region Official Plan.

2.2.5.4 That the preparation of Secondary Plans for **Urban Expansion Areas** west of Highway 400 will not proceed until the future route of the proposed Provincial Highway 413 has been confirmed.

2.2.5.5 That where **Urban Expansion Areas** are adjacent to **Natural Areas** or the **Agricultural System**, including in neighbouring municipalities, appropriate transition between development and those lands will be provided as directed by Section 4.3 of the City-Wide Urban Design Guidelines, including but not limited to:

- a. planning for single-loaded roads which maintain public access and views to agricultural and natural areas;
- b. creating view corridors to agricultural or natural areas through the Plan of Subdivision/Site Plan process;
- c. connecting open space and parkland within **Urban Expansion Areas** to trails or other passive recreational opportunities within adjacent **Natural Areas**;
- d. incorporating **green infrastructure** and low-impact development into the edges of **Urban Expansion Areas** to ensure stormwater is clean and filtered before entering adjacent agricultural or natural areas; and

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

- e. appropriate landscape buffers should be incorporated where new development is abutting natural or agricultural areas.

## 2.2.6 Natural Areas and the Agricultural System

Understanding the Urban Structure starts with understanding how Vaughan's **Natural Areas** and **Agricultural System** have shaped the city. The valleys of the Humber River and Don River systems and their associated **tablelands** created the places where humans first settled in this area and remain well established today. Not only are the **Natural Areas** key features on the landscape but they also contribute to the overall environmental health of the city and wider region: they form part of the larger Regional Greenlands system that ultimately extends south through Toronto to Lake Ontario. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

In the north end of the city, the **Agricultural System**, made up of rural lands and agricultural lands on some of the best soils in the country, complements the **Natural Areas** by providing additional environmental benefits such as wildlife habitat and infiltration and contributes to a diverse economy.

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

It is the policy of Council:

- 2.2.6.1 That, **Natural Areas** shall be protected and their ecological functions preserved through maintenance, restoration or, where possible, improvement through additional linkages or corridors between features to facilitate the connectivity of the overall network, pursuant to the policies of Section 3.6 of this Plan.
- 2.2.6.2 To maintain a significant and productive **Agricultural System** within the Municipal Boundary of the City of Vaughan, and to recognize the important role of the **Agricultural System** lands for agricultural uses, food production, and rural uses pursuant to the policies of Section 3.8 of this Plan, and in providing open space connections between **Natural Areas**.
- 2.2.6.3 To facilitate public access to major natural features in consultation with the Toronto and Region Conservation Authority where appropriate, and where such access will not significantly damage natural features or their functions.

- 2.2.6.4 That public ownership of major open spaces and natural features within **Natural Areas** is preferred, and Council will endeavour to acquire appropriate lands to contribute to the system and/or establish partnerships for the acquisition and stewardship of such lands. The sale or disposal of publicly owned lands within **Natural Areas** and **Agricultural System** is discouraged.
- 2.2.6.5 To promote the development of scenic rural routes along public streets outside of the **Urban Area**, where appropriate.

## 2.2.7 Parkway Belt West

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

It is the policy of Council:

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

## 2.3 Phasing Growth

While accommodating the forecasted growth for the City of Vaughan will require both intensification in **Strategic Growth Areas** and **greenfield** development in **Employment Areas** and **New Community Areas**, the allocation of growth to these areas must be strategically phased. In order to make efficient use of existing City and Regional services and to ensure that services are in place for future growth, certain areas must be prioritized for short-term growth. Phasing strategies will be required through the development application submission process and be provided by applicants, pursuant to policies contained in Chapter 5. These may include Terms of Reference for Development Concept Reports and Phasing Plans in **Strategic Growth Areas**.



Growth within the **built-up area** will be targeted to **Strategic Growth Areas**, however the capacity and market demand for growth and intensification among **Strategic Growth Areas** is not equal. Certain areas have the capacity to play a more significant and immediate role in accommodating short-term growth and intensification (e.g., **VMC** and Highway 7).

**Greenfield** development will continue to advance alongside intensification efforts, but must take place in tight coordination with infrastructure planning by the City and by York Region. For example, growth in **Urban Expansion Areas** cannot proceed until the Region has expanded its water and wastewater distribution system to serve those areas.

It is the policy of Council:

- 2.3.1.1 That population, housing, and employment growth in the City of Vaughan will be phased and aligned with infrastructure development and provision of municipal and community services.
- 2.3.1.2 That notwithstanding the hierarchy described in policy 2.2.1.1 of this Plan, development is encouraged to occur first in those **Strategic Growth Areas** meeting the following criteria:
  - a. are currently served by public transit, in the following order:
    - i. subway;
    - ii. bus rapid transit;
    - iii. GO train;
    - iv. bus;
  - b. have existing access to high-quality parks and open space;
  - c. have sufficient drinking water and wastewater service to immediately accommodate the planned intensification rate for the area, or have planned drinking water and wastewater service to accommodate the planned growth by the completion of development and in areas where this is not in place, ensuring appropriate services must be addressed by applicants to the satisfaction of the City;
  - d. are currently served by publicly funded elementary and secondary schools with capacity to accommodate the planned growth for the area;
  - e. have existing and diverse retail services which can be retained or replaced within the **Strategic Growth Area**; and

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

2.3.1.3 That **greenfield** development:

- a. will be supported by water and wastewater expansion as require, by York Region and the City;
- b. will be guided by new Secondary Plans or updates to existing Secondary Plans; and
- c. will proceed in a phased manner alongside development of infrastructure and provision of services to enable **complete communities**.

2.3.1.4 That development in **Urban Expansion Areas** will not occur until adjacent **Community Areas** or **Employment Areas** have achieved their minimum intensification targets or density targets.

2.3.1.5 That the provision of municipal servicing to **greenfield Employment Areas** will proceed prior to or in parallel with servicing to **New Community Areas**.

## Chapter 3 City-Wide Policies

DRAFT

## 3.1 Climate Change and Sustainability

### 3.1.1 Climate Change

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

These impacts are felt disproportionately by vulnerable populations who are less likely to have access to resources that can help them adapt to climate impacts. For example, people in economically disadvantaged communities generally have less access to green spaces that can help moderate extreme temperatures and offer shade to cool off. Responding to climate change, reducing inequality, and bridging the gap between economic disparity and protecting the natural environment are vital to future city building.

The City's land use planning decisions play a role in managing emissions and preparing for the impacts of climate change. Through the policies of this Plan, the City will chart a more sustainable path for the future that includes the integration of climate change mitigation and adaptation strategies. Other corporate plans and strategies, including the City's Municipal Energy Plan, Green Directions Vaughan, and community-led initiatives, as well as partnerships with York Region and other agencies, will continue to play an important role in addressing climate change.

The source of GHG emissions is tied to various sectors relied upon for city-building, including, the transportation system and **active transportation** (walking, cycling, human-powered modes of transportation), the agricultural and food production system, the buildings sector, energy production sector, and waste management sector. This Plan

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

presents policies that will reduce greenhouse gas emissions by directing growth in a manner that is more sustainable, offering improved energy efficient transportation options, protecting natural heritage features and encouraging a mix of land uses where appropriate.

It is the policy of Council:

- 3.1.1.1 To support and prioritize practices associated with climate change adaptation and climate change mitigation, including implementation of the climate change actions in Green Directions Vaughan and the City of Vaughan's Climate Change Adaptation and Resilience Framework in coordination with York Region and other agencies to:
- a. undertake a climate change **risk assessment** for all City assets and incorporate the **risk assessment** into all City master plans to inform life cycle assessment, engineering design standards, asset management, and financial planning;
  - b. recognize the City's target of achieving **net-zero** emissions by 2050 and working to achieve or surpass this target;
  - c. implement, monitor, and continue to develop adaptation measures to respond to impacts from climate change; and
  - d. establish a long-term target of **net-zero** emissions for Vaughan's facilities, infrastructure, and operations.
- 3.1.1.2 To support the City to become a low carbon community targeting **net-zero** emissions by 2050, as set out in Green Direction Vaughan, the City's Municipal Energy Plan, and Vaughan's Corporate Energy Management Plan.
- 3.1.1.3 To support low- or no-carbon energy alternatives and a targeted progression toward **net-zero** emissions by 2050, establishing Vaughan as a leader in greenhouse gas reductions by:
- a. applying high standards of energy performance in new construction and retrofits that are reflective of the City's Sustainability Metrics Program and Municipal Energy Plan;
  - b. reducing demand for single-occupant vehicle trips and supporting alternative modes of transportation;
  - c. supporting agricultural practices that reduce greenhouse gas emissions from farm vehicles, livestock, and waste;

- d. supporting agricultural practices that contribute to lower carbon emissions, including local food production, compact urban farms, and vertical agriculture;
- e. undertaking carbon sequestration and storage audits for the existing woodland and canopy cover and achieve targets for woodland and canopy cover renewal and expansion;
- f. supporting the long-term protection of natural assets that contribute to carbon sequestration.
- g. supporting the use of **renewable energy** systems and **alternative energy systems**;
- h. pursuing and supporting pilot projects to reduce greenhouse gas emissions and build adaptive capacity; and
- i. establishing and monitoring progress to achieve GHG reduction targets established by the City, York Region, Provincial and Federal governments, where appropriate.

#### 3.1.1.4

To employ a climate change and equity lens in its consideration of planning applications, policy decisions, asset management planning, and capital projects. This includes the planning and maintenance of transportation, water, wastewater and stormwater, parks, open space, energy, and technology systems and other infrastructure.

Considerations under this lens may be informed by the City's Green Development Standards known as the Sustainability Metrics Program. These considerations will also be informed by Green Directions Vaughan and the Municipal Energy Plan.

The City has a fundamental role to play in reducing GHG emissions and recognizing that impacts from climate change will be felt differently across the City. Through the policies of this Plan, the City demonstrates a commitment to focus on climate change mitigation and climate change adaptation by employing a climate change and equity lens to all land use and infrastructure policies.

#### 3.1.1.5

To take Indigenous knowledge into account when advancing measures for mitigating and responding to climate change, such as setting or amending a GHG emission target or an emissions reduction plan and consult with Indigenous communities on climate change as the City is committed to establishing and building meaningful relationships with Indigenous communities.

#### 3.1.1.6

To identifying hotspots in the community that are most at risk from climate change hazards and impacts. This may include neighbourhoods with vulnerable populations or vulnerable structures and buildings.

- 3.1.1.7 To collaborate with York Region and local health organizations to assess and plan for both direct and indirect health impacts related to climate change. This includes conducting a climate change and health vulnerability assessment to better understand which people and places in the City are more vulnerable to health impacts related to climate change.
- 3.1.1.8 To assess the impacts of climate change on requirements for emergency response capabilities and expand capacity for emergency preparedness and response. This includes emergency planning procedures that consider a community emergency food preparedness response plan and strategy that addresses food safety, food waste and disposal and food access.
- 3.1.1.9 To support the capacity of residents and businesses to respond to and recover from emergencies or disasters by:
- a. maintaining, reviewing, and updating emergency planning procedures to respond to extreme events;
  - b. requiring that grocery stores, gas stations, health care facilities, long-term care facilities, special needs housing, schools, daycares, and emergency service facilities be equipped with back-up power that enables the functioning of key utilities/building functions for a minimum of 72 hours during power failures resulting from extreme weather events; and
  - c. creating strong, **complete communities** so that residents and businesses can support themselves and their neighbours during extreme weather events without being car dependent.
- 3.1.1.10 That opportunities to establish low-carbon emergency backup power for City-owned facilities will be explored to serve as warming and cooling centres during extreme weather events.

## 3.1.2 Improving Air Quality

Clean air is often taken for granted, but is critical to the health of all Vaughan residents and the natural environment. Air pollutants are a by-product of many day-to-day activities, including driving, home heating and industrial activities. These activities produce a variety of harmful emissions, including airborne particulates, smog-forming gases and gases that contribute to climate change. Human health is strongly related to the built and natural environments and Vaughan can play an important role in changing how these day-to-day activities occur by designing and building communities to encourage active lifestyle choices, protect the natural environment, and ensure access to clean air and water.

It is the policy of Council:



- 3.1.2.1 To work with York Region and other agencies to develop and implement clean air initiatives.
- 3.1.2.2 To work with York Region and the building industry to develop and adopt best practices in construction to mitigate climate change impacts and to reduce airborne pollutants.
- 3.1.2.3 To reduce air pollutants and GHG emissions and impacts by:
- a. continuing to implement, monitor, and review the Sustainability Metrics Program;
  - b. increasing opportunities for natural carbon sequestration by achieving targets for woodland and tree canopy cover, and protecting natural heritage features that can act as carbon sinks (e.g., **wetlands**) in accordance with the policies of this Plan;
  - c. encouraging energy efficient development and energy efficient retrofitting;
  - d. encouraging public transit, walking, and cycling, and use of mobility devices, such as wheelchairs, as alternatives to single occupant vehicle use;
  - e. encouraging emissions reductions in industries and **major facilities**;
  - f. ensuring that appropriate air quality studies be submitted to the City for new developments in order to prevent or minimize adverse effects from incompatible land uses in close proximity to one another; and
  - g. supporting programs and initiatives that aim to reduce air pollutants and GHG emissions.
- 3.1.2.4 To support the adoption and use of low and zero emissions vehicles by:
- a. supporting the establishment of charging stations for zero emissions vehicles across the City;
  - b. exploring opportunities to include low and zero emissions vehicles in Vaughan's vehicular fleet to showcase available technologies; and
  - c. incorporating charging stations for zero emissions vehicles within City buildings and facilities.
- 3.1.2.5 To support reductions in emissions from travel by:
- a. planning for and supporting a compact pattern of urban growth that is designed to increase the mix of uses and support pedestrian, cyclist and transit use;

- b. supporting transportation initiatives that encourage the use of low or zero emissions vehicles;
- c. supporting measures to reduce unnecessary automobile and truck travel and enforcement of regulations to reduce vehicular idling;
- d. exploring opportunities to increase access to micromobility devices, such as bicycles and scooters for short distance trips in the City; and
- e. supporting initiatives intended to improve access to public transportation, including additional stops and new routes.

3.1.2.6 To better sequester atmospheric carbon by:

- a. Supporting sustainable farming practices, such as regenerative agriculture within the horizon of this Plan;
- b. achieving woodland cover targets and tree canopy cover targets as stated in the Urban Forest Management Plan and York Region's Urban Forest Management Plan.; and
- c. considering the development of tree canopy sub-targets based on evolving urban form, climate resiliency, and environmental factors and incorporate these targets into the Sustainability Metrics Program and other by-laws, as appropriate.

3.1.2.7 To encourage the planting and maintenance of large, healthy shade tree species in all areas of the City to achieve ecological and health benefits, while mitigating the effects of climate change and urban **heat island effects**. This will be done in consultation with York Region Forestry.

Woodland cover refers to canopy cover provided by stands of trees that are greater than 0.2 hectares in size. Canopy cover refers to individual trees and small-stand trees. At 17% total canopy cover currently in Vaughan, achieving the canopy cover targets established by York Region and in this Official Plan will require a concerted effort by the City and its partners.

3.1.2.8 To work with York Region Public Health to address the health impacts of urban heat islands.

3.1.2.9 To support the enforcement of the City's Tree Protection By-law for proper management and regulation of trees and woodlands in the objective of protecting, maintaining and enhancing the urban forest tree canopy.

3.1.2.10 To require health, environmental and cumulative air quality impact studies that assess the impact on human health for development with significant known or potential air emission levels near **sensitive** land uses.

- 3.1.2.11 That **sensitive** land uses will not be located near significant known air emissions sources such as controlled access Provincial 400-series highways.
- 3.1.2.12 That **major facilities** and **sensitive** land uses will be planned and developed in accordance with the Province's D-series environmental land use planning guides to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants on nearby **sensitive** land uses.

### 3.1.3 Sustainable Development

A great city is a sustainable city – and a sustainable city is one that consists of developments and buildings that minimize the use of energy and resources. Vaughan and its development community have already made great strides in this area. As technologies advance the City must continue to apply sustainable building standards to public and private developments. The Official Plan and the Sustainability Metrics Program are a stepping stone in this regard and will be built upon with continued municipal leadership.

Building on the standards provided in the York Region Official Plan, this Plan contains both general targets on energy and water efficiency and a commitment to continued collaboration with the building and construction industry to provide industry-leading standards on a broader set of sustainable criteria. Following on the recommendations contained in Green Directions Vaughan, a Sustainable Development Report will be submitted as part of applications for new development to gauge how well we are doing at addressing these issues.

It is the policy of Council:

- 3.1.3.1 To require that the following types of development applications be subject to the Sustainability Metrics Program, and meet the minimum thresholds of Bronze (or Silver if the development application is within a **Strategic Growth Area**):

- a. all Block Plans;
- b. Plans of Subdivision of ten or more residential units; and

The **Sustainability Metrics Program** is a point-based system developed by the City to evaluate development applications. Proposals are evaluated based on an established set of criteria organized around important categories such as the built environment, mobility and the natural environment. The Sustainability Metrics Program is a mandatory program and an important tool to help create a City with a sustainable built form.

- c. major Site Plans.

3.1.3.2 That the Sustainability Metrics Program will have regard for, but is not limited to the following:

- a. climate change mitigation and adaptation;
- b. mitigation of urban **heat island effects**, including but not limited to white, blue, and **green roofs**, light coloured paving material, locating trees or other landscaping to provide shading;
- c. a high-level of efficiency in energy consumption beyond the Ontario Building Code;
- d. maximum solar gains and construction that facilitates future solar energy installations;
- e. inclusion or facilitation of future on-site **renewable energy** systems;
- f. a high-level of efficiency in water consumption beyond the Ontario Building Code through measures such as rainwater harvesting and recirculation for irrigation purposes;
- g. bird-friendly design;
- h. increases in the use of **renewable energy**;
- i. dark sky or light pollutant abatement;
- j. features to enhance indoor air quality;
- k. the installation of electric vehicle charging stations;
- l. environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;
- m. **green infrastructure**, including but not limited to:
  - i. water efficient and drought resistant landscaping, which should include the use of native plants and xeriscaping;
  - ii. permeable surfaces, including the provision of permeable driveways;
  - iii. white, blue, and **green roofs**;
- n. considerations regarding the embodied carbon of building materials and their life cycle; and

- o. certification of development by a qualified third-party certification system.

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

**Green infrastructure** can include parks, stormwater management systems, street trees, urban forests, **green roofs**, permeable surfaces, and several other natural and humanmade elements that provide ecological and **hydrological functions** and processes.

3.1.3.4 That new programs and initiatives will be developed and implemented to encourage the application of **green infrastructure** in new development and existing communities, particularly in **Strategic Growth Areas**, including but not limited to white, blue, and **green roofs**, low impact development measures, and canopy and natural features enhancement.

3.1.3.5 To seek opportunities to integrate **green infrastructure** with multi-purpose functions during the construction of or major upgrades to City-owned parks, open spaces and recreational facilities as well as **POPS**. This includes seeking opportunities to integrate **green infrastructure** within City-owned right of ways.

3.1.3.6 To consider development of a **Green Roof** By-law to provide guidance and regulate the implementation of **green roofs** or alternative roof surfaces.

3.1.3.7 To support the achievement of the City's waste diversion targets as outlined in Green Directions Vaughan.

## 3.1.4 Energy Conservation and Efficiency in Vaughan

Energy use is a part of everyday life. Natural gas, electricity and gasoline are common sources of energy, used for heating, lighting, cooking, transportation and other needs. But energy use comes at a price. In addition to the rising costs of energy, there are many negative effects, including reduced air quality, increased GHG emissions and even impacts on water quality.

A comprehensive planning approach to energy conservation and efficiency will improve the quality of life for Vaughan's residents, minimize impacts on the natural environment and reduce GHG emissions. Vaughan can best address energy conservation by ensuring compact, mixed-use development patterns that support rapid transit and **active transportation**, and by implementing the Sustainability Metrics Program to promote highly efficient buildings in collaboration with energy providers and the building community.

Energy conservation will also be addressed through support for alternative energy, local energy and a variety of programs to reduce energy consumption. In partnership with York Region, Vaughan has developed a Municipal Energy Plan to understand the City's energy use and establish a plan to reduce demand while considering alternative energy sources, including **renewable energy**, on-site generation, district energy systems and other means. Smaller, local community energy plans may be developed, including plans for **Strategic Growth Areas** and the urban expansion areas. As a major energy consumer, the industrial and manufacturing sector will also be a priority for energy conservation and efficiency.

It is the policy of Council:

- 3.1.4.1 To support a pattern of growth and development that minimizes electricity, natural gas and gasoline consumption, including:
- a. higher density buildings and land uses in accordance with the land use designations on Schedule 13 and associated policies in Chapter 4 of this Plan;
  - b. energy efficient developments and buildings, including developments that maximize solar gains and facilitate future wind and solar energy installations;
  - c. integration of transportation and land use planning, such that transit use is encouraged;
  - d. a balanced transportation network that supports increased modal shares for walking, cycling and transit; and
  - e. energy efficient and efficiently planned industrial and manufacturing buildings and infrastructure.
- 3.1.4.2 To develop community energy plans as part of the Development Concept and Block Plan process, as appropriate, for **Strategic Growth Areas**, lands designated as **New Community Areas**, **New Employment Areas**, and as yet undeveloped **Employment Areas** that will:
- a. provide additional detail and clarity about Vaughan's energy consumption;
  - b. identify targets for energy reduction;
  - c. identify opportunities and targets for on-site energy generation, geothermal energy, and district energy systems;
  - d. provide development standards and design guidelines to maximize energy efficiency; and

- e. identify opportunities for district energy systems where appropriate densities exist to support such systems, including early consideration for:
        - i. streetscape design for the future construction, maintenance, and operation of district energy systems; and
        - ii. utilities and infrastructure related to the above.
- 3.1.4.3 To implement the City's Corporate Energy Management Plan and achieve the conservation targets established for various City-owned facilities.
- 3.1.4.4 To work with York Region to update and implement the Municipal Energy Plan.
- 3.1.4.5 To prioritize energy conservation and efficiency in the industrial and manufacturing sectors by:
  - a. encouraging industrial energy conservation through municipal programs and support;
  - b. coordinating with York Region to develop conservation standards and guidelines for industry; and
  - c. coordinating and partnering with energy providers and other government agencies to develop programs and strategies to encourage conservation and partnerships with local utilities to establish a low carbon thermal energy regime.
- 3.1.4.6 To support reductions in peak electricity consumption by:
  - a. supporting the transition to smart electrical meters;
  - b. encouraging innovative energy storage technologies through best practices and design guidelines that minimize peak electricity consumption; and
  - c. designing municipal facilities to be models for peak electricity reductions.
- 3.1.4.7 To support the development of district energy systems in areas of appropriate development density by:
  - a. encouraging partnerships between adjacent landowners to identify district energy opportunities;
  - b. supporting district energy pilot studies;
  - c. considering the implementation of district energy systems for all significant development applications within **Strategic Growth Areas** and for lands designated as **New Community Areas** and undeveloped **Employment Areas**; and



- d. developing partnerships with locally-serving energy utility companies to facilitate the design and implementation of district energy systems.

3.1.4.8 To support and encourage alternative and **renewable energy** generation and support increased energy independence by:

- a. supporting local and on-site energy generation;
- b. encouraging and supporting the development of alternative and **renewable energy** sources, including solar, wind, water, biomass, geothermal, energy-from-waste and other technologies throughout Vaughan, provided that they do not adversely impact surrounding uses;
- c. encouraging on-site electricity generation initiatives that connect to Vaughan's electricity grid;
- d. supporting the use of **renewable energy** sources in district energy systems;
- e. supporting the development of minimum on-site alternative energy production requirements for significant development; and
- f. supporting local industries that manufacture and support alternative energy generation technology.

3.1.4.9 To support best practices for incorporating energy generating technology and infrastructure into community design and buildings, including:

- a. implementing, monitoring, and updating the Sustainability Metrics Program as set out in subsection 3.1.3 of this Plan;
- b. zoning by-laws that support the installation of technologies that do not adversely impact surrounding uses;
- c. that design guidelines should identify best practices and techniques for incorporating those technologies into building and site design, and
- d. encouraging the incorporation of **renewable energy** when it does not adversely affect a heritage resources.

3.1.4.10 To support opportunities for alternative energy production and the circular economy in the **Agricultural System** that do not adversely affect agricultural practices or prime agricultural land, including:

- a. energy production that makes use of animal waste and by-products;
- b. on-farm renewable and alternative energy generating infrastructure that can coexist with agricultural uses and does not adversely impact agricultural activities; and

- c. bio-fuel sources that make use of crop by-products or uses non-food crops as energy sources.

- 3.1.4.11 To work with community and business partners to explore opportunities for on-site technologies that reuse waste heat and generate energy from waste recovery. Where opportunities exist to promote the inclusion of waste heat generation or recovery, the City will consider the offer of necessary utility rights-of-way.
- 3.1.4.12 To explore opportunities to reduce embodied carbon through building deconstruction and salvage strategies with York Region to reduce the amount of waste and encourage salvage where demolition of existing buildings is approved as part of development applications.
- 3.1.4.13 To consider granting priority to development applications that incorporate **renewable energy** and district energy infrastructure.
- 3.1.4.14 To encourage municipal and on-site energy generation initiatives that support the air quality and natural heritage policies contained in subsections 3.1.2 and 3.6 of this Plan.

## 3.2 Housing Options

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

Today, Vaughan's housing stock is predominately comprised of owner occupied single and semi-detached units. Over the past decade, more townhouses, stacked townhouses and multi-unit buildings, both owner occupied and rentals, have been developed, which have contributed to the diversification of the housing stock. Continued efforts to expand housing options will help to improve housing affordability and attainability. Access to **attainable housing** could help children who grow up in Vaughan to be able to stay close to their family as young adults, and to help seniors who have lived in the community

The City recognizes its role in creating opportunities for housing options. A full range of housing options includes but is not limited to ownership and rental housing, affordable rental and ownership housing, social housing, housing for seniors, **supportive housing**, emergency shelters for at-risk groups, accessible housing that meets the needs of people of varying or different abilities, and housing that makes more efficient use of the existing housing stock.

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

to remain here in housing that best meets their needs. Housing options for non-Vaughan residents and newcomers will also provide opportunities for them to live and work in Vaughan. More housing options will also mean people who work in the City can also find housing opportunities here, reducing the need for people to travel long distances for work.

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

- Housing type: adding a greater range of housing types and sizes, including **additional residential units**, more townhouses, stacked townhouses and multi-unit buildings, to the existing housing stock which still primarily consists of single-detached and semi-detached houses.
- Housing tenure: adding more rental units, as currently only 10% of Vaughan's current housing stock is rental.
- Housing affordability: adding more **affordable housing** options, and housing that is affordable to all residents, including students, young families, and seniors.

Improving housing options and access is a priority at both the Provincial and Regional level. The Provincial Policy Statement, the Growth Plan and the York Region Official Plan require municipalities to plan for a range and mix of housing options, including **affordable housing**. Among other tools

such as setting **affordable housing** targets, municipalities are required to permit and encourage **additional residential units** in the **built-up area** and have access to a range of financial and non-financial planning and policy tools to diversify housing options.

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

### 3.2.1 Housing Affordability

Housing is the largest monthly expenditure for most households in Canada. Housing that is affordable is a basic requirement for everyone. The City understands that an appropriate supply of housing that is affordable greatly

contributes to healthy, complete, inclusive, and economically prosperous communities.

It is the policy of Council:

- 3.2.1.1 To work with York Region in implementing its **affordable housing** policies and targets as follows:
- requiring that a minimum of 25% of all new housing units in Vaughan outside of the **VMC** and **PMTSAs** be affordable;
  - requiring that a minimum of 35% of new residential units in the **VMC** and **PMTSAs** be affordable;
  - requiring that a certain portion of affordable units be accessible for seniors and people different or varying abilities;
  - requiring that all Secondary Plans demonstrate how **affordable housing** targets will be met;
  - assisting with the provision of **affordable housing**, where appropriate; and
  - Implementing the City's Housing Strategy.
- 3.2.1.2 That the City, in collaboration with York Region, will develop and implement **inclusionary zoning** in **PMTSAs** to increase the supply of **affordable housing** through an amendment to this Plan.
- 3.2.1.3 That where possible, the City will encourage and assist the creation of **affordable housing** by:
- exploring opportunities for prioritizing development applications that provide **affordable housing** through consideration for innovative housing options, such as modular homes, or financial tools and incentives, such as the fees by-law;
  - considering **affordable housing** as a priority use for surplus City-owned land and exploring opportunities to sell, lease or develop surplus municipal properties for the development of **affordable housing** through updating the City's land inventory;
  - applying for grants and/or subsidies to reduce development costs for **affordable housing**;
  - considering the reduction of parking requirements for projects that provide **affordable housing**; and
  - exploring opportunities to co-locate **affordable housing** with new public service facilities.

## 3.2.2 Housing Type and Tenure

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

It is the policy of Council:

- 3.2.2.1 To encourage and support the provision of a full range of housing options in terms of form, tenure, accessibility and affordability across the City and within neighbourhoods to meet the needs of Vaughan's current and future residents.
- 3.2.2.2 That an adequate supply of housing be maintained by providing:
- a. a minimum 15-year supply of land designated for housing through intensification, redevelopment, and in **designated greenfield areas**; and
  - b. minimum 5-year supply of units with servicing capacity to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
- 3.2.2.3 To encourage a mix of housing types, varying unit typologies and land uses within **Community** and **Strategic Growth Areas** to create affordable and **complete communities**.
- 3.2.2.4 That intensification may occur in a variety of built forms and scales to diversify housing types and tenures as densities increase. The City will support and promote a range of forms of intensification and opportunities to include affordable units in developments, including infill of vacant and underutilized lots, use of **additional residential units**, adaptive reuse, and the renovation and retrofitting of older residential units.

Housing tenure refers to whether a home is owned or rented. Housing type refers to the physical structure of a house, such as single-detached, townhouses, **additional residential units** and apartment buildings. Housing tenure and type are important components of promoting and providing an appropriate mix and range of housing options.

- 3.2.2.5 That the City's Zoning By-law will remove barriers to the supply of housing by permitting a mix of housing types in residential zones, where appropriate, pursuant to the policies of subsection 3.3 and Chapter 4 of this Plan.
- 3.2.2.6 To support and prioritize the following housing initiatives:
- a. the development of housing appropriate for seniors, including affordable ownership and affordable rental options, within existing and new communities;
  - b. the achievement of a balance of studio and one-bedroom housing units and family-sized housing units with at least two or three bedrooms, which are appropriate for families with children, in all developments with a residential component in **Strategic Growth Areas**;
  - c. considering universal accessibility and accommodations for people of varying or different abilities in the development of design guidelines and standards for new residential development; and
  - d. allowing **additional residential units** pursuant to policies 3.2.2.14 and 3.2.2.15.
- 3.2.2.7 To work with York Region on an annual basis to monitor, evaluate, and report on changes within the housing market as well as the City's progress in achieving its housing objectives implemented through housing policies, including:
- a. the **affordable housing** targets identified in this Plan;
  - b. residential construction activity, including the tenure and type of housing being developed, especially in the Urban Growth Centre and other **Strategic Growth Areas**; and
  - c. vacant **Community Area** lands.
- 3.2.2.8 That to monitor the implementation and effectiveness of policies 3.2.2.6 and 3.2.2.7, the City will require all significant developments that include a residential component demonstrate their contribution to meeting the City's housing objectives through the preparation of a housing options statement. A Terms of Reference for the housing option statement may be required prior to submission. A housing options statement may be included as a section in the required Planning Justification Report as part of a complete application requirement. Housing options statements will be required for all Block Plan, Plan of Subdivision, and Site Plan applications, and describe the following:
- a. the total distribution of housing types;
  - b. tenure types and distribution;

- c. the range of unit sizes, both in terms of floor area and number of bedrooms, demonstrating a balance of smaller units (studio or one-bedroom units) and family-sized units (two- or three-bedroom units);
- d. special residential components, such as social or senior housing or **additional residential units**;
- e. the number or percentage of units that are affordable, including their tenure and type; and
- f. the proposed unit type and anticipated unit/sale price at the time of preparing the housing options statement. Further guidance on performance metrics for **affordable housing** will be established through the **affordable housing** implementation framework referenced in subsection 3.2.1 of this Plan.

3.2.2.9 To achieve the purpose-built rental targets identified in Table 3.1 between 2021 and 2051.

**Table 3.1: Purpose-built Rental Targets for the City of Vaughan, 2021 to 2051**

<b>2021 to 2031</b> Total Unit Target	<b>2031 to 2041</b> Total Unit Target	<b>2041 to 2051</b> Total Unit Target	<b>2021 to 2051</b> Total Unit Target
2,750	3,250	2,500	8,500

3.2.2.10 To protect existing rental housing consisting of greater than six rental units from both demolition and conversion to condominium ownership or non-residential use by prohibiting such demolitions or conversions that would result in a rental vacancy rate of less than 3% City-wide.

3.2.2.11 To work with York Region to implement the Affordable Rental Incentive Program and ensure that agreements to provide affordable rental housing are registered on title for those developments which are subject to a development charges deferral for **affordable housing**.

3.2.2.12 That housing for vulnerable populations is protected by permitting emergency shelters for women and families and group homes for people with disabilities in all land use designations where residential uses are permitted, subject to the policies in Chapter 4 of this Plan.

## **Additional Residential Units**

The City supports housing options that accommodate gentle density. **Additional residential units** can help to diversify housing options in Vaughan by introducing a different type and tenure of housing, especially in areas where single-detached



houses, semi-detached houses and townhouses predominate. They also provide an opportunity to increase densities in existing neighbourhoods, allowing for more efficient use of the municipal services and infrastructure.

It is the policy of Council:

3.2.2.13

That an **additional residential unit** shall be permitted subject to the following policies:

- a. up to three **additional residential units** shall be permitted as-of-right on a lot developed with a single-detached house, semi-detached house, or townhouse in the form, or combination of either:
  - i. up to three **additional residential units** in the principal dwelling unit; or
  - ii. up to two **additional residential units** in the principal dwelling unit and one **additional residential unit** in a detached accessory building;
- b. an **additional residential unit** shall be permitted in a single-detached house, semi-detached house or townhouse, or on a lot where there is a residential detached house, semi-detached house or townhouse, provided that:
  - i. all requirements of the Ontario Building Code, Fire Code and the City's implementing Zoning By-law are satisfied;
  - ii. the **additional residential unit** is fully serviced with municipal water and wastewater services;
  - iii. the **additional residential unit** is not on a property located within an environmental protection zone and land subject to natural hazards; and
  - iv. detached **additional residential units** are not severed as a separate dwelling unit from the main lot.
- c. the City's Zoning By-law will implement minimum development standards that must be satisfied before the **additional residential unit** can be considered to be in conformity with this Plan and the Zoning By-law;
- d. any alterations that impact the exterior elevation(s) of a building resulting from the development of an **additional residential unit** on a residential lot that is designated Part IV or Part V or listed under Section 27 of the *Ontario Heritage Act*, may be subject to a Heritage Permit as outlined in Sections 33 and 42 of the *Ontario Heritage Act*; and
- e. Council may adopt further regulatory measures regarding the implementation of a program to permit **additional residential units**

pursuant to the policies of this Plan. Such measures may include but will not be limited to, monitoring the development of **additional residential units** which are rented, the provision of a public education program for homeowners and prospective renters, or financial and non-financial incentives to support the development of **additional residential units**.

- 3.2.2.14 That notwithstanding the policies of this Section, **additional residential units** shall not be permitted on the lands shown as Special Policy Areas on Schedule 8 of this Plan.

## 3.3 Urban Design and the Elements of a Great City

Urban design is the collaborative and multi-disciplinary process of shaping cities to build vibrant and beautiful communities. In Vaughan, this Plan and the City-Wide Urban Design Guidelines, and other various Guidelines and documents work together to guide public and private development throughout the City to ensure they create cohesive built form, blocks, neighbourhoods, and districts.

Good urban design is an essential component of city-building. It establishes frameworks and processes that facilitate the development of livable, sustainable, and vibrant communities. This Plan establishes urban design policies for the public realm and the built form: both play an important role in supporting the establishment of **complete communities** that are enhanced by high quality architecture that is environmentally sustainable, climate resilient, and consistent with energy efficiency standards. This section of this Plan also establishes certain standards for building typologies, which will be further implemented through the City's Zoning By-law.

The City is committed to working with the private sector to deliver a great City and achieve Vaughan's architectural and urban design potential. The private sector has an equal role to play in building the structures and landscapes that define and support place.

### 3.3.1 The Public Realm

The public realm consists of the various public and publicly accessible spaces and the interface of private and public spaces in which people can interact equitably. It also plays an instrumental role in improving urban vitality and community-building. It is the public sidewalks, paths, laneways, and streets on which we walk, the parks in which we play and the squares and open spaces in which we celebrate.

The public realm is also about the amenities found within these spaces, such as benches, light poles, transit shelters, vegetation, and public art, which all work together to provide character and identity within the public realm.

Through the policies of this Plan, the City of Vaughan establishes foundations to provide for functional, comfortable, and safe features within the public realm that make such spaces attractive and universally accessible to all residents. Vaughan is committed to building a truly remarkable public realm throughout the City.

It is the policy of Council:

- 3.3.1.1 To support the development of a high-quality, attractive, and sustainable public realm that includes the following interconnected elements:
- a. public streets and rights-of-way;
  - b. public parks and open spaces, including public squares;
  - c. publicly accessible **Natural Areas**;
  - d. pedestrian and cycling infrastructure, including multi-use recreational trails;
  - e. amenities for people with pets, including dog parks and pet relief areas;
  - f. transit stations and stops;
  - g. **POPS** including courtyards; and
  - h. shared and common streets, driveways, walkways and gardens associated with condominium developments.
- 3.3.1.2 To ensure that the public realm:
- a. provides the organizing framework and setting for development;
  - b. fosters complete, well-connected, walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
  - c. supports **active transportation** and public transit use;
  - d. provides a comfortable, attractive, vibrant, safe, and accessible setting for civic life and daily social interaction in all four seasons;
  - e. contributes to the identity and physical character of the City and its neighbourhoods;
  - f. provides opportunities for passive and active recreation;

- g. is useable in all four seasons, including options for winter activities and year-round visual interest;
- h. incorporates **universal design** and is easily accessible in accordance with the *Accessibility for Ontarians with Disabilities Act* standards;
- i. supports comfortable **microclimates** and mitigates the **heat island effect**; and
- j. contributes to the City's climate resilience.

3.3.1.3 That the public realm contributes to a distinct sense of place and the health and wellbeing of residents by being physically and visually accessible, inclusive, diverse and environmentally sustainable. The City will support public realm investments including but not limited to the following:

- a. lighting that is pedestrian-scaled and is oriented to reduce light spillover onto adjacent sites and streets;
- b. landscaping that provides suitable microclimatic conditions and creates opportunities to transition between the natural world, the built environment, and the public and private realms;
- c. elements that reduce the urban heat island such as shade structures, canopies and awnings, and an increased tree canopy;
- d. paving enhancements;
- e. waste and recycling receptacles;
- f. bicycle racks, bike lockers, and covered storage;
- g. signage;
- h. public art;
- i. transit shelters that are suitable for all four-seasons; and
- j. seating that is accessible to all users.

3.3.1.4 That public streets and rights-of-way are considered significant public places. Their design should balance their multiple roles and functions by ensuring they:

- a. accommodate all mobility options, with a focus on active and public transportation;
- b. accommodate municipal infrastructure and utilities and, to the greatest extent possible, these functions be provided below grade;
- c. contribute to the urban canopy cover targets established by the City and Region through the provision of trees;

- d. incorporate, where possible, **green infrastructure** including low impact development;
- e. contribute to the City's overall design aesthetic through high-quality hard and soft landscaping treatments and the incorporation of public art; and
- f. create a comfortable pedestrian scale and environment by providing pedestrian amenities such as wide boulevards with appropriate and attractive street furniture and street lighting.

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

- a. requiring sidewalks as per policy 3.9.2.5;
- b. ensuring that public streetscapes meet the standards of the *Accessibility for Ontarians with Disabilities Act* and prioritize accessibility for all users;
- c. avoiding **rear-lotting** on public streets or other elements of the public realm such as parks or natural heritage features;
- d. ensuring built form has an adequate pedestrian scale, while avoiding blank facades by promoting active uses along sidewalk;
- e. encouraging active uses along public streets that can include spillover uses to animate the public realm and improve transition between the private and public realms;
- f. requiring pedestrian-scaled lighting near transit-stops and along all pathways, sidewalks, and ramps in **Strategic Growth Areas**, retail main streets and heritage districts;
- g. requiring that surface parking areas, loading areas, and utilities be buffered and screened from sidewalks through the use of setbacks and landscaping; and
- h. providing separation between pedestrians and high levels of vehicular traffic consisting of landscaping and, where appropriate, on-street parking.

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

- a. ensuring that the length of streets and blocks supports pedestrian and bicycle circulation;
- b. providing mid-block pedestrian and cycling connections where appropriate;
- c. providing a street and block pattern that promotes and maximizes the number of street connections between arterial roads, adjacent streets, and neighbourhoods;

- d. limiting and discouraging cul-de-sacs and window streets; and
- e. designing streets that are safe for cyclists and, where appropriate, providing for physically-separated bike lanes within the right-of-way.

3.3.1.7 To support **POPS** as permitted by Section 3.5.3 and pursuant to further guidance in the City-Wide Urban Design Guidelines. **POPS** should be designed to a high level of quality and achieve the following:

- a. ensure a seamless transition to public space without physical or visual barriers that may imply that the space is private;
- b. be highly visible for pedestrians, with frontage on least one public street;
- c. include signage identifying the space as being open to the public;
- d. incorporate features such as trees, landscaping, seating, public art, bicycle parking, and waste and recycling receptacles; and
- e. incorporate low-impact development features wherever possible to manage stormwater.

3.3.1.8 To recognize that some condominium developments will contain common-element streets and walkways. In such instances these features should be designed to simulate a public street by following the City-Wide Streetscape Implementation Manual and policies 3.1.1.4, 3.1.1.5, and 3.1.1.6 shall apply.

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

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

3.3.1.10 To provide a high-quality network of connected public parks and open spaces, as outlined in Section 3.5 of this Plan, that contribute to the City's overall public realm.

3.3.1.11 To strengthen Vaughan's network of **Natural Areas** and their relationship with the City's public realm network, including private and public urban open spaces as a defining characteristic of the City by:

- a. protecting and enhancing the **Core Features**, **Enhancement Areas**, and other lands in the Greenbelt Plan and Oak Ridges Moraine Conservation

Plan that together comprise the Natural Heritage Network, as defined in Section 3.6 and identified on Schedule 2 of this Plan, and, specifically, securing wherever possible, through the development process, such lands for public purposes;

- b. actively seeking, through the development process, to connect **Natural Areas** with existing parks, open spaces, pedestrian routes, recreational trails and **greenways**, and cycling routes;
- c. maintenance of physical and visual public entry points to accessible natural heritage areas, parks, and open spaces, and amenities, as appropriate;
- d. requiring new development within and adjacent to **Natural Areas** provides sufficient buffering to protect and conserve the ecological functions of such **Natural Areas**; and
- e. orienting new development to maximize public access and views onto **Natural Areas**.

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

- a. provide for the inclusion of public art in all new major public-sector developments;
- b. encourage a public art contribution from private development;
- c. identify key sites and opportunities for investment in public art throughout Vaughan;
- d. encourage partnerships to integrate public art with infrastructure;
- e. encourage partnerships with local institutions and community groups to initiate neighbourhood-based public art projects; and
- f. establish a Public Art Review and/or Selection Panel to review and evaluate public art proposals and make recommendations respecting locations, scale and purposes.

3.3.1.13 To incorporate elements within the City's public realm that are sustainable and contribute to an improved environment by:

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



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

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

3.3.1.15 To design for pedestrian safety and security through various measures, including implementation of the City's Crime Prevention Through Environmental Design Guidelines.

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

## 3.3.2 Built Form and Development Policies

The built form in Vaughan should integrate well with public spaces, amenity spaces and streetscapes. The design of sites and the ground floor of buildings is particularly important in creating a seamless transition between private and public space and supporting a vibrant public realm. To support the development of built form that helps define and strengthen the public realm, a clear set of intentions and expectations are provided for how buildings should be developed in different parts of the City. The transformation envisioned in this Plan requires that a new emphasis be placed on design excellence. Development in Vaughan will support the evolution of **complete communities**.

It is the policy of Council:

- 3.3.2.1 To implement the guidance of City-Wide Urban Design Guidelines for building types through the application of this Plan and the through the application of City's Zoning By-law when reviewing proposed development.
- 3.3.2.2 That for design principles and criteria for built form contained in subsection 3.3.2 of this Plan, the City-Wide Urban Design Guidelines provide further details, examples, and illustrations which will be considered in all development proposals.

3.3.2.3 That all new or redeveloped buildings in the City will support the following design principles:

- a. heights, massing, scale, setbacks, building articulation, and separation distances will ensure privacy, sunlight, and sky views, and limit shadow and/or wind impacts for nearby buildings and uses;
- b. effective **built form transitions** should be applied within single buildings, between buildings on a site, on a block, and across areas of the City;
- c. all elements of the City's built form will contribute to community wellbeing, sustainable development and environmental resiliency by meeting the minimum requirements of the City's Sustainable Metrics Program and incorporating a climate change and equity lens described in Section 3.1 of this Plan;
- d. development will include landscaping features that include vegetation and wherever feasible, contribute to the City's tree canopy target;
- e. effective **built form transitions** will be applied within single buildings, between buildings on a site, and between sites, and will reflect site-specific conditions and adjacent context;
- f. buildings will create a comfortable sense of pedestrian scale and enclosure along public and private rights-of-way and open spaces;
- g. the built form will reflect architectural design excellence, exhibit variety and visual interest, and use high-quality and durable materials; and
- h. buildings will frame adjacent public and private rights-of-way, parks, and open spaces to create a comfortable pedestrian scale and sense of enclosure.

## Neighbourhood Design

It is the policy of Council:

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

- a. the local pattern of lots, streets and blocks;
- b. the size and configuration of lots;

- c. the orientation of buildings;
- d. the heights, scale, and architectural character of adjacent and immediately surrounding residential properties;
- e. the setback of buildings from the street;
- f. the pattern of rear and side-yard setbacks;
- g. the presence of mature trees and general landscape character of the streetscape;
- h. the existing topography and drainage pattern on the lot and in the adjacent and immediately surrounding properties; and
- i. conservation and enhancement of heritage buildings, heritage districts and **cultural heritage landscapes**.

**Compatibility** focuses on creating harmony through the design of development to respond to basic neighbourhood patterns, rhythms, and landscapes, whose continuation allows change to be accommodated while preserving cherished aspects of neighbourhood character. Development should fit compatibly with its surroundings, not have an undue adverse impact on neighbouring properties, and not significantly alter the physical character of the larger residential area.

#### 3.3.2.5

That within the **Community Areas** there are a number of established residential neighbourhoods that are characterized exclusively or predominantly by detached houses located on generally large lots with frontages exceeding 20 metres and/or by their historical, architectural or landscape value. These neighbourhoods are generally identified on Schedule 1D. Some of these established neighbourhoods, including estate lot neighbourhoods, are also characterized by their substantial rear, front and side yards, and by lot coverages that contribute to expansive amenity areas, which provide opportunities for attractive landscape development and streetscapes. These include neighbourhoods at or near the core of the founding communities of Thornhill, Concord, Kleinburg, Maple and Woodbridge, and may also be part of the respective Heritage Conservation Districts. For clarity, the policy text prevails over the mapping shown on Schedule 1D. In addition to those areas identified on Schedule 1D, this policy shall also apply to other areas where the subdivision and redevelopment of a large lot or multiple large lots would not respect and reinforce the elements identified in policy 3.3.2.4. In order to maintain the character of established, large-lot neighbourhoods the following policies shall apply to all developments within these areas (e.g., land severances, zoning by-law amendments and minor variances), based on the current zoning, and guide the preparation of any future City-initiated area specific or comprehensive zoning by-laws affecting these areas:

- a. lot frontage: in the case of lot creation, new lots should be equal to or exceed the frontages of the adjoining lots or the average of the frontage of the adjoining lots where they differ;
- b. lot area: the area of new lots should be consistent with the size of adjacent lots;
- c. lot configuration: new lots should respect the existing lotting fabric in the immediately surrounding area;
- d. front yards and exterior side yards: buildings should maintain the established pattern of setbacks for the neighbourhood to retain a consistent streetscape;
- e. rear yards: buildings should maintain the established pattern of setbacks for the neighbourhood to minimize visual intrusion on the adjacent residential lots;
- f. dwelling types: a new dwelling replacing an existing one shall be of the same type, as defined in Section 5.3 of this Plan, except on a lot fronting an Arterial Street, as identified in Schedule 9A where a **Semi-Detached House** or **Townhouse** replacing a detached dwelling may be permitted, subject to policy 3.3.2.6 and the other urban design policies of this Plan;
- g. building heights and massing: should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for **Community Areas**; and
- h. lot coverage: in order to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with development in the area and as provided for in the zoning by-law is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the City's Zoning By-Law.

3.3.2.6 That notwithstanding policy 3.3.2.5, where a lot or a parcel composed of multiple lots in a designated **Low-Rise Residential** neighbourhood in an **Community Area** fronts an Arterial Street, as identified in Schedule 9A of this Plan, limited intensification in the form of **Semi-Detached Houses**, **Townhouses**, **Stacked** and/or **Back-to-Back Townhouses**, or **Low-Rise Buildings** may be permitted, subject to the following:

- a. all new dwellings shall front and address a public street, with the exception of **additional residential units** in accessory buildings, which may front onto laneways;

- b. parking for units fronting on an Arterial Street shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;
- c. private laneways or driveways shall not be used to provide frontage for residential dwellings with the exception of **additional residential units** in accessory buildings which may front onto laneways;
- d. the general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements;
- e. the scale and massing of **Townhouse** and **Semi-Detached House** developments shall respect the scale and massing of adjacent development and any applicable urban design guidelines; and
- f. subject to policies 3.3.2.6.a through e. and g., where future intensification on adjacent lots would be appropriate and is anticipated through a Block Plan or Development Concept report, developments shall protect for future street and/or laneway interconnections with the adjacent properties to minimize accesses to the Arterial Street and facilitate the establishment of a rational and efficient street and laneway network over time. Access arrangements on Arterial Streets shall be to the satisfaction of the City and York Region.

3.3.2.7 That where a new street network and other infrastructure are required to facilitate and service new development in **Community Areas**, the City may require a Block Plan, as per subsection 5.1.1 of this Plan, to ensure an orderly and comprehensive approach to development in the area.

3.3.2.8 That in **New Community Areas** where no established development exists, the appropriate built form and urban design, including scale, massing, setback, and orientation of buildings shall be determined through a comprehensive and coordinated planning exercise, as detailed in Chapter 4 of this Plan, and consistent with the requirements for new communities within the York Region Official Plan.

3.3.2.9 That in **Strategic Growth Areas**, new development will be designed to:

- a. provide a compact built form that supports any intensification target applicable to the **Strategic Growth Area**;
- b. support balanced density to achieve **complete communities**;

- c. have buildings front onto a public street with generally consistent setbacks and built form along sidewalks;
- d. locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- e. provide active ground floor uses and grade-related amenity spaces, and avoid blank facades;
- f. mass new buildings to frame adjacent streets, parks, open spaces, and natural heritage features in a way that provides for a pedestrian-scaled environment;
- g. create appropriate transitions in scale to areas of lower density while fulfilling the intensification objections for the **Strategic Growth Areas**; and
- h. contribute to an interesting and attractive skyline through architectural treatment and roof design.

#### 3.3.2.10

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

- a. using shared service areas where possible within blocks, including public and private lanes, driveways and service courts;
- b. consolidating and minimizing the width of driveways and curb cuts across public sidewalks;
- c. providing designated areas for service vehicle within developments where possible;
- d. providing underground parking where appropriate, for all new development in **Strategic Growth Areas** and prohibiting surface parking in ultimate conditions;
- e. prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;
- f. ensuring that any surface parking areas are buffered and screened from all property lines through the use of setbacks and landscaping;
- g. encouraging that where a structured parking facility fronts onto a street or public space, the facility should incorporate active at-grade uses and incorporate high quality architectural design; and
- h. consolidating vehicular access to parking, service and loading areas to minimize the number of driveways and curb cuts across public sidewalks.

- 3.3.2.11 That in **Employment Areas**, new development will be designed to:
- a. allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses as permitted through Chapter 4 of this Plan;
  - b. provide safe and direct access to buildings from the public street and parking areas for pedestrians, cyclists and transit users;
  - c. maximize the placement of buildings along the frontage of lots facing public streets and have regard for appropriate landscaping;
  - d. limit surface parking between the front face of a building and the public street or sidewalk;
  - e. buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping; and
  - f. buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing.
- 3.3.2.12 That in the **Agricultural System**, new development, where permitted, will be designed to protect, preserve and strengthen the rural and agricultural character within which it is set by designing new development so its siting, scale and massing is compatible with the established patterns of surrounding Hamlets, farms and **Natural Areas**.
- 3.3.2.13 That the Design Review Panel will continue to function in an advisory role to review developments that, in the opinion of the City, are deemed major or of City-wide significance. The Design Review Panel will provide recommendations as part of the City's development approval process, in accordance with the Design Review Panel Terms of Reference and Protocol.

## Site Design and Building Types

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

These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public right-of-way, building massing and height. Policies relating to the type of buildings and developments in the City are informed by the City-Wide Urban Design Guidelines, which help to ensure the proper form and fit with the existing and planned context. The building types listed in this section are not exhaustive but can help to inform innovation in building design.



It is the policy of Council:

- 3.3.2.14 To permit a broad range of building types to meet the land use goals of this policy, including:
- a. **Single-Detached Houses, Semi-Detached Houses, and Townhouses** which form the core of the City's existing housing stock and will support the inclusion of **additional residential units**;
  - b. **Duplexes, Triplexes, Fourplexes, Back-to-Back Townhouses, Stacked Townhouses, and Live-Work Units**, which allow more housing options per lot, and support the **missing middle**;
  - c. **Low-Rise Buildings**, which support compact, mixed-use development in **Community Areas** and **Local Centres** and can provide **missing middle** housing options;
  - d. **Mid-Rise Buildings**, which function as an important transitional built-form typology between areas of low and high density while achieving higher density rates and a comfortable street level pedestrian scale;
  - e. **High-Rise Buildings**, which along with **Mid-Rise Buildings** form the core built form of most **Strategic Growth Areas**, and support the highest-density developments in the City;
  - f. **Employment/Industrial Buildings**, which are exclusively located within **Employment Areas** and are generally low-rise in form;
  - g. **Public and Private Institutional Buildings**, which are occupied by public uses such as libraries, community centres or schools and may take on a variety of forms dependant on their use and scale; and
  - h. **Gas Stations**, which are facilities primarily for the sale of gasoline and other fuels, and which are characterized by covered vehicle fuel dispensing facilities and may include ancillary or accessory uses thereto including an associated accessory retail component.
- 3.3.2.15 That maximum heights in storeys and maximum densities in **floor space index (FSI)** are indicated for certain sites across the City on Schedule 13 to this Plan.
- 3.3.2.16 That notwithstanding policies 3.3.2.4 through 3.3.2.6 of this Plan, in **Community Areas**, variations from the scale, massing, setback, and orientation of the surrounding neighbourhood are permitted for the purposes of minimizing driveways and having front entrances and porches located closer to the street than garages.

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

- 3.3.2.24 That taller building elements above the podium of a **Mid-Rise** or **High-Rise Building** will be setback three metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- 3.3.2.25 That a separation distance of fifteen metres will be established between habitable windows of any two or more podiums.
- 3.3.2.26 That the design of **High-Rise Buildings** will:
- a. incorporate clear distinction between the base, middle, and top of the building;
  - b. complement the surrounding skyline and have the potential to act as landmarks in the City;
  - c. mitigate wind impacts on the pedestrian environment and maximize hours of direct sun on the public realm;
  - d. include **active frontages** that support retail and other uses that animate the public realm;
  - e. include podiums that, where possible in mixed-use areas, allow for a grocery store or retail food store to support local access to food;
  - f. provide permeability at street level to promote seamless and unimpeded access to potential publicly accessible private amenities such as courtyards and rooftop terraces level and the potential incorporation of areas or facilities that are publicly accessible at upper levels; (e.g., access to skyways to allow for climate-controlled pedestrian circulation between buildings;
  - g. integrate all utility equipment in the built form and away from main frontages; and
  - h. attain near or **net-zero** greenhouse gas missions and implement district energy, **green infrastructure**, or other innovative sustainability elements.
- 3.3.2.27 That in order to provide appropriate privacy and daylight conditions for people living and working within **High-Rise Buildings**, to minimize shadows created by **High-Rise Buildings**, and to contribute to overall excellence in the City's urban design, **High-Rise Buildings** should be designed as slender towers and spaced appropriately through the following criteria:
- a. the base of the building should be no longer than eighty metres in length;
  - b. the floorplate of the building, measured as the total area contained within the exterior face of a building excluding balconies, for storeys above the

twelfth storey generally shall be no greater than 750 square metres, except for **High-Rise Buildings** containing office uses above the twelfth storey;

- c. the portions of **High-Rise Buildings** above twelve storeys shall be setback a minimum of 12.5 metres from any side or rear property line; and
- d. where more than one **High-Rise Building** is located on the same lot, the distance between any portions of the **High-Rise Buildings** above twelve storeys shall generally be at least 30 metres.

3.3.2.28 That the rooftops of Low-Rise, Mid-Rise, and **High-Rise Buildings** should:

- a. include landscaped green space, private outdoor amenity space and/or environmental features such as solar panels or **green roofs**; and
- b. in the case of **High-Rise Buildings**, should be designed to be of architectural interest and contribute to an interesting skyline and cityscape.

3.3.2.29 That for Low-Rise, Mid-Rise, and **High-Rise Buildings**:

- a. parking ramps, loading, and services should be incorporated into the building form;
- b. surface parking is not permitted between the building's front or side and a public street;
- c. surface parking elsewhere on the lot will setback from any property line by a minimum of three metres and shall be appropriately screened through landscaping; and
- d. all surface parking areas must provide a high level of landscaping treatment and pedestrian pathways and it is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.

3.3.2.30 That for **High-Rise Buildings**:

- a. parking will be provided in underground facilities or in structured parking above-grade contained within the **High-Rise Building**;
- b. surface parking areas are not permitted, except:
  - i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use;
  - ii. to provide required resident or visitor parking spaces on an interim basis as part of a phased development; and

- c. where surface parking areas are including on an interim basis, it will be demonstrated through a phasing plan submitted with the development application how the interim surface parking area is to be phased-out over time, including demonstration of the final intended state of the interim surface parking area.

3.3.2.31 That the following key urban design principles, policies and development criteria apply to **Employment/Industrial Buildings**:

- a. Employment/Industrial Buildings are buildings exclusively located within **Employment Areas** and are generally low-rise in form;
- b. buildings will exhibit urban design and architectural design excellence and contribute to a high-quality public realm;
- c. buildings shall provide visual interest, with significant glazing, prominent entrances, façade articulation, and high-quality, bird-friendly materials;
- d. buildings will provide a **sensitive** transition to adjacent natural areas;
- e. buildings and sites will be designed to incorporate amenity areas for employees;
- f. in order to provide convenient access for pedestrians and transit users, Employment/Industrial Buildings shall generally be oriented to front onto a public street and provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance;
- g. where it is demonstrated through a Site Plan that fronting an **Employment/Industrial Building** on a public street is not feasible, the building and site will be designed to provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance;
- h. surface parking between the front or side of an **Employment/Industrial Building** and a public street is limited to one aisle of parking spaces and shall generally occupy no more than 50% of the building frontage;
- i. all surface parking areas must provide a high level of landscaping treatment and pedestrian pathways. It is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system;
- j. all surface parking and areas associated with servicing and loading shall be appropriately screened from the public realm; and

- k. the rooftop of **Employment/Industrial Buildings** will include landscaped green space, private outdoor amenity space and/or environmental features such as solar panels, green and cool roofs where practical and appropriate.

3.3.2.32

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

- a. **Public and Private Institutional Buildings** are occupied by public uses such as libraries, civic buildings, community centres or schools and may take on a variety of forms dependant on their use and scale;
- b. **Public and Private Institutional Buildings** shall exhibit high quality architectural design, including public art such as murals;
- c. **Public and Private Institutional Buildings** will positively contribute to the public realm by being co-located with parks and open spaces wherever possible, and including benches, lighting, waste receptacles in their site design;
- d. in order to provide convenient access for pedestrians and transit users, **Public and Private Institutional Buildings** should generally be oriented to front onto a public street and provide direct and safe pedestrian access, separated from parking lots to any main building entrance;
- e. surface parking is not permitted between the front or side of a **Public and Private Institutional Buildings** and a public street. Site design, buffers, and transitions for surface parking will be established by the City-Wide Urban Design Guidelines. All surface parking areas must provide a high level of landscaping treatment and pedestrian pathways, and it is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system; and
- f. the rooftop of **Public and Private Institutional Buildings** should include landscaped green space, private outdoor amenity space and/or environmental features such as solar panels, green and cool roofs.

3.3.2.33

That the following key urban design principles, policies and development criteria apply to **Gas Stations**:

- a. **Gas Stations** are facilities primarily for the sale of gasoline and other fuels. They are characterized by covered vehicle fuel dispensing facilities and may include ancillary or accessory uses thereto including an associated accessory *retail* component. Car wash and drive-through facilities are permitted as accessory parts of **Gas Stations**. Automobile repair and service facilities are only permitted as part of **Gas Stations** if located in an **Employment Area**;

- b. **Gas Stations** shall exhibit high quality architectural design, employ high quality material use, and positively contribute to the public realm by providing safe and accessible pedestrian connections within the site and to public streets;
- c. extensive landscaping and buffering shall be provided along public street frontages and along property lines;
- d. where a **Gas Station** contains a retail building greater than 100 square metres, the *retail* building will be situated in an appropriate location that ensures an attractive streetscape, with convenient and safe pedestrian connections between the building and public street;
- e. where a **Gas Station** contains a car wash, the car wash shall generally be located to the rear or side of the site, with sufficient setbacks, landscaping, fencing, building materials, and noise mitigation measures to ensure compatibility with any adjacent **sensitive** uses as may be determined by an approved noise study;
- f. where a proposed **Gas Station** contains a drive-through facility, the drive-through will be assessed with respect to setbacks, landscaping, fencing, lighting, building materials, and noise mitigation measures (if required) to ensure compatibility with any adjacent **sensitive** uses and the effect on streetscapes. The policies of subsection 3.4 shall not apply to drive-through facilities developed as part of a **Gas Station**; and
- g. surface parking shall be setback from any property line by a minimum of three metres and appropriately screened by landscaping.

## 3.4 Economy and Employment

### 3.4.1 Economic Growth and Diversification

The industrial, manufacturing, construction, and warehousing sectors have been a major component of Vaughan's economic success, supported by large contiguous **Employment Areas** and significant transportation infrastructure, including Provincial highways, two large rail yards and proximity to Pearson International Airport. Vaughan's retail sector is equally strong, with large, regionally serving retail centres and a high proportion of locally owned retailers. Retail tourism, where visitors come to Vaughan to shop, has proven to be a major asset, as have the variety of other tourism destinations located in Vaughan.

A strong economic future for Vaughan requires further economic growth and diversification. Forecast to grow from 236,000 jobs in 2021 to 354,400 jobs by



2051, economic growth will occur within strong and established sectors. However, new growth will also occur in a variety of emerging sectors, including innovative industrial uses and knowledge-based industries, that together have potential for significant expansion. With a diverse economic base, Vaughan will promote a welcoming environment for a variety of new employers and job opportunities, where residents and employees can both live and work in Vaughan.

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

As the **VMC** develops into Vaughan's downtown, it is anticipated to attract new **major office** developments and corporate headquarters, alongside **PMTSAs** and other **Strategic Growth Areas**. The City's new hospital at Major Mackenzie Drive and Jane Street provides significant employment opportunities in the health and healthcare sectors and has the potential to generate a cluster of health science industries and institutions. Further institutional growth will be pursued, including opportunities to attract post-secondary education programs and institutions, and support will be provided to foster creative industries and cultural activity.

It is the policy of Council:

- 3.4.1.1 To promote economic growth and diverse employment opportunities in order to:
  - a. support the long-term economic health and financial stability of the City; and
  - b. allow residents and employees the opportunity to both live and work in Vaughan.
- 3.4.1.2 To provide a supportive municipal framework to grow Vaughan's economy by:
  - a. implementing York Region's Economic Development Action Plan;
  - b. working with York Region, neighbouring lower-tier municipalities, the Province and other stakeholders in taking a coordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as transportation demand management and economic development;
  - c. providing for a wide range, size and mix of available lands for a variety of economic functions;

- d. facilitating opportunities to diversify employment lands through expanded land use designations in Chapter 4 of this Plan, without creating an imbalance between employment and residential lands;
- e. constructing, upgrading and maintaining high quality municipal services and infrastructure;
- f. facilitating efficient and convenient transportation options for people and goods;
- g. providing high quality, advanced, efficient and coordinated utilities, services and telecommunications infrastructure, including broadband, to support a knowledge economy;
- h. supporting community economic development through partnerships, strategies and programs, such as business improvement areas and Community Improvement Plans; and
- i. attracting a diverse labour force to accommodate Vaughan's businesses by ensuring a range of housing options, human and social services, cultural opportunities and parks, open spaces and **Natural Areas** are provided.

3.4.1.3 To support long term economic diversification by:

- a. recognizing and supporting Vaughan as a major industrial, manufacturing and warehousing centre in the Greater Toronto Area in close proximity to the two rail yards, highway frontage and access, Pearson International Airport and transit access, and protecting a sufficient supply of land for these functions;
- b. promoting and supporting the development of new **Major office** uses within the **VMC**, **PMTSAs**, other **Strategic Growth Areas** and, where appropriate, **Employment Areas**;
- c. attracting senior level government office and services;
- d. supporting the growth of retail activities and other amenities within **Strategic Growth Areas** and Mixed-Use designations;
- e. attracting and supporting the development of green industries in Vaughan, including industrial uses and environment-focused professional and technical office uses and services;
- f. supporting the growth and transformation of Vaughan's development/construction industry as a model for emerging green building technologies and sustainable practices and to conform with the Sustainability Metrics Program;

- g. supporting the growth of entrepreneurialism and innovation through the provision of temporary meeting or office space;
- h. promoting and supporting the development of a cluster of health-care related activities in relation to the new hospital;
- i. promoting and supporting the development of post-secondary education programs, buildings and institutions;
- j. establishing and strengthening partnerships with employers and the Vaughan Chamber of Commerce;
- k. encouraging tourism;
- l. enhancing Vaughan's role in the creative and cultural industries; and
- m. supporting the agri-food cluster, inclusive of agriculture, food production, and food processing activities.

3.4.1.4 To protect and designate appropriately sized lots for the attraction and retention of the economic sectors listed in policy 3.4.1.3.

## 3.4.2 Directing Economic Activity

Large and accessible **Employment Areas**, for the provision of industrial, manufacturing and warehousing uses, supported Vaughan's emergence as an employment leader in the Greater Golden Horseshoe. These **Employment Areas** will continue to play a critical role in Vaughan's economic base, especially as the Highway 400 North lands and the West Vaughan **Employment Area** lands are developed. **Employment Areas** accommodate uses that are not appropriate in **Strategic Growth Areas** or **Community Areas**, such as those uses that create noise or vibration, require very large lot sizes, require frequent truck access for goods movement and loading, and are best located near Provincial highways and rail infrastructure to support efficient goods movement. To remain viable, **Employment Areas** should be maintained as large, un-fragmented areas that allow flexibility for growth and change, offer protection from more **sensitive** land uses and provide for a range of **employment-supportive uses** that primarily support the businesses and employees of the employment area.

Job growth outside of **Employment Areas** will occur primarily in mixed-use areas, and mostly **Strategic Growth Areas**, due to increasingly dense populations, significant transit and infrastructure investments, and large capacity for growth in those areas. **Strategic Growth Areas** will accommodate non-industrial employment activities that are more compatible with residential uses, and will provide opportunities to support many of Vaughan's economic sectors, such as office uses, retail, tourism and cultural industries.

It is the policy of Council:

- 3.4.2.1 To ensure that a supply of land is designated to accommodate the forecast of 354,400 jobs in 2051 as directed through the York Region Official Plan. Such lands include **Employment Areas** and **Strategic Growth Areas**, as identified on Schedule 1A.
- 3.4.2.2 To direct economic activities in a manner that supports the growth policies set out in Chapter 2 of this Plan. Specifically, industrial uses such as manufacturing and warehousing, and, where appropriate, targeted office uses should be directed to **Employment Areas**. Other economic activities, including retail commercial activities and **major offices** should be directed to **Strategic Growth Areas**, where they can be better served by transit and help create vibrant mixed-use centres and corridors.
- 3.4.2.3 To support the long-term flexibility, vitality and competitiveness of **Employment Areas** by:
- a. maintaining **Employment Areas** as large and contiguous areas for clusters of business and economic activities including manufacturing, warehousing, industrial, offices, and associated retail and ancillary facilities;
  - b. encouraging intensification of lands in existing **Employment Areas** through infill, development of vacant lands, and redevelopment of underutilized lands, where feasible, provided that:
    - i. the new use is permitted under Section 4.2 of this Plan;
    - ii. the intensification of the site does not inhibit the future use of the site for any activity permitted in **Employment Areas**; and
    - iii. the new use will not cause adverse effects on nearby employment uses (e.g., through increased traffic);
  - c. ensuring land use compatibility between uses in **Employment Areas** and nearby **sensitive** land uses as directed in policy 3.4.3.2 of this Plan;
  - d. accommodating a wide range of business services and office uses, as well as **employment-supportive uses** in **Employment Areas**, where appropriate;
  - e. prohibiting **major retail** and standalone retail uses in **Employment Areas**, pursuant to policies in Section 4.2 of this Plan;
  - f. limiting retail uses within **Employment Areas** to **employment-supportive uses** primarily for the purposes of serving businesses and employees in the **Employment Areas**, and directing these uses to lands designated **Prestige Employment** as directed by Section 4.2 of this Plan;

- g. supporting a broad mix of lot sizes that support a diversity of employment opportunities related to the primary function of **Employment Areas** to support both heavy and light manufacturing uses, warehousing and some office uses;
  - h. facilitating efficient goods movement systems, in accordance with the policies in Section 3.9 of this Plan;
  - i. encouraging and supporting the remediation and reuse of contaminated lands and **brownfield** sites in **Employment Areas**, in accordance with the policies of subsection 3.6 of this Plan; and
  - j. supporting the reuse and/or repurposing of older industrial buildings and/or **Employment Areas** for cleaner and more affordable employment uses.
- 3.4.2.4 That lands in **Employment Areas** which also fall within the confines of a **PMTSA** are intended for more compact employment uses.
- 3.4.2.5 That further to policy 3.4.2.3.f, **employment-supportive uses** are intended to allow for employees and visitors of such businesses to access supportive services without having to leave the **Employment Area**, and ideally without having to use a personal vehicle, but are not to interfere with the function of the area for employment uses. These uses may include the uses referenced below, up to a certain size, in accordance with the City's Zoning By-law, but are not limited to:
  - a. commercial services;
  - b. convenience retail;
  - c. restaurants and cafes; or
  - d. business centres offering printing and shipping services.
- 3.4.2.6 To encourage, in alignment with subsection 3.9.6 of this Plan, the clustering of large-scale warehousing and distribution, logistics, shipping, and other employment uses that involve significant goods movement around major transportation corridors to ensure efficient use of highway infrastructure and to minimize effects of truck traffic.
- 3.4.2.7 That further to policy 3.4.2.6, uses related to goods movement are encouraged to locate within the West Vaughan and Highway 400 North **Employment Areas**.
- 3.4.2.8 That the City will develop a system for tracking and monitoring data on **Employment Area** land needs and supply, to maintain a five-year supply of shovel-ready **Employment Area** lands. This system should:

- a. build on existing employment land supply and projected employment forecasts in this Plan to accommodate longer-term planning and employment land-needs forecasting;
- b. track employment land supply and demand attributes including but not limited to:
  - i. historical land absorption in **Employment Areas**;
  - ii. employment Area land supply; and
  - iii. forecast **Employment Area** land absorption; and
- c. track development inquiries and potential challenges with Official Plan policies to ensure the effectiveness of the Official Plan in accommodating employment growth which can be reviewed at the next Official Plan review.

### 3.4.3 Diversifying Vaughan's Economy

Vaughan's economy has historically relied on industrial uses centred around the two intermodal rail facilities located in the City, and has large, contiguous industrial employment areas. As the City matures from a municipality of largely segregated employment and residential uses to strong mixed-use communities established in **Strategic Growth Areas**, there is a need and an opportunity to diversify the type of employment available to the residents of Vaughan. This diversification will be led by the City's Economic Development Strategy, as may be amended from time to time.

#### Growing Industry

Vaughan's strong industrial, manufacturing and warehousing base will continue to grow, but will evolve to meet new and changing demands. Rapid improvements in manufacturing technology will create new opportunities for growth. With emerging interest in the green building industry, Vaughan's building technology and construction industries have an opportunity to emerge as leaders in green development in the Greater Golden Horseshoe. The City will provide a supportive environment that encourages flexibility and innovation in these sectors to encourage continued competitiveness, a sustained employment base and opportunity for continued growth.

While Vaughan's **Employment Areas** will be protected and maintained for employment uses, the City will work toward achieving a vibrant and walkable

public realm in **Employment Areas** to improve the experience of employees working there.

It is the policy of Council:

- 3.4.3.1 To support the growth and modernization of Vaughan’s manufacturing, industrial and warehousing sectors by:
  - a. encouraging a transition from traditional manufacturing industries to advanced manufacturing;
  - b. supporting Vaughan’s emergence as a leader in green industries and technology; and
  - c. expanding Vaughan’s leading role in the Greater Golden Horseshoe construction and development industry.
- 3.4.3.2 To protect Vaughan’s manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands where **sensitive** land uses are or will be located within 1000 metres of an **Employment Area**, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, in order to ensure land use compatibility with the surrounding **Employment Area** lands. As a result of the studies, on-site and/or off-site mitigation measures may be required prior to development at the expense of the applicant for the more **sensitive** land use.
- 3.4.3.3 That development within existing and new **Employment Areas** be designed to minimize surface parking, maximize walkability, provide for a mix of amenities and open space and enhance access and connectivity to a range of transportation modes including transit and **active transportation** where appropriate.
- 3.4.3.4 To achieve flexible and adaptable **Employment Areas** that include street patterns and building design and siting that allow for redevelopment and intensification.
- 3.4.3.5 To support the development of a safe, desirable, and sustainable built environment in **Employment Areas**.
- 3.4.3.6 To consider using tools such as Business Improvement Areas or Community Improvement Plans to promote redevelopment and improvements to built form and accessibility in **Employment Areas**.
- 3.4.3.7 To establish Vaughan as a leader in the green economy by attracting, supporting and cultivating a wide range of value-added industries that:
  - a. provide services and products that promote environmentally responsible practices;

- b. respond to the reality of climate change, future energy scarcity and other environmental imperatives; and
  - c. reflect environmental and sustainability objectives in their operations.
- 3.4.3.8 To encourage green industries that make use of existing land, facilities and expertise and build on Vaughan’s strong economic base, including:
  - a. manufacturing industries;
  - b. green building materials and technologies;
  - c. alternative energy and fuels;
  - d. conservation technologies; and
  - e. professional services.
- 3.4.3.9 To encourage the growth of green industries in Vaughan by:
  - a. supporting and encouraging programs in training, business attraction, export development and other areas to support green industries;
  - b. promoting and supporting the continued development of green building expertise in Vaughan’s construction, land development sectors, and building products sectors; and
  - c. supporting the development of eco-industrial parks that maximize synergistic relationships between industries through resource sharing, re-use of industrial by-products, shared services and facilities, and district energy systems.
- 3.4.3.10 To attract government programs and investments in infrastructure that supports Vaughan’s manufacturing base and creates long-term stability in manufacturing industries and jobs.

## Supporting Innovation and Entrepreneurship

While maintaining and protecting Vaughan’s **Employment Areas** for primarily traditionally industrial uses is a key aspect of the City’s economic strategy, land use planning in the City will adapt to the rapidly changing landscape of industry, particularly regarding the integration of traditional industry with knowledge-based industries. As technology advances, both on the “soft” side (e.g., information technology, software, internet communications), and the “hard” side (e.g., computers, integration of mobile devices into business, internet-connected devices, the use of robotics in manufacturing), there is an opportunity for the City to leverage its well-established industrial heritage to encourage innovation and entrepreneurship.



Innovation districts are areas with planned high concentrations of research and development uses, institutions, businesses, and other private actors (such as not-for-profit think tanks). These areas encourage sharing of knowledge and skills and development of integrated strategies and solutions to harness technology and forward-thinking.

It is the policy of Council:

- 3.4.3.11 To encourage the growth of knowledge-based industries within Vaughan that leverage the City's strong industrial heritage, including but not limited to:
- a. the tech sector, including hardware and software development and information technology;
  - b. health and bio-technical research;
  - c. aerospace;
  - d. robotics; and
  - e. sustainable building materials.
- 3.4.3.12 To support the development of innovation districts in **Employment** and **Strategic Growth Areas** that:
- a. serve as a testbed for emerging technologies;
  - b. leverage the concentration of related uses (e.g., manufacturing, health-sciences);
  - c. are connected with post-secondary educational institutions;
  - d. are well connected to transit;
  - e. enable the sharing of infrastructure, technology, and knowledge between adjacent businesses; and
  - f. are of high-quality, attractive built form and are connected to the public realm.
- 3.4.3.13 To consider supporting the development of innovation districts and not-for-profit business incubators and accelerators through Community Improvement Plans and other incentives, as well as through fostering development partnerships that include innovative employers.
- 3.4.3.14 To support the growth of small-scale, entrepreneurial industries by allowing for innovative uses of buildings and lands in **Employment Areas** for maker spaces and shared workshops.

- 3.4.3.15 To allow flexibility in **Employment Areas** for non-industrial uses (excluding **major retail** uses) that complement traditional manufacturing and warehousing uses, particularly those that make more efficient use of underutilized spaces and lands.
- 3.4.3.16 That the development of the West Vaughan and Highway 400 North **Employment Areas** is encouraged to take the form of eco-industrial districts, which incorporate sustainable planning principles wherever possible, including but not limited to:
- incorporating district heat, cooling, and energy systems;
  - provision of charging for personal electric vehicles as well as future electric trucks used for shipping and logistics within the employment area;
  - incorporation of **green roofs**; and
  - the physical exchange and re-use of materials, energy, heat or cold, water, and by-products between different businesses.

## Attracting Office Uses

Given evolving trends in the Greater Golden Horseshoe economy towards knowledge-based sectors, encouraging and accommodating a wide range of business services and office uses, as well as **employment-supportive uses** in **Employment Areas**, where appropriate is an opportunity for the economy. Establishing **major office** developments in **Strategic Growth Areas**, and directing future office uses around **PMTSAs**, or along **Intensification Corridors** where **multi-modal** transportation and existing or planned frequent transit service will be available is important to achieving sustainable employment areas and achieving Growth Management objectives of this Plan.

By permitting smaller-scale campus-style office buildings in some areas and targeting appropriately scaled offices to **PMTSAs** and **Strategic Growth Areas**, arterials and transit corridors and to highly visible and accessible sites will help to achieve the City's intensification objective.

Office development will generally be directed to **Strategic Growth Areas**, however supporting smaller-scale office opportunities as well as larger integrated industrial and office development is important for diversification of the City's employment lands.

It is the policy of Council:

- 3.4.3.17 To support growth in Vaughan's office sector and to direct office uses to appropriate locations in order to achieve the following objectives:
- support employment and economic growth;

- b. reinforce the growth policies as set out in Chapter 2 of this Plan;
- c. achieve a transit-supportive land-use pattern and densities; and
- d. help create mixed-use communities within **Strategic Growth Areas**.

3.4.3.18 To direct **major office** developments by:

- a. encouraging all office uses greater than 4,000 square metres per lot to locate in **Strategic Growth Areas**, inclusive of **PMTSAs**;
- b. promoting the **VMC** as an attractive location for corporate headquarters, and Regional, Provincial and Federal government offices; and
- c. developing programs, incentives and partnership opportunities to attract **major office** uses and corporate headquarters to the **VMC** or **PMTSAs**.

3.4.3.19 To attract a wide variety of office uses to all **Strategic Growth Areas**, including professional, service, scientific and technical offices, and to encourage clusters of related uses to allow increased efficiency and shared support services.

3.4.3.20 That development of smaller-scale office uses (i.e., less than 4000 square metres) and coworking spaces is encouraged in mixed-use buildings in **Strategic Growth Areas**, and particularly in **PMTSAs**, in order to:

- a. support smaller businesses and entrepreneurship;
- b. provide a range of employment opportunities in transit-supportive areas; and
- c. achieve complete, mixed-use communities.

3.4.3.21 To allow accessory office uses directly associated with another employment use in all **Employment Areas**, pursuant to policies in Section 4.2 of this Plan.

3.4.3.22 To direct any stand-alone office uses in **Employment Areas** to the **Prestige Employment** or **Employment Commercial Mixed-Use** designations where they will be better accessed by transit and/or accessible to the 400-series highways and arterial streets.

3.4.3.23 That the maximum size of a stand-alone office use on lands designated **Prestige Employment** shall be 4,000 square metres, although sites located at higher profile locations or

**Accessory** office and retail uses are those directly associated with the primary permitted land use. For example, a manufacturer may engage in retail sales on the same lot as the factory where the products manufactured in the factory are sold. Office uses for the manufacturer may also be attached to the factory. All other retail or office uses are not considered **accessory**.

in **PMTSAs** may be considered for higher densities, at the time of consideration of a Secondary Plan, Block Plan approval and/or Zoning By-Law amendment.

## Supporting and Transforming the Retail Commercial Sector

Vaughan's existing retail sector is large and an important component of the overall Urban Structure and local economy. Most retail development is currently in the form of stand-alone shopping centres, ranging from neighbourhood plazas to big box centres and also including two major indoor shopping malls. The largest concentrations of retail are found in the **VMC**, the Vaughan Mills Mall, Weston Road & Highway 7 and the Promenade Mall, all of which are regional or super-regional retail centres serving a market area that extends well beyond Vaughan. These centres are the site of significant ongoing or future redevelopment, which will need to consider the importance of those retail sites.

In addition to stand-alone retail uses, Vaughan continues to nurture several existing and successful "main street" mixed-use retail areas. Primarily located in the historic Villages of Kleinburg, Woodbridge, Maple and Thornhill, main street retail provides opportunities for small-scale commercial activities that are built to the street, accommodate residential or office/service uses above grade and allow for a diverse pedestrian-oriented retail experience. Vaughan will support these existing retail areas and seek to create new main street retail environments.

Retail Commercial land uses include grocery stores and other food-sellers such as butchers, bake shops, or greengrocers, general merchandise or department stores, speciality stores like bookshops, sporting goods, or pet supplies, and restaurants, cafes, and bars or nightclubs.

Increasingly, retail can also include online retailers with physical presences (e.g., an online mattress retailer with a physical showroom).

Existing stand-alone shopping centres will be permitted to transform into mixed-use buildings and districts that incorporate residential, office and institutional uses. New retail uses within **Strategic Growth Areas** will be developed as part of mixed-use centres and corridors, will be transit-oriented and will be integrated with their surrounding communities. Furthermore, there are social and economic benefits in planning for a wide range of retail formats, which allow for affordable spaces for innovative business models and support local entrepreneurs. These formats can also support non-commercial cultural amenities which are essential to making **complete communities**.

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

It is the policy of Council:

- 3.4.3.24 To maintain an appropriate and diverse supply of retail commercial space throughout the city to serve residential growth and existing neighbourhoods, and to ensure that new development or redevelopment does not result in the loss of key retail amenities for residents of the City.
- 3.4.3.25 To encourage retrofitting, intensification and revitalization, in accordance with policy 2.3.13 of the York Region Official Plan, when redeveloping existing retail, including **major retail** sites.
- 3.4.3.26 To support the continued development of a diverse retail sector that provides:
  - a. a broad range of shopping opportunities for local residents and employees, including both large-scale and corporate and small-scale independent retailers;
  - b. specialty shopping that will attract tourists and Greater Golden Horseshoe residents;
  - c. a range of opportunities for employment and entrepreneurship; and
  - d. transit-oriented and walkable retail environments within **Strategic Growth Areas**.
- 3.4.3.27 To require that new retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.
- 3.4.3.28 To inspire local entrepreneurialism by encouraging a broad range of sizes and types of retail commercial spaces throughout the City, including non-traditional retail spaces such as:
  - a. mobile retail, including roving retail for fashion and books;
  - b. micro-enterprise units less than 50 square meters in **gross floor area (GFA)**; and
  - c. spaces for pop-up shops and markets.

- 3.4.3.29 That further to policy 3.4.3.28, the City will support flexibility in building and site design, where appropriate, to support non-traditional retail spaces, including reduction of parking or loading requirements on a site-specific basis.
- 3.4.3.30 To protect the economic vitality of small-scale main street retail in Vaughan's historic villages of Nashville/Kleinburg, Woodbridge, Maple and Thornhill and to support the development of business associations in these areas as a means to enhance retail opportunities and attract visitors.
- 3.4.3.31 To require that infill development along arterial and collector roads in the historic villages will:
- a. include ground-floor oriented retail uses; and
  - b. incorporate design guidance from the Vaughan City-Wide Urban Design Guidelines to ensure the new development is **sensitive** to the existing context of the village.
- 3.4.3.32 That in order to achieve complete, mixed-use communities throughout the City, ground floor-oriented retail uses (or retail uses within the podium) is encouraged in all mixed-use developments.
- 3.4.3.33 That where a mixed-use development in the areas described in policy 3.4.3.32 does not include a ground floor-oriented retail use, pursuant to policies in Section 4.2 of this Plan:
- a. it must be shown through a commercial impact assessment that the future on-site population and surrounding neighbourhoods are adequately served by other existing or planned retail;
  - b. pedestrian access and **GFA** of any ground-floor residential units with frontage on a public street or open space must be large enough to accommodate possible conversion to retail commercial uses with **active frontages** in the future; and
  - c. any units noted in policy 3.4.3.33.b. that are subject to a plan of condominium must permit future retail commercial uses.
- 3.4.3.34 That where a property containing existing retail uses is proposed to be redeveloped into a mixed-use development, the new development will maintain at a minimum the **GFA** of the existing retail uses.
- 3.4.3.35 That notwithstanding policy 3.4.3.34, a reduction of the retail **GFA** of redevelopments of existing stand-alone retail may be permitted provided it is shown through a commercial impact assessment that the future on-site population and surrounding neighbourhoods are adequately served by retail.

- 3.4.3.36 That the primary location for new retail uses is planned in **Strategic Growth Areas**, where they will benefit from transit service and help build mixed-use communities. Retail developments within **Strategic Growth Areas** will support the general objectives and policies for these areas through the following:
- a. retail uses will be provided as part of an overall mixed-use development, in accordance with Section 4.2;
  - b. retail uses will be ground floor oriented to support walking, cycling and transit use, and additional retail may be considered above the ground floor retail;
  - c. building scale and orientation should provide extensive sunlight penetration onto pedestrian areas;
  - d. a mix of retail spaces is encouraged, including both larger format stores that can act as commercial anchors for the street and smaller stores and services that can create a diversity of retail experiences;
  - e. accommodating large food stores, including supermarkets, which are essential to serve the day-to-day shopping within communities and help to attract residential development to an area; and
  - f. where feasible, on-street parking should be available to provide added market support and exposure for street-front retailing.
- 3.4.3.37 To support retail uses, at appropriate locations, within **Community Areas**. These retail uses must be designed to support walking, cycling and transit use. They must be **sensitive** to and compatible with the character and form of the surrounding context.
- 3.4.3.38 That employment-supportive retail uses, are permitted in **Employment Areas**, pursuant to policy 3.4.2.5 of this Plan. All other retail uses, including **major retail** uses, are prohibited in **Employment Areas**. That **major retail** uses are permitted in the **VMC, PMTSAs** and **Primary Centres**, subject to the following criteria:
- a. **major retail** uses should be incorporated as part of a mixed-use development; and
  - b. buildings must contribute to a compact urban form and include frontages which activate the pedestrian realm, pursuant to urban design policies in Section 3.3 of this Plan.
- 3.4.3.39 That **major retail** uses are also permitted through a Zoning By-law Amendment, in **Local Centres, Regional Intensification Corridors** and **Primary Intensification Corridors** subject to the following criteria:

- a. where applicable, they will be subject to the more detailed policies contained in Secondary Plans and Heritage Conservation District Plans;
- b. it is shown through a commercial impact assessment there will continue to be sufficient market demand to allow **Strategic Growth Areas** to attract diverse retail opportunities and that such opportunities are not diminished by the proposed **major retail** use;
- c. the minimum trade area population required to service the proposed **major retail** use exists or will exist when the facility is constructed;
- d. the local and surrounding street network is not adversely impacted by traffic;
- e. sufficient water, sewer and stormwater capacity exists;
- f. the development is sited and oriented to support walking, cycling and transit use; and
- g. urban design guidelines are established for **major retail** development to promote a high-quality public realm and high-quality built form.

3.4.3.40 To encourage that master-planned mixed use communities incorporate food stores of an appropriate size to serve the forecasted population.

3.4.3.41 That the following policies apply to drive through facilities:

- a. drive-through facilities shall only be located where they will not adversely affect the goals of this Plan respecting intensification, pedestrianization, attractive streetscapes and transit supportiveness;
- b. in consideration of potential locations for drive-through facilities, it will need to be demonstrated that the unique sense of place, characteristic of or envisioned for the area, will be maintained and enhanced;
- c. drive-through facilities will not be located where there will be an adverse impact on adjacent residential uses;
- d. all new drive-through facilities shall adhere to the urban design policies and development criteria in Section 3.3 of this Plan, as well as Performance Standard No. 7.4.4 (Drive-Through) in the Vaughan City-Wide Urban Design Guidelines; and
- e. that if co-located in a mixed-use development which includes residential units and/or office uses located in a **Low-Rise Building**, **Mid-Rise Building** or **High-Rise Building**, the proposed use does not:
  - i. conflict with the planned urban design and architectural characteristics of the predominant uses on the development parcel;



- ii. compromise the use and enjoyment of outdoor amenity areas;
- iii. impact other uses on the site as a result of noise and odour effects; or
- iv. affect the functional support systems for the other uses on the development parcel, including loading, refuse pick-up, on-site visitor and resident/tenant vehicular and pedestrian circulation, access and egress;
- v. maintains the planned scale of the urban environment; and
- vi. gives priority to the comfort, safety and efficient movement of pedestrians and cyclists.

3.4.3.42 That further to policy 3.4.3.41, the following policies shall apply when considering a proposal for drive-through facilities within the following **Strategic Growth Areas**:

- a. drive-through facilities proposed for the **VMC** or **PMTSAs**, and within 200 metres of the intersection of Yonge Street and Steeles Avenue (the future Steeles Avenue Subway Station) will only be permitted on the basis of a site specific amendment to this Plan;
- b. drive-through facilities in the **Primary Centres**, **Local Centres** and **Regional Intensification Corridors** will only be permitted on the basis of a site specific zoning by-law amendment; and
- c. in considering applications for site specific Official Plan amendments and/or Zoning By-law amendments under a. and b. above to permit drive through facilities, such applications will need to demonstrate that the proposed drive through facility meets the criteria established in policy 3.4.3.38.

3.4.3.43 That drive-through facilities in the **Strategic Growth Areas** identified in policy 3.4.3.42 that legally existed as of the date of approval of this Plan are deemed to conform to this Plan.

3.4.3.44 That the following policies shall apply to the location and development of gas stations:

- a. new gas stations are not permitted in **Regional Intensification Corridors**, **Regional Intensification Corridors** within **Employment Areas**, the **VMC** and in Primary and **Local Centres** abutting Highway 7, Bathurst Street and Yonge Street, as shown on Schedule 1A, or in Heritage Conservation Districts, as shown on Schedule 14-B;
- b. gas stations that are legally existing as of the date of approval of this Plan may be maintained and redeveloped without amendment to this Plan,

subject to the criteria identified in Section 3.3 of this Plan. For the purposes of this policy, redeveloped shall mean the renovation or reconstruction of existing buildings and structures, or construction of new buildings and structures for any of the uses permitted by Section 4.2. of this Plan;

- c. gas stations that are legally existing as of the date of approval of this Plan and that are located in areas subject to a Secondary Plan are permitted to redevelop in accordance with policy 3.4.3.44.b provided the redevelopment takes into consideration the objectives, context and urban design policies of the Volume 2 area and that it incorporates design measures that support and contribute to the overall transition of the site towards the long-term vision of the Volume 2 area;
- d. notwithstanding policies 3.4.3.44b and 3.4.3.44c above, gas stations that are legally existing as of the date of approval of this Plan and that are located in Heritage Conservation District Plans remain subject to the requirements of the Heritage Conservation District Plan and policy in subsection 5.1.1 of this Plan regarding minor extensions, reductions or expansions of legally existing land uses;
- e. with respect to areas other than those cited in policy 3.4.3.44a above, the following policies shall apply:
  - i. **Gas Stations** shall be located on an Arterial street as indicated on Schedule 9B;
  - ii. a maximum of two **Gas Stations** will be permitted at any intersection; and
  - iii. where two **Gas Stations** are permitted at an intersection, then such **Gas Stations** shall preferably be located in the diagonally opposite quadrants of the intersection; and
- f. the type of accessory and/or ancillary services permitted alongside a gas station use, as permitted in accordance with subsection 4.2 of this Plan, will be implemented through the City's Zoning By-Law.

## Building a Medical Health Sector

The new Cortelluci Vaughan Hospital at Jane Street and Major Mackenzie Drive will have positive impacts on the local economy as well as providing critical health services to the residents of Vaughan, and can be leveraged to create a significant medical health cluster at this location. The hospital investment represents only a portion of the employment and economic potential of the Jane Street & Major Mackenzie Centre. Medical and paramedical clinics, research and supporting uses

will be encouraged to locate at this site to create a critical mass of activity and economic growth.

It is the policy of Council:

- 3.4.3.45 To attract investment to the Jane Street & Major Mackenzie **Primary Centre** in order to form a cluster of medical health industries and a wide variety of jobs in health care, health research, health education, medical laboratory and other related industries. New medical and health related industries are encouraged to locate at the Jane Street & Major Mackenzie **Primary Centre**, provided they are compatible with adjacent uses.
- 3.4.3.46 To establish educational and research connections to medical institutions, such as York University's proposed medical school, and to encourage the development of related institutional buildings in the **Primary Centre**.

## Promoting Institutional Growth

Vaughan's significant future growth and intensification provide opportunities to attract large institutional uses to the City which generate significant economic impacts, which could occur through collaboration with existing nearby institutions, such as York University, Seneca College and/or Humber College. Vaughan's diverse economy offers a variety of other opportunities for institutional growth, including research institutes related to industry and manufacturing. Vaughan's **Strategic Growth Areas** provide a variety of environments that can successfully incorporate new large institutions into the fabric of the City.

It is the policy of Council:

- 3.4.3.47 To support and attract new, large-scale institutional uses into **Strategic Growth Areas**, including research, educational, cultural and other institutions.
- 3.4.3.48 To encourage post-secondary institutions be located in **Strategic Growth Areas** currently supported by **higher order transit** and adjacent land uses, including retail, services and higher density residential uses.
- 3.4.3.49 To support and encourage the development of a wide variety of high-intensity education-related employment opportunities in the Steeles Avenue West **Primary Centre** with the potential for institutional linkages to York University. Additional post-secondary links should be encouraged with businesses or facilities in the

Niagara University in Ontario is a small campus of the private American Niagara University, located in a mixed-use building within the boundaries of the **VMC** and the Creditstone BRT Station **PMTSA**.

**VMC** and the hospital campus at the Jane Street and Major Mackenzie Drive **Primary Centre**.

- 3.4.3.50 To attract training programs and services that enhance Vaughan's competitiveness by building expertise in existing and emerging sectors, including:
- a. building products, technology and construction trades;
  - b. emerging green industries;
  - c. office support; and
  - d. medical health and diagnostics.

## Enhancing Creativity, Culture and Tourism

Investing in the creative economy (including tourism) can be a massive economic driver for the City of Vaughan. Aside from the economic benefits associated with tourism spending (e.g., ticket sales, goods and services provided), the growth of the tourism and creative economy provides increasing quality of place to retain Vaughan's existing residents, and attract young, skilled workers. Strong policies that enhance and nurture creativity, culture and tourism will showcase the City's creative, tourism and cultural industries and the City's ability to support the growth of new creative talent and tourism offerings.

Tourism is a strong contributor to Vaughan's economy. Large attractions, such as Canada's Wonderland, the Kortright Centre and the McMichael Canadian Art Collection, large retail centres and smaller specialized retail, food service and accommodations, popular trail routes, and the historic villages attract a large number of visitors to Vaughan. Vaughan's urban structure provides a framework to better position tourism resources within **Strategic Growth Areas** and provides enhanced connectivity to encourage convenient travel to tourism destinations.

The City will continue to develop its creative, cultural and tourism economic sectors starting with the **VMC**. Creative hubs contribute to the creation of new destinations and amenities that draw additional visitors into Vaughan and make the City more attractive for talented workers. Leveraging Vaughan's unique locations, its diverse communities, and its proximity to other Major Centres, a hub-and-spoke cultural arts model supports the connection of spaces throughout the **VMC** including a space that can be used as a Centre for Performing and Cultural Arts.

It is the policy of Council:

- 3.4.3.51 To attract and promote the growth and expansion of tourism and cultural attractions, including destinations for sports, tourism, creative and cultural industries, and to attract facilities that will serve that sector throughout Vaughan as an important and growing sector of the local economy.
- 3.4.3.52 To support the provision of tourism, arts and cultural programs, services, events and facilities in new and existing communities.
- 3.4.3.53 To direct local tourism generators, including hotels, theatres and cinemas, to **Strategic Growth Areas** for visitors and business travellers.
- 3.4.3.54 To promote tourism activities in Vaughan's Heritage Conservation Districts.
- 3.4.3.55 To promote a full range of arts and cultural programs and activities throughout the City that reflect the diversity of Vaughan, including large arts and cultural events that draw participants from the Greater Golden Horseshoe and beyond.
- 3.4.3.56 To develop municipal funding sources including partnerships with various levels of government and the private sector to support artists, cultural programs, events and facilities, including through implementation of the City-Wide Public Art Program.
- 3.4.3.57 To prepare up-to-date mapping of cultural resources in Vaughan to be used as a resource in planning, land use and economic development decisions.
- 3.4.3.58 To recognize the **VMC** as a cultural and creative hub for the City by:
- planning for cultural spaces, facilities and activities in its design;
  - directing new City-wide arts facilities, new multipurpose event and creative spaces, including a large performing arts theatre or visual arts centre, to locate in the **VMC** ;

Cultural mapping is a systematic approach to identifying and recording cultural resources. It can identify and record tangible cultural resources using GIS tools, but can also use community identity mapping to explore intangible cultural resources, such as unique histories, Traditional Knowledge that respects and acknowledges Reconciliation with Indigenous Peoples, Equity-deserving communities, local values, traditions and stories that combine to define a community's identity and sense of place.

Cultural Mapping also establishes a base of information to support planning decisions, and can assist in identifying new and emerging cultural industries and employment sectors including Indigenous-owned industries and industries owned by equity-deserving groups.

- c. showcasing examples of cultural expression in public spaces within the **VMC**;
- d. promoting lands within the **VMC** for creative cultural industry clusters;
- e. requiring the implementation of the **VMC** Culture and Public Art Framework; and
- f. enhancing the City's Community Improvement Plan in the **VMC** to support new construction or expanded construction in targeted economic sectors and further position the **VMC** as a hub for innovation and creativity.

3.4.3.59 To support existing and new clusters of cultural and creative industries within **Strategic Growth Areas** to:

- a. increase collaboration and opportunities for creative clusters;
- b. support infrastructure sharing; and
- c. promote the economic vitality of **Strategic Growth Areas**.

3.4.3.60 To support the development of cultural-supportive industries in Vaughan's **Employment Areas** where such industries are compatible with **Employment Areas** uses and are consistent with the policies of this Plan.

3.4.3.61 To attract cultural and creative industry workers by planning for diverse and **affordable housing** options, including opportunities to work from home, as well as live-work housing options.

3.4.3.62 To enrich and animate the Vaughan experience for existing and new residents and visitors alike by requiring the implementation of the Vaughan City-Wide Public Art Program.

3.4.3.63 To promote Vaughan's cultural heritage, natural heritage and agricultural base through tourism and cultural opportunities that capitalize on these resources, including:

- a. supporting **agri-tourism** and agricultural fairs, farmers markets and events;
- b. promoting hiking, cycling (including mountain biking), bird watching and other active and passive recreational activities in **Natural Areas**, where appropriate and feasible for the ecology of the area; and
- c. promoting cultural heritage buildings and districts, museums and other **cultural heritage resources**.

## 3.5 Open Space and Parkland

### 3.5.1 Vaughan's Open Space Network

Vaughan's Open Space Network traverses Vaughan and includes many different land use designations and areas which support active and passive recreation activities for Vaughan residents as follows:

- Parkland (parks) and open spaces are City-owned lands that may be active or passive, from large Regional Parks to smaller Urban Parks and Public Squares. These spaces may include playing fields, playgrounds, event spaces, community spaces, aquatic facilities, field houses, skateboard parks and a variety of other uses across a hierarchy of park types, and community gardens as per the policies in Chapter 3.8 of this Plan.
- **Core Features** and **Enhancement Areas** within Vaughan's Natural Heritage Network may also support **passive recreational uses** in addition to ecological functions, such as trails and **greenways**, **sensitive wetlands**, valley lands and forests, and the Don and Humber River systems.
- Non-parkland open spaces, both private (e.g., **POPS**, cemeteries) and public (e.g., the casually tended landscapes around stormwater management ponds) may provide opportunities to support **passive recreational uses**, outdoor activities and recreation between dedicated parks.

The Open Space Network is a collection of a variety of existing and planned lands and areas and that can provide recreational opportunities for residents, as well as opportunities for the protection of ecological functions. The Open Space Network also helps to support health and well-being, and climate change mitigation and adaptation by increasing connections and access to parks, green space and urban tree cover.

These lands include but are not limited to lands designated **Parks**, **Private Open Space**, or **Natural Area**. Parks, trails, stormwater management areas, **greenways**, woodlots, and other features that form part of the Open Space Network may also be permitted in other designations (e.g., Residential, Commercial, Mixed-Use, Institutional, Infrastructure, or Oak Ridges Moraine).

The City's Facilities Development Plan (FDP), formerly known as the Active Together Master Plan provides an overview of the needs and priorities for parks and recreation facilities and spaces in Vaughan. The FDP guides the provision of



parks and open space, recreation, and library facilities and services. It also assesses current levels of service and makes recommendations on policy, service and infrastructure requirements and is reviewed every five years. The City’s Greenspace Strategic Plan (GSP) and subsequent updates will support the City and the FDP in shaping and guiding the planning, design, implementation and management of an integrated greenspace network over the next ten years in the City of Vaughan.

As Vaughan grows and intensifies, more opportunities for a diversity of new parks and recreational spaces will be identified. These opportunities will need to consider the provision of active uses, those parks that accommodate major recreational and athletic uses, and passive uses, those parks and open spaces that are more closely tied to enjoyment of the natural and urban environments and include non-intensive recreational uses. Parkland and public space provision will respond to a number of priorities, including athletic fields and courts, children’s play areas and waterplay facilities, skateboard parks, additional nature trails, off-leash dog areas and a variety of other needs.

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

It is the policy of Council:

- 3.5.1.1 To work in cooperation with York Region, the Toronto and Region Conservation Authority (TRCA), the Province, the Government of Canada, and private landowners to achieve a vibrant, accessible, and interconnected City-wide open space network.
- 3.5.1.2 That where there is a conflict between the Open Space Network policies, the policies pertaining to the underlying land use designation in this Plan, or the relevant secondary plan, the more restrictive policies shall apply.

**What are active uses?**

Sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, tennis, aquatics, racquet sports, bocce, hockey and other similar uses.

**What are passive uses?**

Activity characterized by low-intensity outdoor pastimes, using unstructured recreation facilities or social spaces such as seating areas, off-leash dog areas, picnic areas, trails and other similar uses that facilitate activities such as biking, hiking and bird-watching.



- 3.5.1.3 To implement the parkland objectives and targets of the Facilities Development Plan, formerly known as the Active Together Master Plan, as amended from time to time, and as endorsed by Council.
- 3.5.1.4 To apply a target of 2.0 hectares of active parkland per 1,000 residents to new growth within the horizon of this Plan.
- 3.5.1.5 The City may further define neighbourhood-specific targets through the secondary plan process or in partnership with the TRCA that are representative of local supply and demand factors.
- 3.5.1.6 That where secondary plans are being prepared or updated for **Strategic Growth Areas**, 20% of the secondary plan area will be identified as urban parkland to be spread evenly across the secondary plan area.
- 3.5.1.7 That over the horizon of this Plan, all residents of Vaughan should have access to parkland or public space within a five- to ten-minute walk.
- 3.5.1.8 To provide parks within 500-metres of all residences within the **Urban Area** free from impediments to pedestrian access.
- 3.5.1.9 To provide an appropriate level of parkland in **Employment Areas**, as determined through the City during the development review process, to create public spaces that attract and serve businesses and their employees.
- 3.5.1.10 To support the seamless integration and connection of all open space types, public and private, into the urban fabric of Vaughan.

## 3.5.2 Vaughan's Parkland System

This Plan establishes a hierarchy of both new and existing City-owned parks and public spaces that will be planned, designed and integrated into the fabric of the City to provide a balanced distribution of facilities and activities throughout Vaughan.

Establishing a parkland and public space hierarchy ensures that there is a diverse mix of park spaces are provided across Vaughan, that address the needs of the community depending on the context. The difference in land use goals for **Community Areas** and **Strategic Growth Areas** requires a different approach in park size, design, and programming for each area. For example, it may not be feasible to achieve a park typical of a **Community Area** (large, landscaped, active spaces with sports fields and other recreational facilities) in a high-density setting and vertical communities like the **VMC** in all circumstances.

In **Strategic Growth Areas** where there may be fewer opportunities for private outdoor space, residents would benefit from a parkland system which is robust,

flexible, and connected to the pedestrian network. Achieving sufficient parkland in **Strategic Growth Areas** requires innovative public spaces and creative thinking by the City and their development partners.

The following policies set out types of parks and open spaces and general design approaches.

It is the policy of Council:

- 3.5.2.1 To support a variety of park sizes and types as shown in Table 3.2 that are evenly distributed throughout the City, in accordance with the Facilities Development Plan, formerly known as the Active Together Master Plan, as may be amended from time to time, as endorsed by Council.

**Table 3.2: City of Vaughan Parkland Hierarchy**

	<b>Greenfield Areas</b>	<b>Local Centres and Intensification Corridors</b>	<b>Regional and Primary Centres</b>
<b>Density Targets</b>	Low Density (60 to 90 persons and jobs/hectare)	Medium Density (90 to 120 persons and jobs/hectare)	High Density (120 persons and jobs/hectare or greater)
<b>Location Examples</b>	New Community Areas	Carrville, Kipling Avenue	VMC, Vaughan Mills, Yonge/Steeles
<b>Park Types</b>	District Park	--	--
	Regional Park	--	--
	Neighbourhood Park Type 2	Neighbourhood Park Type 1	Neighbourhood Park Type 1
	--	--	Urban Park
	Public Square	Public Square	Public Square
	Parkette	--	--

- 3.5.2.2 That all existing parks and public spaces shall be maintained in public ownership, and that the establishment of new parks and public spaces shall be prioritized through the parkland dedication policies in subsection 3.5.5 of this Plan.

## Regional Parks

Regional Parks are very large (15 or more hectares) and play a City-wide role. As major destinations for residents and visitors, Regional Parks can accommodate large cultural, recreational and entertainment events, such as festivals, sport tournaments, and weddings. Regional Parks should also accommodate uses found in District Parks.

It is the policy of Council:

- 3.5.2.3 That Regional Parks serve the entire City as well as visitors from outside Vaughan, and be uniquely suited to accommodate large-scale recreational, culture, and entertainment uses.
- 3.5.2.4 To secure land for and to fund the development of one or more new Regional Parks in **New Community Areas** in Vaughan.
- 3.5.2.5 That Regional Parks:
- a. will be 15 or more hectares in size;
  - b. will have frontage on at least one public street;
  - c. should have a wide range of recreational spaces and programming options, including but not limited to:
    - i. athletic fields;
    - ii. trails;
    - iii. playgrounds;
    - iv. interpretive/educational centres; and
    - v. pavilions, and amphitheatres;
  - d. shall be accessible by a wide range of mobility options, including active and public transportation; and
  - e. include **universal design** elements in all park designs.

## District Parks

District Parks are large (5 or more hectares) and provide a variety of active and passive recreational and athletic interests at the community or City-wide level, including major lit sports fields, large skateboard parks, outdoor skating facilities, field houses, picnic shelters, off-leash areas, aquatic/waterplay facilities and other uses as determined by the City. Where possible, the location of District Parks should be coordinated with community centre sites to maximize efficiencies and shared use.

It is the policy of Council:

- 3.5.2.6 That District Parks provide unique or specialized passive and active recreation amenities which draw users from the local neighbourhood and across the City.
- 3.5.2.7 That District Parks:
  - a. will be 5 or more hectares in size;
  - b. will have frontage on at least one public street;
  - c. should have a range of recreational spaces and programming options where appropriate, including but not limited to:
    - i. athletic fields;
    - ii. trails;
    - iii. playgrounds;
    - iv. interpretive/educational centres; and
    - v. pavilions and amphitheatres.
  - d. should be accessible by a wide range of mobility options, including active and public transportation; and
  - e. should be coordinated with community centre sites, where possible.

## Neighbourhood Parks

Neighbourhood Parks are mid-sized (approximately 0.75 hectares to 5 hectares) and are the social and recreational focal points of a neighbourhood, generally located within a 10 minute walk (800 metres) of the communities they serve. They provide a balance of active and passive uses, such as children's playgrounds, smaller scale skateboard zones, basketball courts, multi-use play courts, un-lit sports fields, and social gathering spaces. Neighbourhood Parks meet the needs of

the local community, and in some instances, accommodate City-wide facilities. Where possible, Neighbourhood Parks should be coordinated with school sites to maximize efficiencies and shared use.

There are two sub-types of Neighbourhood Park: Type 1 and Type 2.

It is the policy of Council:

- 3.5.2.8 That Neighbourhood Parks are mid-sized and serve the close-to-home social and recreation needs of a neighbourhood or part of a neighbourhood.
- 3.5.2.9 That two types of Neighbourhood Park shall be provided in the City:
  - a. Type 1 in **Strategic Growth Areas**; and
  - b. Type 2 in Community and **New Community Areas**.
- 3.5.2.10 That Neighbourhood Parks (Type 1):
  - a. will be approximately 0.75 to 2 hectares and contiguous in size;
  - b. will have frontage on at least two public streets or at least 50% of public streets;
  - c. will be linked to sidewalks and should be linked to other public spaces (e.g. promenades or mid-block connections) wherever possible;
  - d. should incorporate active and passive recreational facilities and features at a small scale (e.g., accessible playgrounds, outdoor exercise equipment, basketball court, benches, splash pad, skateboarding facility, tennis court, skating rink);
  - e. should incorporate a balance of active uses and flexible open spaces that facilitate social gathering;
  - f. shall have a minimum soil depth that is unencumbered by underground parking, utility easements or utility structures to support large canopy trees and implement applicable City guidelines, studies and criteria to the satisfaction of the City;
  - g. may be used to provide enhancement of the Natural Heritage Network;
  - h. will not require off-street parking. The City will consider the need for accessible parking, where appropriate; and
  - i. shall be unencumbered by underground parking, utility easements, or utility structures up to a minimum depth of 2m to support growth of large canopy trees and establishment of an urban forest.

- 3.5.2.11 That Neighbourhood Parks (Type 2):
- a. will be approximately 0.75 to 5 hectares in size;
  - b. will be linked to the sidewalk and to a public trail and walkway system;
  - c. should include public street frontage;
  - d. should incorporate active and passive recreational facilities and features at a small scale (e.g., playgrounds, outdoor exercise equipment, basketball court, benches);
  - e. may be used to complement or provide enhancement of the Natural Heritage Network; and
  - f. may be located adjacent to an elementary or secondary school and jointly planned, developed, and used.

## Urban Parks

Urban Parks are highly programmed outdoor spaces that support the social and cultural fabric of **Strategic Growth Areas**. Urban Parks are destinations for day-to-day use and special events, fostering the creation of a sense of place for Vaughan. Features can include space for cultural and event programming, recreation, children's play, social gatherings, water features, outdoor skating, and small-scale park-supporting uses such as cafes, vendors and kiosks, as determined by the City.

It is the policy of Council:

- 3.5.2.12 That Urban Parks are highly programed outdoor spaces that provide for year-round urban recreational activities, City-wide entertainment, and cultural events for all residents and users.
- 3.5.2.13 That Urban Parks:
- a. will be 1 hectare or larger in size;
  - b. will have frontage on at least two public streets;
  - c. will be linked to the sidewalk and should be linked to other public spaces (e.g. promenades or mid-block connections) wherever possible;
  - d. will include flexible spaces for cultural programming and large gatherings, where warranted;
  - e. shall have a minimum soil depth that is unencumbered by underground parking, utility easements or utility structures to support large canopy

trees and that is consistent with applicable City guidelines, studies, and criteria to the satisfaction of the City;

- f. should include utilities and infrastructure to facilitate a wide variety of events;
- g. should accommodate day-to-day uses and special events and provide year-round adaptability for seasonal festivals and landscape themes;
- h. will not contain surface parking areas, other than those required for service and/or emergency vehicles;
- i. shall be unencumbered by underground parking, utility easements, or utility structures up to a minimum depth of 2m to support growth of large canopy trees and establishment of an urban forest;
- j. may include public art; and
- k. should incorporate active and passive recreational facilities and features (e.g., accessible playgrounds, outdoor exercise equipment, basketball court, benches, splash pad, skateboarding facility, tennis court, skating ring).

- 3.5.2.14 That buildings or development adjacent to Urban Parks will have primary and **active frontages** facing the Urban Park'. At minimum this addition should address urban parks in **Strategic Growth Areas** due to the limited amount of parks.

## Public Squares

Public Squares are social and civic spaces in mixed-use areas, typically adjacent to shops, cafes, restaurants, institutions and public streets that are part of daily life. Public Squares may offer smaller scale, neighbourhood-oriented social opportunities, or accommodate larger city-wide entertainment and cultural events, depending on their size and location.

It is the policy of Council:

- 3.5.2.15 That Public Squares are compact parks or public spaces which are intended to support the social and cultural fabric of mixed-used areas through the provision of highly programmed outdoor spaces. They are to be publicly accessible, predominantly hardscaped areas located between the building face and the street.
- 3.5.2.16 That Public Squares:
- a. will be 0.2 to 1 hectare in size;
  - b. will be at grade and linked to the sidewalk;

- c. must be contiguous and will have 50% of its perimeter fronting a public street, mews or public open space;
- d. will be unencumbered by underground parking, utility easements, or utility structures up to a minimum depth of 2m to support growth of large canopy trees and establishment of an urban forest;
- e. will include seating and gathering areas;
- f. should be linked to other public spaces (e.g. through promenades or mid-block connections) and lined with active uses, wherever possible;
- g. may include flexible hardscape areas, gardens and lawns, playgrounds, water features, public art, concert facilities and stages, small outdoor game areas such as chess tables, and places to eat;
- h. should be planned for year-round use, exploring opportunities to utilize these spaces in the winter to encourage seasonal events;
- i. should be located and orientated in a way that maximize sunlight with southern exposure and mitigate wind impacts;
- j. should be able to accommodate street related activities such as small-scale retail kiosks, vendors, temporary markets, performance and exhibit spaces, and a range of other facilities;
- k. will not contain surface parking areas, other than those required for service and/or emergency vehicles; and
- l. should incorporate active and passive recreational activities. This will be of particular relevance to **Strategic Growth Areas** that would experience a shortage in facilities.

3.5.2.17 That buildings or development adjacent to Public Squares will have primary and **active frontages** facing the Public Square, with access and visibility to the main building entrance maintained in coordination with entranceways and signage, while adding visual interest.

## Parkettes

Parkettes are intended for low-density neighbourhoods where local-level facilities (e.g., playground, waterplay, seating) are appropriate to serve nearby development. Parkettes support the social and cultural fabric of the community located within a 5-minute walk of the park space.

It is the policy of Council:



- 3.5.2.18 That Parkettes are highly compact public spaces in low-density areas which provide local level facilities to support the community within a five-minute walk of the park space.
- 3.5.2.19 That Parkettes:
- a. will be between 0.2 and 0.75 hectares in size;
  - b. will have frontage on at least one public street;
  - c. will include areas for seating;
  - d. may include local-level facilities such as playgrounds and waterplay gestures; and
  - e. may include both hardscape and softscape elements.

### 3.5.3 Open Space Alternatives

As the City of Vaughan intensifies, opportunities to provide public parkland and open space may change. Alternatives to the typical model of parks in fee simple ownership by the City can bolster the open space network and provide more chances for the residents of Vaughan to access outdoor spaces and recreation. This includes **POPS**, **strata parks**, Eco Parks, and other privately-owned open spaces such as some stormwater management areas and cemeteries.

It is the policy of Council:

- 3.5.3.1 To consider a variety of non-parkland open space types to supplement the City-owned parkland system.
- 3.5.3.2 That notwithstanding policy 3.5.3.1, when seeking to complement the open space network, the City will prioritize City-owned parks over the open space types described in policies 3.5.3.3 through 3.5.3.8.

### Privately Owned Public Spaces (POPS)

**POPS** are public spaces (outdoor) which remain in private ownership (as opposed to City-owned parkland) but which are open to the public for recreational and leisure uses. **POPS** play a potentially important role in supplementing Vaughan's parkland and should be publicly accessible to the entire community, serving the overall neighbourhood function by providing a gathering, resting, event or passive recreation space at strategic locations or interfaces.

It is the policy of Council:

- 3.5.3.3 That **POPS** are considered part of the City's open space network but are not considered part of the City's parkland system.
- 3.5.3.4 To explore the provision of creative parkland and open space options, including **POPS**, in new development throughout **Strategic Growth Areas** to enhance the City's overall parks and open space network.
- 3.5.3.5 That Council may choose to accept land proposed as a **POPS** at full (100%) credit towards satisfying the parkland dedication requirements for a development or redevelopment, provided that:
- a. it has been demonstrated that the conveyance of land for a City-owned park is not feasible;
  - b. guidelines for **POPS**, as established in the City's Urban Design Guidelines, have been implemented; and
  - c. the owner has entered into an agreement with City, registered on the title of the property on which the **POPS** is located, that the **POPS** meets the criteria set out in policy 3.5.3.6 of this Plan, and the property owner (including a condominium corporation) will be solely financially responsible for the design, construction, and maintenance of the **POPS**.
- 3.5.3.6 That any **POPS** provided in the City:
- a. will be designed, developed, and maintained to City standards as set out in this Plan and other applicable City documents, including:
    - i. making use of current engineering, design, and construction best practices;
    - ii. using the highest-quality materials available, where appropriate; and
    - iii. programing for users of a variety of ages and abilities to serve the local population;
  - b. will be open and accessible to the public at all times and provide adequate signage indicating as such;
  - c. will be located in a prominent public facing location;
  - d. will remain publicly accessible indefinitely to provide critical site connections, including through change of land ownership or use;
  - e. fulfills a required open space need identified for the development or surrounding community;
  - f. will conform to the criteria established for an equivalent-sized City-owned park in Section 3.5.2 of this Plan;

- g. will give consideration to the public realm as directed by policy 3.3.1.7; and
- h. will conform to Performance Standard No. 6.2.8 of the City-Wide Urban Design Guidelines.

## Stratification

Stratification is a condition in which portions of entities have shared allocation of properties. It dictates the division of ownership between two parties. Stratification is commonly seen as stratified parks (i.e., **strata parks**), stratified building, or stratified roads.

Additional **strata park** policies are set out in Section 5 of this Plan.

It is the policy of Council:

- 3.5.3.7 That Parks and Public Squares shall be unencumbered by underground parking, utility easements, or utility structures located above or below grade.
- 3.5.3.8 That notwithstanding policy 3.5.3.7, the City may permit parking or utilities under a park or square, for a use adjacent to the open space, where the following has been demonstrated to the City's satisfaction:
  - a. due to extreme hydrogeological and/or geotechnical conditions, it is unreasonable to accommodate all of the required parking or utilities for the adjacent use under a building, private amenity space and/or local street;
  - b. all of the required parking cannot be accommodated in an above- and/or belowground structure without compromising the vision, principles and objectives of this Plan; and
  - c. the proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park or square.

## Non-Parkland Open Spaces

It is the policy of Council:

- 3.5.3.9 To accommodate a variety of non-parkland open space types, which provide important benefits to the City, that are evenly distributed throughout the City in accordance with the Facilities Development Plan, formerly known as the Active Together Master Plan, and the Pedestrian and Bicycle Master Plan as follows:

- a. **greenways**, which are typically a minimum of 25 metres in width, shall provide important linkages for pedestrians and cyclists, can improve connections between significant destinations such as other parks and open spaces and community facilities, and provide opportunities for small-scale recreational activities within the **greenway** corridor;
- b. nature reserves, which provide opportunities for passive recreation and trails, where such activities will not have an adverse impact on significant natural features and ecological functions;
- c. woodlots, which provide opportunities for trails and should be protected, planted, and encouraged on public lands and, through partnerships, on private lands;
- d. stormwater management facilities, where feasible and safe, which provide opportunities for trails and resting areas and can improve linkages to other parks and open spaces; and
- e. cemeteries, which can, where appropriate, provide opportunities for **passive recreational uses** such as pedestrian and bicycle routes.

## Recreational and Trail Uses in Provincial Plan Areas

Within the Greenbelt Plan and Oak Ridges Moraine Conservation Plan Areas, as established by the Province, recreational uses, both major and low-intensity, and trail uses may be permitted where appropriate, subject to the policies of those plans.

It is the policy of Council:

- 3.5.3.10 That an application to establish a new or expansion to an existing major recreational use in the **Oak Ridges Moraine Countryside** Area designation, shall conform to the requirements of the Oak Ridges Moraine Conservation Plan.
- 3.5.3.11 That within the Oak Ridges Moraine Conservation Plan Area, small-scale structures accessory to low-intensity recreational uses as defined in the Oak Ridges Moraine Conservation Plan, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area will be kept to a minimum by:
  - a. keeping disturbed areas to a minimum; and

- b. avoiding the most **sensitive** portions of the site, such as but not limited to steep slopes, organic soils and significant portions of the habitat of endangered, rare or threatened species.

- 3.5.3.12 To support the establishment of a recreational trail system which is accessible to all including persons with disabilities, to provide continuous access and travel throughout the Oak Ridges Moraine Conservation Plan Area, subject to the provisions of Section 39 of the Oak Ridges Moraine Conservation Plan.
- 3.5.3.13 That on lands in the Greenbelt Plan Area, as shown on Schedule 4, new or the expansion of existing major recreational uses will be subject to additional policies under Section 4.1.2 of the Greenbelt Plan.
- 3.5.3.14 That notwithstanding policy 3.5.3.13, major recreational uses are not permitted on **Prime Agricultural** designated lands as identified on Schedule 13 of this Plan.

## 3.5.4 Parks and Open Space Design

New parks and public spaces in Vaughan must respond to an increasingly maturing and diverse urban environment and population. In **Strategic Growth Areas**, more intensively used but smaller parks and open spaces will be more common, when large parks cannot be provided. Vaughan will continue to provide high quality and diverse parks and public spaces that provide for the year-round recreational needs of a variety of residents.

It is the policy of Council:

- 3.5.4.1 That parks and open spaces may include a range of community amenities, including sports facilities, playgrounds, pavilions and shelters, outdoor amphitheatres and picnic areas. The types of amenities provided should reflect the demographics, per capita ratios, local needs, access, location and the park's functional characteristics, as appropriate to each park type.
- 3.5.4.2 To encourage the naturalization of parks, where appropriate, in part or in whole, to enhance Vaughan's Natural Heritage Network and provide additional opportunities for passive recreation.
- 3.5.4.3 That park, open space, and trail development will prioritize and implement best practices to mitigate and adapt to climate change impacts. Clear guidelines and standards should be developed for park and trail development or redevelopment to specifically address climate related impacts.
- 3.5.4.4 That all parks and open spaces shall be located and oriented to be:
  - a. within a five to ten minute walk for the community to be served in order to act as an accessible focal point for the community;

- b. uninterrupted by major physical barriers, such as rail lines, arterial, and collector streets, and other physical barriers that restrict access;
- c. accessible on foot, by transit, bicycle and by car;
- d. highly visible with frontage on at least one public street and where possible, two street frontages to enhance accessibility and passive surveillance; and
- e. connected to other parks, public spaces, the **active transportation** network, and natural features to create an interconnected network of parks and open spaces.

3.5.4.5 That in addition to the Urban Design policies of this Plan in Section 3.3, the design of parks and public spaces will adhere to the following criteria:

- a. accommodate a diverse range of both **passive** and **active recreational uses**, and have flexibility to accommodate new uses or interests, contributing to a sense of place;
- b. cater to a broad range of users by providing space and facilities that support a range of activities and passive recreational opportunities that respond to the age demographics in the neighbourhood;
- c. encourage healthy living, physical activity and mental wellbeing through the provision of a variety of recreational facilities, ranging from sports fields to outdoor fitness areas and playgrounds;
- d. reflect the diverse cultures in Vaughan by providing for unique activities and facilities that reflect the needs of various cultural and ethnic groups;
- e. consider the needs of a diverse and aging population through the provisions of water fountains, seating, shade, cooling amenities such as splashpads, pathways, picnic areas and pavilions;
- f. incorporate universal accessibility and provide for a range of activities for people with disabilities;
- g. support a minimum of five hours of consecutive sunlight should for public parks with three hours of midday sun light should be achievable for **POPS**;
- h. incorporate public art;
- i. apply CPTED (Crime Prevention Through Environmental Design) principles;
- j. frame view corridors and vistas; and
- k. incorporate best practice principles of sustainable design, including natural heritage enhancement, naturalized stormwater management features, use

of native plant species and drought resistant vegetative features, incorporation of environmental education features and use of low maintenance and energy efficient facilities and landscapes.

3.5.4.6 Parks and public spaces in **Strategic Growth Areas** shall be designed to:

- a. be highly visible with prominent public street frontage;
- b. be defined and animated by buildings that provide a sense of intimacy and enclosure;
- c. where abutting development, be connected to buildings and other open spaces through landscaped pathways that are well designed and promote activation;
- d. represent high quality park standards and current best practices of park design;
- e. support year round use;
- f. include a robust mix of landscaping and hardscaping, as appropriate;
- g. provide a comfortable **microclimate** for pedestrians, including maximizing sunlight access, providing wind and noise protection, as well as shelter; and
- h. include sanitary water and electrical servicing needs to support a variety of uses, as appropriate.

3.5.4.7 That all Regional Parks, District Parks and Public Squares will include accessible washroom facilities and lit trails and walkways.

3.5.4.8 Where buildings or structures that support the function of the open space network are proposed within parks and open spaces, they should be sited and designed to:

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

3.5.4.9 Where development is proposed adjacent to parks, public spaces, or open spaces, development will proceed in accordance with the public realm policies in Section 3.3, and shall:

- a. be integrated into the urban fabric of Vaughan;

- b. be sited and designed to minimize **rear-lotting** and the impact of shadows on the park or open space;
- c. be oriented to maximize public access and views to such spaces, where appropriate;
- d. encourage and support the co-location of community services and facilities to benefit from greenspaces;
- e. present a primary and interactive façade to the park or open space; and
- f. provide for casual overlook thereby increasing the passive surveillance and safety of the park or open space.

3.5.4.10 Prohibit the use of defensive design and hostile architecture that support anti-homelessness infrastructure in parks and open space throughout the City.

**NOTE:**

Parkland Dedication policies in VOP 2010 are currently subject to appeal at the Ontario Land Tribunal and are not in-effect.

The policies presented here are unchanged from VOP 2010

### 3.5.5 **Parkland Dedication**

*While Vaughan currently provides significant parkland resources for all communities, growth and intensification may place increased pressure on existing parks and open space and increase the demand for new ones. Additional parkland will be required to meet future needs, and new types of parks may be required to maintain current levels of parkland provision. Most parkland is established under the provisions of the Planning Act through the use of parkland dedication or cash-in-lieu of parkland dedication. While these tools will continue to be utilized, additional measures for acquiring parkland will be explored to maximize Vaughan's parkland resources.*

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

*It is the policy of Council:*

3.5.5.1 *To consider the parkland objectives and targets established in the Active Together Master Plan, as amended from time to time, in the application of parkland dedication requirements in the development process. Communities that fall short of the active and passive parkland targets are considered priorities for additional parkland resources.*

3.5.5.2 *To require the provision of new parkland for all new residential development at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwelling units, or a combination, whichever is the greatest. Cash-in-lieu of parkland*



*dedications, or a combination of cash-in-lieu and parkland, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the Active Together Master Plan, such as in Intensification Areas where parcels may be too small to result in an effective parkland dedication.*

- 3.5.5.3 *To require the dedication of parkland for all new non-residential development at the rate of 2% of the total gross land area. Cash-in-lieu of parkland dedication may be considered by the City where such contributions may be more effective in achieving local parkland targets and objectives identified in the Active Together Master Plan.*
- 3.5.5.4 *That only parklands classified by the City as Regional Parks, District Parks, Neighbourhood Parks and Public Squares are eligible for parkland dedication credits through the development process. Open spaces shall be established through other means.*
- 3.5.5.5 *That, to be considered for parkland dedication, Parks/Public Squares must be highly visible with prominent public street frontage (minimum 50% of park perimeter on a public street).*
- 3.5.5.6 *That **Core Features** identified in policy 3.2.3.4 shall not be included in the total gross land area for the purposes of calculating parkland dedication requirements imposed under the Planning Act and policies 7.3.3.2 and 7.3.3.3 unless such areas have been utilized for associated servicing infrastructure.*
- 3.5.5.7 *That lands containing **Core Features** of the Natural Heritage Network, major utilities such as TransCanada Pipeline, Hydro One etc., or buffer lands adjacent to rail corridors will not be accepted for the purposes of satisfying parkland dedication requirements.*
- 3.5.5.8 *That any parkland conveyed to the City must be free of all encumbrances including, but not limited to utilities/utility boxes, servicing easements, vegetation/tree stands in poor condition, and underground parking facilities.*
- 3.5.5.9 *To maximize the establishment of open space through the development process, by means other than parkland dedication, to complement parkland resources, provide important linkages and contribute to a healthy natural environment.*
- 3.5.5.10 *To consider alternative means for establishing new parkland and parkland improvements, including, but not limited to:*
  - a. *land purchases;*
  - b. *the provisions of Section 37 of the Planning Act as set out in Policies 10.1.2.9 to 10.1.2.13;*

- c. land exchanges or swaps, especially where it may prevent private development on or adjacent to an open space that provides significant environmental benefits or is highly valued by the community;*
- d. partnerships and/or joint provision of land; and*
- e. establishment of a non-profit Parks Foundation to promote parkland donation and conservation easements.*

## **3.6 The Natural Environment and Vaughan's Natural Heritage Network**

### **3.6.1 A Systems Approach to Environmental Stewardship**

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

The natural environment is among Vaughan's most important and cherished assets, consisting of natural heritage features and functions such as woodlands, watercourses, and **wetlands**. The natural environment functions as an interconnected ecosystem that adapts to natural variation in conditions, contributing to resilience and sustainability.

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

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

**Natural Areas** are a land use designation under Chapter 4 of this Plan, which applies to individual properties containing **Core Features** of the Natural Heritage Network.

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

The Greenbelt Plan was introduced by the Province in 2005 to help shape the future of the Greater Golden Horseshoe region. It identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape. The geographic area of the Greenbelt is identified in Ontario Regulation 59/05.

The Oak Ridges Moraine Conservation Plan was developed by the Province to protect the Oak Ridges Moraine. This landform crosses a portion of the Greater Golden Horseshoe and contains a unique concentration of environmental, geological and hydrological features that make its ecosystem vital to south-central Ontario.

Most of Vaughan is in the Carolinian Zone which is considered ‘Canada’s biodiversity hotspot’. This region contains more rare and endangered species than any other part of the country. The Humber River and Don River **watersheds** are the keystones of the City’s water resource system and the overall health of those **watersheds** is reliant on the stewardship provided by Vaughan. Protecting flood prone areas from inappropriate development is critical in order to ensure public safety. Ensuring the quality of our air, water and soil is fundamental to maintaining overall natural environmental health. The City must also recognize the impacts of climate change on our natural environment and plan for both mitigation and adaptation.

In the **Agricultural System**, natural environment features and functions are interspersed with cropland, pasture, rural roadways, farm ponds and buildings. In the **Urban Area**, natural environment features and functions exist within habitat fragmented by extensive paved surfaces, roadways and buildings. Where natural environment features and functions are retained in the **Urban Area**, they contribute to stormwater management, sediment and erosion control, clean air and water, public education and recreation, and human health and well-being.

A systems approach considers the biodiversity contribution of natural heritage features with the ecosystem services provided to humans, such as clean air, clean water and flood protection. This approach to planning seeks to sustain ecological function for wildlife habitat, to maintain critical ecological processes (e.g., groundwater flow) and urban biodiversity as an element of community infrastructure to improve and sustain human health and well-being.

This systems approach to environmental management in Vaughan is operationalized throughout this Plan, including through the delineation of the Natural Heritage Network in Sections 3.6.3 and 3.6.4, through water protection policies in Section 3.6.5, through soil

Ecological functions provide a wide variety of environmental and health benefits. Specific functions that provide benefit to people may also be referred to as ecosystem services. Examples of ecological functions and ecosystem services include:

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

quality and site remediation policies in Section 3.6.7, and through the applicable policies of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan.

A systems approach to environmental management is a multi-jurisdictional and multi-disciplinary effort. Vaughan must work in coordination with any or all of the following entities:

- The Mississaugas of the Credit First Nation (MCFN), whose traditional territory includes the City of Vaughan, are the original caretakers of the land, resources, and water in Vaughan. Corresponding to and arising from MCFN's Aboriginal and Treaty rights, MCFN has a responsibility to act as stewards of their Territory, including to sustain the lands, waters, and resources for the benefit of generations to come.
- The Province of Ontario, as the legislative authority requiring this Plan's policies to conform to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan.
- York Region, which together with the City is responsible for various components of environmental management.
- The Toronto and Region Conservation Authority (TRCA), whose core mandate under the *Conservation Authorities Act* is to undertake **watershed**-based programs and services that further the conservation, restoration, development and management of natural resources in **watersheds**. Conservation Authorities review and provide advice to municipalities in accordance with the *Act* and its regulations, including commenting on applications with respect to natural hazard risk policies, **wetlands** and source protection related matters. Under the *Act*, TRCA regulates development and interference to **wetlands** and alteration to shorelines and watercourses through the issuance of permits within its jurisdiction.
- Adjacent municipalities, considering that the natural environment crosses municipal boundaries. Actions on lands surrounding Vaughan can have a significant bearing on the health of the Natural Heritage Network and the potential for Vaughan to achieve its targets.

It is the policy of Council:

- 3.6.1.1 To provide for the long-term health of Vaughan's natural environment for the benefit of present and future generations.

- 3.6.1.2 To integrate Indigenous values and knowledge with environmental management and stewardship practices to enhance and protect the Natural Heritage Network, through relationship building with the MCFN and other Indigenous Peoples.
- 3.6.1.3 To enable Vaughan's residents to live in a manner that has a low impact on the natural environment.
- 3.6.1.4 To enhance and maintain the quality of air, water and soil in Vaughan.
- 3.6.1.5 To recognize the impacts of global climate change on the natural environment and to plan for climate mitigation and adaptation to such impacts.
- 3.6.1.6 To recognize the various features and functions performed by the natural environment that benefit ecological and human health and that these functions improve the overall quality of life for Vaughan residents.
- 3.6.1.7 To increase natural environment features and functions in the **Urban Area** by:
- a. expanding woodlands;
  - b. enhancing **valley and stream corridors**;
  - c. restoring **wetlands** and watercourses;
  - d. creating habitat linkages;
  - e. naturalizing stormwater ponds, incorporating elements of low impact development into streetscapes, rooftops, gardens and parks; and
  - f. maintaining and protecting existing natural features.
- 3.6.1.8 To increase natural environment features and functions in the agricultural system where it does not impact existing agricultural activities by:
- a. expanding woodland remnants;
  - b. protecting and restoring **wetlands** and watercourses;
  - c. maintaining pasture for grassland species; and
  - d. ensuring contiguous habitat that allows protected movement of wildlife through agricultural land to natural environment areas.
- 3.6.1.9 To work with the Province, York Region, the TRCA, neighbouring municipalities, Indigenous Peoples, and landowners to define and protect the Natural Heritage Network within Vaughan and provide policies to enhance the Network over time.
- 3.6.1.10 To work in consultation with the TRCA to identify flood and erosion prone areas of the City and provide policies that provide for public safety within those areas.

- 3.6.1.11 To utilize a systems approach to maintaining and enhancing the long-term ecological function and biodiversity of the natural environment through Vaughan's Natural Heritage Network. This includes protecting, restoring and, where possible, enhancing natural features and their functions.
- 3.6.1.12 To protect, restore, and where possible, enhance natural features by linking Vaughan's Natural Heritage Network in a manner that to increases overall biodiversity and resilience in the system. This approach shall identify areas for enhancing and linking the Network while allowing for flexibility in how that is achieved.

## **3.6.2 Developing and Maintaining a Natural Heritage Inventory**

A comprehensive inventory of natural heritage features and understanding of their functions are the first steps in natural heritage management. Building an inventory is an ongoing process that involves cooperation between the City, the Province, York Region, the TRCA, Indigenous partners, and private landowners. Schedule 2 represents the most detailed and up-to-date information available. The City is committed to updating this information through an ongoing process of environmental reporting associated with land use planning studies, infrastructure development and related Environmental Assessments and development applications.

### Natural Heritage Network Sustainability Evaluation

The key to promoting the long-term viability of the Natural Heritage Network is to evaluate efforts or protection and enhancement at the landscape and local scale. To provide a solid and consistent approach for long-term decision making, the City requires integrated, landscape-level planning that considers the cumulative impact of development on the Natural Heritage Network's features.

This planning at a landscape scale could be supported by more in-depth and holistic monitoring by the City and its partners to maintain an existing conditions database of the Natural Heritage Network for decision-making and to facilitate timely modification when conditions begin to fail.

The City is considering a new tool, called a Natural Heritage Network Sustainability Evaluation, to inform reviews of development applications and decisions regarding the Natural Heritage Network. The tool considers the landscape scale and is supported by more in-depth and holistic monitoring of development impacts on the Natural Heritage Network.

The Natural Heritage Network Sustainability Evaluation would rely on an in-depth database of the existing condition of the Natural Heritage Network maintained in partnership with York Region and the TRCA, and be informed by considerations of the following:

- Evaluation of cumulative Impacts that may result from successive minor impacts over time.
- Linkages between lands that connect core areas and that can significantly increase Natural Heritage Network health and resilience.
- **Watershed** thresholds and a scoring system that identify Natural Heritage Network strengths and weaknesses to help prioritize actions.
- Natural asset valuation that is integrated and promotes long-term protection of natural heritage.
- Urban growth and infrastructure that is planned to secure long-term success.
- City Habitat Targets that build on existing programs to advance implementation and limit redundancy.



It is the policy of Council:

- 3.6.2.1 To consider the adoption of a Natural Heritage Network Sustainability Evaluation tool, in consultation with York Region and the TRCA, and subject to further study regarding the creation and implementation of the tool.
- 3.6.2.2 To use environmental data gathered through land use planning studies, Environmental Assessments, infrastructure development, development applications, and other means, to maintain and update Vaughan's natural **heritage inventory** and Schedule 2 of this Plan, as appropriate.
- 3.6.2.3 To evaluate Vaughan's natural **heritage inventory** from time to time to ensure that effective natural heritage management is being achieved. Such a review may be coordinated with a comprehensive review of this Plan.

### 3.6.3 Defining Vaughan's Natural Heritage Network

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

The Natural Heritage Network represents an interconnected system of natural heritage features and hydrological features and the functions they perform. Natural features such as **wetlands**, woodlands and the extensive **valley and stream corridors** are identified as **Core Features** to be protected and enhanced. Identified **Enhancement Areas** support and connect the **Core Features**. The Natural Heritage Network also includes the Provincial Greenbelt and Oak Ridges Moraine Conservation Plan lands and specific policies are provided for these areas that conform with Provincial Plans and York Region policies. Areas also exist in Vaughan where past development has taken place and buildings currently exist within features of the Natural Heritage Network. These uses may continue with minor alterations but no new such uses will be allowed in order to maintain the integrity of the Natural Heritage Network.

Schedule 2 shows the Natural Heritage Network at a single point in time. It is important to note that as more detailed studies are undertaken, during the development application process new components of the Natural Heritage Network may be discovered that have not been mapped. The policies of this Section will apply to newly discovered features, and will be updated through housekeeping amendments, as features are discovered.

**Core Features** include key natural heritage features, key hydrological features, key hydrological areas, **Environmentally Significant Areas (ESAs)**, and **Areas of Natural and Scientific Interest (ANSIs)** throughout the City of Vaughan, including within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area. These features are the core elements of the Natural Heritage Network to be protected and enhanced as identified on Schedule 2. Except as specifically set out in this Plan, new development or expansion of existing development and/or **site alteration** will not be permitted in such areas.

**Enhancement Areas** include undeveloped areas within Vaughan which offer potential to protect, support, and expand the Natural Heritage Network. **Enhancement Areas** may act as ecological linkages between **Core Features**, as key areas that support the function of **wetlands**, as specific measures for at-risk species, as mitigation for a habitat edge, as interior habitat achievement or as a combination of these. **Enhancement Areas** will be added to the Natural Heritage Network, and precise limits will be determined through appropriate studies initiated by the City or prepared as part of the development approvals process.

Oak Ridges Moraine and Greenbelt lands include those parts of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas that are located within Vaughan. These lands provide important groundwater recharge and open space functions, including providing habitat to species that require open areas. Where lands within these areas are also identified as **Core Features**, they will be subject to policies in Section 3.6.4 of this Plan. Otherwise, specific policies have been developed for these areas that are in conformity with the Provincial Plans and York Region policies.

It is the policy of Council:

- 3.6.3.1 To protect and enhance the Natural Heritage Network as an interconnected system of natural features and the functions they perform, as identified on Schedule 2, by:
- a. restricting development or **site alteration** in accordance with the policies of this Plan within the following components of the Natural Heritage Network:
    - i. **Core Features**, which are the core elements of the Natural Heritage Network to be protected and enhanced;
    - ii. **Enhancement Areas**, which reflect the best opportunities on remaining undeveloped land to provide additional habitat and/or ecological connectivity of the Natural Heritage Network, the precise limits of which are to be determined through appropriate studies to

incorporate **Enhancement Areas** into the Natural Heritage Network as **Core Features** or suitable open space designations; and

- iii. Oak Ridges Moraine Lands and Greenbelt Lands, which while subject to the Oak Ridges Moraine Conservation Plan and Greenbelt Plan, are also the focus for enhancement and securement initiatives to further support Vaughan's Natural Heritage Network;
- b. seeking opportunities to expand and better link the Natural Heritage Network;
- c. seeking the dedication of **Core Features** and their associated minimum vegetation protection zones through the development approval process to an appropriate public agency at no public expense; and
- d. securing new **Enhancement Areas** for improved connectivity of the Natural Heritage Network through the development approvals process, conservation easements, donations or purchases.

3.6.3.2 That the policy text of Section 3.6.3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. The precise limits of mapped natural heritage features, and any modifications to the mapped network, will be determined through appropriate study undertaken in consultation with the TRCA and the Province. This may occur on a site-by-site basis through the development process or through studies carried out by the City, Region, TRCA or other government agencies. Unmapped features identified through fieldwork and appropriate technical studies via the planning process, including those for natural hazard management, are part of the Natural Heritage Network and, as such, are subject to applicable policies prior to mapping refinement.

3.6.3.3 That any development lawfully existing within the Natural Heritage Network on the date this Plan is approved is permitted to remain as recognized in Chapter 1 of this Plan. Minor alterations or additions to such existing development are permitted if it is demonstrated through applicable technical studies approved by the TRCA, the City, York Region or the Province, as required, that there will be no negative impact on existing natural features and functions or the control of flooding, erosion, pollution or the conservation of land.

3.6.3.4 That the boundaries of lands within the Natural Heritage Network on Schedule 2 shall be used as guidelines for the preparation of Zoning By-Law provisions that will implement the policies of this Plan. The boundaries will be refined through consultation with the TRCA, York Region and the landowners, where necessary. The Zoning By-law shall be amended accordingly and an amendment to this Plan will not be required for these boundary changes. The Official Plan and the implementing Zoning By law shall be amended to incorporate more detailed mapping when it becomes available.

- 3.6.3.5 That the Zoning By-Law shall include general setbacks for lot lines, buildings, structures, parking areas and similar facilities from lands within the Natural Heritage Network consistent with the extent and sensitivity of the natural heritage features, ecological functions and natural hazards of the area. The general setbacks will be reviewed by the City, York Region and the TRCA for development applications to identify the specific setbacks needed to protect the area from impacts of that development.

## Core Features

- 3.6.3.6 That **Core Features**, as identified on Schedule 2 consist of the key natural heritage features and **key hydrologic features** and their associated minimum vegetation protection zones as shown in Table 3.3.

The feature limit is inclusive of any natural hazard components, including, but not limited to the long-term stable top of slope/bank, stable top of slope, regulatory floodplain, and or meander belt and any contiguous natural features or areas.

**Table 3.3: Core Features of the Natural Heritage Network**

Core Feature	Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas)	Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas)
Valley and stream corridors Significant valleylands Permanent and intermittent streams	10 metres from the feature limit	30 metres from the feature limit
Wetlands, including those identified as Provincially significant	30 metres	30 metres
Woodlands including those identified as significant	10 metres from the woodland's dripline	30 metres
Significant wildlife habitat	Determined by an Environmental Impact	Determined by an Environmental Impact

<b>Core Feature</b>	<b>Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas)</b>	<b>Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas)</b>
Significant habitat of endangered/threatened/special concern/rare species	Study and/or a natural heritage evaluation	Study and/or a natural heritage evaluation
Fish habitat	15 metres or 30 metres depending on the thermal regime of the watercourse	30 metres
Environmentally Significant Areas and Areas of Natural and Scientific Interest	Determined by an Environmental Impact Study	Determined by an Environmental Impact Study
Seepage areas and springs  Sensitive surface water features (including waterbodies)	30 metres	30 metres
Sand barrens, savannahs, and tall grass prairies	N/A	30 metres, or as determined by a natural heritage evaluation

- 3.6.3.7 That specific requirements related to the protection and enhancement of the various elements of **Core Features** are included in Section 3.6.4 of this Plan.
- 3.6.3.8 That **Core Features**, as identified on Schedule 2, include key natural heritage features and **hydrologically sensitive features** in the Oak Ridges Moraine Conservation Plan Area, **key hydrologic features** in the Protected Countryside and key natural heritage features within the Natural Heritage System of the Greenbelt Plan, as defined by those Provincial Plans. These **Core Features** are subject to policies under this Plan and the applicable Provincial Plan. Where there is a conflict between the Greenbelt Plan or Oak Ridges Moraine Conservation Plan and this Plan, the policy that is more protective of the feature will apply.

- 3.6.3.9 That development and/or **site alteration** in **Core Features** are prohibited except for the following:
- a. natural area management, such as for forest, fish and wildlife management, for the purposes of maintaining and enhancing the functions associated with **Core Features**;
  - b. transportation, infrastructure and utilities, conservation projects, and flood or erosion control projects, as may be authorized through processes such as an environmental assessment or *Planning Act* approval, where such projects:
    - i. are necessary and deemed in the public interest after all alternatives have been considered;
    - ii. will minimize negative impacts on the **Core Features** and measures shall be identified to maintain habitat area and enhance overall ecological function; and
    - iii. may include measures to provide compensation, to the satisfaction of the City and the TRCA;
  - c. low-intensity and passive recreational activities where such activities will not result in a negative impact on the **Core Features** and will not have a negative impact on the ecological function; and
  - d. such uses as may be permitted by the policies of the Greenbelt Plan or Oak Ridges Moraine Conservation Plan within their respective Plan areas.
- 3.6.3.10 That development or **site alteration** on adjacent lands to **Core Features** shall not be permitted unless it is demonstrated through an Environmental Impact Study as required through subsection 5.1.3 of this Plan that the development or **site alteration** will not result in a negative impact on the feature or its functions.
- 3.6.3.11 That notwithstanding policy 3.6.3.10, development or **site alteration** on lands adjacent to a **Core Feature** within the Oak Ridges Moraine Conservation Plan or Greenbelt Plan areas shall be subject to additional policies within those Plans.
- 3.6.3.12 To prohibit removal, in whole or in part, of a key natural heritage feature or a **key hydrologic feature** by unauthorized development or **site alteration**. Areas where an unauthorized removal has occurred shall continue to be subject to the policies of the Plan as if the feature was still in place. Impacted areas shall be restored to the previous condition or better.
- 3.6.3.13 That **Core Features** and their related vegetation protection zones will be conveyed to the City and/or TRCA as a condition of development approval. To enable comprehensive management, such features shall not be fragmented but shall be

brought into public ownership to ensure their continued protection and management.

- 3.6.3.14 That **Core Features** shall be delineated on a site-by-site basis using procedures established by the Province, where applicable. Such delineation shall occur through the approval of *Planning Act* applications supported by appropriate technical studies such as a Master Environment and Servicing Plan, Environmental Impact Study, natural heritage or hydrological evaluations. The delineation of the boundaries of **core features** shall be confirmed to the satisfaction of the City and the TRCA. Where such delineation refines boundaries shown on Schedules within this Plan, refinements to these Schedules do not require amendment to this Plan.
- 3.6.3.15 Where regulations or standards of other agencies or levels of government exceed the standards related to **Core Features** in this Plan, such as may occur with **hazardous lands** under section 28 of the *Conservation Authorities Act* or with fisheries under the Federal *Fisheries Act*, the most restrictive provision or standard applies.

## Enhancement Areas

- 3.6.3.16 That **Enhancement Areas** are undeveloped lands identified conceptually on Schedule 2 and are important components of the Natural Heritage Network because they have the potential to:
- a. enhance form and function of watercourses;
  - b. maintain and/or enhance water flow;
  - c. improve wildlife habitat value;
  - d. improve species movement and/or dispersal;
  - e. provide restoration options;
  - f. improve overall connectivity value; and/or
  - g. improve the likelihood of maintaining self-sustaining vegetation.
- 3.6.3.17 That **Enhancement Areas** shown on Schedule 2 are approximate and the final location and boundary of the **Enhancement Area** will be based on a natural heritage evaluation or Environmental Impact Study completed as part of the development process.
- 3.6.3.18 That the natural heritage evaluation or Environmental Impact Study described in policy 3.6.3.17 will demonstrate the **Enhancement Area**'s potential for restoration or renaturalization as a **Core Feature**.

- 3.6.3.19 That the following shall be evaluated for identification as **Enhancement Areas** as a component of an analysis of adjacent lands:
- a. corridors and/or linkages of an appropriate width and design to facilitate movement of target species, for the main branch of West Robinson Creek and in the upper Purpleville Creek subwatershed;
  - b. upland habitat of **wetlands** within which biophysical functions or attributes directly related to the **wetland** occur, and based on knowledge of species present and their use of habitat types; and
  - c. woodland enhancements to improve forest connectivity, size, shape, and interior habitat.
- 3.6.3.20 That **Enhancement Areas** as determined by policy 3.6.3.17 above will be incorporated into the Natural Heritage Network as **Core Features** and/or open space designations and conveyed to the City and/or TRCA as a condition of development approval. Such changes do not require amendment to this Plan.
- 3.6.3.21 That new development and/or **site alteration** on lands within **Enhancement Areas** will not be permitted except as permitted by policy 3.6.3.9, or where it has been determined through an Environmental Impact Study that the development or **site alteration** will not negatively impact the area's function as described in policy 3.6.3.16.

## Oak Ridges Moraine Lands

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

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

It is the policy of Council:



- 3.6.3.22 To recognize the Oak Ridges Moraine as a Provincially significant natural feature that requires special regard and protection.
- 3.6.3.23 That the Oak Ridges Moraine Conservation Plan Area applicable to the City of Vaughan is identified on Schedule 4.
- 3.6.3.24 That the use of land within the Oak Ridges Moraine identified on Schedule 4 is subject to the applicable policies of the Oak Ridges Moraine Conservation Plan, as interpreted throughout this Plan.
- 3.6.3.25 That where there is a conflict between the policies of the Oak Ridges Moraine Conservation Plan and the policies of this Plan, the policies of the Oak Ridges Moraine Conservation Plan shall prevail.
- 3.6.3.26 To assist in the implementation of the Oak Ridges Moraine Conservation Plan by working with the Province to implement tree cutting and **site alteration** by-laws required by the Oak Ridges Moraine Conservation Plan and any subsequent regulations to the satisfaction of the TRCA and the City.
- 3.6.3.27 That notwithstanding policy 3.6.3.8, on lands designated Oak Ridges Moraine Settlement Area on April 22, 2002, a minimum vegetation protection zone less than that specified in policy 3.6.3.6 may be permitted where it is adopted on the basis of environmental studies or infrastructure planning, environmental assessments, infrastructure servicing studies or through Master Environment and Servicing Plans.
- 3.6.3.28 That no amendment to this Plan is required where minor changes to the boundary of the key natural heritage features or **hydrologically sensitive features** are based on studies carried out in accordance with this Plan or the Oak Ridges Moraine Conservation Plan technical papers, or updated information from the TRCA, the Province, the Federal Department of Fisheries and Oceans or their delegate is provided to the satisfaction of the City.
- 3.6.3.29 That any change to Schedule 2 which affects the boundary of a **wetland** or an area of natural and scientific interest (life science) or confirmation of the boundaries of a feature not included on Schedule 2 including habitat of endangered, rare and threatened species or fish habitat, will only be made after consultation with the Province, and in the case of fish habitat, with the TRCA as the delegate for the Department of Fisheries and Oceans.
- 3.6.3.30 That the presence or absence of significant portions of habitat of endangered, rare and threatened species, fish habitat, significant valleylands, significant wildlife habitat, and **seepage areas and springs** on the lands subject to a development or **site alteration** application and within 120 metres of the application, shall be confirmed through environmental studies using criteria established by the

Province, to the satisfaction of the City in consultation with the TRCA and York Region.

- 3.6.3.31 That key natural heritage features and **hydrologically sensitive features** identified on the Oak Ridges Moraine but not shown on Schedules to this Official Plan, are subject to the provisions in Sections 3.6.1, 3.6.3 and 3.6.4 of this Plan respecting key natural heritage features and **hydrologically sensitive features**. Fish habitat on the Oak Ridges Moraine are to include but are not limited to all **hydrologically sensitive features** with surface water characteristics.
- 3.6.3.32 That applications for development or **site alteration** with respect to land adjacent to a key natural heritage feature or **hydrologically sensitive features**, shall be accompanied by a natural heritage and/or hydrologic evaluation which meets the relevant requirements of the Oak Ridges Moraine Conservation Plan.
- 3.6.3.33 That within the Oak Ridges Moraine Conservation Plan area, no new agricultural uses, **agriculture-related uses**, or accessory uses shall be permitted within key natural heritage features and **hydrologically sensitive features** and their associated minimum vegetation protection zone if the lands were not being used for that use on November 15, 2001.
- 3.6.3.34 That the technical papers associated with the Oak Ridges Moraine Conservation Plan be consulted to provide clarification in implementing the policies related to key natural heritage features and **hydrologically sensitive features**. In the event of a conflict in the interpretation of the provincial technical papers and the policies of this Plan, the policy which is more protective of the feature will apply.
- 3.6.3.35 That Oak Ridges Moraine lands, particularly in Natural Core Areas and Natural Linkage Areas, are also a focus for enhancement opportunities and securement initiatives to further support Vaughan's Natural Heritage Network.
- 3.6.3.36 That the minimum vegetation protection zone that applies within the Oak Ridges Moraine Conservation Plan Area is not required to extend beyond the boundaries set out in the Oak Ridges Moraine Conservation Plan except as follows:
- a. an Environmental Impact Study confirms that a minimum vegetation protection zone should be extended beyond the Oak Ridges Moraine Conservation Plan boundary;
  - b. where a woodland, **wetland**, or Life Science Area of Natural and Scientific Interest identified for protection is located both within and outside the boundary of the Oak Ridges Moraine Plan Area, and more than 50% of the feature is located within that boundary, the vegetation protection zone that is most protective of the feature shall generally apply to the portion outside of the Provincial Plan area unless an Environmental Impact Study demonstrates that a lesser vegetation protection zone is appropriate; and

- c. where a larger zone is required to meet the Regional Greenlands System minimum vegetation protection zone in York Region Official Plan policy 3.4.13.

3.6.3.37 That all applications for development and **site alteration** in the **Oak Ridges Moraine Natural Core Area**, **Oak Ridges Moraine Natural Linkage Area** and **Oak Ridges Moraine Countryside Area** shall identify planning and design construction practices that demonstrate that no buildings or other **site alterations** impede the movement of plants and animals among key natural heritage features, **hydrologically sensitive features** and adjacent land within **Oak Ridges Moraine Natural Core Areas** and **Oak Ridges Moraine Natural Linkage Areas**.

## Greenbelt Lands

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

It is the policy of Council:

- 3.6.3.38 That the Greenbelt Plan Area, as identified on Schedule 4 of this Plan, and in Ontario Regulation 59/05 under the *Greenbelt Act, 2005*, is an important feature in Vaughan intended to protect lands for natural heritage and agricultural uses.
- 3.6.3.39 That lands within the Natural Heritage System of the Protected Countryside and the Urban River Valleys of the Greenbelt Plan are a focus for enhancement and securement initiatives to further support Vaughan's Natural Heritage Network.
- 3.6.3.40 That notwithstanding policy 3.6.3.9 of this Plan, certain types of development or **site alteration** may be permitted in **key hydrologic features** and key natural heritage features within the Natural Heritage System subject to the policies of Section 4 of the Greenbelt Plan. Conformity with the relevant sections of the Greenbelt Plan shall be documented in a Greenbelt conformity report.

- 3.6.3.41 That the minimum vegetation protection zone that applies within the Greenbelt Plan Area is not required to extend beyond the boundaries set out in the Greenbelt Plan except as follows:
- a. an Environmental Impact Study, prepared to the satisfaction of the City and the TRCA, confirms that a minimum vegetation protection zone be extended beyond the Greenbelt Plan boundary;
  - b. where a woodland, **wetland**, or Life Science Area of Natural and Scientific Interest identified for protection is located both within and outside the boundary of the Natural Heritage System of the Protected Countryside in the Greenbelt, and more than 50% of the feature is located within that boundary, the vegetation protection zone that is most protective of the feature shall generally apply to the portion outside of the Greenbelt Plan area unless an Environmental Impact Study demonstrates that a lesser vegetation protection zone is appropriate; and
  - c. where a larger zone is required to meet the Regional Greenlands System minimum vegetation protection zone in York Region Official Plan policy 3.4.13.
- 3.6.3.42 That a proposal for new development or site alteration adjacent to a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside of the Greenbelt Plan requires a natural heritage evaluation and hydrological evaluation meeting the requirements of Section 3.2.5(5) of the Greenbelt Plan.
- 3.6.3.43 That within the Greenbelt Plan Area expansions to existing agricultural buildings and structures and farm and non-farm dwellings, together with accessory uses, are permitted in key natural heritage features, subject to the existing use policies of Section 4.5 of the Greenbelt Plan.
- 3.6.3.44 That notwithstanding the **Core Features** policies of subsection 3.6.3 of this Plan, new buildings and structures for agricultural uses will be required to provide a 30 metre vegetation protection zone from a key natural heritage feature or **key hydrologic feature**, but may be exempted from the requirement of establishing a condition of natural self-sustaining vegetation if the land is, and will continue to be, used for agricultural purposes. Despite this exemption, agricultural uses should pursue best management practices to protect and/or restore **key hydrologic features** and functions.
- 3.6.3.45 That within the Greenbelt Natural Heritage System identified on Schedule 4, in addition to **Natural Areas**, agricultural and rural uses are permitted on lands identified on Schedule 13 and subject to the applicable policies of this subsection, and subsection 4.2.

- 3.6.3.46 That where non-agricultural uses are contemplated on lands identified as Greenbelt Natural Heritage System, applicants shall demonstrate that:
- a. at least 30 percent of the total **developable area** of the site will remain or be returned to natural self-sustaining vegetation, recognizing that the policies of subsection 3.8 of this Plan establish specific standards for the non-renewable resource uses;
  - b. connectivity along the system and between key natural heritage features or **key hydrologic features** located within 240 metres of each other is maintained or enhanced; and
  - c. buildings or structures do not occupy more than 25 percent of the total **developable area** and are planned to optimize the compatibility of the project with the natural surroundings.
- 3.6.3.47 That new buildings or structures for agriculture, agriculture-related and **on-farm diversified uses** within lands identified as Greenbelt Natural Heritage System on Schedule 4 are not subject to policy 3.6.3.48 below, but are subject to the policies on key natural heritage features and **key hydrologic features**.
- 3.6.3.48 That new development or **site alteration** on lands identified as Greenbelt Natural Heritage System on Schedule 4 (as permitted by the policies of this Plan) shall be subject to additional policies under subsection 3.2.2(3) of the Greenbelt Plan.

## 3.6.4 Protecting Core Features and Ecological Functions

The policies in this Section provide specific guidance for the protection of the ecological functions of **Core Features** of the Natural Heritage Network.

### Woodlands

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

Vaughan will support the maintenance of important environmental functions, attributes and linkages of woodland resources, recognizing that this will lead to more stable, resilient systems of vegetation and wildlife.

It is the policy of Council:

- 3.6.4.1 To protect and enhance woodlands, by:
- a. prohibiting development or **site alteration** in woodlands and their minimum vegetation protection zones except as permitted per the provisions of subsection 3.6.5 and, in the case of significant woodlands and their vegetation protection zones, the appropriate Regional or Provincial policies shall apply;
  - b. encouraging that minimum vegetation protection zones be restored using a diversity of native tree species that are resistant to the negative impact of invasive species and invasive destructive pests;
  - c. seeking public ownership of woodlands and their ecological buffers through the development process;
  - d. using woodland management practices that will maintain or enhance existing functions, attributes and linkages, including entering into easement agreements, where woodland resources remain in private ownership; and
  - e. further encourage the planting of native species that are culturally significant to Indigenous Peoples.

- 3.6.4.2 That an application for development or **site alteration** on lands adjacent to woodlands will not be considered by Council unless:
- a. the precise limits of any woodland within the area of the application have been established to the satisfaction of the City; and
  - b. an evaluation is carried out to determine that the required minimum vegetation protection zone between the woodland and the proposed development is sufficient to maintain or enhance existing functions, attributes and linkages of the woodland.

- 3.6.4.3 That notwithstanding policy 3.6.4.1 and policy 3.6.4.2 within the **Urban Area** on Schedule 1C and outside of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas, development or **site alteration** may be permitted in a woodland if all of the following are met:
- a. the woodland does not meet any of the following criteria defining a significant woodland:
    - i. contains **globally or provincially rare plants, animals or communities** as designated by the Natural Heritage Information Centre;
    - ii. contains species designated by the Committee on the Status of Endangered Wildlife in Canada or by the Committee on the Status of

Species at Risk in Ontario as threatened, **endangered**, or of special concern;

- iii. is within 30 metres of **wetlands, lakes and their littoral zones**, permanent and **intermittent streams, kettle lakes, seepage areas and springs**;
- iv. is four hectares or larger in size; or
- v. is over two hectares and:
  - A. is within 100 metres of another **Core Feature**; or
  - B. occurs within the Natural Heritage Network;
- b. impact to the woodland is unavoidable or the woodland is not suitable for restoration and rehabilitation, as demonstrated through an assessment of development alternatives to the satisfaction of the City, York Region, and the TRCA; and
- c. a net gain in woodland area can be provided as measured by attributes such as size, habitat condition and landscape context, to the satisfaction of the City, York Region, and the TRCA, should all or part of the woodland be modified.

3.6.4.4 That should policy 3.6.4.3 apply, a woodland determined not to be significant can be modified if:

- a. a woodland evaluation, natural heritage evaluation or Environmental Impact Study identifies on-site woodland features and ecological functions to the satisfaction of the City and TRCA;
- b. any woodland retained on site is protected by an edge management plan and a vegetation protection zone that demonstrates existing functions, attributes and linkages of the woodland are maintained or enhanced;
- c. any woodland removed from the site is compensated, includes three-year maintenance of the plantings and demonstrates a net gain in woodland area to the satisfaction of the City, York Region and the TRCA;
- d. compensation replaces the ecosystem structure and the land base of the woodland as determined using the TRCA's Guideline for Determining Ecosystem Compensation (after the decision to compensate has been made), and final plans are approved by the City, Region and the TRCA;
- e. development and **site alteration** include an assessment of woodland retention, restoration and/or enhancement through **sensitive** subdivision and site design prepared to the satisfaction of the City; and



- f. restoration areas are incorporated into the Natural Heritage Network.
- 3.6.4.5 To complete an inventory of the City's urban forest and prepare an urban forest management plan with guidance for active management that supports the long-term health of the forest through the protection of its intrinsic biodiversity and ecological functions.
- 3.6.4.6 That development and **site alteration** may be permitted within all or part of an urban forest if the forest complies with conditions in policy 3.6.4.3 and meets the following conditions:
  - a. an assessment of woodland retention, restoration and/or enhancement through subdivision and site design has been prepared to the satisfaction of the City;
  - b. trees removed are compensated using a mix of species native to the area and suited to planting site conditions;
  - c. for woodlands outside of the Natural Heritage Network, tree replacement is based on a replacement ratio or cash-in-lieu of tree planting determined and to the satisfaction of the City;
  - d. inside the Natural Heritage Network, habitat area is replaced through land base compensation determined using the TRCA's compensation guidelines to replicate ecological functions associated with woodland loss;
  - e. edge management is conducted for trees exposed by removals; and
  - f. compensation plans are reviewed and approved by the City.
- 3.6.4.7 To assemble from the urban forest inventory and relevant technical studies a list of Heritage Trees throughout the City to assist implementation of Heritage Tree provisions in the City's Tree Protection By-Law 052-218.
- 3.6.4.8 To develop Landscape Design Policies that will guide landscape form and to enhance the developing urban landscape.
- 3.6.4.9 That proponents must submit a letter of credit to cover anticipated costs of required landscaping.
- 3.6.4.10 Where vegetation is to be preserved or planted as part of a development landscape plan and the vegetation is damaged or has died, then it shall be replaced by the proponent or the City will exercise its right to draw on the submitted letter of credit.
- 3.6.4.11 That woodlands in the Oak Ridges Moraine Conservation Plan Area and the Greenbelt Natural Heritage System will be evaluated for significance and protected based on the requirements of the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan and associated technical papers.



## Valley and Stream Corridors

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

**Valley and stream corridors** are valued landscape features that provide topographic and habitat diversity, act as corridors and linkages, and contain rich archaeological resources. Maintaining the integrity of these streams will foster the maintenance of the ecological health of the valley and surrounding land-based features. Vaughan will work with the TRCA and the Province to protect **valley and stream corridors** as critical elements of the Natural Heritage Network. Development will be restricted within **valley and stream corridors** and the natural features and functions within these systems will be protected and enhanced.

It is the policy of Council:

- 3.6.4.12 To protect and enhance **valley and stream corridors** by:
- a. prohibiting development or **site alteration** in **valley and stream corridors** and their required vegetation protection zones except as permitted per the provisions of policy 3.6.6.9 and policy 3.6.4.15, and to the satisfaction of the TRCA;
  - b. prohibiting uncontrolled storm sewer discharges into **valley and stream corridors** within Vaughan; and
  - c. requiring that the minimum vegetation protection zone adjoining a **valley and stream corridor** be excluded from any proposed development block and shall be restored and revegetated with native species and maintained as part of the Natural Heritage Network.
- 3.6.4.13 That **valley and stream corridors** are defined in accordance with standard practices and procedures, including management documents prepared by TRCA, as may be amended from time to time.
- 3.6.4.14 That an application for development or **site alteration** on lands adjacent to **valley and stream corridors** will not be considered by Council unless the precise limits of **valley and stream corridors** have been established to the satisfaction of the City and the TRCA.
- 3.6.4.15 That public works considered to be generally compatible for location in the valleys are those associated with flood control, erosion control, reconstruction, repair or maintenance of existing drains approved under the *Drainage Act*, 1990. Public

works which must cross the valleys are permitted following completion of necessary environmental assessments. Where such structures are deemed to be necessary, they must be sited, designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts and shall be identified to maintain habitat area and enhance overall ecological function according to the stormwater management principles defined in the Province's "Stormwater Management Planning and Design Manual" as amended from time to time.

- 3.6.4.16 That watercourses may need to be confirmed by the City and the TRCA through field investigation. Headwater drainage features (HDFs) shall be identified and managed based on the standard practices and procedures of the TRCA.
- 3.6.4.17 To recognize that proposals for modifications to watercourses may occur at the time of proposed development or **site alteration**. Such proposals may only be considered provided that all other policies of this Plan are satisfied and that such modification is associated with a permitted development. Where such alterations are proposed, the proponent must satisfy the requirements of the TRCA and demonstrate improvement of the ecological function of the watercourse. Modifications to watercourses are required to follow all requirements under the *Ontario Water Resources Act, 1990*, including any applicable permit requirements.
- 3.6.4.18 To support the Province and the TRCA in protecting **valley and stream corridors**, and to work cooperatively with these agencies to successfully achieve the goals of this Plan.
- 3.6.4.19 Land conversions or redevelopments in or abutting Urban River Valleys in the Greenbelt Plan Area, including those identified as Built-Up Valley Lands on Schedule 2 of this Plan, shall strive to:
- a. establish or increase the extent or width of vegetation protection zones in natural self-sustaining vegetation, especially in the most ecologically **sensitive** areas (i.e. near the stream and below the stable top of bank);
  - b. increase or improve fish habitat in streams and in the adjacent riparian lands;
  - c. include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both wildlife habitat and movement corridors; and
  - d. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems.

## Wetlands

**Wetlands** play critical hydrological and habitat roles. Many of Vaughan's **wetlands** are in the headwaters of the Humber and Don Rivers, feeding the small tributaries that in turn feed these large river systems. They also occur along the floodplains of watercourses and in "kettles" once occupied by trapped blocks of glacial ice.

**Wetlands** are a vital link in the maintenance of surface and ground water interactions improving water quality, regulating water temperature and providing natural flood control by absorbing peak storm flows. They also provide important habitat for a wide range of plant, fish and other wildlife that require aquatic and semi-aquatic conditions. All **wetlands** and appropriate buffers will be protected from development and **site alteration**.

It is the policy of Council:

- 3.6.4.20 To protect and enhance **wetlands** by:
- prohibiting development or **site alteration** on **wetlands** and their minimum vegetation protection zones except as permitted per the provisions of policy 3.6.6.9 and in accordance with Provincial requirements;
  - encouraging the rehabilitation of privately-owned **wetlands** in order to provide for their continued environmental function;
  - encouraging environmental farm programs that would direct livestock grazing areas away from **wetlands** and seek alternative water sources for livestock;
  - encouraging alternatives to the placement of drains in **wetland** areas; and
  - encouraging the creation of **wetlands**, where appropriate, to contribute to increased natural heritage functions in the landscape.
- 3.6.4.21 That Provincially **significant wetlands** and **wetlands** in Provincial Plan Areas and their minimum vegetation protection zone of 30 metres are included as **Core Features**. Notwithstanding policy 3.6.4.20.a of this Official Plan, prior to development or **site alteration** approval, other **wetlands** that may be impacted shall be assessed through detailed studies that identify their features and ecological functions, including their hydrological role and natural asset values. Other **wetlands** and newly identified **wetlands**:
- determined to be provincially significant shall be protected according to Provincial requirements and the policies of this Plan;
  - within the Oak Ridges Moraine and Greenbelt Plan Areas will be subject to the requirements of those Plans;

- c. evaluated as not provincially significant will be protected in accordance with the York Region Official Plan including a vegetation protection zone determined through an Environmental Impact Study to the satisfaction of the Region and the TRCA;
- d. determined by the TRCA to have features and/or ecological functions to be protected shall be maintained in their current location and their current state. This does not apply if it is demonstrated through technical studies (i.e., Environmental Impact Study) completed to the satisfaction of the TRCA, that the ecological and **hydrological function** of the **wetland** area is minimal and all efforts to protect the **wetland** through the mitigation hierarchy (i.e., avoid, minimize, mitigate, compensate) have been exhausted. Where compensation is agreed to by the City and TRCA, the following criteria will apply:
  - i. compensation outcomes will fully replace the same level of lost ecosystem structure, function, and land base in proximity to where the loss occurs;
  - ii. the compensation outcome will achieve an overall net ecological gain;
  - iii. compensation will be directed to on-the-ground ecosystem restoration and be informed by strategic **watershed** and restoration planning; and
  - iv. the compensation process will use an adaptive management approach incorporating monitoring, tracking and evaluation to gauge success and inform program improvements.

3.6.4.22 That an application for development or **site alteration** on lands adjacent to **wetlands** must demonstrate that:

- a. there will be no loss of **wetland** features and functions, including the hydroperiod of the **wetland** (timing, volume, and duration of water);
- b. there will be no loss of contiguous **wetland** area;
- c. subsequent demand for development will not cause increased pressure on the **wetland** in the future; and
- d. the minimum vegetation protection zone between the **wetland** and the proposed development is sufficient to address items (a) through (c) above.

## Species at Risk and Significant Wildlife Habitat

The lands that comprise the Natural Heritage Network provide habitat for a wide variety of plant and animal species. Some of these species are considered Species at Risk as determined by the Federal *Species at Risk Act* or Provincial *Endangered*

*Species Act*. Areas where these species are found, or areas with certain characteristics known to provide habitat for such species, will be protected to maintain the health of the species.

It is the policy of Council:

- 3.6.4.23 To protect and enhance the habitat of species at risk including endangered, threatened and special concern species by:
- prohibiting development or **site alteration** within the significant habitat of endangered and threatened species, as identified on the Species at Risk in Ontario List;
  - ensuring appropriate buffers from this habitat are provided as identified in provincial guidelines;
  - encouraging stewardship measures to protect the habitat of species at risk; and
  - working with landowners, developers, York Region, the TRCA and other government agencies to develop management plans or recovery strategies for species at risk in Vaughan.
- 3.6.4.24 To protect and enhance significant wildlife habitat by:
- identifying significant wildlife habitat in accordance with criteria provided by the Province through the appropriate study such as a **watershed** plan, Environmental Impact Study, or natural heritage or hydrological evaluations, prior to undertaking any development or **site alteration**;
  - working with the TRCA and other government agencies to identify significant wildlife habitats where there are concentrations of biodiversity; and
  - prohibiting development or **site alteration** within significant wildlife habitat in accordance with the PPS.
- 3.6.4.25 That development or **site alteration** are not permitted on adjacent lands to significant wildlife habitat unless it is demonstrated through an Environmental Impact Study that there will be no negative impacts on the feature or its ecological function.

## Fisheries and Aquatic Habitat

Watercourses in Vaughan support a range of fish species and a wide variety of aquatic life. Fishery resources and aquatic habitat are important indicators of overall environmental health and as such they are recognized for protection in the

PPS. Vaughan will work to protect and enhance fish habitat by limiting further impacts from urban development and agricultural activities. Where degradation has occurred due to land use activities, Vaughan will support the remediation of streams and renewal of aquatic habitats.

It is the policy of Council:

- 3.6.4.26 To protect aquatic biodiversity outside the Oak Ridges Moraine Conservation and Greenbelt Plan Areas by:
- a. prohibiting development and **site alteration** in areas identified as fish habitat except in accordance with Provincial and Federal requirements;
  - b. preserving or remediating natural variation in stream flows to maintain healthy aquatic systems ensuring any permitted development meets the TRCA stormwater management criteria regarding water balance, groundwater direction, infiltration quantities, surface water quality and groundwater quality;
  - c. prohibiting development and **site alteration** within **sensitive** surface water features (including waterbodies), **seepage areas and springs**, and their vegetation protection zone unless it is demonstrated through an Environmental Impact Study, natural heritage evaluation or hydrologic evaluation that the development or **site alteration** will not result in a negative impact to the ecological and/or **hydrological functions** of the **sensitive** surface water feature;
  - d. encouraging consistency with the framework for fisheries management outlined in the Humber and Don River **Watershed** Plans and supporting documents, as may be amended from time to time, particularly with respect to;
    - i. rehabilitation activities;
    - ii. encouraging the protection and improvement of in-stream habitat for target species identified for each fisheries management zone;
    - iii. requiring any development proposal on lands adjacent to existing fish habitat to consider the best practices for aquatic management for new development.
- 3.6.4.27 That any development application will be reviewed by the City and appropriate agencies with respect to its potential impact on fish habitat to determine if it will result in a reduction of the ecological functions, attributes, or linkages of the stream which could impair aquatic health. Where adverse impacts are confirmed,

authorizations will be consistent with Ontario's Provincial Fish Strategy and the Fish Habitat Referral Protocol for Ontario, as may be amended from time to time.

- 3.6.4.28 That development and associated servicing infrastructure that has a negative impact on streams identified as habitat for one or more species at risk will provide for the protection and enhancement of aquatic habitat that supports these species. Development will be required to adhere to recommendations in applicable Federal Species at Risk Recovery Strategy.
- 3.6.4.29 That, where permitted by the City and TRCA, stream restoration or alteration will be undertaken using natural channel design principles where alterations to stream channels may be required and/or where channel instability is indicated.
- 3.6.4.30 That development or **site alteration** are not permitted on adjacent lands to fish habitat unless it is demonstrated that there will be no negative impacts on the feature or its ecological function.

## Environmentally Significant Areas and Areas of Natural and Scientific Interest

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

It is the policy of Council:

- 3.6.4.31 To protect and enhance **ESAs** and **ANSIs**, as identified on Schedule 3, by prohibiting development or **site alteration** in both.
- 3.6.4.32 That an application for development or **site alteration** on lands adjacent to **ESAs** and/or **ANSIs** must:
- identify planning, design and construction practices that will provide for the protection of the ecological attributes for which the ESA or **ANSI** was identified;
  - determine the appropriate minimum vegetation protection zone and specify the dimensions of that zone and provide for the maintenance and,

where possible, improvement or restoration of the natural vegetation within it; and

- c. assess the potential impact of the development on the ecological functions and attributes of the ESA and **ANSI** and provide a detailed mitigation strategy.

3.6.4.33 An application for development or **site alteration** within the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, and within an **ANSI** (Earth Science) feature shown on Schedule 3, and the related minimum area of influence which includes all lands within 50 metres of any part of the feature, shall be accompanied by an earth science heritage evaluation that:

- a. identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the **ANSI** was identified; and
- b. determines whether the minimum vegetation protection zone is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it.

## Significant Landforms

The City of Vaughan has a variety of significant landform features that provide interesting character to the landscape and offer many scenic views and vistas. The most important of these are the Oak Ridges Moraine and the Humber and Don River Valleys. The Oak Ridges Moraine is characterized by rolling terrain with sandy and gravelly soils that perform an important groundwater recharge function. The many rivers and streams flowing south from the Oak Ridges Moraine, including the Humber and Don systems, depend on groundwater discharge to sustain their baseflow. Their broad valleys also provide topographic relief, which is otherwise largely dominated by the broad Halton Till Plain.

Mass grading and other extensive land alteration activities are a significant threat to Vaughan's distinctive landscape features. Vaughan will implement landform conservation measures for development and infrastructure projects to protect significant landforms.

It is the policy of Council:

3.6.4.34 That landform conservation planning will be undertaken to ensure that the landform character of the site where development is being proposed is maintained to the satisfaction of the City in consultation with York Region and the TRCA.



Landform conservation planning will demonstrate that the landform character of the site will be maintained.

- 3.6.4.35 That landform conservation measures will be addressed in planning, design and construction, including:
- a. demonstrating approaches to land use planning, siting and design which will be compatible with existing landform character and the existing settlement landscape;
  - b. the specific planning, site design, grading, construction, and restoration of landform character of the site will be addressed to the satisfaction of the City and other appropriate agencies; and
  - c. site design and construction practices will minimize mass grading and the disturbance of steep slopes.

- 3.6.4.36 To preserve significant landform features and landscape character by:
- a. allowing increased flexibility in design standards for subdivision layout and building setback requirements;
  - b. ensuring appropriate implementation of the built form and urban design policies of this Plan; and
  - c. considering modifying engineering and design standards in order to achieve the objective of landform conservation.

- 3.6.4.37 To prohibit **site alteration** prior to the approval of development applications and to adopt a site alteration by-law in conformity with the *Municipal Act* to prevent runoff, sedimentation, and the removal of topsoil or vegetation, and to control erosion.

- 3.6.4.38 That an application for development or **site alteration** on lands designated **Oak Ridges Moraine Natural Core**, **Oak Ridges Moraine Natural Linkage**, and **Oak Ridges Moraine Countryside**, except an application for a **mineral aggregate** operation, in the area identified on Schedule 7 as Landform Conservation Area, shall identify planning, design and construction practices that will keep disturbance of the landform character to a minimum, including but not limited to:
- a. maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;
  - b. limiting the portion of the net **developable area** of the site that is disturbed to not more than:
    - i. 25% of the total area of the site in Landform Conservation Area Category 1; or

- ii. 50% of the total area of the site in Landform Conservation Area Category 2; and
- c. limiting the portion of the net **developable area** of the site that has impervious surfaces to not more than:
  - i. 15% of the total area of the site in Landform Conservation Area Category 1; or
  - ii. 20% of the total area of the site in Landform Conservation Area Category 2.

3.6.4.39 That an application for development or **site alteration**, excluding major development as described in policy, on lands designated **Oak Ridges Moraine Natural Core**, **Oak Ridges Moraine Natural Linkage**, and **Oak Ridges Moraine Countryside** in a Landform Conservation Area of either Category 1 or Category 2 shall, with the exception of applications for **mineral aggregate** operations, be accompanied by a Site Plan that:

- a. identifies the areas within which all building, grading, and related construction occur;
- b. demonstrates that buildings and structures shall be located within such areas so as to minimize the amount of **site alteration** required; and
- c. provides protection of **ANSIs** in accordance with subsection 3.6.4.33.

3.6.4.40 That an application for major development or **site alteration** on lands designated **Oak Ridges Moraine Natural Core**, **Oak Ridges Moraine Natural Linkage**, and **Oak Ridges Moraine Countryside** in a Landform Conservation Area of either Category 1 or Category 2 as identified on Schedule 7, shall be accompanied by a landform conservation plan that:

- a. shows, on one or more maps:
  - i. elevation contours in sufficient detail to show the basic topographic character of the site, with an interval of not more than two metres;
  - ii. Analysis of the site by slope type (for example, moderate or steep);
  - iii. Significant landform features such as kames, kettles, ravines and ridges; and
  - iv. All water bodies including **intermittent streams** and ponds.
- b. includes a development strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:
  - i. retention of significant landform features in an open, undisturbed form;

- ii. Road alignment and building placement to minimize grading requirements;
- iii. Concentration of development on portions of the site that are not significant;
- iv. Use of innovative building design to minimize grading requirements; and
- v. use of selective grading techniques.

### 3.6.5 Protecting Water Resources

Within Vaughan there is a complex system of both underground and surface water features which form an integral part of the Natural Heritage Network and act as a source of water for human activities, particularly drinking water. Urban development activities impact ground and surface waters that eventually drain into the major tributaries of the Humber and Don River systems, ultimately ending up in Lake Ontario. Mitigating these impacts requires integrated planning on a **watershed** basis. Vaughan will promote water quality and maintain natural stream flows, to the extent possible. Vaughan will also work with neighbouring municipalities and partners such as the Toronto and Region Conservation Authority to monitor and enhance water quality and natural stream flows throughout the Humber and Don **watersheds**.

#### Watershed Planning

It is the policy of Council:

- 3.6.5.1 To take a systems approach to the identification, improvement, and restoration of water resource systems within Vaughan, and to provide long-term protection of **key hydrologic features** and areas and their functions in partnership with the TRCA, York Region, neighbouring municipalities, Indigenous Peoples, and other agencies, as appropriate.
- 3.6.5.2 That the goals and objectives of the Don River and Humber River **watershed** plans, as may be amended from time to time, shall inform decisions on the designation of land for growth and planning for water, wastewater, and stormwater infrastructure.
- 3.6.5.3 To consider the impacts of climate change on **watersheds** and hydrologic systems within and outside of Vaughan and take steps to address and identified impacts.

- 3.6.5.4 To monitor the long-term cumulative impact of development on **watersheds**, and to encourage and support sustainable development which does not negatively impact **watersheds**.
- 3.6.5.5 To identify opportunities for retrofits of existing neighbourhoods to ensure better **hydrological function**.
- 3.6.5.6 That the quality and quantity of groundwater and surface water and the function of **sensitive** groundwater recharge/discharge areas, aquifers and headwaters will be protected and enhanced, especially for those stream reaches that are heavily reliant on local sources of groundwater discharge.
- 3.6.5.7 That for every application in the Oak Ridges Moraine Conservation Plan Area commenced on or after April 23, 2007, major development as defined in Section 3(1) of the Oak Ridges Moraine Conservation Plan is prohibited unless:
- a. the major development conforms with the Humber River **Watershed** Plan and/or Don River **Watershed** Plan; and,
  - b. a water budget and conservation plan, prepared by York Region in accordance with Section 25 of the Oak Ridges Moraine Conservation Plan and demonstrating that the water supply required for the major development is sustainable, has been completed.
- 3.6.5.8 That an application for major development within the Oak Ridges Moraine Conservation Plan Area commenced prior to April 23, 2007, shall not be approved unless the applicant:
- a. identifies any **hydrologically sensitive features** and related **hydrological functions** on the site and how they will be protected;
  - b. demonstrates that an adequate water supply is available for the development without compromising the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area; and
  - c. provides, with respect to the site and such other land as the approval authority considers necessary, a water budget and water conservation plan that:
    - i. characterizes groundwater and surface water flow systems by means of modeling;
    - ii. Identifies the availability, quantity and quality of water sources; and
    - iii. Identifies water conservation measures.
- 3.6.5.9 That with respect to land in the **Oak Ridges Moraine Natural Core** Area, **Oak Ridges Moraine Natural Linkage** Area and **Oak Ridges Moraine Countryside** Area designations, all development and **site alteration** with respect to land in a

subwatershed are prohibited if they would cause the total percentage of the area of the subwatershed that has impervious surfaces to exceed:

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

3.6.5.10 That with respect to land in the **Oak Ridges Moraine Natural Core** Area, **Oak Ridges Moraine Natural Linkage** Area and **Oak Ridges Moraine Countryside** Area designations, in considering applications for development or **site alteration** with respect to land in a subwatershed, the approval authority shall take into account the desirability of ensuring that at least 30% of the area of the subwatershed has self-sustaining vegetation.

3.6.5.11 That with respect to land in the Oak Ridges Moraine Settlement Area designation, in considering applications for development or **site alteration** with respect to land in a subwatershed, the approval authority shall consider the importance of:

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

## Source Protection

Healthy and viable water resource systems are essential to the successful ecological function of Vaughan's Natural Heritage Network, and thus the Regional Greenlands System and broader **watersheds** of the Humber and Don Rivers. It is essential to protect not only surface water features such as rivers, streams, lakes, and **wetlands**, but also groundwater and underground aquifers which provide natural filtration of surface water and often a source of water for use by residents of Vaughan. For example, two groundwater wells in Kleinburg provide backup services to the residents served by the Kleinburg Drinking Water System (DWS).

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

Three of the four types of "Vulnerable Areas" as defined under the *Clean Water Act* occur within the City including:

- **Significant groundwater recharge areas;**

- **Highly vulnerable aquifers;** and
- **Wellhead protection areas (WHPAs).**

The City is within the Credit Valley - Toronto and Region - Central Lake Ontario (CTC) Source Protection Region. The York Region Official Plan shows that most of the City is within a **recharge management area** that must conform with policy 3.3.8 of the Regional Official Plan.

It is the policy of Council:

- 3.6.5.12 To implement the policies of the CTC Source Protection Plan as required by the *Clean Water Act*.
- 3.6.5.13 To recognize that the following vulnerable areas as defined by the *Clean Water Act* exist in the City of Vaughan:
  - a. **significant groundwater recharge areas**, shown on Schedule 11;
  - b. **highly vulnerable aquifers**, shown on Schedule 6; and
  - c. **WHPAs**, shown on Schedule 11.
- 3.6.5.14 That the location and boundaries of the vulnerable areas listed in policy 3.6.5.13 will be updated periodically in consultation with the TRCA and York Region and through the development process, and will not require amendment to this Plan.
- 3.6.5.15 To recognize that there exists a variety of threats to the vulnerable areas listed in policy 3.6.5.13, including but not limited to:
  - a. the storage or application of commercial fertilizers and pesticides;
  - b. the storage or application of agricultural source materials such as manure;
  - c. the use of road salt;
  - d. an activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body; and
  - e. an activity that reduces the recharge of an aquifer.
- 3.6.5.16 That where an activity requires a Risk Management Plan under the *Clean Water Act*, inspections will be conducted at least once every five years or on a basis deemed appropriate by the York Region Risk Management Official and Risk Management Inspector.
- 3.6.5.17 To consider incentive programs to encourage actions to reduce the risk to source water.

- 3.6.5.18 To direct compatible land uses with low imperviousness, including **Natural Areas**, parks and open spaces, to potentially **significant groundwater recharge areas** through the development process. These areas will be determined in consultation with the TRCA and the City during the development process.
- 3.6.5.19 That low-impact development techniques, as described in the TRCA's Low Impact Development Stormwater Management Planning and Design Guide as may be amended from time to time, will be established, where appropriate, for all new Block Plans, or Site Plans for large development sites, in order to protect groundwater resources and aquatic habitat, and overall groundwater flow patterns. The Master Environment and Servicing Plans shall reflect these best practices.
- 3.6.5.20 That, where development occurs in **significant groundwater recharge areas**, the Master Environment and Servicing Plan will include a hydrogeological study to define the local predevelopment water balance, establish site-specific water balance criteria that maintain ecological functions and demonstrate how the appropriate proportion of infiltration and evaporation/reuse measures for stormwater management will achieve the water balance objectives established through the Master Environment and Servicing Plan study.
- 3.6.5.21 That significant groundwater infiltration functions be maintained at the predevelopment levels or enhanced where practical, particularly in those areas identified as **sensitive** hydrogeological areas. In such areas, source and conveyance controls as may be appropriate, may be required by the City to maintain or enhance predevelopment groundwater infiltration levels.
- 3.6.5.22 That transportation and infrastructure projects should minimize interference with **significant groundwater recharge areas** and should be located in the least **sensitive** locations for infrastructure.
- 3.6.5.23 That development located in areas of groundwater discharge, including many valley corridors, shall maintain significant discharge functions. Buildings and structures that require substantial below-ground excavation will not be permitted in areas where there is a high potential for groundwater interference and removal of groundwater. The City, in consultation with the TRCA, may approve a mitigation plan where it can be demonstrated that interference and dewatering can be mitigated.
- 3.6.5.24 To work with York Region, the TRCA and the Province to ensure safe drinking water conditions for areas of Vaughan serviced by water wells.
- 3.6.5.25 To promote groundwater and source protection for wells through the implementation of the natural heritage and environmental policies contained in Section 3.6 of this Plan.

- 3.6.5.26 To recognize the York Region **WHPAs**, as shown on Schedule 11, which are based on time of travel zones as follows:
- a. a 100-metre pathogen zone around each wellhead; and
  - b. time of travel zones of 0 to 2 years, 2 to 5 years, 5 to 10 years and 10 to 25 years.
- 3.6.5.27 That in **WHPAs** outside of the Oak Ridges Moraine, a **risk assessment** shall be conducted as prescribed by the *Clean Water Act*, and a Risk Management Plan developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:
- a. petroleum-based fuels and/or solvents;
  - b. pesticides, herbicides, fungicides or fertilizers;
  - c. construction equipment;
  - d. inorganic chemicals;
  - e. road salt and contaminants as identified by the Province;
  - f. hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
  - g. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and
  - h. snow storage and disposal facilities.
- 3.6.5.28 That outside the Oak Ridges Moraine, where existing land uses in **WHPAs** and areas with high potential for groundwater contamination, involve the storage, manufacture or use of materials detailed in policy 3.6.5.28, a **risk assessment** and a Risk Management Plan, as defined by York Region, may be required.
- 3.6.5.29 That the storage or use of pathogen threats by new land uses, including the siting and development of stormwater management ponds and **rapid infiltration** basins or columns, except for the storage of manure for personal or family use, is prohibited within the 100-metre pathogen zone around each active wellhead shown on Schedule 11 and may be restricted within the 100-metre zone and within the 0-2-year time of travel zone.
- 3.6.5.30 That expansion of existing incompatible land uses within the 100-metre pathogen zone is prohibited and expansion of existing incompatible land uses within the 100-metre zones, the 0-2 year time of travel zone and the 2-5-year time of travel zone will be discouraged, unless a **risk assessment** and Risk Management Plan, as defined by York Region, has been undertaken. Redevelopment of these uses to



more compatible uses is encouraged, subject to an appropriate **risk assessment** and a Risk Management Plan.

- 3.6.5.31 To undertake Risk Management Planning, including spills response, contaminant recovery, aquifer rehabilitation plans and public education in consultation with other partners, where existing land uses involve the storage of contaminants identified in policy 3.6.5.28 in **WHPAs**.
- 3.6.5.32 That areas of **high aquifer vulnerability** within the City of Vaughan are shown on Schedule 6, based on mapping provided by the Province and the TRCA and are subject to policies 3.6.5.12 through 3.6.5.24 respecting groundwater. In addition, notwithstanding other policies in this Plan, the following uses are prohibited with respect to land in areas of **high aquifer vulnerability**:
- a. generation and storage of hazardous waste or liquid industrial waste;
  - b. waste disposal facilities, organic soil conditioning sites, and snow storage and disposal facilities;
  - c. underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and
  - d. storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

## 3.6.6 Hazardous Lands and Sites

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

It is the policy of Council:

- 3.6.6.1 To protect the safety of the public by directing development to locations outside of **hazardous lands** and **hazardous sites**.
- 3.6.6.2 To take a comprehensive approach to natural hazard management for all development and **site alteration** proposals considering factors including but not limited to:
- a. risk to life and property;

- b. upstream and downstream impacts and the cumulative impacts of development on the overall hazard level;
  - c. climate change effects on the overall hazard level; and
  - d. impacts to natural features and areas including their ecological and hydrologic functions.
- 3.6.6.3 To prohibit new lot creation in **hazardous lands** and **hazardous sites** except in accordance with an approved Special Policy Area.
- 3.6.6.4 To seek public ownership of **hazardous lands** and **hazardous sites** through the development process.
- 3.6.6.5 To require any proponent for development in proximity to **hazardous lands** or **hazardous sites** to determine the limit and extent of such **hazardous lands** and **hazardous sites** to the satisfaction of the City and the TRCA, through appropriate study in a manner consistent with Provincial standards.
- 3.6.6.6 To promote and encourage mitigation and remediation works for existing development within **hazardous lands** and **hazardous sites**.
- 3.6.6.7 That, in accordance with the PPS, the following uses shall not be permitted to located in **hazardous lands** and **hazardous sites**:
  - a. institutional uses associated with hospitals, nursing homes, pre-schools, school nurseries, day cares and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;
  - b. an essential emergency service such as that provided by fire, police, ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion; and
  - c. uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
- 3.6.6.8 That all development shall be set back a minimum of 10 metres from the stable top of bank and may require further investigation based on geotechnical review and any necessary studies.
- 3.6.6.9 To minimize risk associated with erosion, in areas where slopes exceed 10% and/or in areas adjacent to **valley and stream corridors**, development may be permitted only if the erosion and siltation control measures are satisfactory to the City of Vaughan and the TRCA, and subject to the policies of this Plan.

## Flooding Hazards

It is the policy of Council:

- 3.6.6.10 That within the City of Vaughan, a One Zone approach to flood plain management, based on the regulatory flood, will be implemented, in accordance with Provincial standards and policies except where the Province has designated and approved a Special Policy Area. A One-Zone approach will ensure that all lands in the flood plain are subject to uniform policies.
- 3.6.6.11 The limits of the flood plain will be determined in accordance with Provincial standards, to the satisfaction of the TRCA. This will occur prior to any affected development applications are submitted. Where flood plain limits are required and not available, or where existing flood plain information is outdated, the City may require the regulatory flood plain to be mapped by a qualified professional, at the expense of the proponent, to the satisfaction of the City and the TRCA.
- 3.6.6.12 That development within the floodplain is regulated in accordance with Provincial floodplain management policies and the regulations of the TRCA and that:
- a. new development below the top of bank of **valley and stream corridors**, which are included in **Core Features** on Schedule 2, is prohibited; and
  - b. applications for development and/or **site alteration** in Built-Up Valley Lands as shown on Schedule 2 shall also conform to policy 3.6.6.16 and policy 3.6.6.17.
- 3.6.6.13 That any development, redevelopment or land use change that would result in intensification within flood vulnerable areas will not be permitted until such time as it has been demonstrated through an appropriate comprehensive study that the flood risk has been reduced through flood remediation, flood proofing, flood warning and emergency response measures, to the satisfaction of the City and the TRCA.
- 3.6.6.14 To update the City's Emergency Response Plan on a regular basis to reflect best practices for disaster response.

## Special Policy Areas and Built-up Valley Lands

The PPS generally prohibits development or redevelopment below the Regulatory Floodplain as determined by the TRCA.

However, the PPS also recognizes that parts of certain **Urban Areas** have historically developed within floodplains. In accordance with the Special Policy Area provisions of the PPS, certain lands within the Regulatory Floodplain of the

Humber River in the Woodbridge community have been identified as Special Policy Area on Schedule 8. The continued viability of these areas depends on a reasoned application of the Provincial standards for flood plain management.

The PPS recognizes the concept of Special Policy Area status as a possible option for flood prone communities or portions thereof where the Province, Conservation Authority and the City agree to accept a higher level of risk to floodplain management. The implementation of flood proofing measures will be a condition of development approval by the City in co-operation with the TRCA.

Built-Up Valley Lands recognize existing and occupied developed lands located below the physical top of bank. Such lands are found in and around Woodbridge and Kleinburg in the Humber Valley. Minor modifications or additions within these areas may be permitted with restrictions.

It is the policy of Council:

- 3.6.6.15 That the Special Policy Area (SPA) boundaries are identified on Schedule 8 to this Plan and on Schedule 9 of the Woodbridge Centre Secondary Plan in Volume 2. The SPA policies form Section 7.3 of the Woodbridge Centre Secondary Plan.
- 3.6.6.16 That Built-Up Valley Lands, as identified on Schedule 2, recognize existing developed lands located below the physical top of bank and within the area regulated in accordance with the *Conservation Authorities Act*. Pursuant to policies 3.6.3.3 and policy 5.1.3.25, minor alterations or additions to such lawfully existing developments may be permitted subject to the policies of this Plan and which may include consultation with the TRCA, York Region, or Province as required.
- 3.6.6.17 That new development and/or **site alterations** on Built-Up Valley Lands are prohibited, except in accordance with an approved Secondary Plan, within and in accordance with an approved SPA, and/or an approved permit under the *Conservation Authorities Act*. Permits may be issued within a regulated area provided it is demonstrated that development and/or **site alteration** will not:
- a. create unacceptable risk to public health or safety or of property damage;  
or
  - b. affect the control of flooding, erosion, pollution or the conservation of land;  
and
  - c. the proposed development and/or **site alteration** will minimize impacts on natural heritage features and identify enhancement and/or restoration opportunities.

### 3.6.7 Soil Quality and Site Remediation

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

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

Development that involves significant removal or alteration of existing soil levels and conditions has potential negative impacts in two ways: potential erosion of topsoil and run-off of sediment from construction sites into surface water features; and the creation of excess soil. Erosion and sediment control on development sites is critical to the protection of Vaughan's waterways and the retention of vegetation. Excess soil policies help guide the safe and healthy disposal and reuse or recycling of earth, loam, clay, subsoil, topsoil, sand, and gravel that cannot be reused on the same site from which it was excavated.

#### Erosion and Sediment Control

It is the policy of Council:

- 3.6.7.1 That all proposed development shall have sediment control measures in place to the satisfaction of the City in consultation with the TRCA and the Province before topsoil removal and grading of lands.
- 3.6.7.2 To prohibit topsoil removal and grading until approval of a draft Plan of Subdivision or a Site Plan for large sites that are not subject to Plan of Subdivision, and to require that construction practices for erosion and sediment controls are to the satisfaction of the City in consultation with the TRCA and the Province.
- 3.6.7.3 That the Master Environment and Servicing Plan will consider the use of sediment retention basins to control the large quantities of suspended matter washed off sites during construction.

- 3.6.7.4 That construction practices and sediment control measures during construction shall be implemented and maintained to the satisfaction of the City of Vaughan in consultation with the TRCA and the Province.
- 3.6.7.5 To require that proponents design and undertake a monitoring program for construction sites to maintain effective sediment control measures throughout the entire construction period and subsequent landscaping.

## Soil Quality and Site Remediation

It is the policy of Council:

- 3.6.7.6 To support and encourage the cleanup, renewal and redevelopment of **brownfield** and other contaminated sites for a variety of uses.
- 3.6.7.7 That **brownfields** and other contaminated sites are a legacy of past or current use that must be addressed when new development or a change in land use is proposed. New development on or adjacent to **brownfield** sites must plan for the redevelopment and reintegration of the **brownfield** site. Secondary plans and other planning exercises will also be required to plan for the redevelopment of **brownfield** sites.
- 3.6.7.8 To encourage the use of municipal funding mechanisms and funding sources from other tiers of government to support the cleanup, renewal and redevelopment of **brownfield** and other contaminated sites. Potential municipal funding mechanisms are identified in Chapter 5 of this Plan.
- 3.6.7.9 That, where development is proposed on a site which, in the opinion of the City or other approval authority, may be contaminated due to previous use, environmental site assessment reports are required to be submitted in accordance with Provincial regulations and guidelines.
- 3.6.7.10 To require that, prior to considering whether to permit development on contaminated sites, the following be completed to the satisfaction of the City or other approval authority:
- a. determination of the impacted area of the site, in consultation with the City or appropriate approval authority, on the basis of technical studies;
  - b. submission of studies by the proponent identifying the level of contamination of the site, proposed remediation measures and post clean-up conditions as deemed necessary for the proposed use;
  - c. cleaning or remediation of the site in accordance with provincial criteria, the policies of this Plan, and the directions identified in studies submitted to support redevelopment; and

- d. submission of a Ministry of the Environment, Conservation, and Parks Record of Site Condition confirming the successful remediation of the contaminated site and/or other technical studies deemed acceptable by the City confirming the management of environmental risks.

## **Excess Soil from Development**

It is the policy of Council:

- 3.6.7.11 To work with York Region to develop an excess soil reuse strategy for the City of Vaughan.
- 3.6.7.12 To ensure when reviewing applications for development or redevelopment that:
  - a. excess soil from the development site will be reused on-site or locally to the maximum extent possible; and
  - b. excess soil reuse planning is undertaken concurrently with development planning and design where feasible.
- 3.6.7.13 That placement of excess soil is prohibited within the **Core Features** of the Natural Heritage Network.
- 3.6.7.14 That placement of excess soil at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment, and is compatible with adjacent land uses.
- 3.6.7.15 That excess soil reuse will be encouraged and supported by the City of Vaughan through existing municipal by-laws.

### **3.6.8 Environmental Reporting Related to the Natural Heritage Network**

As part of the development process, applications for development with the potential to impact the Natural Heritage Network shall be supported by studies that demonstrate compliance with this Plan. All development applications within 120 metres of the identified Natural Heritage Network will prepare an Environmental Impact Study. In the case of a Block Plan application, a more significant study called a Master Environment and Servicing Plan is required, regardless of proximity to the Natural Heritage Network. The Master Environment and Servicing Plan will examine the complete range of environmental resources with which the environmental policies of this Plan are concerned and align new development, infrastructure and municipal service provision with the protection and enhancement of natural heritage features and related ecosystem functions.

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

## Environmental Management Guideline

It is the policy of Council:

- 3.6.8.1 That the City of Vaughan Environmental Management Guideline identifies key management issues and provides guidance in support of the policies of Section 3.6 of this Plan for the preparation of environmental reporting, to be confirmed based on area-specific issues, in support of development applications.
- 3.6.8.2 To review, update and refine the Environmental Management Guideline from time to time to:
  - a. facilitate the successful implementation of the systems approach to the Natural Heritage Network;
  - b. establish the scope and technical requirements for the preparation of environmental reports; and
  - c. ensure that development activity successfully achieves the environmental objectives of this Plan.

## Environmental Impact Studies

It is the policy of Council:

- 3.6.8.3 That any proposal for development or **site alteration** in the Natural Heritage Network, or within lands adjacent to the Natural Heritage Network (generally 120 metres), shown on Schedule 2 shall be supported by an Environmental Impact Study.
- 3.6.8.4 That the specific requirements of the Environmental Impact Study will be outlined in the Environmental Management Guideline, but at a minimum will address the following:
  - a. the condition of the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;



- b. the manner in which the proposed development might have an impact on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;
- c. mitigation of any impacts on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands; and
- d. proposed improvements to the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands.

## Master Environment and Servicing Plan

It is the policy of Council:

- 3.6.8.5 That as part of the preparation of a Block Plan or development application for a large site, a Master Environment and Servicing Plan will be completed to the satisfaction of the City of Vaughan, in consultation with public agencies such as the TRCA, and York Region prior to the approval of the Block Plan.
- 3.6.8.6 That, prior to initiation of a Master Environment and Servicing Plan, a Terms of Reference that outlines a work plan will be prepared to the satisfaction of the City, in consultation with the public agencies such as the TRCA, pursuant to the policies of this Plan and the detailed requirements of the Environmental Management Guideline.
- 3.6.8.7 That the study area boundaries for the Master Environment and Servicing Plan may be required to extend beyond the boundaries of the Block Plan, or development application site, in order to properly identify the existing functions and the extent of impact related to the Natural Heritage Network within the context of its **watershed** or sub-**watershed**.
- 3.6.8.8 That any documents or reports associated with a Master Environment and Servicing Plan will be prepared in consultation with the relevant public agencies, and will be available for review by the general public.
- 3.6.8.9 That a Master Environment and Servicing Plan, to be undertaken by qualified professionals, will be conducted in a manner consistent with an ecosystem functions approach to planning, involving a rigorous analysis of the environmental functions of the natural system, and the inter-relationships among these functions.
- 3.6.8.10 That the specific requirements of the Master Environment and Servicing Plan will be outlined in the Environmental Management Guideline, and at a minimum will address the following:

- a. an inventory of all natural heritage features and ecosystem functions in the Block Plan area or on the development site and on adjacent and nearby sites, including groundwater resources;
- b. proposed measures to improve natural heritage features and ecosystem functions;
- c. the limits of development;
- d. the proposed approach to development informed by the evaluation of features and functions to be maintained and/or enhanced, and additional infrastructure requirements;
- e. an assessment of impacts on natural heritage features and ecosystem functions, including cumulative impacts from development;
- f. proposed environmental management techniques and measures to mitigate anticipated impacts;
- g. an assessment of impacts on natural hazards, including cumulative impacts of development and proposed mitigation or remediation measures;
- h. recommendations for long-term management, monitoring requirements and contingency plans for the Natural Heritage Network; and
- i. a statement on overall compliance with the environmental policies of this Plan.

3.6.8.11 That the Master Environment and Servicing Plan may be subject to peer review at the discretion of the City in consultation with the TRCA, the cost of which shall be borne by the affected landowners within the subject block.

## 3.7 Cultural Heritage

### 3.7.1 Protecting Vaughan's Cultural Heritage

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

From the early 17<sup>th</sup> through the 18<sup>th</sup> centuries, the arrival of Europeans led to a busy fur trade, but ultimately the disruption and dispersal of the existing Indigenous nations. In the late 18<sup>th</sup> and 19<sup>th</sup> centuries, European immigrants began to settle and occupy lands in Vaughan. This led to the founding of the historic villages of Maple, Thornhill, Woodbridge and Kleinburg/Nashville, which served as centres for a largely rural area. These villages followed the patterns of Indigenous settlement along streams and trails. The Village of Thornhill, for example, was conveniently founded on the Don River for mill power and on a former Indigenous trail now known as Yonge Street. Twentieth century developments in the City have also added to the **cultural heritage resources** of the community.

The City is situated in the Treaty 13 lands of the Mississaugas of the Credit First Nation. The City's boundaries also fall within the recognized traditional territories of the Williams Treaty First Nations, Mississaugas of the Credit First Nation, Huron-Wendat First Nation, Six Nations of the Grand River Territory and Kawartha Nishnawbe First Nation.

Vaughan has retained a variety of **cultural heritage resources** that provide links to the City's past. These **cultural heritage resources** come in many forms, ranging from the recognizable, such as historic homes and heritage districts, to the less recognizable, including large **cultural heritage landscapes**, remnants of Indigenous Peoples' villages and burial grounds. Many of these resources played a significant role in Vaughan's past and tell an important story for Vaughan's present and future.

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

It is the policy of Council:

- 3.7.1.1 To identify and conserve **cultural heritage resources**, including significant **built heritage resources** and significant **cultural heritage landscapes**, and archaeological resources, to ensure that development and **site alteration** on site and on adjacent lands to protected heritage resources will conserve the heritage attributes of the protected heritage resources.
- 3.7.1.2 To support an active and engaged approach to heritage conservation and interpretation that maximizes awareness and education, and encourages innovation in the use and conservation of heritage resources.

### 3.7.2 Maintaining a Register of Cultural Properties of Heritage Significance

The City's **Register of Cultural Properties of Heritage Significance** (the **RCPHV**, also known as the **Heritage Inventory**) is an important tool for identifying and monitoring **cultural heritage resources**. The **Heritage Inventory** allows effective tracking of resources and provides opportunities to review and add to Vaughan's **Heritage Inventory**.

It is the policy of Council:

- 3.7.2.1 To maintain a **Register of Cultural Properties of Heritage Significance** (the **RCPHV**, or **Heritage Inventory**) pursuant to the *Ontario Heritage Act* that identifies properties that are of cultural heritage value. These properties have been identified for:
- a. designation under Parts IV or V or VI or Listed under Part IV of the *Ontario Heritage Act*;
  - b. protection through a heritage easement, entered into under Parts II to IV of the *Ontario Heritage Act*;
  - c. recognition by Council as having cultural heritage value;
  - d. recognition by the Province as a Provincial Heritage Property under the Standards and Guidelines for Conservation of Provincial Heritage; or
  - e. protection under Federal legislation or as United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.
- 3.7.2.2 To consider the contributions of Vaughan's diverse ethnic and cultural groups in determining the cultural heritage value of properties on the **Heritage Inventory**.
- 3.7.2.3 To, in the case of archaeological resources, keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance and the inappropriate removal of resources, as per any applicable data-sharing agreements

between the City Provincial Ministry responsible for administering the *Ontario Heritage Act*.

- 3.7.2.4 To require that identified heritage resources not yet listed in the **Heritage Inventory** be evaluated and conserved, as appropriate, through any legislated planning or assessment processes, including the *Planning Act*, the *Environmental Assessment Act*, the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act*.
- 3.7.2.5 That the identification of **cultural heritage resources** is an on-going process of inventorying, surveying, and evaluation. All Secondary Plans, Block Plans and development applications will be reviewed by the City to determine whether a Built Heritage Evaluation Assessment (BHEA) form accompanied by a **Cultural Heritage Impact Assessment (CHIA)** report is required. There may be **cultural heritage resources** that have yet to be identified and included in the **Heritage Inventory**. Such properties may be identified through the development approvals process and evaluated through the submission of a **CHIA** to be undertaken by proponents for development approvals. The **CHIA** shall be reviewed by the City for that property's potential inclusion in the **Heritage Inventory**.
- 3.7.2.6 That the City's Archaeological Master Plan, **Heritage Inventory** (RCPHV), inventory of **Cultural Heritage Landscapes** (CHLs), local information and other appropriate documentation will be consulted to determine if a **CHIA** report is required.
- 3.7.2.7 That the City shall use criteria established by Ontario Regulation 9/06 (O.Reg.9/06) under the *Ontario Heritage Act* for determining cultural heritage value or interest, and for identifying and evaluating properties for including in the **Heritage Inventory** and for designation under Part IV of the *Ontario Heritage Act*. The City may further refine these criteria and provide guidelines for their use through the Guidelines for **CHIAs**.
- 3.7.2.8 That when listing a property in the **Heritage Inventory**, the City will provide notice to the property owner that includes the following:
- a. a statement explaining why Council believes the property to be of cultural heritage value or interest;
  - b. a description of the property that is sufficient to readily ascertain the property;
  - c. a statement that if the owner of the property objects to the property being included in the Inventory, the owner may object to the property's inclusion by serving to the City Clerk a notice of objection setting out the reasons for the objection and all the relevant facts; and

- d. an explanation of the restrictions concerning the demolition or removal, or the permitting of the demolition or removal, of a building or structure on the property.

3.7.2.9 That a property will be considered for designation under Part IV of the *Ontario Heritage Act* if it meets a minimum of two (2) criteria as set out in O.Reg.9/06.

### 3.7.3 Promoting Vaughan's Cultural Heritage

In addition to implementing policies to protect **built heritage resources** and encouraging heritage conservation, the City will play a leading role in promoting **cultural heritage resources** in collaboration with organizations, government agencies, Indigenous Peoples, and other important partners. The City also has a role to play in recognizing and celebrating the rich cultural heritage of Vaughan's diverse ethnic and cultural groups.

It is the policy of Council:

3.7.3.1 To acknowledge the value of traditional knowledge and cultural heritage of Indigenous Peoples and encourage further partnerships to achieve the policies of this Plan.

3.7.3.2 To support and enhance efforts to conserve Vaughan's cultural heritage by:

- a. preparing a Cultural Heritage Management Plan to identify, evaluate and manage **cultural heritage resources** and their contributions to and interrelationship with other community resources, such as natural heritage, tourism, recreation and economic development;
- b. considering the preparation of a cultural heritage survey to proactively identify sites with cultural heritage value in the City;
- c. encouraging owners of heritage properties to enter into conservation agreements to protect heritage resources;
- d. exploring and implementing financial assistance programs such as Community Improvement Plans for owners of **cultural heritage resources** including property tax reductions, coordinating and supporting access to loans, grants and other specialized funding programs, and participating with other levels of government in financially assisting such owners; and
- e. working with other government agencies, adjacent municipalities, and Indigenous Peoples, as required, to manage and protect **cultural heritage resources**.

3.7.3.3 To promote recognition and use of heritage resources by:

- a. engaging with Indigenous Peoples in these efforts, where appropriate;
- b. recognizing and promoting heritage resources;
- c. supporting physical and visual linkages between **cultural heritage resources**, parks and open space, **active transportation** networks and natural heritage resources;
- d. providing access to publicly-owned heritage resources where appropriate;
- e. recognizing and commemorating lost heritage resources, including areas where major events occurred, important buildings, settlements and significant landscape features that no longer exist;
- f. encouraging the use of heritage resources as a means to promote education and awareness of Vaughan's past; and
- g. engaging the public in the appreciation of **cultural heritage resources** through programs, services, commemoration and ongoing communication.

3.7.3.4 That the City exemplify good cultural heritage stewardship of City-owned **cultural heritage resources** listed in the **Heritage Inventory** by:

- a. preparing and implementing conservation strategies for each of the resources;
- b. maintaining **cultural heritage resources** in a state of good repair;
- c. encouraging that public works and transportation infrastructure projects comply with the heritage policies of this Plan in order to minimize impacts on heritage resources and encouraging appropriate mitigation measures where necessary;
- d. securing a heritage easement agreement for **cultural heritage resources** in the event of disposition;
- e. maintaining City-owned cemeteries in a manner appropriate to the heritage character of the cemetery and in accordance with good heritage conservation practices while encouraging owners of private cemeteries to improve their properties; and
- f. promoting the adaptive re-use of heritage buildings when selecting buildings to accommodate public functions and/or community uses.

3.7.3.5 To initiate and maintain programs to increase the community's awareness of its **cultural heritage resources**, including:

- a. commemorative programs, including means of commemoration for sites where tangible or intangible **cultural heritage resources** have been lost, or where there are few vestiges of those resources;

- b. involvement of the public in decisions about the conservation of **cultural heritage resources**;
- c. having a **Heritage Inventory** that is conveniently accessible to the public; and
- d. naming roads and City infrastructure and facilities after persons, events or places important to the City's cultural heritage, consistent with the City's naming policy.

3.7.3.6 That, in order to support cultural heritage conservation, the City may acquire **cultural heritage resources**, in whole or in part, including through purchase or by entering into a heritage easement agreement. In pursuing such acquisitions, the City shall seek, wherever possible, financial assistance from other levels of government.

### 3.7.4 Ensuring Heritage Protection and Conservation

Vaughan's **Heritage Inventory** contains a variety of listed and designated heritage resources. In a constantly growing and evolving urban environment, the City must make use of a wide variety of tools to support heritage protection and conservation, including the following:

- The *Ontario Heritage Act*, which enables municipalities to appropriately conserve heritage resources through a variety of means, including heritage designation.
- **CHIAs**, which provide an opportunity to understand heritage impacts from development.
- Heritage permit applications, which are required for any exterior alterations, demolitions or removals to **designated heritage properties** and provide City staff with an opportunity to review and monitor impacts to **cultural heritage resources**.

Cultural heritage protection does not require that heritage resources remain static. **Built heritage resources** will be in continual use through rehabilitation, renovation, conservation and reuse. Through a creative application of heritage protection tools, Vaughan can maintain a legacy of heritage resources that reflect the City's rich and diverse past.

It is the policy of Council:



- 3.7.4.1 To make full use of the provisions of Provincial legislation, such as the *Ontario Heritage Act*, *Planning Act*, *Municipal Act* and *Environmental Assessment Act*, to protect and conserve **cultural heritage resources** in Vaughan.
- 3.7.4.2 That **cultural heritage resources** in the **Heritage Inventory** are subject to demolition control as specified under the *Ontario Heritage Act*. The City may use such controls to support the goals of heritage conservation and may seek additional legislative authority to further protect **cultural heritage resources** from demolition.
- 3.7.4.3 That retention, integration, and adaptive reuse of heritage resources will be the overriding objectives in **cultural heritage resource** planning while in **sensitive** alteration, removal and demolition will be avoided.
- 3.7.4.4 That **cultural heritage resources** within secondary plan study areas will be identified, and any significant **cultural heritage resources** will be conserved.
- 3.7.4.5 To require a letter of credit or other financial security satisfactory to the City from the owner of a **cultural heritage resource**, to secure:
- a. protection of the resource during development and/or relocation; and/or
  - b. implementation of conservation measures for the **cultural heritage resource** approved by the City.
- 3.7.4.6 To require that public works and infrastructure programs take into consideration impacts on **cultural heritage resources** by requiring the preparation of a **CHIA** where there is a potential to impact such resources.
- 3.7.4.7 To consider the offering of incentives to encourage and/or assist with the conservation, restoration, and reuse of **cultural heritage resources**, as may be set out in a Community Improvement Plan or through a heritage grant.

## **3.7.5 Designated Heritage Properties**

As described in subsection 3.7.2 the City may identify **cultural heritage resources** and add them to the **Heritage Inventory**. Some of these resources may also be designated under the *Ontario Heritage Act*, which resources are afforded the highest level of protection and conservation.

It is the policy of Council:

- 3.7.5.1 That, pursuant to the *Ontario Heritage Act*, the City may, through a by-law, protect **cultural heritage resources** by entering into heritage easement agreements or by designating:
- a. individual properties;

- b. Heritage Conservation Districts where there is a concentration of **cultural heritage resources** in accordance with policy 3.7.9.2;
  - c. **cultural heritage landscapes**; and
  - d. archaeological sites.
- 3.7.5.2 That if development is proposed on any property listed in the **Heritage Inventory**, that the property, or portions of the property, may be considered for heritage designation or entering into a heritage easement agreement to secure conservation of significant heritage resources.
- 3.7.5.3 Pursuant to the *Ontario Heritage Act*, the City shall establish minimum standards for the maintenance of the heritage attributes of all properties on the **Heritage Inventory**.
- 3.7.5.4 **Designated heritage properties** shall be conserved in accordance with good heritage conservation practice.
- 3.7.5.5 The City may permit alterations or additions to **designated heritage properties** when those properties and their heritage attributes are conserved in accordance with good heritage conservation practice. All irreversible alterations, additions, demolitions or removal affecting a **designated heritage property** shall require a heritage permit application to be submitted for the approval of the City.
- 3.7.5.6 To require that, for any irreversible alteration, addition, demolition or removal of a **designated heritage property**, the applicant shall submit a **CHIA**, as set out in this Plan and in the Terms of Reference for **CHIAs** when:
  - a. the proposal requires an Official Plan amendment, a zoning by-law amendment, a Plan of Subdivision, a plan of condominium, a minor variance, consent, or a Site Plan application;
  - b. the proposal involves the demolition of a building or the removal of a building or part thereof or a heritage landscape feature; or
  - c. there is potential for adverse impact to a **cultural heritage resource** from the proposed development activities.
- 3.7.5.7 That, in reviewing heritage permit applications, the City be guided by the following heritage conservation principles:
  - a. good heritage conservation practices;
  - b. protecting heritage buildings, **cultural heritage landscapes** and archaeological sites including their environs from any adverse impacts of the proposed alterations, additions, works or development;
  - c. preserving and repairing original building fabric and architectural features;

- d. new additions and features shall generally not exceed the existing building height and wherever possible be placed to the rear of the building or set back substantially from the principal façade so as to make the addition unobtrusive from the pedestrian realm; and
- e. new development on vacant lots or lots currently occupied by non-contributing structures in Heritage Conservation Districts designated under Part V of the *Ontario Heritage Act* be designed in one of the contributing architectural styles identified in the district plan to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:
  - i. being similar in height, width, mass, bulk and disposition;
  - ii. providing similar setbacks;
  - iii. using appropriate materials and colours; and
  - iv. using well-proportioned windows, doors and roof shape.

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

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

3.7.5.9 To allow, where appropriate, the adaptive re-use of a built heritage resource on a **designated heritage property** in a manner that does not adversely impact the heritage attributes of the resource.

3.7.5.10 That for all development applications, demolition control applications and infrastructure projects adjacent to a designated property and/or adjacent to a Heritage Conservation District, the proposal will be compatible by:

- a. respecting the massing, profile and character of adjacent heritage buildings;
- b. maintaining a building width along the street frontage that is consistent with the width of adjacent heritage buildings;
- c. maintaining the established setback pattern on the street;
- d. being physically oriented to the street in a similar fashion to existing heritage buildings;

- e. minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;
- f. having minimal impact on the heritage qualities of the street as a public place;
- g. minimizing the loss of landscaped open space and maintaining the existing tree canopy;
- h. designing any permitted above-grade parking facilities, so that they are integrated into the development in a manner that is compatible with the heritage surroundings; and
- i. requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes and other utility equipment and devices (including electric vehicle charging stations) in locations that do not detract from the visual character or architectural integrity of the heritage resource.

### 3.7.6 Non-Designated Heritage Properties

The **Heritage Inventory** may also include **cultural heritage resources** that are listed under Section 27, but not formally designated under the *Ontario Heritage Act*. These resources are also important to honouring Vaughan's heritage and will be conserved.

It is the policy of Council:

- 3.7.6.1 That when development is proposed on a property that is not designated under the *Ontario Heritage Act* but is listed on the **Heritage Inventory**, recognized as a **cultural heritage character area**, or identified as having potential cultural heritage value, the applicant shall:
- a. provide a minimum of sixty days notice to the City prior to demolition or removal of any portion of a building or structure on the property; and
  - b. submit a **CHIA** when:
    - i. the proposal requires an Official Plan amendment, a zoning by-law amendment, a Plan of Subdivision, a plan of condominium, a minor variance, consent, or a Site Plan application;
    - ii. the proposal involves the demolition of a building or the removal of a building or part thereof or a heritage landscape feature; or
    - iii. there is potential for adverse impact to a **cultural heritage resource** from the proposed development activities.

- 3.7.6.2 That if provided notice of the development of a property listed on the **Heritage Inventory**, Council may issue a Notice of Intention to Designate the property, and will within 120 days, either:
- a. designate the property, pursuant to subsection 3.7.5 of this Plan; or
  - b. remove the property from the **Heritage Inventory**.
- 3.7.6.3 That a property which has been listed on the **Heritage Inventory** will be removed from the Inventory two years from its date of listing if it has not been designated, and cannot be re-listed on the **Heritage Inventory** for a minimum of five years after its removal.
- 3.7.6.4 That when development is proposed on a property adjacent to a property that is not designated under the *Ontario Heritage Act* but is listed on the **Heritage Inventory**, recognized as **cultural heritage character area**, or identified as having potential cultural heritage value:
- a. the proposal should be compatible with the characteristics, context, and appearance of the adjacent **cultural heritage resource** and its streetscape context; and
  - b. the applicant shall submit a **CHIA** if through the development approval process it is determined that there is the potential for adverse impact on the adjacent heritage resource from the proposed development.

### 3.7.7 Cultural Heritage Impact Assessments

**CHIA**s provide the City with information about the potential impacts development may have on a **cultural heritage resource** and provide a basis for establishing how those impacts may be avoided or mitigated. **CHIA**s may be required for many development activities on or adjacent to heritage resources.

It is the policy of Council:

- 3.7.7.1 That **CHIA**s shall be prepared by a qualified heritage conservation professional in accordance with the requirements of this Plan. The **CHIA**:
- a. must demonstrate whether the heritage values and character of **cultural heritage resources**, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed development;
  - b. may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and
  - c. must document, to the City's satisfaction, the cultural heritage values of the property where there is no designation by-law, in absence of a Built

Heritage Evaluation Assessment, approved heritage character statement or approved conservation plan.

- 3.7.7.2 That **CHIAs** are subject to City review. In review of **CHIAs**, the City:
- a. will be guided by good heritage conservation practices and heritage conservation principles as identified in policy 3.7.5.7 of this Plan, by priorities for on-site retention as identified in policy 3.7.5.8 of this Plan, and by any other relevant policies of this Plan;
  - b. may impose conditions of approval to secure the long-term conservation of the resource; and
  - c. may, at its discretion, require a peer review of said assessment.
- 3.7.7.3 That if a development proposal substantially changes in scope and/or design from that described in the **CHIA**, the City may require that the applicant submit additional cultural heritage information, including a revised **CHIA**.
- 3.7.7.4 That, in the event a **cultural heritage resource** is to be demolished, as demonstrated to the satisfaction of the City, the **CHIA** must recommend, to the City's satisfaction, mitigation measures (such as the re-use of materials or building elements in the development or in other developments) and archival documentation, as may be defined in the applicable Vaughan Heritage Conservation Guidelines for Cultural Heritage Assessments.

## 3.7.8 Cultural Heritage Landscape Protection

**Cultural heritage landscapes** recognize clusters of related heritage structures, lands, vegetation, archaeological resources and other heritage resources. The Provincial Policy Statement requires the conservation of significant **cultural heritage landscapes**. Given the wide range of **cultural heritage landscapes** and the Provincial mandate for their conservation, Vaughan will seek to identify and protect **cultural heritage landscapes** through a variety of means. These landscapes may be designated under the *Ontario Heritage Act*, including designation as a Heritage Conservation District, or listed in the **Heritage Inventory** as an area of cultural heritage character.

The size and scale of some **cultural heritage landscapes** sometimes allow them to provide links between cultural heritage and natural heritage resources. Vaughan will actively seek opportunities to pursue the joint protection of cultural and natural heritage resources as a more complete means of conserving Vaughan's heritage resources.

It is the policy of Council:

- 3.7.8.1 To conserve and protect **cultural heritage landscapes** deemed significant through cultural heritage surveys or other studies and in partnership with Indigenous Peoples and Aboriginal and Treaty rights holders.
- 3.7.8.2 To prepare and maintain an inventory of **cultural heritage landscapes** and include significant **cultural heritage landscapes** in the **Heritage Inventory**.
- 3.7.8.3 To showcase **cultural heritage landscapes** by encouraging, where appropriate public access and preserving viewpoints, viewsheds and vistas to and from **cultural heritage landscapes**.
- 3.7.8.4 That, where **cultural heritage landscapes** are located within close proximity to natural heritage resources, opportunities to integrate these resources through conservation and interpretation be considered.

## 3.7.9 Heritage Conservation Districts

With a long history of land-based activities, Vaughan has a rich legacy of **cultural heritage landscapes**. Some of these are already recognized as Heritage Conservation Districts, which are clusters of related buildings and features that reflect an aspect of local history.

Heritage Conservation Districts form an integral part of our cultural heritage. They contribute to an understanding and appreciation of the cultural identity of the local community, region, province or nation. Heritage Conservation Districts may comprise an area with a group or complex of buildings, or a larger area with many buildings and properties. It may also comprise an entire municipality with a concentration of heritage resources with special character or historical association that distinguishes it from its surroundings.

It is the policy of Council:

- 3.7.9.1 That the historic villages of Kleinburg/Nashville, Maple, Woodbridge, and Thornhill are designated as Heritage Conservation Districts on Schedule 14-B to this Plan and are guided by *Ontario Heritage Act*, as well as the policies of this Plan and applicable Provincial, Regional, and Conservation Authority policies.
- 3.7.9.2 To study and designate areas of heritage character pursuant to Part V of the *Ontario Heritage Act*. Heritage Conservation Districts shall possess one or more of the following attributes:

Vaughan's Heritage Conservation Districts include the historic villages of Kleinburg/Nashville, Maple, Woodbridge, and Thornhill.



- a. a group of buildings, features and spaces that reflect an aspect of local history through association with a person, group, activity or development of a community or a neighbourhood;
- b. buildings and structures that are of architectural or vernacular value or interest; and
- c. important physical and aesthetic characteristics that provide context for **cultural heritage resources** or associations within the area, including features such as buildings, structures, landscapes, topography, natural heritage, and archaeological sites.

- 3.7.9.3 To develop Heritage Conservation District plans and corresponding design guidelines for all identified Heritage Conservation Districts in accordance with the *Ontario Heritage Act*. The Provincial Policy Statement, the Standards and Guidelines for Conservation of Provincial Heritage Properties, and guidelines and procedures for managing change in the Heritage Conservation District, and other Provincial and/or Federal policy and guidelines may also be used.
- 3.7.9.4 To conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan a Secondary Plan, or any other planning document, the Heritage Conservation District Plan shall prevail.
- 3.7.9.5 That any proposed private or public development or infrastructure within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan.
- 3.7.9.6 That a demolition permit for a building or part of a building within a Heritage Conservation District shall not be issued until plans for the site's redevelopment have been submitted to the City and approved by Council, including any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the applicable Heritage Conservation District Guidelines and the policies of this Plan.
- 3.7.9.7 That all applications for irreversible alterations, additions, or other activities affecting properties within Heritage Conservation Districts must be accompanied by a **CHIA** report and/or a Heritage Conservation District Conformity report that attests to the proposal's adherence to the policies and guidelines specified in the Heritage Conservation Districts Plan and the *Ontario Heritage Act*.



### 3.7.10 Cultural Heritage Character Areas

**Cultural heritage character areas** are areas of heritage value that may not merit designation under the *Ontario Heritage Act* but warrant special conservation efforts. Vaughan will recognize and support the conservation and protection of **cultural heritage character areas**. While designation of **cultural heritage character areas** under the *Ontario Heritage Act* may not be appropriate, recognition and protection of these resources is important to preserve Vaughan's past.

It is the policy of Council:

- 3.7.10.1 That the City may recognize **cultural heritage character areas** after study, based on recommendations of Cultural heritage surveys and other studies, including but not limited to planning studies for Secondary Plans, Block Plans, area planning studies, or zoning by-laws.
- 3.7.10.2 That the City may require a **CHIA** when a proposed development has the potential to adversely impact the heritage values of a recognized **cultural heritage character area**.
- 3.7.10.3 To work with landowners to develop guidelines for **cultural heritage character areas** to identify the area's cultural heritage value, corresponding heritage attributes, geographical boundaries, and corresponding conservation objectives.
- 3.7.10.4 To develop design guidelines for recognized **cultural heritage character areas** in order to support identified conservation objectives, maintain the area's heritage and contextual values and guide both public and private landowners proposing new development and infrastructure projects in such areas.

**Cultural heritage character areas** can include farmsteads (e.g., farmhouse, barn and fields), old industrial landscapes (e.g., mill complex and watercourse, grain elevator and rail corridors), and other similar heritage resources.

### 3.7.11 Archaeological Resources

Indigenous and European archaeological resources contribute to Vaughan's unique identity. Archaeological sites are highly fragile, non-renewable, and often difficult to identify. Many of these sites occur on or below the current land or water surface. Archaeological sites can take the form of surface scatters of artifacts, subsurface cultural deposits and human remains, the remains of structural features and buildings, or a combination of these attributes.

Archaeological resources can provide a link to a more distant past that is no longer visible on the landscape, but that reflect careful stewardship of the land by

Indigenous Peoples in the past. Archaeological sites are distributed in a variety of settings across Vaughan, reflecting a variety of past human activities or events that are of cultural heritage value or interest. Many archaeological sites are remnants of pre-contact Indigenous activities as well as post-contact European settlements. This Section includes policies that recognize the importance of conserving archaeological resources and the potential to commemorate significant archaeological discoveries in recognition of their contribution to community identity. Vaughan will support the identification and protection of significant archaeological resources as an important part of Vaughan's past, and will maintain an Archaeological Master Plan as an important tool to achieve this.

It is the policy of Council:

- 3.7.11.1 To support the identification, protection and/or conservation of archaeological sites in Vaughan by:
- a. designating, where appropriate, archaeological sites under the *Ontario Heritage Act*, especially any sites found on City-owned land;
  - b. maintaining an up-to-date Archaeological Master Plan through regular review and supporting implementation and review of the York Region Archaeological Management Plan;
  - c. requiring the submission of an **archaeological assessment**, to the City's satisfaction, for all development applications in areas where the City has determined there may be archaeological potential;
  - d. encouraging that development proposals introduce innovative architectural and/or landscape architectural design, public art, or other public realm projects that celebrate archaeological discoveries;
  - e. preparing a contingency plan, with the advice of a licensed archaeologist and the Province and adopted by by-law, for emergency situations to protect archaeological resources that are accidentally discovered or are under imminent threat(s); and
  - f. developing requirements for an **archaeological assessment** within the Guidelines for **CHIA**. Council shall require **archaeological assessments** conducted by archaeologists licensed under the *Ontario Heritage Act*. **Archaeological assessment** reports are to be in compliance with the guidelines set out by the applicable Provincial ministry, as well as licensing requirements developed under the *Ontario Heritage Act*. For development proposing alteration to a watercourse, a marine archaeology survey conducted by a licensed marine archaeologist may also be required.

- 3.7.11.2 That upon receiving information that land proposed for development may include archaeological resources or contain an area of archaeological potential, the proponent of the development shall undertake studies by a provincially licensed archaeologist to:
- a. complete the applicable level of **archaeological assessment** of the land in compliance with current Provincial requirements, including the Standards and Guidelines for Consultant Archaeologists, and Standards and Guidelines for Archaeology prepared by relevant Indigenous Communities;
  - b. assess the impact of the proposed development on any archaeological resources identified; and
  - c. Ensure that Indigenous communities are consulted and engaged as set out by the City's draft Engagement Protocol.
- 3.7.11.3 That the **Heritage Inventory** includes archaeological resources by:
- a. including in the **Heritage Inventory** available archaeological site data and locations;
  - b. including in the **Heritage Inventory** relevant mapping from the Provincial archaeological database of the Provincial Ministry responsible for administering the *Ontario Heritage Act*; and
  - c. regularly updating the City's database of archaeological resources as new archaeological sites are identified.
- 3.7.11.4 That known archaeological resources be protected and conserved by:
- a. retaining Indigenous archaeological sites as greenspaces where deemed appropriate and to the extent possible, to be preserved and protected as designated properties or **cultural heritage landscapes** under the *Ontario Heritage Act*;
  - b. restricting development on all Indigenous village sites or other significant Indigenous sites where deemed appropriate through consultation with First Nations and other Indigenous Peoples and the Provincial Ministry responsible for administering the *Ontario Heritage Act* and excluding such sites from the calculation of **developable area** of a site;
  - c. keeping confidential the existence and location of archaeological sites to protect against vandalism, disturbance, and the inappropriate removal of resources, as per the Provincial Ministry responsible for administering the *Ontario Heritage Act* and the City of Vaughan data sharing agreement;

- d. undertaking an archaeological contingency plan and funding for emergency situations to protect archaeological resources that are accidentally discovered or are under imminent threat; and
- e. in situ or nearby commemoration of archaeological sites that have been previously disturbed due to development.

3.7.11.5 That where archaeological resources are documented during a Stage 1 **archaeological assessment** and found to be Indigenous in origin, the proponent is required to:

- a. through their consultant archaeologist, ensure that all Indigenous Peoples having interest, as identified by the City, are receive a copy of the Stage 1 **archaeological assessment** report and are given an opportunity to provide comments and feedback prior to the development proceeding; and
- b. have regard for the applicable First Nations archaeology protocols within the Treaty 13 area.

Indigenous Peoples have Aboriginal and Treaty rights to lands, air, and water that intersect with the municipal boundaries of the City. These communities have a responsibility to act as stewards of the lands, waters, and resources for the benefit of generations to come. This responsibility must be recognized and honoured by the City of Vaughan.

3.7.11.6 That where significant archaeological resources are Indigenous in origin, as identified during a Stage 2 **archaeological assessment**, and preservation in their current location is not possible, the City and the proponent will work cooperatively to engage Indigenous Peoples to ensure the identification and appropriate protection of Indigenous significant archaeological resources.

3.7.11.7 To require proponents, through their consultant archaeologist, to ensure that where a Stage 3 **archaeological assessment** of such an archaeological resource is being undertaken to define the nature and extent of the resource, those Indigenous Peoples with the closest cultural affiliation and in whose traditional territories the archaeological resource is located, be notified in advance of onsite assessment work.

3.7.11.8 To require proponents to submit a copy of all reports and Provincial letters confirming that reports have been accepted into the Provincial Register.

3.7.11.9 That, where burial sites are encountered during any excavation or other action, all work must immediately cease, and the site secured, in accordance with legislated requirements. The required provisions under the *Funeral, Burial and Cremation Services Act*, along with other applicable protocol or policy must be followed.

Indigenous Communities within Treaty 13 will be notified in regard to the encounter of burial sites and archaeological resources of an Indigenous origin.

- 3.7.11.10 To ensure adequate **archaeological assessments** and consultation with appropriate agencies, including the Provincial Ministry responsible for administering the *Ontario Heritage Act*, when an identified and marked or unmarked cemetery is affected by land use development. The provisions under the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall also apply.
- 3.7.11.11 To restrict development on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved in situ or, where the nearest Indigenous Community and the Indigenous Community with the closest cultural affiliation have been consulted in accordance with the York Region First Nations Consultation Protocol and are in agreement with the means of conservation, through removal and documentation. Where significant archaeological resources are conserved in situ:
- the area subject to in situ conservation shall be excluded from the calculation of the **developable area** of the site;
  - the area subject to in situ conservation may be included, at the discretion of the City, in required open space land dedications;
  - that development will occur according to the heritage conservation principles as specified in policy 3.7.5.7 and in the Guidelines for **CHIAs**;
  - the conservation of the significant archaeological resources in situ will be included within the relevant development agreement; and
  - the City will explore the use of additional regulatory tools such as heritage easements to protect the resources.

## 3.8 Protecting Agriculture and Food Production

The agricultural industry forms a large part of the Greater Golden Horseshoe economy. As the basis for this industry, a large portion of agricultural lands are protected from development through the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and other Provincial and Regional policies and this Plan. Vaughan's farmland plays an important role as an agricultural asset, wildlife corridor, and transition zone between the urbanized areas and York Region's Agricultural, Rural and Natural Areas north of the City. The agricultural industry can play an important role in the City's response to climate change by

incorporating wind turbines and solar panels to generate **renewable energy**, and providing access to local food options for Vaughan's residents.

Increasing interest in locally grown food and **on-farm diversified uses** and **agriculture-related uses** in the **Agricultural System** points to the continued economic viability of the agricultural industry. The agricultural industry, in alignment with the City's response to climate change primarily driven through Green Directions Vaughan and the Municipal Energy Plan, will facilitate access to healthy, nutritious food for Vaughan's residents. The remaining Agricultural System and its agricultural and **agriculture-related uses** will be preserved as important and valued components of Vaughan's economy and climate change response. Opportunities to promote and support urban agriculture will augment Countryside agriculture, generating local economic benefits while providing increased food security and sustainable sources of local food.

### 3.8.1 **Agricultural System**

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

- Agricultural and rural lands, including **prime agricultural lands**, that create a continuous productive land base for sustained agricultural operations; and
- The **agri-food network**, which includes infrastructure, services, and assets important to the viability of the agri-food sector.

The Growth Plan, Greenbelt Plan and Oak Ridges Moraine Conservation Plan geographically cover and provide direction for the **Agricultural System** to support the viability of the agricultural sector. Through the policies of this Plan, the City will continue to preserve and enhance the **Agricultural System** to reduce the loss and fragmentation of agricultural and rural lands and contribute to the economic development and resilience of the food system.

It is the policy of Council:

- 3.8.1.1 To apply the applicable policies of the Provincial Growth Plan, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan the York Region Official Plan, and this Plan to the **Agricultural System** as shown on Schedule 1 to this Plan.

In Vaughan, the **Agricultural System** is comprised of agricultural and rural areas as well as the **agri-food network**. The **Agricultural System** maintains connections to the broader agricultural and natural areas across Ontario.

- 3.8.1.2 That the **Agricultural System** is an overlay to the **Prime Agricultural** and **Rural** land use designations established in this Plan. The land use policies for the **Prime Agricultural** land use designation are contained in Section 4.2 of this Plan.
- 3.8.1.3 That notwithstanding policy 3.8.1.2, only permit uses in the Oak Ridges Moraine Conservation Plan and Greenbelt Plan where permitted by those Provincial Plans.
- 3.8.1.4 That the Protected Countryside of the Greenbelt, as identified on Schedule 4, and **Prime Agricultural** and **Rural** land use designations identified on Schedule 13 are subject to the applicable policies of Section 4.2 of this Plan.
- 3.8.1.5 To recognize and support the **Agricultural System** and safeguard against loss and fragmentation of the agricultural land base, including a diverse range of parcel sizes.
- 3.8.1.6 The policies of Section 3.6 shall apply where lands in the **Agricultural System** are also part of the Natural Heritage Network to maintain the integrity of the Natural Heritage Network.
- 3.8.1.7 That refinements to either the **Prime Agricultural** Area or the Rural Areas land use designations will be prohibited unless undertaken through an amendment to this Plan.
- 3.8.1.8 That within the **Agricultural System** the redevelopment or development of agricultural lands for uses other than agricultural or **agriculture-related uses** will be prohibited except where the following criteria can be demonstrated:
- a. the use on-site is a legally existing use;
  - b. the proposed redevelopment will comply with applicable Provincial plans and policies;
  - c. there is no change to the land use designation, outlined on Schedule 13 to this Plan;
  - d. no new parcels will be created, unless expressly permitted;
  - e. the redevelopment does not hinder surrounding agricultural operations and complies with the Provincial Minimum Distance Separation Formulae;
  - f. an Agricultural Impact Assessment is submitted to the satisfaction of the City; and
  - g. there is no adverse effect on the **ecological integrity** of the Natural Heritage Network.
- 3.8.1.9 That an application for the development of new or expanding infrastructure in the **Agricultural System** shall:
- a. demonstrate the need for the project;



- b. demonstrate that there is no reasonable alternative that could avoid or minimize impacts on lands designated Agriculture; and
- c. undertake an Agricultural Impact Assessment or equivalent analysis as part of an Environmental Assessment by a licensed agrologist or other relevant agricultural professional.

3.8.1.10 To support the geographic continuity of the agricultural land base and contribute to the economic development and resilience of the **agri-food network** by:

- a. limiting development on **prime agricultural lands**;
- b. developing land use permissions that provide flexibility to maximize farming;
- c. providing land use regulations for urban agriculture in all land use designations;
- d. encouraging the use of public and private land for shared community gardens;
- e. working with York Region and other stakeholders to implement the York Region Agriculture and Agri-Food Strategy;
- f. supporting local food production as well as the processing and distribution of affordable local food through food systems planning and collaboration; and
- g. working with other jurisdictions and industry partners to develop agriculture strategies in response to changes in weather and related climate change impacts, including sustainable agricultural practices that support the protection of high-quality agricultural soils.

3.8.1.11 To support a wide variety of food-related retail and service opportunities to bring local food and farm products to market by allowing and encouraging:

- a. farmers market opportunities in both the **Urban Area** and **Agricultural System**;
- b. farm-gate sales;
- c. community-supported agriculture and agricultural cooperatives; and
- d. other retail and marketing opportunities that maintain the character and function of agricultural lands and are consistent with the policies of this Plan.

3.8.1.12 To support opportunities for value-added agricultural initiatives, including:



- a. countryside tourism and **agri-tourism** opportunities that build on agricultural and/or natural heritage assets;
- b. small scale, innovative food production and packaging initiatives;
- c. energy generation initiatives in the **Agricultural System** that make use of available resources, such as animal waste and crop by-products, in accordance with the energy generation policies of Section 3.1 of this Plan; and
- d. cooperation on projects with agricultural and Natural Heritage Network co-benefits.

3.8.1.13 That a Community Improvement Plan is considered to support local industries, businesses, **on-farm diversified uses** including **agri-tourism** uses.

3.8.1.14 That where farm workers are employed in the Prime Agriculture or Rural Areas on a seasonal or temporary basis, they will be provided housing that:

- a. may be in an existing accessory buildings on the farm that is designed and located to be compatible or otherwise blend in with the farm operation;
- b. is not co-located in a building with any agricultural use or a use which produces noise, odour, or any other adverse effect; and
- c. is safe, comfortable, and meets all health and fire code requirements for human habitation.

## Prime Agricultural Lands

Through the PPS and the Growth Plan, the Province guides the management of agricultural resources by recognizing **prime agricultural lands** and limiting uses and activities in these areas. Generally, three general uses are permitted on **prime agricultural lands**, including agricultural uses, **agriculture-related uses**, and **on-farm diversified uses**, which encompass a wide range of agricultural activities, from wineries to crop production.

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

It is the policy of Council:

3.8.1.15 That all lands designated **Prime Agricultural** in the City of Vaughan are **prime agricultural lands** as defined by the Province through the PPS and the Growth Plan.

3.8.1.16 That Agricultural Areas shall be protected and maintained for agricultural uses by:

- a. prohibiting non-agricultural related development and lot creation, except where permitted in accordance with the PPS;
- b. requiring that new aggregate operations will maintain or improve connectivity of the **Agricultural System** on lands designated Agricultural, where possible; and
- c. applying the Provincial Minimum Distance Separation Formulae I and II to ensure adequate separation distance for new land uses, consents, and new and expanding livestock operations in **prime agricultural lands**.

3.8.1.17 That limited existing, non-agricultural uses will be permitted to continue on lands designated Agricultural. Conversion or expansion of these uses beyond current designated boundaries will only be permitted through an amendment to this Plan and in accordance with policy 3.8.1.8 of this Plan.

3.8.1.18 That the City may develop and implement strategies to monitor the implementation of the **Agricultural System** policies of this Plan to ensure that best practices and guidelines for permitted uses in **Prime Agricultural** and **Rural** Areas are implemented. Strategies should be consistent with the Provincial Guidelines on Permitted Uses in Ontario's **Prime Agricultural** Areas.

The Province classifies **Prime Agricultural** land as Canada Land Inventory Class 1, 2, and 3 lands. The primary function of lands designated **Prime Agricultural** is to protect and promote agricultural uses and support the conservation of agriculturally productive soils and lands.

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

## Rural Lands

Rural lands are those which are not inside the City's **Urban Area** but where soil characteristics and natural features are of lesser quality than **prime agricultural lands**. Rural lands are the site of existing and future agricultural operations, and can support some agricultural uses, **agriculture-related uses**, and **on-farm diversified uses** in addition to a broader range of non-agricultural uses such as resource-based recreational uses and **home industries**.

Existing and new agricultural uses will be supported by providing for innovation and diversification within the agricultural sector. This will be achieved by providing additional economic opportunities through **on-farm diversified uses** and by limiting non-agricultural uses and non-agricultural consents for severance.

It is the policy of Council:

- 3.8.1.19 That Rural Areas, shown on Schedule 13, are comprised of lands that are outside the **Urban Area** but do not contain **prime agricultural lands**.
- 3.8.1.20 That the policies for the Agricultural designation will also apply to Rural Areas. The predominant land uses within the Rural designation include agricultural, forestry, recreational, and/or conservation.
- 3.8.1.21 To ensure that proposed uses are designed and sited to be compatible with surrounding land uses such that the rural character of the area is maintained and that the proposed use does not further fragment Rural Areas.

## Agri-Food Network

In addition to **prime agricultural lands** and rural lands, the **agri-food network** is the other significant component of the **Agricultural System**. The **agri-food network** extends across jurisdictional boundaries into adjoining municipalities. The policies of this Plan establish a framework for supporting the vitality and success of the **agri-food network** that is dependant on cooperation with other municipalities and stakeholders.

The **agri-food network** includes the infrastructure, services and other agri-food assets needed to sustain and enhance the prosperity of the agri-food sector. This includes transportation systems, agricultural services, farm markets, distributors and primary food processors.

In Vaughan, there are numerous components, services, and other assets of the **agri-food network** in the **Urban Area** of the City that connects with additional clusters located in Bolton, Nobleton, and adjacent municipalities such as the Town of Caledon and King Township. This Section of the Plan provides a robust policy framework to maintain and improve elements of the **agri-food network**. This is essential for the long-term economic prosperity and vitality of the City.

It is the policy of Council:

- 3.8.1.22** To maintain and enhance the functional and economic connections of agricultural operations to the **agri-food network**.
- 3.8.1.23** To maintain and improve the **agri-food network** through strategies and programs which may include:
- implementing the York Region Agriculture and Agri-Food Strategy;
  - improving access to healthy, local and affordable food;
  - supporting food processing activities and demonstrations;
  - promoting urban agriculture and near-urban agriculture;
  - implementing food systems planning;
  - fostering the sustainability of agriculture, **agri-food network**, agri-food processing and agri-product businesses;
  - protecting agricultural resources while minimizing land use conflicts;
  - reducing food waste and promoting circular food economy; and
  - supporting the development of agri-food innovation network and hubs.

## **3.8.2 Agriculture and Food Production**

A vast array of foods we enjoy come from beyond the City limits and Canada's borders. Access to food is a basic human right and a defining element of day-to-day life. However, climate changes, such as drought, fire and increased precipitation have placed increased pressure on food sources around the world. Moving forward, there is an important role for the City to play in taking action to encourage a sustainable, equitable, and climate-resilient food system.

Large-scale farm production, farm-related retail stores and pavilions, farm-gate sales, community gardens, farmers' markets and backyard gardens are all part of a citywide food system. Local food production has a wide variety of health, social, and economic benefits, including strengthening food security, developing

community connections through community gardening initiatives, increasing local economic growth, reducing greenhouse gas emissions from food transport and providing all residents, including equity-deserving groups with access to nutritious and affordable food.

A local food supply will ensure Vaughan's residents have greater access to fresh, nutritious, and quality food. This Plan establishes a policy framework that will enable greater access to urban agriculture and local food here in Vaughan.

It is the policy of Council:

- 3.8.2.1 To improve access to food across the City by supporting food-related retail services in residential areas, where permitted in accordance with the policies of Chapter 4 in this Plan.
- 3.8.2.2** To support and encourage local food production and promotion through programs, education, funding and support, including, but not limited to:
- a. developing a municipal food charter, in alignment with the York Region Food Charter with objectives and targets for the support of local and diverse food production;
  - b. developing a 'buy local' food program for municipal facilities and events and developing a marketing program for local food;
  - c. creating incentives for food and medicine gardens, harvesting, and urban agriculture; and
  - d. partnership opportunities with local schools to plan, harvest, and donate food.
- 3.8.2.3 To support the creation of local food distribution centres, or food hubs, within the **Urban Area** for direct sales between producers and consumers. These hubs could include seasonal markets, particularly in **Strategic Growth Areas** and a larger permanent farmers' market in the **VMC**.
- 3.8.2.4 To leverage new development and redevelopment opportunities to ensure the integration of local food opportunities and sites for food storage, growing, harvesting, programming, sheltered picnicking facilities, and cultural celebrations.
- 3.8.2.5 That farmers' markets and other forums for food sharing and distribution are encouraged to locate in accessible locations throughout the City of Vaughan and especially in areas where access to locally grown food and healthy food products may be limited.

## Agricultural Uses

Agricultural uses are the principal activity permitted on **prime agricultural lands**, and are permitted on rural lands, where viable.

Agricultural uses typically comprise the farms and farmland that produce agricultural products consumed and used within and beyond Vaughan.

The Provincial definition of agricultural uses is purposefully broad, with a range of examples permitted to accommodate and reflect the diverse and rich nature of agricultural uses in Ontario. Broadly, the term agricultural uses includes but is not limited to the growing of crops, raising of livestock, agro-forestry, maple syrup production, and associated on-farm buildings and structures.

It is the policy of Council:

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

## Agriculture-Related Uses

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

It is the policy of Council:

- 3.8.2.9 That **agriculture-related uses** may be considered in Agricultural areas provided the City is satisfied that the proposed use is necessary, and the proposed location is appropriate, subject to the provisions in the Zoning By-law to regulate the nature and the scale of the use.

3.8.2.10 To permit **agriculture-related uses**, as defined by this Plan, that are compatible with and do not hinder surrounding agricultural operations, subject to limitations on size, scale, and location on the property as determined by the Zoning By-law.

3.8.2.11 To ensure compatibility and appropriateness, proposed **agriculture-related uses** must demonstrate that the use will:

- a. be supportive of the agricultural community;
- b. be in close proximity to farm operations;
- c. avoid Class 1 to 3 soils;
- d. use the minimal amount of agricultural land required for the purpose of the use;
- e. have no adverse effects; and
- f. have adequate available servicing, landscaped areas and buffers, and site access.

3.8.2.12 That existing **agriculture-related uses** that require an expansion may be permitted to expand subject to satisfying the applicable criteria noted in policy 3.8.2.11.

Farm-related commercial uses are one example of **agriculture-related uses**. This includes the retailing of agriculture-related products, such as farmer's markets and farm equipment repair shops. Farm-related industrial uses include uses such as industrial operations that process farm commodities. Many of these uses add value to the agricultural commodities produced in Vaughan and surrounding agricultural communities.

## On-Farm Diversified Uses

**On-farm diversified uses** are non-agricultural uses that are secondary to the principal agricultural use of a property. They are limited in area and compatible with the surrounding agricultural operations.

It is the policy of Council:

3.8.2.13 To permit **on-farm diversified uses** within the Agricultural Area.

3.8.2.14 That in order to ensure compatibility and no adverse effects, permitted **on-farm diversified uses** will meet the following conditions:

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

Some examples of **on-farm diversified uses** include maple syrup production, markets located on farms, greenhouse and research facilities, wineries and breweries. **Agri-tourism** uses are an example of **on-farm diversified uses** that are increasingly common in Vaughan and York Region.

3.8.2.15 That the City may require applicants to prepare a scoped Agricultural Impact Assessment, to the satisfaction of the City, to address the requirements listed in policy 3.8.2.14.



## Urban Agriculture

Urban agriculture provides residents with increased access to healthy food, leisure, and educational opportunities. The City acknowledges the multiple co-benefits of local food and urban agriculture on the local economy, food security, climate adaptation and mitigation, social inclusion, and community building. On this basis, Vaughan will continue to support and grow local food systems.

Access to land and space is critical to supporting food production, especially within the **Urban Area**. Opportunities for urban agriculture will continue to be supported, including opportunities in open spaces, utility corridors, parks, undeveloped parcels and other areas. In addition to ensuring available lands for urban agriculture, land use policies will facilitate the active use of these lands by allowing activities that support agriculture, including nearby composting, equipment storage and sales facilities, where appropriate. Vaughan will also support opportunities to bring food to market.

It is the policy of Council:

3.8.2.16

To work with York Region and neighboring municipalities to enhance urban food production, processing, storage, distribution, and linkages to the restaurant and tourism sectors, as a basis for region-wide food system planning and policy development.

The term urban agriculture reflects a broad range of cultivation, crop growth, and food processing and distribution around the City's **Urban Area**. It includes a diverse range of conventional and non-conventional practices from community gardening to container gardening.

3.8.2.17

To encourage and support urban agriculture through increased flexibility in land use permissions by:

- a. allowing community gardens and related uses in all land use designations except **Natural Areas** subject to the following:
  - i. the location is suitable based on safety, access to water and wastewater services, and may require fencing, as determined by the City;
  - ii. there is no adverse effect on the surrounding area such as the community garden's appearance, function, rodent infestation, or high volumes of vehicular traffic; and
  - iii. where there is potential risk of adverse effect, it can be demonstrated through mitigation that the risk is minimized to the satisfaction of the City.

- b. investigating and encouraging the use of parks and public open spaces for gardening and urban agriculture, and prioritizing the identification of opportunities for community gardens in park spaces;
- c. encouraging the use of City-owned land, **POPS**, underutilized sites, and long-term development parcels for urban agriculture, where feasible, including community gardens, food cooperatives, and local food sourcing programs;
- d. requiring the identification of space for urban agriculture through the Secondary Plan and Block Plan process;
- e. requiring the identification of space for urban agriculture in new residential development;
- f. allowing and encouraging community gardens as part of the private outdoor amenity space requirements for new development, including roof-top gardens;
- g. encouraging school boards and other organizations to promote school yards as ideal locations for community gardens due to their educational and community value; and
- h. encouraging places of worship, post-secondary educational institutions, retirement residences, and healthcare facilities to consider opportunities to integrate urban agriculture through new development and redevelopment projects, subject to the requirements of the Zoning By-law.

3.8.2.18 To support urban agriculture, including community gardens, and other community related opportunities for local food production by:

- a. providing resources and support for community agriculture activities, including rain barrels, composting bins, compost, seeds and workshops, wood mulch or other forms of in-kind support;
- b. supporting and engaging in partnerships with community-based non-profit organizations that assist low-income residents with garden and food-related programs;
- c. encouraging the temporary use of large vacant sites for agriculture, without limiting the potential for future development;
- d. developing guidelines that would assist in the establishment of local composting operations that would process organic materials collected from urban agriculture sites; and
- e. developing food program partnerships with schools and institutions.

- 3.8.2.19 That when permitting and determining the location of urban agricultural spaces, including those on City-owned lands, agricultural practices that are conscious of soil conservation methods and result in the maintenance and enhancement of surface and ground water quality will be encouraged.

### 3.8.3 Renewable and Non-renewable Resources

The policies of this Section provide direction regarding renewable resources, including forestry, water, fisheries, conservation and wildlife management. This Section also provides direction for non-renewable resources related to non-agriculturally based resources, including **mineral aggregate** resources which support the building of communities and infrastructure.

#### Renewable Resources in the Greenbelt

It is the policy of Council:

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

#### Non-renewable Resources in the Greenbelt

It is the policy of Council:

- 3.8.3.4 For lands within the Protected Countryside of the Greenbelt Plan non-renewable resources are those non-agriculture based natural resources that have a finite supply, including **mineral aggregate** resources.
- 3.8.3.5 That activities related to the use of non-renewable resources are permitted in the area shown on Schedule 4 as Greenbelt Protected Countryside, subject to all other

policies of this Plan, applicable legislation, regulations and by-laws. The availability of **mineral aggregate** resources for long-term use will be determined in accordance with the PPS, except as provided below.

3.8.3.6

That notwithstanding policies of subsection 3.6.3, within the Greenbelt Natural Heritage System, **mineral aggregate** operations and **wayside pits and quarries** are subject to the following:

- a. no new **mineral aggregate** operation and no **wayside pits and quarries**, or any ancillary or accessory use thereto will be permitted in the following key natural heritage features and **key hydrologic features**:
  - i. **significant wetlands**;
  - ii. significant habitat of endangered and threatened species; and
  - iii. significant woodlands unless the woodland is occupied by young plantation or **early successional** habitat (as defined by the Province). In this case, the application must demonstrate that the specific provisions of policies 3.8.3.6.c, 3.8.3.8.d, and 3.8.3.9.c have been addressed, and that they will be met by the operation;
- b. an application for a new **mineral aggregate** operation or new **wayside pits and quarries** may only be permitted in other key natural heritage features and **key hydrologic features** not identified in policy 3.8.3.6. and any vegetation protection zone associated with such other feature where the application demonstrates:
  - i. how the Water Resource System of the Greenbelt will be protected or enhanced; and
  - ii. that the specific provisions in policies 3.8.3.6.c, 3.8.3.8.d, and 3.8.3.9.c have been addressed, and that they will be met by the operation;
- c. any application for a new **mineral aggregate** operation, or the expansion of an existing **mineral aggregate** operation shall be required to demonstrate:
  - i. how the connectivity between key natural heritage features and **key hydrologic features** will be maintained before, during and after the extraction of **mineral aggregates**;
  - ii. how the operator could immediately replace any habitat that would be lost from the site with equivalent habitat on another part of the site or on adjacent lands; and
  - iii. how the Water Resource System will be protected or enhanced; and
- d. an application for the expansion of an existing **mineral aggregate** operation may be permitted in the Natural Heritage System, including key

natural heritage features and **key hydrologic features**, and in any associated vegetation protection zone only if the related decision is consistent with the PPS.

- 3.8.3.7 That within the Protected Countryside of the Greenbelt Plan Area, existing and new **mineral aggregate** operations and **wayside pits** shall comply with the *Aggregate Resources Act* as directed by the Province and the provisions of the applicable Provincial Plan.
- 3.8.3.8 When operators are undertaking rehabilitation of **mineral aggregate** operation sites in the Greenbelt Protected Countryside, the following provisions apply:
- a. they shall work with the Province to consider the development and implementation of comprehensive rehabilitation plans in areas of high concentration of **mineral aggregate** operations;
  - b. the disturbed area of a site will be rehabilitated to a state of equal or greater ecological value, and for the entire site, long-term **ecological integrity** will be maintained or restored, and to the extent possible, improved;
  - c. if there are key natural heritage features or **key hydrologic features** on the site, or if such features existed on the site at the time of application:
    - i. the health, diversity and size of these key natural heritage features and **key hydrologic features** will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health; and
    - ii. any permitted extraction of **mineral aggregates** that occurs in a feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation;
  - d. aquatic areas remaining after extraction are to be rehabilitated to aquatic enhancement, which shall be representative of the natural ecosystem in that particular setting or ecodistrict, and the combined terrestrial and aquatic rehabilitation shall meet the intent of policy 3.8.3.8c; and
  - e. outside the Greenbelt Natural Heritage System, and except as provided in policy 3.8.3.8b through d final rehabilitation will appropriately reflect the long-term land use of the general area, taking into account applicable policies of this Plan and, to the extent permitted under this Plan, existing municipal and Provincial policies.
- 3.8.3.9 That final rehabilitation in the Greenbelt Natural Heritage System will meet these additional provisions:

- a. where there is no underwater extraction, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35% of each license, is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict;
- b. where there is underwater extraction, no less than 35% of the non-aquatic lands of each license is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict; and
- c. rehabilitation will be implemented so that the connectivity of the key natural heritage features and the **key hydrologic features** on the site and on adjacent lands will be maintained or restored, and to the extent possible, improved.

3.8.3.10 To encourage operators to consider providing for public access to former aggregate sites upon final rehabilitation.

3.8.3.11 To require that all land use activities related to the post extraction rehabilitation of **mineral aggregate** operations are consistent with any relevant approved source protection plan and relevant **watershed** or sub-watershed Plan.

## Mineral Aggregate Resources in the Oak Ridges Moraine

It is the policy of Council:

- 3.8.3.12 That active and inactive **mineral aggregate** extraction areas in Vaughan are shown on Schedule 5 to this Plan.
- 3.8.3.13 That in the **Oak Ridges Moraine Natural Linkage** Area and the **Oak Ridges Moraine Countryside** Area designations:
- a. **mineral aggregate** operations may be permitted subject to an amendment to this Plan and the applicable policies of this Plan, and
  - b. an application for a **wayside pit** may be permitted subject to an amendment to this Plan and the Zoning By-law.
- 3.8.3.14 That the City, in the review of all applications for **mineral aggregate** operations and **wayside pits**, will require that the applications comply with Section 35 and 36 of the Oak Ridges Moraine Conservation Plan to the extent that the provisions can be addressed under the *Planning Act* and *Municipal Act*, along with all other applicable provisions of this Plan.
- 3.8.3.15 That the City will encourage the Province, in their review of applications for licences or permits for **mineral aggregate** operations and **wayside pits** under the *Aggregate Resources Act*, that the requirements of the Oak Ridges Moraine Conservation Plan, including Sections 35 and 36, be complied with prior to the Province issuing the licence or permit.

## 3.9 Transportation and Mobility

### 3.9.1 Transforming the Transportation Network

Vaughan has experienced a transformation in how people move. As the investment in public transit increases, the City, working with York Region and Metrolinx, will strive to achieve a connected and safe transit, cycling and pedestrian network that prioritizes safety, particularly for vulnerable road users through implementation of Vision Zero strategies, including the City's MoveSmart Mobility Management Strategy, as well as work in collaboration with York Region, in developing the York Region Traveler Safety Strategy.

A sustainable Transportation Network that provides mobility choices for all persons and visitors in Vaughan is critical to supporting future growth and to creating **complete communities** for people of all ages and abilities.

Vaughan's Transportation Network, as shown on Schedules 9A, 9B, 9C, and 10, comprises the **Active Transportation** Network, the Transit Network, and the Street Network. Walking and cycling as well as public transit will be prioritized in **Strategic Growth Areas**, which can be achieved while recognizing the importance of connectivity to existing rail and transportation corridors for the safe and efficient movement of people and goods.

The Transportation Network will serve as the framework for enhancing the transit, cycling and pedestrian network and planning for future growth and connectivity across residential neighbourhoods, **Employment Areas**, mixed-use communities, including **PMTSAs**. Infill and intensification will bring new growth to **Strategic Growth Areas**, streetscape investments will make streets enjoyable and safe places, all modes of travel will be integrated and linked, and investments to the transportation network will support efforts to reduce greenhouse gas emissions and build resilient infrastructure.

Significant investments in public transit continue to be made by the Province, York Region and Metrolinx. Areas with existing and planned transit service will be the focus for growth and intensification over the horizon of this Plan, accommodating a higher density of residents, jobs and activities to enhance the use of transit investments. With a comprehensive transit system, as well as widespread bicycle and pedestrian networks in place, movement across Vaughan will become more balanced and will provide accessible and safe mobility options for all residents and visitors.

It is the policy of Council:

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



- 3.9.1.1 To establish a comprehensive Transportation Network that allows a full range of safe and sustainable mobility options, and that prioritizes pedestrian, transit, cycling and educate, enforce and provide by-laws around safety and use of micromobility and its associated infrastructure.
- 3.9.1.2 That public transit and **active transportation** shall be the primary focus for expanding Vaughan’s transportation network capacity to 2051. The City will work collaboratively with York Region to meet or exceed the transit modal split targets of the York Region Official Plan, while recognizing that these targets can only be met when a comprehensive transportation network is available for travellers across the entire City.
- 3.9.1.3 To recognize the integrated nature of land use, urban design, and transportation in land use planning decisions and prioritize opportunities to enhance safe and accessible walking, cycling and transit options.
- 3.9.1.4 That **Strategic Growth Areas** are priorities for transit investments. Land use planning decisions within **Strategic Growth Areas** should maximize the use of existing and planned transit infrastructure in accordance with the policies of this Plan, considering the existing and planned level of transit service and potential impacts on nearby neighbourhoods.
- 3.9.1.5 That the Street Network will be connected to universally accessible transit, pedestrian facilities, cycling and micromobility infrastructure. Cycling facilities within the existing right-of-way should be designed to be safer and more equitable for all cyclists.
- 3.9.1.6 To facilitate **active transportation** by supporting the development of a safe, convenient, and connected comprehensive network of pedestrian and bicycle routes, through the implementation of the City’s Pedestrian and Cycling Master Plan and York Region’s Transportation Master Plan.
- 3.9.1.7 To implement the **multi-modal** Transportation Network, as identified on Schedule 9A, 9B, 9C, and Schedule 10, in coordination with the appropriate agencies and adjacent municipalities, and to secure land for such purposes through the development approval process. Development shall integrate with the **multi-modal** transportation network in a manner which encourages site access via transit and **active transportation** routes.

Modal split refers to the proportion of trips by sustainable mode, including walking, cycling, transit, or carpooling. Achieving the City’s modal split targets requires a strong policy framework that will inspire residents and visitors to choose sustainable modes of transportation over single-occupant vehicle travel.

- 3.9.1.8 To update the City of Vaughan Transportation Master Plan and Pedestrian and Bicycle Master Plan every five years at minimum.
- 3.9.1.9 That all transportation and transit infrastructure initiatives within the Oak Ridges Moraine and Greenbelt Plan Areas identified on Schedule 4 shall be in accordance with the policies of those Plans and the policies this Plan which apply to those Areas.
- 3.9.1.10 To incorporate considerations for climate change into the planning and design of transportation infrastructure, including examining project-specific climate risks and infrastructure resiliency.

## Walkable Communities

Low-density, auto-oriented development characterized growth in Vaughan for decades, resulting in a reliance on the automobile. With continued growth and urban revitalization bringing higher density infill and intensification, the City is presented with the opportunity to design walkable neighbourhoods, generally defined as neighbourhoods that accommodate all modes of travel while providing access to many amenities and services close-by, mainly within a 15-minute walk.

The policies of this Section support the achievement of walkable communities. Vaughan's Transportation Network creates local and regional connections for people of all ages and abilities that prioritize access to daily needs, amenities and destinations, such as place of work, schools, places of religious assembly, parks, and retail/commercial uses by primarily walking and cycling.

Walkable communities are compact, well-connected places with a diverse mix of land uses. They are **complete communities** that support **active transportation** and transit, and reduce car dependency.

It is the policy of Council:

- 3.9.1.11 To implement walkable communities to move and connect people through the community safely. This includes an emphasis on accessing basic needs within a 15-minute commute from home, encouraging the use of **active transportation** and easy access to transit and allowing people to live with less dependency on their automobiles and encouraging daily physical activity.
- 3.9.1.12 To prioritize **active transportation** infrastructure near **PMTSAs** and other **Strategic Growth Areas** with the aim to complete connections to the City's broader **active transportation** network.

- 3.9.1.13 To implement **active transportation** networks that are closely connected across the City and that increase walkability and connections to transit and other amenities through development, links and the enhancement of the **active transportation** network through site design, ground floor design and landscape design.
- 3.9.1.14 To ensure that privately owned streets are designed to be consistent with the overall transportation network and City engineering standards.
- 3.9.1.15 To support first and last kilometre connections to the Transportation Network by:
- a. enhancing **active transportation** connections to and from transit stations and stops through direct pedestrian routes and appropriate cycling facilities; and
  - b. providing enhanced and secure bicycle and micromobility parking at local and regional transit stops, in accordance with the policies of this Section.
  - c. encouraging transit connections as part of all new developments near **PMTSAs** and other **Strategic Growth Areas**.

## Emerging Technologies

Transportation technologies continue to evolve, changing how residents and visitors move within and across Vaughan. Emerging technologies, such as micromobility devices, automated vehicles, shared mobility and electric vehicles have the potential to provide numerous benefits, including decreased emissions and increased accessibility for those unable to operate a vehicle. These technologies have an opportunity to enhance the City's transportation network, however benefits can only be realized through the appropriate provision of infrastructure, standards, education and enforcement that informs safe usage and minimizes conflicts between users.

It is the policy of Council:

- 3.9.1.16 To maintain micromobility standards within Vaughan that are based on best practices for safety and risk management, including Vision Zero, to ensure health, safety and equity.
- 3.9.1.17 To commit to managing and accommodating future mobility technologies, infrastructure, and service concepts in a way that supports Green Directions Vaughan.

The term micromobility encompasses a broad range of mobility devices, including but not limited to electric scooters, skateboards and bicycles, and shared bicycles. Micromobility devices may play an important role in offering communities more options for getting around the City.

- 3.9.1.18 To implement requirements for electric vehicle charging infrastructure in new developments, in accordance with the City's Sustainability Metrics Program, to be implemented through the City's Zoning By-law and/or Site Plan approval.
- 3.9.1.19 To support electric vehicle charging retrofit programs in existing developments that may not have the requisite existing infrastructure. Further, the City will investigate opportunities for on-street electric vehicle charging facilities in **Strategic Growth Areas** and where high density development may not be able to accommodate electric vehicle charging facilities and associated infrastructure on-site.
- 3.9.1.20 To encourage the transition of Vaughan's municipal fleets to zero-emission vehicles within the horizon of this Plan.
- 3.9.1.21 To encourage the transition of goods movement vehicles in Vaughan to zero-emission vehicles.
- 3.9.1.22 To support the development of standards and guidelines for automated vehicles, in collaboration with York Region and the Province.
- 3.9.1.23 To consider emerging modes of travel associated with goods movement such as but not limited to aerial mobility and micromobility.
- 3.9.1.24 To consider emerging delivery options of goods to residential dwellings, including private homes, condominiums and rental apartments through the development application review process.

## Transportation Data

Transportation data collection is central to the City's ability to make good decisions for current and future residents. The origins and destinations of trips, transportation mode split, traffic volumes, and turn movements are some examples of the types of data the City currently collects.

Investing in programs that enhance the City's ability to collect transportation data will help the City to better understand the travel needs of today and in the future. Data collection will be important to help the City understand the impact of the transportation network on the development of complete, walkable neighbourhoods and safe travel across the City.

It is the policy of Council:

- 3.9.1.25 To establish and regularly update a Transportation Data Management System to manage transportation-related data intended to be collected on an ongoing basis.

- 3.9.1.26 To use transportation data gathered through MoveSmart Mobility Projects, studies, programs, and initiatives, Environmental Assessments, and other means, to maintain and update Vaughan's Transportation Network and Schedules 9A, 9B, 9C, and 10 of this Plan, as appropriate.
- 3.9.1.27 To establish and maintain transportation data collection and sharing partnerships with York Region, York Region Transit, York Region Police, TTC, Metrolinx and neighbouring municipalities.
- 3.9.1.28 To develop a collision data collection program on an annual basis and establish consistent procedures for managing this data using a Transportation Data Management System.
- 3.9.1.29 To investigate new forms of transportation data collection and continue to incorporate that data, where feasible and appropriate, into the Transportation Data Management System.

## 3.9.2 The Active Transportation Network

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

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

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

It is the policy of Council:

- 3.9.2.1 To support walking and cycling as viable modes of transportation for commuter, recreational and other travel required to meet daily needs. City-wide **active transportation** will be supported through:

- a. the provision of appropriate facilities and infrastructure, available year-round through improved maintenance, such as sidewalks, trails and bicycle lanes, which may be secured through the development approvals process, and to plan for universal accessibility for such facilities and infrastructure;
- b. maximizing connections to significant destinations, including **Strategic Growth Areas**, employment clusters, schools and institutions, parks and open spaces and other key public places;
- c. ensuring safe travel for vulnerable users, including children and seniors, by providing safe school routes and accessible roads and intersections through the use of enhanced signage and traffic calming measures;
- d. ensuring safe and convenient pedestrian and bicycle travel within the street network, and other rights-of-way such as Hydro corridors and mid-block connections, to facilitate movement and contribute to healthy communities;
- e. implementing and regularly updating the Pedestrian and Bicycle Master Plan, consistent with York Region's Transportation Master Plan, to meet the needs of users of pedestrian and bicycle facilities along all collector roads;
- f. working with the Region, Province, Metrolinx and other partners to develop innovative programs to enhance, expand and support **active transportation** such as complete walking and cycling networks, bike sharing programs and education and information including park/trail and cyclist route etiquettes as it relates to transportation, mobility and accessibility;
- g. establishing annual targets for the provision of bicycle facilities and routes, multi-use pathways, and trails and including them in the City's capital plan; and
- h. enhancing wayfinding strategies to support **active transportation** facilities, including cycling, walking and trail networks, including the Vaughan Super Trail.

3.9.2.2 To support a comprehensive pedestrian and bicycle network that addresses the needs of all Vaughan's residents and employees through an "all ages and abilities" framework to assess the necessary quality of pedestrian and cycling facilities, including design, signage and safety enforcement.

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

- a. ensuring grid-like connectivity that minimizes trip distance;

- b. ensuring that gaps in the street network are minimized by the provision of strategically located sidewalk and pathway connections, especially within subdivision developments where there are opportunities to connect new and existing sidewalks;
- c. ensuring that the design of large development sites supports multi-use pathways and access points on-site and maximizes connectivity to the surrounding pedestrian and bicycle networks;
- d. ensuring convenient and direct connections to transit stops and stations, especially in **Strategic Growth Areas**, including **PMTSAs**; and
- e. ensuring the provision of grade-separated pedestrian and bicycle crossings of controlled access highways and rail lines where such corridors limit accessibility and restrict pedestrian and bicycle activities.

3.9.2.4 To, over time, provide high-quality bicycle parking and change facilities in all City-owned buildings, including indoor or outdoor bike lockers.

## A Walkable and Accessible City

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

It is the policy of Council:

- 3.9.2.5 That in order to promote increased pedestrian activity and enhance access to transit services and community facilities:
- a. sidewalks shall be provided on both sides of the street and in accordance with City guidelines; and
  - b. all sidewalks shall be located and of dimensions in accordance with City guidelines and standards, as well as compliance with Provincial requirements under the *Accessibility for Ontarians with Disabilities Act* to accommodate and encourage safe travel by pedestrians.
- 3.9.2.6 That within areas in proximity to schools, parks, transit stops and stations, and other public facilities, sidewalks on both sides of the street will be required through the Block Plan or Plan of Subdivision approval process.



- 3.9.2.7 That where sidewalks are currently not provided on both sides of the street, sidewalks will be required during major redevelopment or substantial reconstruction of the right-of-way.
- 3.9.2.8 To encourage a comprehensive network of connected parks and multi-use trails within utility and abandoned rail corridors to support pedestrians and cyclists and augment the on-street network.

## **A Safe and Comprehensive Cycling Network**

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

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

It is the policy of Council:

- 3.9.2.9 To implement the **Active Transportation** Network in coordination with the appropriate agencies and adjacent municipalities to secure funds and lands for such purposes.
- 3.9.2.10 To plan for dedicated bicycle facilities along arterial and collector streets, at a minimum one-way travel portion of at least 1.5 metres wide or wider in the **Urban Area**, and with appropriate buffers, separation, or off-sets with no impact to proposed boulevard and landscape treatments.
- 3.9.2.11 To facilitate convenient bicycle travel within the Street Network by minimizing restrictions to bicycle flow and considering the specific needs of cyclists in street design and traffic safety measures through the development or adoption of **multi-modal** level of service standards specifically related to **active transportation** facilities. Reduction of traffic speeds along collector and arterial streets is encouraged to add to a safer cycling network.
- 3.9.2.12 To require the provision of cycling facilities and amenities in new developments (e.g., mixed-use buildings, residential apartment buildings, institutions, and office buildings) by updating minimum bicycle parking and facilities requirements within zoning by-laws.
- 3.9.2.13 To require short and long-term bicycle parking spaces in all new residential development and short-term spaces in non-residential development.



- 3.9.2.14 To increase the supply of short and long-term bicycle parking spaces in existing areas, with a priority being focused in **Strategic Growth Areas**, **PMTSAs**, and other areas where components of the **Active Transportation** Network and Transit Network intersect.
- 3.9.2.15 To provide convenient locations for bicycle parking within the right-of-way of a street and at public facilities, and to establish annual targets for the installation of public bicycle parking facilities. Public bicycle parking is encouraged to be provided in **Strategic Growth Areas** and at other public gathering places.
- 3.9.2.16 To require safe and secure bicycle parking at all public schools to promote cycling to school by both students and staff.
- 3.9.2.17 To promote the use of bicycles as a way of getting to and from public transit by working with transit providers to integrate bicycle and transit networks and provide bicycle supportive infrastructure at transit stations and stops and on transit vehicles, including safe bicycle parking facilities, bicycle racks on buses and other means.
- 3.9.2.18 To implement the “Vaughan Super Trail” Primary and Secondary Network concepts as a part of the City’s multi-use recreational trail network to encourage both commuter and recreational **active transportation** trips. The “Vaughan Super Trail” map is continuously edited and updated, and implementation of this map should reference the latest version.
- 3.9.2.19 To prioritize the implementation of the Active Transportation Network in **Strategic Growth Areas**.
- 3.9.2.20 To consider the coordination of central bicycle parking facilities, which may also include supporting amenities such as lockers and changing facilities, in the **VMC**, **Primary Centres** and other locations where demand to support such facilities is demonstrated. Such facilities may be developed in partnership with private sector development.
- 3.9.2.21 To consider working with private developments to develop a bike-share program that would increase cycling in Vaughan through the provision of a shared fleet of bicycles and micromobility devices stationed at hubs throughout the City.

### **3.9.3 The Transit Network**

High quality and convenient transit service will be an important means for expanding Vaughan’s Transportation Network capacity. By improving the Transit Network, the City can address challenges characterized by auto-oriented development and achieve reduced sprawl, decreased congestion, and improved air quality. Future growth and intensification in Vaughan will be dependent on transportation capacity increases through investment in transit systems and

services. **Strategic Growth Areas** must be supported by safe, efficient and effective transit to serve the Vaughan's growing population. At the same time, this Plan directs higher density development to areas well-served by transit, and all areas of the City should be developed with a street pattern and densities that support transit use.

It is the policy of Council:

- 3.9.3.1 To support growth in **PMTSAs** and planned **Strategic Growth Areas** that accommodate a range and mix of land uses, housing options, employment, **active transportation** amenities and activities, as appropriate.
- 3.9.3.2 To facilitate the planning of a comprehensive transit system for the City in consultation and cooperation with all appropriate agencies, such as YRT/Viva, Metrolinx and Smart Commute.
- 3.9.3.3 To encourage service and fare integration and other opportunities to coordinate transit travel across municipal boundaries, consistent with Regional transit policies or guidelines.
- 3.9.3.4 To support and encourage timely and continuing investments in the implementation of regional transit initiatives to facilitate the early adoption of rapid transit service throughout Vaughan.

## Transit-Oriented Development

Transit-oriented development is designed to be well connected and integrated with transit systems to help make transit use more efficient, comfortable and attractive for users. Transit-oriented development also provides quality pedestrian amenities to support walking to and from transit services. The policies of this Section support the development of high-density land uses and amenities to ensure that transit-oriented development functions as both an origin and destination for transit users.

It is the policy of Council:

- 3.9.3.5 That the highest intensity uses be planned so that they are directed to areas served by **higher order transit**, including subway stations and Viva bus rapid transit corridors, in accordance with Chapter 2 of this Plan and the York Region Official Plan, which set out the appropriate development hierarchy. **Higher order transit** investments that serve **Strategic Growth Areas** and **PMTSAs** should be prioritized to meet the mobility needs of these high-intensity growth areas.
- 3.9.3.6 On a City-wide basis to encourage the provision of transit service within 500 metres of at least 90% of residences and the majority of jobs, and consistent with

approved YRT service standards and guidelines, and within 200 metres of at least 50% of residents in the **Urban Area**.

- 3.9.3.7 To direct major trip-generators, institutional uses and generally intensive land uses to **Strategic Growth Areas**, particularly **PMTSAs**, to promote increased transit mobility for all residents and particularly those that are dependent on transit.
- 3.9.3.8 To utilize the York Region Transit-Oriented Development Guidelines, and Provincial Transit-Supportive Land Use Guidelines, in the review and evaluation of development applications and related studies.
- 3.9.3.9 To develop complete pedestrian and bicycle networks and associated facilities in and around transit stops to encourage transit use and extend the catchment area of the transit stops.
- 3.9.3.10 To encourage the redevelopment of all commuter parking lots associated with transit stations with mixed-use development and to minimize the footprint of commuter parking associated with transit stations by supporting shared parking, parking structures, and connections to other transit hubs.
- 3.9.3.11 To plan for the development of a Transportation Network that accommodate efficient transit movement, provide convenient access to transit stops, and can accommodate a range of uses over time, and to:
  - a. divide larger parcels into a more walkable and connected street and block pattern;
  - b. form development parcels that are flexible and supportive of a range of uses over time; and
  - c. align with and extend into adjacent neighbourhoods to provide connectivity.
- 3.9.3.12 That all new development applications are required to prepare a mobility plan and identify the proposal's approach to transit as per the complete application submission requirements as contained in Chapter 5 of this Plan.

## Local and Regional Transit

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

GO Transit moves thousands of commuters and other riders to and from Vaughan daily. GO Stations will increasingly become focal points for activity, both as

transfer points and as **Strategic Growth Areas** develop to capitalize on the presence of significant transit infrastructure. GO ridership is expected to grow significantly, with plans for a number of additional stations in western Vaughan on the potential Bolton GO line. GO Transit stations are also important destinations and facilities, providing linkages to the **Active Transportation** Network.

The policies of this Section provide the City with direction to ensure that rapid and local transit systems, adjacent lands and supporting infrastructure are developed to support transit use across the City and beyond.

It is the policy of Council:

- 3.9.3.13 To support and encourage the implementation of the transit network shown on Schedule 10 to this Plan and, working with York Region and other transit authorities, to secure lands, where appropriate, through the development approval process for facilities such as:
- transit stations including intermodal terminals, mobility hubs, subways, bus and light rail stations and related passenger drop-off and commuter parking areas;
  - related infrastructure, including vent shafts, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities; and
  - pedestrian and cycling facilities.
- 3.9.3.14 To support the implementation of the planned Yonge Subway Extension to north of Hwy 407 in Richmond Hill as follows:
- support any interim phasing necessary;
  - support infrastructure for the future BRT along Steeles Avenue;
  - consider the planned extension in land-use planning decisions; and
  - plan for an underground pedestrian system with a direct access to the future Steeles Avenue subway station.
- 3.9.3.15 To support the possible further extension of the Toronto-York Spadina Subway generally in the Jane Street right-of-way and adjacent properties
- 3.9.3.16 To support and encourage service enhancements to transit service, especially in **Strategic Growth Areas**, including busways, **higher order transit** and transit priority measures (such as high-occupancy vehicle lanes, queue-jump lanes, signal pre-emption systems) aimed at improving the efficiency of transit.

- 3.9.3.17 To ensure that sidewalks, street lighting, City-owned parks and other pedestrian amenities are provided on all streets serviced by transit.
- 3.9.3.18 To encourage Metrolinx, and other public agencies as appropriate, to implement improvements to GO Transit service within the City including:
- a. increases in the frequency of GO train and bus service in both inbound and outbound directions;
  - b. implementation of additional GO service routes and stations;
  - c. improved cycling and pedestrian connections to the surrounding street network and or adjacent development; and
  - d. improved co-ordination of local transit services with GO Transit.
- 3.9.3.19 To encourage the implementation of new GO train stations in Vaughan, and expanded service along the proposed Bolton corridor and the existing Barrie GO railway corridor as shown on Schedule 10.
- 3.9.3.20 To plan areas surrounding GO stations for higher density development and a mix of uses to take advantage of regional transportation infrastructure.
- 3.9.3.21 To maximize utilization of GO rail corridors by:
- a. directing higher density growth to areas surrounding GO stations, specifically **PMTSAs** to achieve a minimum of 150 persons and jobs per hectare;
  - b. requiring mixed-use development in areas surrounding new GO stations;
  - c. encouraging redevelopment of GO station parking lots with mixed-use development; and
  - d. minimizing the footprint of commuter parking by supporting shared parking, parking structures, bicycle parking and facilities, and effective transit and **active transportation** connections to GO stations.

## 3.9.4 The Street Network

The Street Network will serve as the framework on which to build and enhance other movement networks, including walking, cycling and transit. The network includes a hierarchy of street types. Each street type has a specific profile and characteristics, including traffic volume range, right-of-way width and capacity for transit, cycling and walking:

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

The Street Network hierarchy will meet a variety of transportation needs, provide greater connectivity between elements, and will create a stronger grid-like network, both within and between the concession blocks. These enhancements will promote greater connectivity without undue reliance on increased arterial lanes and increased traffic volumes.

It is the policy of Council:

- 3.9.4.1 To recognize the existing Street Network as the framework for developing a comprehensive and integrated transit network, including local and rapid transit, and as the framework for an integrated network of walking and cycling infrastructure. Subway and regional rail infrastructure shall be planned to be fully integrated with the street-based transit network to promote connectivity and ease of use.
- 3.9.4.2 To plan for a Street Network that prioritizes safe and efficient pedestrian travel while effectively accommodating cyclists, transit and other vehicles, and to create more pedestrian and transit-friendly street cross-sections.

- 3.9.4.3 To design streets that enhance Vaughan’s overall public realm as outlined in subsection 3.3.1 of this Plan.
- 3.9.4.4 To recognize a hierarchy of streets based on functional classification and adjacent urban structure designation. Street design shall be planned to be in accordance with the latest version of applicable plans, guidelines and standards including but not limited to the Pedestrian and Bicycle Master Plan, Complete Streets Guidelines, and City engineering standards.
- 3.9.4.5 To protect for and implement the **multi-modal** Transportation Network, and their associated right-of-way requirements, as shown on Schedules 9A and 9B to this Plan.
- 3.9.4.6 To develop a connected and continuous, grid-like Street Network that supports convenient and efficient travel by all modes of transportation and to discourage the development of street types that disrupt the grid network. New development, through Draft Plan of Subdivision application process, shall be planned to support a grid-like street network with multiple connections to collector and arterial streets.
- 3.9.4.7 To implement the various improvements to the Street Network identified on Schedules 9A and 9B to this Plan in coordination with York Region, adjacent municipalities, utility providers, and other agencies as appropriate. and to secure land for such purposes through the development approvals process.  
Improvements include:
- a. widening as per the right-of ways identified on Schedule 9B;
  - b. completion of incomplete grid connections such as Langstaff Road over the rail corridor, Kirby Road and Teston Road;
  - c. jog eliminations at intersections; new and improved interchanges with 400-series highways;
  - d. mid-block crossings of 400-series highways; and
  - e. grade separated rail and highway crossings.
- 3.9.4.8 To direct the undertaking of an appropriate environmental assessment study and/or process for transportation infrastructure related to crossings of watercourses, and/or entering into the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area.

## Complete Streets

This Plan envisions a future where streets are designed to balance the needs of many different street and road users, prioritizing safety and accessibility.

**Complete streets** improve the functionality of the Transportation Network while safely accommodating all road users, including cyclists, pedestrians, transit riders, and motorists.

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

It is the policy of Council:

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

## Provincial Highways

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

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



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

- 3.9.4.12 To work with York Region and the Province to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Schedule 9. The City will seek to secure land for such purposes, where appropriate, through the development approval process.
- 3.9.4.13 To work with York Region and the Province to secure improvements to, and new interchanges with, 400-series highways as identified on Schedule 9B to this Plan and in particular at Highway 400 and Steeles, Langstaff, and King-Vaughan Road, Kirby Road and at Highway 7 within the **VMC**. The City will seek to secure land for such purposes, where warranted, through the development approval process.
- 3.9.4.14 To work with the Province to provide restoration and/or enhancement of the landscape within and adjacent to the rights-of-way of 400-series highways.
- 3.9.4.15 To encourage and support the early implementation of transit in a dedicated transitway within the Highway 407 and 427 corridors and, where warranted, encourage the provision of high occupancy vehicle lanes, and carpool lots along all Provincial highways.
- 3.9.4.16 To encourage and support grade separated crossings of Provincial highways as needed at arterial and collector streets that would accommodate all modes of travel, and to encourage and support standalone pedestrian and bicycle crossings of Provincial highways. The City will seek to secure land for such purposes, where warranted, through the development approval process.
- 3.9.4.17 That due to noise, environmental and truck traffic concerns, areas directly adjacent to Provincial highways should be protected for non-residential purposes. Single detached, semi-detached, townhouses and stacked townhouses are specifically prohibited at such locations.

## Arterial Streets

Vaughan's arterial streets form a grid-like network based on the historic pattern of concession blocks. Arterials play an important role in moving large volumes of traffic and will be the primary location for rapid transit service. Their importance is reflected in the Urban Structure shown on Schedule 1, where they form the basis for the location of nearly all **Strategic Growth Areas**. In addition to enhanced pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping

and other place-making initiatives to improve the quality of place, especially in **Strategic Growth Areas**. York Region is responsible for Major Arterials, and Vaughan will work with the Region to design Major Arterial streets that best meet the needs of the City.

- 3.9.4.18 To work with York Region to design arterial streets that are under Regional jurisdiction that respond appropriately to Vaughan's Urban Structure, including the development of guidelines for increased connections to arterials, permissions for on-street parking and support for a broad range of mobility options.
- 3.9.4.19 To work with the Region to create more pedestrian and transit-friendly street cross-sections including reduced daylight triangle and curb radii requirements and on-street parking on Regional arterials.
- 3.9.4.20 That arterial streets be designed to accommodate all modes of travel through the provision of sidewalks, separated cycling facilities, automobile lanes, and, where necessary and feasible, to accommodate high-occupancy-vehicle lanes or bus lanes, in accordance with the policies of this Section.
- 3.9.4.21 To increase connections from collector streets to arterial streets where feasible. The City will seek to secure land for such purposes, where warranted, through the development approval process.
- 3.9.4.22 That direct access of individual residential lots to City arterial roads will be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher development density and reduced walking distances. Access to Regional and City arterial roads from blocks for mid- and high-rise developments, parks and open space, institutional, industrial, and office and retail uses will be controlled but not prohibited.

## Collector Streets

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

It is the policy of Council:

- 3.9.4.23 To plan for the development of a collector street network that provides for short to medium distance trips within the City in order to support and augment the

capacity of the arterial street network. Access to collector streets from abutting properties is permitted and controlled.

- 3.9.4.24 That Major Collector streets shall:
- a. serve as primary connections and prioritize the movement of pedestrians, cyclists, micromobility and transit;
  - b. generally have a maximum of four through-travel lanes and projected traffic volumes shall generally be in the range of 5,000 to 8,000 vehicles per day during peak periods; and
  - c. be designed to include sidewalks, separated cycling facilities, and automobile lanes.
- 3.9.4.25 That Minor Collector streets shall:
- a. serve as secondary connections to and from arterial streets, and as primary connections from local roads to other collectors;
  - b. generally have a maximum of two travel lanes and projected traffic volumes shall be less than 5,000 vehicles per day; and
  - c. accommodate all modes of travel through the provision of sidewalks, separated cycling facilities, and automobile lanes.
- 3.9.4.26 That building frontage on Minor Collector streets is encouraged. Where direct frontage is not feasible, lots may be arranged so that side yards face the Minor Collector street (“flankage”). Rear yards of residential lots shall not face onto a Minor Collector street.
- 3.9.4.27 To provide a minimum of two north/south and 2 east/west collector streets in new block development where feasible, including grade-separated crossings of 400-series highways and rail corridors. The purpose of these streets will be to provide for local travel between and within concession blocks without the necessity of traveling on arterial streets and to provide effective routing for transit vehicles.
- 3.9.4.28 That all collector streets are considered potential transit routes and planned to be able to accommodate conventional bus-based transit service consistent with York Region’s transit service planning process and with approved YRT service standards and guidelines.
- 3.9.4.29 To support the provision of dedicated bicycle lanes, where feasible, on all collector streets.
- 3.9.4.30 That the ultimate rights-of-way for collector roads that traverse through cultural heritage districts and/or have impacts on heritage properties may require deviation from Schedule 9B in this Plan due to existing heritage properties and constraints.

## Local Streets

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

It is the policy of Council:

- 3.9.4.31 That local streets are oriented to the collector street system in a grid-like manner, while considering topographical constraints, desire for solar orientation, and special features, to:
  - a. provide convenient connections to collector streets, shopping, transit stops, schools, parks and other community amenities;
  - b. promote navigation within concession blocks that is clear and understandable; and
  - c. minimize through-traffic on local streets.
- 3.9.4.32 That local streets may accommodate community-oriented transit service, where required, consistent with York Region's transit service planning process and with approved YRT service standards and guidelines.
- 3.9.4.33 To design local streets for lower traffic speeds and volumes that enable safe sharing of the road right-of-way for all road users, including pedestrian, cyclists, and vehicles. Separated cycling facilities should be prioritized on local streets, where this is not feasible then cyclists are encouraged to share the road-right-of-way with other users.
- 3.9.4.34 To discourage the elimination or privatization of local streets, especially where the local street strengthens the overall connectivity and continuity of the Street Network.
- 3.9.4.35 In addition to the public streets, the City may permit mews and laneways to serve development and support the establishment of a fine-grain network of streets. Additional mews and laneways may be public or private. The need for them, and their location, function and character, shall be determined during the preparation and review of development applications.

## Street Construction, Improvements and Maintenance

Street construction and improvements provide opportunities to implement the Transportation Network in Vaughan. New construction and street rebuilding will respond to Vaughan's priorities, including better integration of pedestrian and bicycle users, transit, and enhanced streetscaping that provides high quality public space within street rights-of-way. Section 3.3 of this Plan and the City-Wide Urban Design Guidelines provide additional direction on streetscaping and street design.

It is the policy of Council:

- 3.9.4.36 That the primary consideration for enhancements to the Street Network are to support walking, cycling and micromobility, transit and rapid transit, and other alternatives to private automobiles. All new streets and the redesign of existing streets should be designed to have a balanced right-of-way that supports the needs of pedestrians, cyclists, transit vehicles and automobiles.
- 3.9.4.37 To evaluate changes to streets which will reduce traffic speeds or provide opportunities to enhance the Active Transportation Network. This includes reducing the number of vehicle lanes or the curb-to-curb pavement width of streets.
- 3.9.4.38 To consider the natural heritage policies of this Plan, located in Section 3.6, when planning for transportation facilities and to address all policies of this Plan in the construction and reconstruction of streets, transit infrastructure, sidewalks and pathways.
- 3.9.4.39 To coordinate timely Street Network improvements with Block Plan and Plan of Subdivision approvals so that adequate Street Network connectivity is in place to accommodate the projected traffic volumes concurrent with the development of the block. Priority Street Network improvements which provide adequate connectivity include the arterial and collector street networks of the Block, and mid-Block crossings of 400-series highways and rail corridors.
- 3.9.4.40 To support a Street Network that is generally consistent across jurisdictional boundaries within the City of Vaughan and between adjacent municipalities to enhance connectivity for transit, walking, cycling, and placemaking initiatives.
- 3.9.4.41 To investigate implementing flexible streets or streets that could be used for purposes other than transportation. This may include temporary road closures for public events and other similar uses.

- 3.9.4.42 To consider streetscaping, cycling facilities and public art initiatives in the development of the capital plans for public streets and leverage funding of such initiatives through the fostering of partnerships.

## 3.9.5 Safety, Parking, and Transportation Demand Management

The City supports land use planning that is integrated with the safe and efficient movement of people and goods. There are a range of tools and strategies available to the City that can be employed to create a more balanced, safe, and efficient **multi-modal** Transportation Network that addresses current and future needs and reduces single-occupancy vehicle travel.

The policies of this Section provide direction for traffic calming, parking, and transportation demand management, all of which are intended to facilitate the reduction in travel demand and redistribute travels demands across a balanced and safe transportation network. These tools and strategies are closely aligned with the principles of Vision Zero, which prioritizes the safety of vulnerable road users to reduce road-related injuries and fatality crashes.

### Road Safety

Vaughan's streets should be safe for all users, regardless of their mode of travel. Safety must be the priority, particularly for vulnerable road users. Traffic safety is closely related to vehicular speed, and speed is influenced by street design. Wide open streets lead to higher traffic speeds, while narrow and seemingly unpredictable streets generate caution in drivers resulting in lower speeds. Vaughan's Street Network should be designed to accommodate all types of movement safely and efficiently. This principle is closely aligned with Vision Zero.

It is the policy of Council:

- 3.9.5.1 To design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures.
- 3.9.5.2 That traffic calming initiatives do not have the effect of channelizing all traffic onto arterial streets but support a diffuse pattern of traffic that maximizes the efficiency of the grid network.
- 3.9.5.3 That traffic calming measures shall not impact walking, cycling and transit use. York Region Transit shall be consulted in this regard.

- 3.9.5.4 That traffic calming measures be designed and implemented in accordance with the City of Vaughan Traffic Calming Guidelines and Warrants in order to minimize the impacts on emergency, transit and maintenance vehicles.

## Parking

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

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

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

It is the policy of Council:

- 3.9.5.5 To consider establishing a municipal parking authority to:
- review and manage on-street parking policies;
  - provide and manage an appropriate parking supply;
  - further develop and maintain Vaughan's online parking permits system for on-street parking in high parking demand locations throughout the City, especially in the **VMC** and other **Strategic Growth Areas**;
  - provide shared, central parking facilities in high-demand locations; and
  - support alternative modes of travel.
- 3.9.5.6 To reduce parking requirements where feasible by:
- establishing minimum and maximum parking standards in zoning by-laws for all types of development;
  - establishing context-sensitive parking requirements that respond to diverse settings, including **Strategic Growth Areas**, historic places and other settings;

- c. reducing parking requirements in **Strategic Growth Areas** where transit, walking and cycling alternatives exist;
- d. supporting parking for carpool, carshare, and zero emission vehicles through preferential designated parking spots and/or reduced parking fees, where charged by a municipal parking authority and as part of new development, as appropriate;
- e. considering the variability of peak parking periods throughout the day for different types of uses for the purposes of sharing parking between such uses when developing parking standards in mixed-use areas;
- f. working with the school boards to reduce or preferably eliminate the provision of student parking and on-street parking fronting public elementary and secondary school sites;
- g. considering the availability of on-street parking on collector and local streets when determining parking requirements; and
- h. regularly reviewing and evaluating City-wide parking standards to meet parking needs while minimizing the provision of excess parking.

3.9.5.7 To consider developing guidelines for cash-in-lieu of parking in **Strategic Growth Areas** where it can be demonstrated that any parking reductions beyond those established in policy 3.9.5.6 will not have adverse spill-over impacts on surrounding areas, and where the provision of on-street or municipally provided parking can meet additional parking needs. Revenue generated from cash-in-lieu of parking may be used to support facilities for parking, transit, bicycling and walking.

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

3.9.5.9 To work with York Region, and, with respect to Steeles Avenue, the City of Toronto, to permit on-street parking on arterial streets where appropriate and where it may support retail and economic development, contribute to a high-quality streetscape and a more active street life. Such on-street parking spaces shall not be counted towards any on-site parking requirements as established through zoning.

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



- 3.9.5.11 To require that parking lots and structures be developed as high-quality examples of good urban design and sustainability, with particular emphasis placed on safety for pedestrians and cyclists, permeability, landscaping and vegetation, stormwater management, high quality lighting, signage and materials and a range of parking space types, including parking for micromobility devices, electric vehicles and bicycles.
- 3.9.5.12 That where a structured parking facility fronts onto a street or public space, the parking structure shall be fronted with active uses at the street level. Structured parking facilities may also be situated so as to buffer **sensitive** land uses from more intense uses, such as industrial.
- 3.9.5.13 That where a structured parking facility is integrated within the podium of a mixed-use development, incentives, such as reductions in **GFA**, may be provided.
- 3.9.5.14 To use the City's Parking Design Guidelines to evaluate and provide guidance on proposals for parking facilities.
- 3.9.5.15 To consider increasing bicycle and micromobility parking requirements, where appropriate, especially in **Strategic Growth Areas** and in accordance with the bicycle parking policies of this Section.
- 3.9.5.16 To consider eliminating minimum vehicular parking requirements, including amending applicable by-laws as necessary, for multi-unit developments within **Strategic Growth Areas**.
- 3.9.5.17 To investigate dynamic parking pricing in areas with high curbside activity and demand
- 3.9.5.18 To investigate additional uses for curbside space currently allocated to parking, including but not limited to temporary and permanent spaces such as expanded boulevards, **active transportation** facilities, parklets, restaurants, street festivals, and facilitating e-commerce and food delivery.

## Transportation Demand Management

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

It is the policy of Council:

- 3.9.5.19 That transportation demand management measures will be required as part of a development applications.
- 3.9.5.20 To encourage and support City-wide and local transportation demand management programs that reduce single-occupant vehicle travel.
- 3.9.5.21 To encourage businesses to provide incentives for employees to take public transit, such as discounted Presto card programs.
- 3.9.5.22 To work with York Region, Metrolinx and other stakeholders to support Smart Commute and other transportation demand management organizations to implement transportation demand management programs and initiatives.
- 3.9.5.23 To work with school boards, regional police services and residents to implement a Safe Routes to School program in all elementary schools to encourage children to walk to school, rather than relying upon auto transportation.
- 3.9.5.24 To work with developers to provide all new homebuyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules through website and digital and print media, as well as providing Presto cards as part of development agreements.
- 3.9.5.25 To facilitate choice and flexibility in mobility options by:
- encouraging the inclusion and integration of **multi-modal** transit and ridesharing facilities in new development projects;
  - encouraging, through the implementation of this Plan, the viability of pedestrian, bicycle and transit infrastructure and services as alternatives to driving;

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

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

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

- c. encouraging alternatives to peak period commuting, including telecommuting, hotelling work environments, zoning permissions for **live-work units** where appropriate, variable work start times and other means;
- d. supporting carpooling and ridesharing programs; and
- e. adopting a recognition and/or awards program to highlight successful transportation demand management initiatives and best practices in Vaughan.

3.9.5.26 To facilitate seamless connections between different modes of travel, where appropriate. The City will support:

- a. park-and-ride lots and passenger pick-up and drop-off facilities at existing and future rapid transit and GO stations;
- b. working with the Region and the private sector to pursue shared use opportunities for park-and-ride facilities related to existing or future higher-order transit stations.
- c. convenient bicycle and pedestrian access to transit stations and stops and appropriate bicycle parking facilities;
- d. carpool parking and coordination areas; and
- e. well-designed and convenient transfer stations and areas for transit users.

3.9.5.27 To require the preparation and implementation of a Transportation Demand Management (TDM) plan or program for all applications. This plan or program shall be prepared according to the latest TDM guidelines, and shall:

- a. be integrated with required transportation impact assessments submitted to support the proposed development;
- b. identify design and/or programmatic means to reduce single-occupancy vehicle use;
- c. identify the roles and responsibilities of the landowner with respect to each recommended program and its implementation;
- d. identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program development, implementation, ongoing management and operations, and monitoring and performance evaluation of the travel demand management plan and/or program; and
- e. identify shared parking between land uses towards reducing parking requirements.

- 3.9.5.28 To support the development of car-sharing and bike-sharing programs in Vaughan and to recognize car-sharing as an effective means to decrease auto ownership, encouraging greater use of sustainable modes.

## 3.9.6 Rail and Goods Movement

Rail and goods movement corridors facilitate the flow of goods and services, providing access to industry and employment, and supporting regional and local connection and economic prosperity. Trucks, freight vehicles, and rail transportation are vital for Vaughan's economy.

A comprehensive and adaptive rail and goods movement environment will be important for continued economic sustainability. The City recognizes the continued importance of truck movement and rail infrastructure in the movement of goods to and through Vaughan.

### Rail Transportation

Vaughan's rail infrastructure, shown on Schedule 1, plays an important role in safely and efficiently moving people and goods, and is a foundational part of Vaughan's economy. Major manufacturing industries in Vaughan capitalize on the nearby rail lines and terminals to efficiently ship goods over long distances. Areas near rail infrastructure will continue to be protected for industrial and other employment uses to provide for the continued use of rail movement.

It is the policy of Council:

- 3.9.6.1 To support the long-term protection of rail infrastructure in Vaughan.
- 3.9.6.2 To maximize utilization of rail infrastructure for goods movement by directing industrial development that requires locations adjacent to the rail corridor for business operations, and/or that utilizes rail lines for moving goods and have large volume inputs and outputs, to locations adjacent to rail corridors and Rail Facilities within **Employment Areas** shown on Schedules 1 to this Plan.

Vaughan's urban structure has been shaped in large part by rail infrastructure that was in place long before Vaughan became a City. Owned by CN and CP, rail lines cross Vaughan's southern boundary and extend north in both the eastern and western portions of the city. CN and CP have major rail yards in Vaughan, including CN's classification yard east of the **VMC** and CP's intermodal yard in northwest Vaughan, both of which play a critical role in continental rail transportation and goods movement.

- 3.9.6.3 To support rail infrastructure improvements that will allow for faster and more convenient movement of people and goods by rail.
- 3.9.6.4 To protect rail infrastructure from encroaching adjacent development that may impede operations due to noise or environmental concerns. Specifically, development adjacent to a railway right-of-way shall provide:
- a. appropriate land use compatibility, as may be set out in Ministry of Environment Land Use Compatibility guidelines;
  - b. appropriate noise and vibration levels for the adjacent development, as may be set out in Ministry of Environment guidelines on noise and vibration; and
  - c. appropriate separation distances and/or safety barriers, as may be prescribed by Provincial guidelines or railway operators.
- 3.9.6.5 To require grade separations between the street and rail systems as needed at arterial and collector street/rail junctions without amendment to this Plan.
- 3.9.6.6 To encourage electrification of rail corridors, where feasible, to promote clean air and community and environmental health.

## Goods Movement

Vaughan's large industrial and manufacturing base results in high levels of goods movement throughout the City and especially in **Employment Areas**. The movement of goods is an important contributor to Vaughan's economic wellbeing and must be supported. While long distance goods movement by rail is generally more efficient than by truck, it is not always feasible.

Despite the significant economic benefits of goods movement, there are also adverse impacts, including greenhouse gas emissions, noise and truck traffic. These impacts are especially of concern in the **VMC**, where Vaughan's largest **Strategic Growth Area** is surrounded by **Employment Areas**.

Through the policies of this Plan, there is opportunity to support and protect goods movement facilities and corridors while mitigating potential impacts by providing direct access from **Employment Areas** to Provincial highways and limiting heavy truck traffic-generating uses near **Strategic Growth Areas**.

It is the policy of Council:

- 3.9.6.7 To support an integrated and efficient transportation network for goods movement, including rail, truck and air travel.
- 3.9.6.8 To work with neighbouring municipalities, York Region, Metrolinx, the Province and other agencies as appropriate to develop a goods movement network that integrates with Provincial, Regional, and Municipal plans.
- 3.9.6.9 To support pilots relating to cargo bike operations in **Strategic Growth Areas** and areas identified for transit-oriented development to limit heavy truck traffic and reduce greenhouse gas emissions, enabled by facilities to transfer and sort packages between cargo bikes and trucks, and temporary parking for deliveries.
- 3.9.6.10 To develop safer fleet practices within the City of Vaughan's fleet operations, including vehicles designed to mitigate risks and impacts to vulnerable road users.
- 3.9.6.11 To support convenient access to rail and highway networks from **Employment Areas** and fast and convenient interchanges for transferring goods between truck and rail.
- 3.9.6.12 To encourage employment uses that generate heavy truck traffic to co-locate in clusters in areas near and adjacent to access to Provincial highways and other major goods movement corridors.
- 3.9.6.13 To work with York Region and the Province to develop and implement a comprehensive truck management strategy or goods movement strategy to:
- support efficient truck movement City-wide and specifically throughout **Employment Areas**;
  - minimize heavy trucks travelling through **Strategic Growth Areas**, **Community Areas** and **sensitive** land uses through monitoring, education and enforcement;
  - minimize adverse impacts on **sensitive** land uses;
  - minimize risks posed by potentially hazardous goods; and

Vaughan has significant resources for goods movement, including the rail corridors and yards, the extensive Provincial highway network, numerous truck terminals and courier hubs, and proximity to Pearson International Airport. These resources provide the structure for integration of goods movement systems for efficient and effective intermodal networks.

- e. explore the creation of research centres, vocational training, or post-secondary opportunities related to the goods movement sector to support the continued success of the goods movement sector.

- 3.9.6.14 To minimize truck activity outside of **Employment Areas** and to reduce adverse impacts from truck traffic on **Community Areas**, **Strategic Growth Areas**, and **sensitive** land uses.
- 3.9.6.15 To plan for **Employment Areas** with sufficient truck access in order to support operations.
- 3.9.6.16 To work with York Region and the Province to develop and implement a goods movement master plan for the **VMC** and surrounding **Employment Areas** to mitigate the adverse impacts of truck traffic.

## 3.10 Vaughan's Infrastructure

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

Vaughan will continue to prioritize and support utility and service infrastructure investments and provide for the effective provision of all services that support the needs of the City. These investments can provide secondary benefits that support placemaking initiatives, such as streetscape redevelopment, and contribute to Vaughan's open space network, such as trails within electricity corridors.

Rising energy and resource costs, limited resource availability, increased greenhouse gas emissions and increasing impacts from climate change are a growing reality. Climate change will place a greater strain on infrastructure and while effort must be made to respond to the impacts from climate change, Vaughan must also support sustainable and efficient services that build resilience to ensure that the City can recover from climate change events and also reduce energy and resource use.

### 3.10.1 General Policies

It is the policy of Council:

- 3.10.1.1 To maximize efficiency and minimize resource and energy consumption by efficiently providing utilities and services, and to support and encourage measures to conserve water and energy resources.

- 3.10.1.2 To provide efficient servicing that meets Vaughan's long-term needs by:
- a. supporting and encouraging measures to conserve servicing capacity;
  - b. implementing efficient and long-term cost-effective means of servicing development;
  - c. supporting a logical extension of municipal services and infrastructure in a coordinated and economically viable and sustainable manner;
  - d. designing sustainable infrastructure and utility corridors to maximize flexibility to accommodate long-term needs, adapt to new technologies and potential new uses, and minimize disruption and cost related to upgrades; and
  - e. coordinating a comprehensive servicing plan with York Region to ensure the growth management objectives of this Plan and the York Region Official Plan are met and phased appropriately.
- 3.10.1.3 To support life cycle planning for all infrastructure, consider the impacts of climate change and be informed by the best available climate science.
- 3.10.1.4 To plan for and protect corridors and rights-of-way for infrastructure facilities to meet current and projected needs.
- 3.10.1.5 To sequence development in an orderly way, coordinated with water, wastewater, stormwater, and transportation capacity, residential/non-residential development thresholds, the provision of **human services**, community facilities and other infrastructure.
- 3.10.1.6 To establish and implement phasing policies to ensure:
- a. that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas as set out in sections of this Plan; and
  - b. the orderly progression of development within **Strategic Growth Areas** and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.
- 3.10.1.7 To recognize that utilities and infrastructure must be designed to be sustainable and minimize their impact on the environment, while also being designed to respond to the impacts of climate change, such as extreme weather events.
- 3.10.1.8 To use investments in utility and service infrastructure to support placemaking initiatives and to maximize the use of major utility corridors for a variety of compatible activities, including recreation and community gardening.



- 3.10.1.9 To support the growth of high speed and reliable data and wireless networks to provide comprehensive service throughout Vaughan.
- 3.10.1.10 To establish a comprehensive solid waste management program to maximize waste diversion for residential and non-residential uses, including limits, diversion targets, program monitoring and awareness.
- 3.10.1.11 That development will proceed in concert with the provision of infrastructure as determined by York Region and City of Vaughan infrastructure master plans and appropriate phasing, such as the City's Stormwater Management Master Plan, as well as the identification of infrastructure triggers, will be established through the Secondary and Block Plan processes as detailed in Chapter 5 of this Plan. This is to ensure that the delivery and planning of infrastructure is coordinated, through the master planning process, with the growth management objectives of this Plan and the Regional Official Plan in terms of intensification, phasing of new communities and completion of existing communities.
- 3.10.1.12 That all development in the **Urban Area** of the City shall be serviced by municipal water, sanitary sewers, storm sewers and other utilities. Conversely, development in the **Agricultural System** will not be serviced by municipal water and sanitary sewers.

## 3.10.2 Providing Water and Wastewater Services

Water and wastewater servicing is an essential component of the City's infrastructure. These systems should be designed for reliability and resiliency, delivering water and wastewater services in a manner that is sustainable.

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

Water consumption generates wastewater, which, in the **Urban Area**, is collected and treated by a large network of wastewater pipes and a series of treatment plants. Collection and treatment of wastewater is expensive and has the potential to introduce contaminants into the natural environment. Vaughan will encourage reduced and more efficient water use, decreasing the need for water and wastewater treatment, saving money and conserving a valuable resource.

Opportunities also exist to reuse greywater for on-site purposes, reducing water consumption and encouraging environmental innovation in reuse of stormwater.

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

It is the policy of Council:

- 3.10.2.1 To support the continuous provision of safe drinking water and wastewater service to the **Urban Area**.
- 3.10.2.2 To prioritize the efficient and sustainable use of drinking water sources, including:
  - a. exploring the most efficient means of water distribution;
  - b. encouraging increased water efficiency and reductions in water use;
  - c. collaborating with the Region to explore practices for water conservation and wastewater reclamation;
  - d. supporting opportunities for water recycling, reuse, reclamation and on-site collection and storage, where feasible; and
  - e. developing green building standards that set specific targets and requirements for water efficiency within new developments, consistent with the policies of this Plan.
  - f. ensuring deep foundations for tall buildings in the **Urban Area** be fully waterproofed.
- 3.10.2.3 That City water and wastewater services will be the preferred form of servicing for all new development in the **Urban Area**.
- 3.10.2.4 That where there is the option to locate infrastructure services within City of Vaughan or York Region Rights-of-Way that the preference for required City of Vaughan municipal services be given to locations with City of Vaughan Right-of-ways.
- 3.10.2.5 That notwithstanding policy 3.10.2.3, existing development may continue on private water services and private sewage disposal systems until the Region's and the City's water supply and distribution systems and wastewater collection and

treatment systems are extended, at which time lots on private services may connect to municipal services subject to local improvement charge procedures.

- 3.10.2.6 That for development outside the **Urban Area**:
- a. **private communal** water and wastewater services are the preferred form of servicing for multi-unit/lot development; and
  - b. where City services or **private communal** services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.
- 3.10.2.7 To only permit **partial services** in the following circumstances:
- a. where they are necessary to address failed individual on-site water and/or wastewater services in existing development;
  - b. within the **Urban Area**, to allow for infilling and minor rounding out of existing development on **partial services** provided that site conditions are suitable for the long-term provision of such services with no negative impacts;
  - c. where **partial services** have been provided to address failed services in accordance with this Plan, infilling on existing lots of record in the **Agricultural System** may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts; and
  - d. in accordance with this Plan, the extension of **partial services** into lands within the **Agricultural System** is only permitted to address failed individual on-site services for existing development.
- 3.10.2.8 To establish and implement an Integrated Urban Water Master Plan to ensure the sustainable delivery of water and wastewater services, long term water efficiency, conservation cost savings and public education.
- 3.10.2.9 To implement the City's Assets Management Plans (Core Assets) to ensure the sustainable delivery of water and wastewater systems.
- 3.10.2.10 To establish a sustainable water and wastewater funding model that fits the needs of the community.
- 3.10.2.11 To provide regular review and updates of City infrastructure standards to ensure appropriate asset sizing, access and conformity with applicable legislation.
- 3.10.2.12 To develop and implement a wastewater inflow and infiltration reduction program and commissioning standards for new wastewater systems.

- 3.10.2.13 Where minor infill development is proposed in the **Agricultural System** on private individual wastewater systems, these systems will be permitted only if it can be demonstrated to the satisfaction of the City that there are no adverse impacts on soil, surface or groundwater quality and quantity.
- 3.10.2.14 To develop a regular wastewater sewer condition assessment program, as condition assessment is one of the primary steps utilized prior to performing maintenance, rehabilitation or replacement activities.
- 3.10.2.15 That water and wastewater servicing capacity, assigned by York Region, be allocated by the City in a manner that supports the policies of this Plan and with other Council approved policies with respect to servicing capacity. **Strategic Growth Areas** shall be the priority when allocating servicing capacity.
- 3.10.2.16 To collaborate with York Region to coordinate and integrate the planning and provision of water and wastewater infrastructure within and beyond the horizon of this Plan with land use planning and growth management throughout the planning process to:
- a. ensure that water and wastewater infrastructure is feasible, financially viable and sustainable over its life cycle;
  - b. explore opportunities for optimization and improved efficiency within existing systems supported by strategies for energy and water conservation and water demand management; and
  - c. address climate change risks and vulnerabilities and resiliency and to reduce greenhouse gas emissions.
- 3.10.2.17 To review **private communal** systems in the context of applicable guidelines and policies that ensure suitable administrative, engineering, environmental and financial arrangements to the satisfaction of the City of Vaughan, York Region and the Province.
- 3.10.2.18 That, in coordination with York Region, water and wastewater systems shall be designed to permit their future expansion, based on planning horizons as determined by the City of Vaughan, into areas designated for urban development and to accommodate all natural tributary areas subject to:
- a. phasing growth in new communities to provide for substantial completion (approximately 75%) of one phase prior to proceeding to future phases;
  - b. identification of key infrastructure requirements to service each phase of growth; and
  - c. the availability of excess capacity in any given area shall not be interpreted to mean that additional development is appropriate or desirable.

- 3.10.2.19 To recognize, prioritize and respond to water-related issues caused by global climate change, including impacts that may affect water quantity and quality.
- 3.10.2.20 To work with York Region on drinking water and wastewater issues in order to:
- a. ensure water and wastewater servicing capacity is available prior to development approval;
  - b. identify and address inefficiencies in the water system in order to conserve water resources, including leaking pipes and infrastructure, and ensure water quality meets the required standards;
  - c. identify and address seepage and leakage issues in the wastewater network to increase efficiency and minimize groundwater impacts and protect aquifers;
  - d. encourage and support public awareness programs to reduce water use, prevent pollution and increase water resource awareness;
  - e. undertake regular servicing studies to understand water capacity and needs; and
  - f. design Vaughan's water and wastewater system to appropriately respond to anticipated impacts from global climate change.
- 3.10.2.21 To undertake a water use audit to identify measures to reduce the non-revenue component of the City's water consumption and to improve overall City-wide water use efficiency.
- 3.10.2.22 To support the development of greywater systems in buildings that filter and reuse wastewater generated from non-toxic sources for toilets, irrigation and other non-contact uses. Approval for greywater systems shall be subject to design standards and approvals by appropriate agencies.
- 3.10.2.23 That within the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, an application for major development shall be accompanied by a sewage and water system plan that meets the requirements of Section 43(1) of the Oak Ridges Moraine Conservation Plan.
- 3.10.2.24 That within the Oak Ridges Moraine Conservation Plan the construction or expansion of **partial services** is prohibited in the Oak Ridges Moraine except where the construction or expansion of **partial services** has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority.
- 3.10.2.25 That within the Oak Ridges Moraine Conservation Plan water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

- 3.10.2.26 That within the Oak Ridges Moraine Conservation Plan policy 3.10.2.24 does not apply to prevent the connection to municipal water for existing lots and for lots in Plan of Subdivision applications which received draft plan approval prior to November 16, 2001, in the Woodland Acres Area, where the lots have been approved for development on the basis of private sewage disposal systems and a municipal water supply.
- 3.10.2.27 That proposals for infrastructure within or crossing the Protected Countryside of the Greenbelt Plan shall demonstrate that:
- a. sewage and water servicing can be provided in a manner that does not negatively impact ecological features and functions, quality and quantity of ground and surface water, including stream baseflow, and is sufficient to accommodate the proposed use(s);
  - b. applicable recommendations, standards or targets within the Humber River Watershed Plan, Don River Watershed Plan, and water budgets are reflected; and
  - c. any sewage and water servicing installation is planned, designed and constructed to minimize surface and groundwater disruption.
- 3.10.2.28 That within the Greenbelt Plan where settlements that do not currently have Great Lake or Lake Simcoe-based water and sewage services, extensions to or expansions of existing Great Lake or Lake Simcoe-based services to such settlements is not permitted, unless such servicing is required to address failed individual on-site sewage or water services or to ensure the protection of public health where it has been determined by a medical officer of health (or health authority) that there is a public health concern associated with existing services within the settlement. The capacity of the services provided in these circumstances will be restricted to that required to service the affected existing settlement plus the capacity for potential development within the approved settlement boundary as it existed on the date the Greenbelt Plan came into effect.
- Where site conditions are suitable for the long-term provision of such services, is only permitted in the following circumstances:
- a. where such servicing is necessary to address failed individual on-site sewage or water services serving existing development; or
  - b. to allow for infilling and intensification within settlement areas served by **partial services** as of the date this Plan came into effect.
- 3.10.2.29 That where settlements currently have approvals for Great Lake based water and/or sewer services as of December 16, 2004, the date the Greenbelt Plan came into effect, such services may be extended and expanded to service growth within an approved settlement boundary as it existed on the date the Greenbelt Plan

came into effect. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by the Greenbelt Plan.

- 3.10.2.30 That within the Greenbelt Plan, the extension of municipal or **private communal** sewage or water services outside of a settlement boundary shall only be permitted in the case of health issues or to service existing uses and the expansion thereof adjacent to the settlement. Notwithstanding the above, where municipal water services exist outside of settlements areas, existing uses within the service area boundary as defined by the environmental assessment may be connected to such a service.
- 3.10.2.31 That within the Greenbelt Plan when siting new municipal and other wells, consideration shall be given to the location of vulnerable areas.

### **3.10.3 Stormwater Management**

It is the policy of Council:

- 3.10.3.1 To implement the City-wide Integrated Urban Water Plan and the City's Assets Management Plans (Core Assets), as may be amended from time to time, to ensure the sustainable delivery of stormwater systems.
- 3.10.3.2 That planning for stormwater management shall:
- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
  - b. minimize, or, where possible, prevent increases in contaminant loads;
  - c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of **green infrastructure** as set out in subsection 3.10.4;
  - d. mitigate risks to human health, safety, property and the environment;
  - e. maximize the extent and function of vegetative and pervious surfaces; and
  - f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.
- 3.10.3.3 To recognize the value of stormwater as a resource and encourage the reuse of stormwater and snowmelt for on-site, non-potable uses, such as greywater systems and irrigation.



- 3.10.3.4 To recognize stormwater management facilities as a functioning part of Vaughan's natural water system and ecosystem. New development will employ sustainable stormwater management practices that are sensitive to the natural environment and natural heritage features.
- 3.10.3.5 That new development must satisfy the City with respect to Stormwater Management Criteria for water quantity (flood flow) control, water quality control, erosion control, groundwater recharge and water balance,
- 3.10.3.6 To encourage the implementation of innovative stormwater management approaches in accordance with City Policies and Procedures as well as Provincial and TCRA guidance documents, as applicable.
- 3.10.3.7 For all development, a treatment train approach to stormwater be considered, consisting of source controls (for example, **green roofs**, permeable paving, soak away pit), conveyance controls (for example, bioswales and permeable pipes), and end of pipe treatment (for example, **wetlands** and ponds). Consideration of the suitable treatment train approach will be determined by local studies. Such studies should also include direction regarding the short- and long-term maintenance needs for the recommended source controls, conveyance controls, and/or end of pipe treatment.
- 3.10.3.8 To consider undertaking a separate study, or including in any Functional Servicing Study, a review of existing storm water facilities to establish a long-term plan for their improvement or replacement, as required, to ensure that they maintain environmental ecological, structural, and functional integrity and provide a net benefit to the environment and for the community to the greatest extent practical.
- 3.10.3.9 To work with the Region and relevant agencies to develop and implement a long-range stormwater master plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development.
- 3.10.3.10 To require appropriate stormwater management facilities and outlets be designed in accordance with the City's Engineering Design Criteria Standards.
- 3.10.3.11 That new stormwater facilities shall be:
- a. located outside of **valley and stream corridors**, unless approved by the City and the Toronto and Region Conservation Authority in consultation with the Province; and
  - b. integrated into the design of the proposed development to positively contribute to the overall character of the development.
- 3.10.3.12 To require new stormwater management facilities to be designed as local amenities while also providing a utilitarian function, in part by:



- a. locating stormwater facilities adjacent to open spaces, parks and/or natural heritage areas contributing to a connected system and to encourage public access to these facilities, where appropriate;
- b. using street patterns to ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community;
- c. co-locating stormwater management facilities and features with parklands and infrastructure, where suitable and deemed appropriate by the City through related policies and procedures;
- d. integrating stormwater facilities into surrounding developments as publicly accessible open space, exploring opportunities for pedestrian access around above-ground stormwater ponds to create views of the natural landscape and support connectivity to the City's greenspace; and
- e. encourage the orientation, design and construction of these facilities as naturalized or formal landscapes that are complementary to adjacent features, functions and linkages including adjacent landscapes or natural heritage features. These facilities will be naturalized to complement the adjacent natural features and area and integrated with open spaces and trails, where safe and possible.

- 3.10.3.13 To update new standards when new types of stormwater assets are constructed within the City. To develop a **risk assessment** tool to prioritize surveillance activities for stormwater management ponds that have the greatest likelihood of being a productive mosquito breeding site.
- 3.10.3.14 To monitor for new research on the attributes of stormwater management ponds associated with mosquito breeding and effective design and vegetation management strategies as they emerge, including initiatives set out by the York Region Control Plan. While also ensuring systems are designed to be accessible for maintenance and ongoing monitoring. Additional monitoring around nearby pipes and catch basins should be considered for mosquito breeding concerns.
- 3.10.3.15 To not locate stormwater management facilities within **Natural Areas** or significant natural heritage features. In limited circumstances, stormwater management facilities may be located adjacent to, but not within, natural heritage features, where it can be demonstrated to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, that the facility will not result in any negative impact on the feature or its function.
- 3.10.3.16 That stormwater management infrastructure that is proposed to be located within the Provincial Greenbelt area is to be in accordance with the Greenbelt Plan.

- 3.10.3.17 To require that proposed stormwater management quality, quantity, erosion control and water balance for ground water and natural features be developed as part of a Master Environment and Servicing Plan in order to permit proper assessment of development impacts upon environmental features.
- 3.10.3.18 That the Master Environment and Servicing Plan will apply a range of stormwater management practices, including Low Impact Development, to address water quality control, baseflow management, temperature moderation and aquatic habitat protection. The selection of stormwater management techniques will be governed by flood and erosion conditions, the type of fisheries present, soil conditions and local groundwater conditions. Preliminary and final design will be to the satisfaction of the City and the Toronto and Region Conservation Authority, in consultation with the Ministry of the Environment.
- 3.10.3.19 To continue to refine the asset inventory to have a more accurate representation of the current state of the stormwater infrastructure. To develop a regular storm sewer condition assessment program.
- 3.10.3.20 To require that road, transit and other infrastructure projects that entail expansion of an existing service provide full stormwater management for new and existing infrastructure, where practically feasible.
- 3.10.3.21 To require the use of source controls in parking lots and other large, paved surfaces such as oil/grit separators where deemed necessary by the City in consultation with the Province.
- 3.10.3.22 To encourage, where development has outdated or absent stormwater controls, stormwater retrofitting to the greatest extent possible to incorporate a treatment train hierarchy with source, conveyance and end-of-pipe measures that provide water quality treatment, erosion control, flood control and address water balance objectives.
- 3.10.3.23 To encourage low impact development and a treatment train approach to stormwater management through the development review process and by implementing and monitoring a stormwater rate program, including the technical and community engagement aspects and innovative pilot initiatives.
- 3.10.3.24 To implement end-of-pipe stormwater retrofits as outlined in the City's stormwater management retrofit study, the City Pond Retrofit Study, as may be amended from time to time.
- 3.10.3.25 To require that all significant development provide post-development stormwater quantity control to pre-development levels for all necessary storm events and stormwater quantity control in accordance with current guidelines in consultation with the Toronto and Region Conservation Authority and the Ministry of the Environment. Should a subsequent Toronto and Region Conservation Authority-

approved **watershed** hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with the Toronto and Region Conservation Authority.

- 3.10.3.26 To work with the Toronto and Region Conservation Authority, and other service providers, to monitor the effects of new development and redevelopment in the **Urban Area** on receiving Watercourses and the hydrologic balance in order to apply adaptive management measures as necessary to maintain water balance and evaluate flooding on downstream flood vulnerable areas.
- 3.10.3.27 To introduce a stormwater charge that allows the City to improve stormwater assets and mitigate flooding in response to the impacts of climate change.
- 3.10.3.28 To integrate climate change considerations into guidelines for flood control and stormwater management by:
  - a. ensuring the City's Engineering Design Standards incorporate low impact development pursuant to subsection 3.10.4 of this Plan and a treatment train approach to stormwater management; and
  - b. incorporating Provincial requirements to have regard for climate change in Environmental Assessments.
- 3.10.3.29 To develop environmental and flooding protection initiatives to have a comprehensive understanding as to the impacts of climate change and stormwater infrastructure required to address environmental upgrades.
- 3.10.3.30 To require comprehensive flood and stormwater management plans for areas undergoing intensification and redevelopment in advance of or concurrent with development approvals.
- 3.10.3.31 That notwithstanding the policies of this Plan and the Oak Ridges Moraine Conservation Plan, new **rapid infiltration** basins and new **rapid infiltration** columns are prohibited in the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4.
- 3.10.3.32 That within the Greenbelt Plan stormwater management systems are prohibited in key natural heritage features or **key hydrologic features** and their associated vegetation protection zones.

## 3.10.4 Green Infrastructure

**Green infrastructure** refers to natural and human-made elements that provide ecological and **hydrological functions** and processes. It can include parklands, stormwater management systems, street trees, and **green roofs**, as well as natural areas like **wetlands** and agricultural lands. It is an integral form of infrastructure that can be realized through several different interventions, such as protecting and

enhancing the tree canopy or retrofitting existing stormwater management systems, and will help the City and its residents achieve co-benefits.

The policies of this Section support the integration of **green infrastructure** to complement existing infrastructure, including the requirements for innovative low impact development opportunities and best practices that minimize the risks associated with natural and human made hazards.

It is the policy of Council:

- 3.10.4.1 To encourage the use of **green infrastructure** to complement existing infrastructure, including the requirement for innovative low impact development (LID) opportunities and best practices that minimize the risks associated with natural hazards.
- 3.10.4.2 To create a framework for the ongoing maintenance of **green infrastructure** and low impact development measures as part of the City's Asset Management Plans.
- 3.10.4.3 To promote and provide leadership in sustainable forms of development, green building technologies and **green infrastructure** investment to:
  - a. conserve and protect the quality of water resources – surface water, **wetlands**, recharge areas;
  - b. achieve greater energy efficiency and reduce greenhouse gas emissions;
  - c. improve access to local foods;
  - d. support walking, cycling, and public transportation;
  - e. reduce and better manage waste; and
  - f. protect the **Natural Areas**, including habitats that support biodiversity.
- 3.10.4.4 To improve ecosystem connectivity, providing habitats and improving biodiversity through approaches such as **green roofs**, urban forest enhancements, urban agriculture, rain gardens, pollinator gardens, meadows, naturalized front and backyards.
- 3.10.4.5 To seek opportunities to integrate **green infrastructure** and low impact development during the conceptual design stage or project scoping stage to:
  - a. City roads and other municipal facilities, within road rights-of-way or to the City's transportation network and municipal facilities; and
  - b. City-owned parks, open spaces, and recreational facilities. Integrating **green infrastructure** within parks to reduce the vulnerability to climate

change impacts and enhance the resiliency through **green infrastructure** features.

- 3.10.4.6 To encourage the use of **green infrastructure** and appropriate low impact development techniques to:
- a. capture and treat runoff from areas with impervious surfaces; and
  - b. support the reduction of the urban **heat island effect**.
- 3.10.4.7 To support sustainable and resilient policies, including stormwater management policies that support **green infrastructure** and low impact development within a treatment train approach.
- 3.10.4.8 To incorporate appropriate low impact development and **green infrastructure** when:
- a. developing stormwater master plans or the equivalent for areas within the City of Vaughan; and
  - b. undertaking stormwater management planning to assess the impacts of extreme weather events, encouraging the use of landscape-based stormwater management.
- 3.10.4.9 That all existing, expanded or new infrastructure subject to and approved under the Federal *Impact Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act*, the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside of the Greenbelt Plan, subject to the policies of Section 4.2.1 of the Greenbelt Plan.
- 3.10.4.1 To encourage the location of stormwater management facilities with a preference for at source controls, low impact development concepts and **green infrastructure** where feasible and compatible with planning and engineering objectives.

### **3.10.5 Maximizing Investments in Utilities**

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

Large scale investments in infrastructure and utilities can be used to provide a broad range of benefits that extend beyond Vaughan's service needs, including the benefit of coordinating infrastructure investments with placemaking and City-building opportunities. These infrastructure renewal projects occurring within existing public rights-of-way can serve as opportunities to invest in streetscape

initiatives, such as tree planting, redesigned sidewalks, the introduction of street furniture, public art and other initiatives.

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

Vaughan has two high voltage electricity transmission lines and associated distribution facilities, and a TransCanada natural gas pipeline also crosses Vaughan south of Kirby Road and which includes a compressor station. This utility infrastructure can be seen on Schedule 12. As large-scale investments, major utility corridors should be protected from activities and development that may threaten their long-term viability.

It is the policy of Council:

- 3.10.5.1 To plan for and protect corridors for infrastructure, including electricity generation facilities and transmission systems to meet current and future needs.
- 3.10.5.2 To maximize the flexibility and adaptability of utility corridors within public rights-of-way to maintain corridors that can accommodate long-term needs and are able to adapt to new technologies.
- 3.10.5.3 To facilitate the coordination of all utilities and services within public rights-of-way and to work with utility providers to coordinate infrastructure renewal and redevelopment. Coordinated infrastructure redevelopment initiatives will consider placemaking opportunities of utility investments, as discussed in this Plan as well as the efficient use of public space for their accommodation.
- 3.10.5.4 To support the provision of utilities within public rights-of-way to provide efficient and reliable service.
- 3.10.5.5 To request that utility providers work with the City to implement streetscape improvements and other placemaking initiatives when undertaking new utility infrastructure and development projects within public rights-of-way.
- 3.10.5.6 That visual impacts from the provision of services and utilities shall be encouraged to be minimized through infrastructure design, site design, landscaping and other

means, and that municipal design policies and guidelines provide direction for utility and infrastructure design at a City-wide and local scale.

- 3.10.5.7 That metering equipment, transformer boxes, power lines, conduit equipment boxes and other utility equipment and devices be designed and located to reduce their visibility from and within the public realm, improve the quality of the streetscape and reduce clutter in rights-of-way. Further direction may be provided through urban design guidelines.
- 3.10.5.8 That where appropriate, the City, in consultation with the utility provider will encourage the use of major utility rights-of-way for **greenways**, recreational uses, community and private gardening, trails, commuter parking lots and stormwater ponds, subject to easement rights and/or approval processes established by the utility provider.
- 3.10.5.9 To support that servicing and utilities that are provided in a sustainable manner, and that:
- a. environmental assessments for infrastructure planning shall evaluate economic, social, cultural and environmental considerations in order to maximize benefits from future investments, where applicable;
  - b. all servicing and utilities infrastructure shall be developed in a manner that is consistent with the natural heritage policies of this Plan and that new infrastructure shall be directed outside of the **Core Features** of the Natural Heritage Network identified on Schedule 2 and any hazard areas, where feasible;
  - c. the removal of existing infrastructure from the **Core Features** of the Natural Heritage Network and hazard areas should be encouraged when development occurs or when infrastructure is at risk or undergoing maintenance;
  - d. that all utilities, infrastructure and servicing within the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area identified on Schedule 4 shall be subject to the policies of the Oak Ridges Moraine Conservation Plan or Greenbelt Plan and the policies of this Plan which apply to those plan areas; and
  - e. infrastructure be planned and designed to ensure long term fiscal sustainability through advanced design standards, asset management programs, and provision for efficient, cost-effective operations.
- 3.10.5.10 That, on lands designated **Oak Ridges Moraine Natural Core** Area, **Oak Ridges Moraine Natural Linkage** Area and **Oak Ridges Moraine Countryside** Area on Schedule 4 and Schedule 13, service and utility trenches for infrastructure and utilities where permitted in accordance with the Oak Ridges Moraine



Conservation Plan shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

### 3.10.6 Hydro Corridors

Vaughan's electricity is delivered through a large network of electricity transmission and distribution facilities, including overhead and underground wires, transformer and municipal substations, poles and structures, and other infrastructure. Hydro One is responsible for provincial electricity generation and for provincial distribution, including the high voltage electricity transmission and distribution facilities that pass through Vaughan. Comparatively, the local delivery of electricity in the City is the responsibility of PowerStream.

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

It is the policy of Council:

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



- 3.10.6.8 To assess opportunities for energy conservation and distribution, including peak demand reduction, resilience to power disruptions, and smaller-scale local energy solutions that incorporate **renewable energy**, district energy, combined heat and power or energy storage, supporting policies as referenced in subsections of this Plan.
- 3.10.6.9 To support energy conservation and efficiency through effective land use planning and the policies as referenced in subsections of this Plan.

### **3.10.7 Natural Gas**

TransCanada Pipelines Limited operates high pressure natural gas pipelines within its right-of-way and is regulated by the National Energy Board. Any development within close proximity of TransCanada's facilities may affect the safety and integrity of the pipeline. There exist a number of requirements regulating development in proximity to pipelines, including approvals for activities on or within thirty metres of the right-of-way such as excavation, blasting and any movement of heavy equipment.

It is the policy of Council:

- 3.10.7.1 That, for development proposals within 200 metres of the pipeline right-of-way or compressor station, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. The pipeline right-of-way is shown on Schedule 12.
- 3.10.7.2 That no permanent building or structure may be located within seven metres of the pipeline right-of-way. A reduction in the seven metre setback will only be considered if it can be demonstrated, to TransCanada's satisfaction, that it will not compromise the safety and integrity of the pipeline and if all necessary municipal approvals are obtained.
- 3.10.7.3 That no building or structure is permitted within 3 metres of the right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.
- 3.10.7.4 That regard shall be given to noise levels where development is proposed in close proximity to the TransCanada compressor station. A noise and vibration study, to be carried out by the proponent, may be required for development proposals within 750 metres of the compressor station. The study will determine if provincial guidelines can be achieved, and if necessary, recommend appropriate mitigation measures.

- 3.10.7.5 That, where appropriate, the City will encourage the use of TransCanada's right-of-way for open space and trail purposes including an east-west open space link, subject to TransCanada's easement rights.
- 3.10.7.6 To assess opportunities for energy conservation, efficiency and distribution, including peak demand reduction, resilience to power disruptions, and smaller-scale local energy solutions that incorporate **renewable energy**, district energy, combined heat and power or energy storage, supporting policies set out in subsections of this Plan.

## **3.10.8 Telecommunications and Data**

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

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

It is the policy of Council:

- 3.10.8.1 To encourage the development of efficient, comprehensive and coordinated communications and telecommunications infrastructure and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services.
- 3.10.8.2 To undertake discussions with utility providers regarding the feasibility of servicing existing and future employment areas with leading edge telecommunications services, including broadband technology, to attract knowledge-based industries and support the economic development, technological advancement and growth of existing businesses.
- 3.10.8.3 To foster an economic environment that supports businesses, employment and volunteer opportunities, attracts and retains talent through securing advanced infrastructure relating to communications and network facilities, such as broadband to support a knowledge economy.
- 3.10.8.4 To work with York Region to identify opportunities for enhancing and delivering growth-related broadband services, including partnerships and collaboration between both the public sector and private sector network.

- 3.10.8.5 That providers shall be encouraged to share telecommunications and data infrastructure, where feasible, to minimize adverse impacts, including visual impacts, from wireless towers.
- 3.10.8.6 To develop comprehensive Site Planning and design guidelines to provide direction for the development of wireless communications infrastructure, including:
- a. locating telecommunications towers and infrastructure to the rear of lots and away from streets and prohibiting locating such towers in parks;
  - b. minimizing adverse impacts, including visual impacts, on surrounding uses;
  - c. supporting integration into existing or new buildings and structures;
  - d. engaging cellular service providers early in the development process to facilitate integration of wireless telecommunications infrastructure into development;
  - e. ensuring infrastructure blends in with the existing built and natural landscape; and
  - f. encouraging towers to be camouflaged where they are located in **sensitive** areas, including the **Agricultural System**, open space and residential areas.
- 3.10.8.7 To develop broadband policies that support implementation of emerging technologies, advanced telecommunications and open access conduit on all existing and future City roads and within subdivisions.
- 3.10.8.8 To enhance existing communities within the City by incorporating broadband infrastructure as required.
- 3.10.8.9 To consider potential impacts on existing utility infrastructure and opportunities for enhancement and/or replacement, as part of street construction, improvements and maintenance through discussions with utility providers.
- 3.10.8.10 That the Telecommunications and Data policies 3.10.8.5 and 3.10.8.6 will not apply until such time as the Telecommunication Facility Siting Protocol Task Force has concluded its work and Council has adopted new policies.

## **3.10.9 Managing Vaughan's Waste**

Vaughan is committed to reducing and diverting waste, while promoting the sustainable use of City resources. This will be accomplished through City-wide three-stream waste collection (waste, recycling and compost) and programs to achieve ambitious reduction and diversion targets, waste can be minimized.

It is the policy of Council:

- 3.10.9.1 To support York Region and the Province in the implementation of the Food and Organics Waste Policy Statement and *Resource Recovery and Circular Economy Act*.
- 3.10.9.2 To foster a culture of conservation and a circular economy that promotes the efficient use of materials and resources, the maximization of the useful life of materials and resources, and the reduction of unnecessary waste generation.
- 3.10.9.3 To advance the circular economy across the City, including the implementation of York Region's Integrated Waste Management Master Plan, known as the SM4RT Living Plan which sets the stage for waste diversion and prevention in York Region to 2059 and beyond.
- 3.10.9.4 To encourage the industrial, commercial and institutional sectors to develop waste reduction programs that support the City's priorities for a more circular economy.
- 3.10.9.5 To identify new opportunities for energy from waste, source reduction, reuse and diversion, where appropriate.
- 3.10.9.6 To support Vaughan's comprehensive waste management strategy to:
- a. promote waste diversion, including composting and recycling;
  - b. enhance waste reduction, anaerobic digestion;
  - c. identify targets for waste diversion for residential and non-residential users;
  - d. establish a program of monitoring and reporting to track waste diversion progress;
  - e. identify new opportunities for source reduction, reuse and diversion where appropriate;
  - f. monitor the overall effectiveness of waste diversion to minimize the reintroduction of diverted waste into traditional waste streams;
  - g. support residential and non-residential programs that promote waste reduction and diversion;
  - h. encourage public awareness around waste reduction and the adverse environmental, economic and social effects of waste;
  - i. provide convenient and accessible waste disposal sites for highly toxic or other materials that are not accepted within traditional waste streams; and
  - j. coordinate and streamline waste collection and diversion with York Region.

- 3.10.9.7 To work with the Region and the private sector to ensure new development includes systems that allow for the sorting of solid waste at the unit level, building level and in every neighbourhood including for recyclables, organic material, textiles, and residual garbage.
- 3.10.9.8 To require that all new multi-unit residential buildings:
- a. incorporate three-stream (waste, recycling, compost) collection capabilities;
  - b. adhere to minimum waste requirement standards for vertical loading and clearances that are up to industry standards; and
  - c. support the participation of existing multi-unit residential buildings in three-stream collection capabilities.
- 3.10.9.9 To support the reduction of waste, Council shall support the adaptive reuse of older and existing building stock, including buildings of cultural/heritage importance as an alternative to demolition.
- 3.10.9.10 To design City-owned and operated facilities to be a model for reduced waste generation and high rates of waste diversion.
- 3.10.9.11 To use closed loop systems for new and existing City-owned buildings and facilities to minimize waste and integrate other sustainability practices into systems and services that support waste diversion.
- 3.10.9.12 To identify and support source-based waste reduction strategies, including:
- a. working with retailers to reduce goods packaging and other forms of waste including shopping bags;
  - b. supporting on-site recycling programs and/or facilities at waste sources such as retailers;
  - c. minimizing the production and sale of toxic materials, where feasible;
  - d. minimizing the production of municipal communications and advertising materials, including mailings, brochures and other materials, in support of electronic and other methods of communication and advertising; and
  - e. targeting specific waste streams that offer limited opportunities for recycling, pose potential hazards to municipal landfills, or are a large contributor to litter.
- 3.10.9.13 To support waste reduction, recycling and reuse of building materials and demolition debris in the construction process by:
- a. encouraging partners in the public and private sectors to develop a recycling program for construction waste;

- b. requiring construction waste reduction strategies to be implemented on construction projects in the City; and
  - c. requiring that buildings constructed by the City will implement waste diversion targets established in appropriate green development standards.
- 3.10.9.14 To encourage the development of eco-industrial networks in **Employment Areas** to maximize opportunities for reuse of industrial by-products and waste.
- 3.10.9.15 To investigate and implement as feasible, potential opportunities for innovative energy-from-waste programs in Vaughan, provided that energy-from-waste initiatives:
  - a. be planned in coordination with York Region and other government agencies;
  - b. have minimal impacts to air quality and climate change due to emissions;
  - c. be located in **Employment Areas** where they will have minimal impacts on surrounding land uses; and
  - d. be co-located with compatible land uses that can potentially benefit from by-products.

## 3.11 Community Services and Facilities

### 3.11.1 General Policies

Sustainable infrastructure, including the provision of resilient and well-maintained community facilities, services and utilities are critical to meeting everyday needs and to supporting economic growth and development. Much of the work to achieve **complete communities** will be to ensure that growth happens in an efficient, coordinated and compact manner, and in the areas that are well serviced or that can be serviced with planned or existing infrastructure, like reliable transit, cycle paths and network, emergency shelters, day care centres, healthcare, schools and employment centres.

Climate change is placing a greater strain on communities and the expansion and maintenance of infrastructure. There is also a need for energy efficient services that reduce GHG emissions and a need for community facilities that can withstand climate hazards and extreme conditions. The City of Vaughan places priority on services and community infrastructure that will enable the City to deal with many pressing issues such as community safety, clean drinking water, access to health facilities, reducing traffic congestion and issues related to growth and the quality of municipal services for future development.

It is the policy of Council:

- 3.11.1.1 To support consistent levels of investment to order to successfully implement the City of Vaughan Parks, Recreation, Libraries Master Plan, known as the Facilities Development Plan for Parks Recreation and Libraries, in order to provide library and recreation facilities and parks and open spaces.
- 3.11.1.2 To regularly update the City's various master plans, such as the Facilities Development Plan for Parks Recreation and Libraries, Age Friendly Community Action Plan, Asset Management Plans (AMP), the City's Integrated Urban Water Master Plan including any necessary adjustments to facility needs and targets based on updated long-term population targets and growth patterns to ensure continued alignment with this Plan.
- 3.11.1.3 To work with York Region and other levels of government and private and public social service providers to plan for the provision of human and social services that will continue to meet the needs of Vaughan residents.
- 3.11.1.4 To provide community services and infrastructure that aligns growth with the timing and delivery of infrastructure while ensuring infrastructure is phased appropriately to maintain financial sustainability.
- 3.11.1.5 To support sustainable and resilient policies and actions, including those that support **green infrastructure**.
- 3.11.1.6 To provide community facilities and services that meet the civic, cultural, educational, recreational, religious, social and emergency services needs of all residents, employees and visitors to the City of Vaughan, including Indigenous Peoples and equity deserving groups.

## **3.11.2 Community Facilities**

Community facilities include arts and recreation facilities, museums, libraries, community health and resource centres, schools, places of worship, day care centres, long-term care facilities and emergency services. Vaughan's Active Together Master Plan provides direction for the municipal provision of many of these services and facilities. Community services and facilities also include emergency services such as fire, police and emergency medical services and dispatch centres.

A variety of private and non-governmental organizations provide community facilities that improve the quality of life for Vaughan residents and employees, in addition to the existing community infrastructure provided by Vaughan and York Region.

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

It is the policy of Council:

- 3.11.2.1 To support new and renovated community service and recreation facilities that are appropriately designed, and:
- a. conveniently accessible by transit, bicycle and on foot;
  - b. centrally located in the area in which they provide service;
  - c. supportive of **active frontages**;
  - d. in proximity to other community services and facilities and places of gathering, where possible;
  - e. designed to support the Sustainability Metrics Program, as set out in subsection 3.1 of this Plan;
  - f. designed to support universal accessibility; and
  - g. designed to include public art where appropriate.
- 3.11.2.2 To encourage the reuse of existing municipally owned facilities for new community serving uses, and to encourage the co-location of multiple activities and services, such as recreational buildings, libraries and arts and cultural facilities.
- 3.11.2.3 To review existing community facilities to determine the services that are available are appropriate and equitable to the community, supporting the improvement and addition of community facilities in areas that are underserved to encourage the creation of a **complete community**.
- 3.11.2.4 To encourage and support the development of joint and/or shared community facilities, such as schools, community centres, libraries, day care centres or other appropriate facilities, on shared sites and, where appropriate, adjacent to public parks.
- 3.11.2.5 To coordinate development of community facilities in an orderly way with water, wastewater, and transportation capacity, residential/non-residential development thresholds, human and social services and other infrastructure.



- 3.11.2.6 That, notwithstanding the planning horizon of this Plan to the year 2051, longer term population and employment forecasts or the life cycle of infrastructure assets may be used for infrastructure planning studies undertaken by or for the City, provided that they conform to Provincial growth forecasts.
- 3.11.2.7 To require, at the direction of the City, that a Community Services and Facilities Impact Study be prepared to accompany certain development applications or the preparation of detailed planning studies such as a Block Plan.

### 3.11.3 Community Centres and Services

It is the policy of Council:

- 3.11.3.1 That community centres shall be planned to develop as, or evolve into, full service centres that provide for a wide variety of community needs in addition to recreation. To achieve this, community centres may include a variety of municipal services, local-serving retail and limited commercial uses that would contribute to the overall function of the centre as a community hub.
- 3.11.3.2 To construct community centres to an urban design standard that includes the consideration of alternative site size, **universal design**, the use of multi-storey buildings, shared facilities, measures to support transit and **active transportation**.
- 3.11.3.3 To encourage community centres and services in community hubs that where appropriate, contain a provision of joint facilities, either with the school boards, the City, private development, community services agency/organization, or any combination, for community service purposes.
- 3.11.3.4 To explore the potential for the intensification of existing community centres through the development of residential and local-serving retail and community service uses.
- 3.11.3.5 To assess the adequacy of existing community services and implement a strategy for the timely provision of these services, in the form of community hubs.
- 3.11.3.6 To coordinate the delivery of community services to meet the needs of the City of Vaughan by supporting the co-location or clustering of community centres and services in community hubs.
- 3.11.3.7 To promote maintaining and adapting existing community centres and services in community hubs to meet the needs of the City and to optimize the long-term viability of public investments.
- 3.11.3.8 To ensure that existing community services are located in or near **Strategic Growth Areas** or community hubs and are easily accessible by **active transportation** and transit.

- 3.11.3.9 That community centres and services be responsive to Vaughan's diversity with a range of cultural and age-friendly facilities and services.
- 3.11.3.10 To support the provision of senior- and newcomers-focused services in multiple languages and to support targeted social services outreach to specific communities with high levels of seniors, new Canadians, people living below the poverty line, children and youth.
- 3.11.3.11 To implement the community service objectives of the Facilities Development Plan for Parks Recreation and Libraries, as amended from time to time, by ensuring the per-capita targets for indoor community centres and indoor recreation facilities are met and that planned facilities are sufficient to meet the needs of projected residential populations.
- 3.11.3.12 That community centres have a key role to play in the City's emergency management planning, as potential safe spaces for shelter, and should be located in areas of low-risk in addition to other location criteria listed in subsection 3.11.3.

### **3.11.4 Schools and Day Care**

It is the policy of Council:

- 3.11.4.1 That schools are permitted in all residential, mixed-use and institutional land use designations, in accordance with the policies contained in Chapter 4 of this Plan. The precise location, size and number of schools shall be established in consultation with the appropriate school board through the Secondary Plan and/or Block Planning process.
- 3.11.4.2 That development of schools shall be directed outside of **hazardous lands** and **hazardous sites**.
- 3.11.4.3 To explore, with the school boards, smaller school sizes that better fit into the desired planned context of **Strategic Growth Areas**.
- 3.11.4.4 To consult with school boards to plan and design schools as part of complete communities and to facilitate safe school travelling by:
- centrally locating schools in communities and adjacent to parks, where appropriate;
  - incorporating pedestrian friendly site design;
  - incorporating **active transportation** and transit linkages; and
  - incorporating schools into the base of multi-storey buildings in **Strategic Growth Areas** with access to outdoor play space.

- 3.11.4.5 To continue to seek shared use agreements with school boards for the use of school facilities for community purposes after school hours.
- 3.11.4.6 To ensure that the City plans for day care centres in new and existing communities as the City continues to grow. This may be achieved by encouraging day care centres:
- a. in mixed use communities and intensification areas;
  - b. in coordination with other community facilities;
  - c. in residential areas as a neighbourhood supportive use;
  - d. as an ancillary use or adjacent to employment areas while conforming to Regional and Provincial guidelines regarding the separation of **sensitive** land uses; and,
  - e. in accordance with the policies contained in Chapter 4 of this Plan
- 3.11.4.7 To ensure that day care centres and school facilities are designed to a high standard for safety, size, location, orientation and comfort, as regulated by school boards, in addition to the specific standards in the zoning by-law to regulate the appropriate size, configuration, siting, sunlight exposure, landscaping, setbacks and buffering provisions for the associated outdoor play area.
- 3.11.4.8 To consider the provision and location of day care centres in the preparation of Secondary Plans, plans of subdivision and development plans or Site Plans, giving consideration to the needs of the local community, the availability of existing services and the expected composition of the resident and employment populations.
- 3.11.4.9 To support the reuse of surplus school properties and facilities and parks for social services and community, cultural or **affordable housing** facilities.

### **3.11.5 Libraries**

It is the policy of Council:

- 3.11.5.1 That libraries are permitted in all residential, mixed-use, employment and institutional land use designations in accordance with the policies contained in Chapter 4 of this Plan. Suitable library sites shall be identified through the Secondary Plan and/or Block Planning process and shall be identified in consultation between landowner groups, the Vaughan Public Library Board and the City of Vaughan.
- 3.11.5.2 To implement the library facility objectives of the Active Together Master Plan, including targets for neighbourhood, community and resource libraries, through

per-capita targets for library facilities and that existing and planned library facilities are sufficient to meet the needs of projected residential populations.

- 3.11.5.3 To ensure that new and renovated libraries are appropriately designed, and that these facilities shall be:
- a. conveniently accessible by transit, bicycle and on foot;
  - b. centrally located in the community which they service;
  - c. designed to support the Sustainability Metrics Program as set out in subsection 3.1 of this Plan;
  - d. designed to provide service provision levels to all groups, ages, and abilities of the communities they support;
  - e. assessed for integration with surrounding community hubs and intensification areas;
  - f. designed to support universal accessibility; and
  - g. designed to include public art where appropriate.
- 3.11.5.4 To encourage and support the development of joint or co-located library facilities such as community centres, schools, or other appropriate facilities.

## **3.11.6 Public Safety Services**

It is the policy of Council:

- 3.11.6.1 That public safety services such as fire halls, emergency health service stations and police stations may be located within all land use designations, in accordance with the policies of Chapter 4 of this Plan, to facilitate optimal response times.
- 3.11.6.2 To plan for future sites for public safety services through the planning and development process.
- 3.11.6.3 To strategically locate public safety services:
- a. with access to arterial roads to support the effective and efficient delivery of emergency management services; and
  - b. outside of **hazardous lands** and **hazardous sites**.
- 3.11.6.4 To recognize the challenges extreme weather conditions may place on equity-deserving populations within the City of Vaughan and work with community partners to provide community resources and facilities during a heat or cold alert.

- 3.11.6.5 To develop an extreme temperature protocol which may include the provision of heating and cooling shelters in the City for those who require temporary shelter from the extreme temperatures.

### 3.11.7 Human and Social Services

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

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

It is the policy of Council:

- 3.11.7.1 To work with private, government and non-governmental organizations to develop guidelines, criteria, and policies for consideration of human and social services needs in development review processes.
- 3.11.7.2 That opportunities for the provision of human and social services be incorporated into the design and evaluation of existing communities, **New Community Areas** and **Strategic Growth Areas**.
- 3.11.7.3 That human and social services be located in close proximity to where people live and work, have **active transportation** connections such that they are easily accessible by transit and by pedestrians and cyclists.
- 3.11.7.4 That human and social services buildings and facilities should be designed with the principles of universal accessibility.
- 3.11.7.5 To encourage human and social services to locate in mixed-use buildings that are convenient, easily accessible and integrated into new and existing communities.
- 3.11.7.6 To encourage the co-location or camp using of **human services** with other uses **such** as recreational, hospitals, public buildings and arts and cultural facilities.

## Chapter 4 Land Use

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Chapters 2 and 3 of this Plan lay out the building blocks for growth and City-wide policies for achieving the guiding principles of this Plan. A key component of the implementation of these policies are the land use designations that apply across the City. These designations, along with general land use policies below in Chapter 4 and associated schedules, describe which land uses are permitted in different parts of the City, and additional development criteria for those uses.

## 4.1.1 General Land Use Policies

It is the policy of Council:

- 4.1.1.1 That the use of land and the permitted building types on any property shall be those identified and described by the designations and their applicable policies set out in subsection 4.2 and shown on Schedule 13.
- 4.1.1.2 That on lands identified as protected heritage, development shall have regard for the heritage policies of this Plan with respect to new development or expansion of development on those lands.
- 4.1.1.3 That any lands shown on Schedule 4 as located within the boundary of the Provincial Oak Ridges Moraine Conservation Plan or Greenbelt Plan are also subject to the policies of those Plans and, where conflict exists between Provincial Plans and this Official plan, in all instances the policies of the Provincial Plans shall prevail.
- 4.1.1.4 That no building or structure shall exceed the height in storeys indicated on Schedule 13 by the number following the letter “H”.
- 4.1.1.5 That no development shall exceed the density indicated on Schedule 13 by the number following the letter “D”.
- 4.1.1.6 That where no height or density is indicated on Schedule 13, the maximum height and density shall be established through a Secondary Plan or Area Specific Policy and pursuant to the policies of Section 5.1.1 of this Plan,
- 4.1.1.7 That for lands designated **Mid-Rise Residential, Mid-Rise Mixed Use, High-Rise Residential, and High-Rise Mixed Use**, Official Plan and Zoning By-law amendments that would have the effect of reducing the density of a site are not permitted unless the need has been identified through a City-initiated Secondary Plan, Area Specific Policy, or Site Specific Policy.
- 4.1.1.8 To permit the following uses in all land use designations except **Core Features**, Natural Linkages, **hazardous lands** and/or **hazardous sites**, **Park**, **Private Open Space**, **Prime Agricultural**, **Rural**, **Theme Park and Entertainment**, and **Infrastructure and Utility**, unless specifically permitted in those designations:

- a. schools, except in **Employment Areas**;
- b. parks and open space;
- c. stormwater management facilities;
- d. small-scale community facilities;
- e. places of worship, except on lands designated **Prestige Employment** or **General Employment**, and provided they are located on a public street with a planned right-of-way of 26 metres or greater;
- f. day cares, except on lands designated **General Employment**; and
- g. public safety services, provided they are located on a public street with a right-of-way of 26 metres or greater.

4.1.1.9 That public utilities are permitted in all land use designations with the exception of the **Core Features** of the Natural Heritage Network identified on Schedule 2 and any **hazardous lands** where public utilities may not necessarily be appropriate. Public utilities that are authorized under the *Environmental Assessment Act*, where applicable, may be permitted in all land use designations of this Plan.

4.1.1.10 To permit secondary land uses coincident with public utilities in corridors where they are compatible with surrounding land uses and reviewed/approved by the utility provider, including but not limited to:

- a. active and passive recreation;
- b. community gardens; and
- c. other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses and are subject to the approval of the utility provider.

4.1.1.11 That on lands within the Greenbelt Plan Area shown on Schedule 4, the following policies will apply:

- a. all existing uses lawfully used for such purpose on the day before December 16, 2004, being the day the Greenbelt Plan came into force, are permitted;
- b. single dwellings are permitted on existing lots of record, provided they were zoned for such as of December 16, 2004, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 16, 2003 but which application did not proceed;
- c. outside of **Community Areas**, expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally



existing uses which bring the use more into conformity with the Greenbelt Plan, are permitted subject to a demonstration of the following:

- i. notwithstanding any policies of this Plan regarding new or expanded partial servicing, new municipal services are not required; and
  - ii. the use does not expand into key natural heritage features and **key hydrologic features**, unless there is no other alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;
- d. expansions to existing agricultural buildings and structures, residential dwellings, and accessory uses to both, may be considered within key natural heritage features and **key hydrologic features** if it is demonstrated that:
- i. there is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and
  - ii. the impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible; and
- e. expansion, maintenance and/or replacement of existing infrastructure is permitted, subject to the infrastructure policies of this Plan which apply to the Greenbelt Plan Area;
- f. active parkland and recreational uses are permitted within the linear river valleys, which may include serviced playing fields and golf courses; and
- g. that development be directed away from **hazardous lands** and **hazardous sites**.

4.1.1.12

That on lands within the Oak Ridges Moraine Conservation Plan Area shown on Schedule 4, the following policies apply in addition to those in subsection 4.2.7 of this Plan:

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

2. the building or structure when erected is used and continues to be used for the purpose for which it was erected;
- b. that nothing in this Plan applies to prevent the expansion of an existing building or structure on the same lot, or the expansion of an existing institutional use, if the applicant demonstrates that:
    - i. there will be no change in use; and
    - ii. the expansion will not adversely affect the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area.
  - c. that despite policy 4.1.1.12.c, an existing **mineral aggregate** operation or an existing **wayside pit** within an area designated **Oak Ridges Moraine Natural Core** Area on Schedule 4 shall not be expanded beyond the boundary of the area under licence or permit;
  - d. that nothing in this Plan applies to prevent the reconstruction, within the same locations and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no intensification of the use;
  - e. that nothing in of this Plan applies to prevent the conversion of an existing use to a similar use, if the applicant demonstrates that the conversion:
    - i. will bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and
    - ii. will not adversely affect the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area;
  - f. that, if an existing use has adverse effects on the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area, any application to expand the building, structure or use, or to convert the existing use to a similar use, shall be considered with the objective of bringing the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan;
  - g. that in accordance with Section 7 of the Oak Ridges Moraine Conservation Plan nothing in this Plan applies to prevent the use, erection or location of a single dwelling if:
    - i. the use, erection and location would have been permitted by the applicable zoning by-law on November 15, 2001; and

- ii. the applicant demonstrates, to the extent possible, that the use, erection and location will not adversely affect the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area;
- h. that in accordance with Section 8 of the Oak Ridges Moraine Conservation Plan, nothing this Plan applies to prevent the use, erection or location of a building or structure if:
  - i. the use, erection and location were authorized by the approval of an application that was commenced before November 17, 2001 and approved after that date; or
  - ii. the use, erection and location were authorized by the approval of an application that was commenced after November 17, 2001 and decided in accordance with subsection 17(1) of the Oak Ridges Moraine Conservation Act; and
- i. that development be directed away from **hazardous lands** and **hazardous sites**.

## 4.2 Land Use Designations

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

### 4.2.1 Residential

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

#### Low-Rise Residential

**Low-Rise Residential** is mainly within the majority of **Community Areas**. The primary intent of the designation is to allow for low-rise residential uses and building types that have individual and direct outdoor access.

#### Urban Structure vs. Land Use Designations: What's the difference?

The City's Urban Structure, described in Chapter 2 of this Plan and shown on Schedule 1, outlines at a high level where and how population, housing, and employment growth is to be directed.

The City's Land Use Designations, shown on Schedule 13, prescribe what uses and building types are permitted on certain lands within the City of Vaughan, and provide additional development criteria and policy guidance for those uses or buildings.

It is the policy of Council:

4.2.1.1 That on lands designated on Schedule 13 as **Low-Rise Residential**, the following policies apply:

- a. the following uses shall be permitted in addition to those uses permitted through policy 4.1.1.8:
  - i. residential units, including:
    - 1. one primary residential unit; and
    - 2. **additional residential units**, pursuant to subsection 3.2.1 of this Plan;
  - ii. **home occupations**;
  - iii. **private day care**; and,
  - iv. small-scale stand-alone convenience retail, provided the use is:
    - 1. located on a corner lot where at least one of the sides is on a collector or arterial street as indicated on Schedule 9B; and
    - 2. a maximum of 185 square metres of **GFA**; and
- b. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Single-Detached House**;
  - ii. **Semi-Detached House**;
  - iii. **Townhouse**;
  - iv. **Stacked** and/or **Back-to-Back Townhouse**;
  - v. **Duplex**, **Triplex** and **Fourplex**;
  - vi. **Low-Rise Buildings**; and
  - vii. Public and Private Institutional Buildings.

## Mid-Rise Residential

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

It is the policy of Council:

- 4.2.1.2 That on lands designated on Schedule 13 as **Mid-Rise Residential**, the following policies apply:
- a. buildings shall be a minimum of three storeys and shall not exceed 12 storeys;
  - b. development will be designed to a high standard of built form and public realm pursuant to Section 3.3 of this Plan, and be integrated with adjacent uses;
  - c. the following uses shall be permitted in addition to those uses permitted through policy 4.1.1.8:
    - i. residential units, including:
      - 1. one primary residential unit; and
      - 2. **additional residential units**, pursuant to subsection 3.2.1 of this Plan;
    - ii. **home occupations**;
    - iii. **live-work uses**;
    - iv. small-scale convenience retail, provided the use is:
      - 1. accessory to a primary residential use on the same lot;
      - 2. located on the ground floor of a **Mid-Rise Building**; and
      - 3. a maximum of 185 square metres of **GFA** and having public frontage; and
    - v. community facilities.
  - d. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
    - i. **Townhouses, Stacked** and/or **Back-to-Back Townhouses** incorporated into the podium of a **Mid-Rise Building**;
    - ii. **Mid-Rise Buildings**; and
    - iii. Public and Private Institutional Buildings; and
  - e. within 70 metres of an area designated as **Low-Rise Residential** the following building types may be permitted, pursuant to policies in subsection 3.3.2 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:

- i. **Townhouses;**
- ii. **Stacked** and/or **Back-to-Back Townhouses;** and
- iii. **Low-Rise Buildings.**

## High-Rise Residential

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

It is the policy of Council:

### 4.2.1.3

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

- a. development will be designed pursuant to Section 3.3 of this Plan, and be integrated with adjacent uses;
- b. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:
  - i. residential units;
  - ii. **home occupations;**
  - iii. **live-work uses;**
  - iv. small-scale convenience retail, provided the use is:
    - 1. accessory to a primary residential use on the same lot;
    - 2. located on the ground floor of a **Mid-Rise** or **High-Rise Building;** and
    - 3. a maximum of 185 square metres of **GFA;** and
  - v. community facilities.
- c. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Townhouses, Stacked** and/or **Back-to-Back Townhouses** incorporated into the podium of a **High-Rise** or **Mid-Rise Building;**
  - ii. **High-Rise Buildings;**
  - iii. **Mid-Rise Buildings;** and

- iv. Public and Private Institutional Buildings; and
- d. within 70 metres of an area designated as **Low-Rise Residential** or on streets that are not arterial streets or major collector streets, the following building types may be permitted, pursuant to policies in subsection 3.3.2 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. **Townhouses**;
  - ii. **Stacked** and/or **Back-to-Back Townhouses**; and
  - iii. **Low-Rise Buildings**.

## 4.2.2 Mixed-Use

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

It is the policy of Council:

- 4.2.2.1 That on lands designated **Low-Rise Mixed-Use**, **Mid-Rise Mixed-Use**, **High-Rise Mixed-Use**, **Employment Commercial Mixed-Use**, and Community Commercial Mixed-Use, the following policies will apply:
- a. development will include **universal design** principles, be transit-supportive and walkable, integrating high levels of pedestrian connectivity, including, for example, mid-block connections; and
  - b. the ground floor frontage of buildings along arterial and collector streets must face the street and predominantly consist of retail uses or other active uses that animate the street, pursuant to subsection 3.4.3 of this Plan.

### Low-Rise Mixed-Use

The **Low-Rise Mixed-Use** designation is key to achieving complete communities in Vaughan, especially outside the City's **Strategic Growth Areas**. Lands designated **Low-Rise Mixed-Use** are generally located along arterial roads on the periphery of **Low-Rise Residential** areas and provide retail, community services,

and employment opportunities within a short distance of residents of adjacent neighbourhoods. The **Low-Rise Mixed-Use** designation can also be used in **Strategic Growth Areas** to achieve a gradual transition between higher-density uses and adjacent **Community Areas**.

It is the policy of Council:

- 4.2.2.2 That on lands designated on Schedule 13 as **Low-Rise Mixed-Use**, the following policies shall apply:
- a. development must:
    - i. consist of an integrated mix of residential, community and small-scale retail uses intended to serve the local population; and
    - ii. be designed to a high standard of architecture and public realm pursuant to Section 3.3 of this Plan and be integrated with adjacent uses;
  - b. the following uses shall be permitted in addition to those uses permitted through policy 4.1.1.8:
    - i. residential units, together with non-residential uses, including:
      - 1. one primary residential unit; and
      - 2. **additional residential units**, pursuant to subsection 3.2.1 of this Plan;
    - ii. **home occupations**;
    - iii. **live-work uses**;
    - iv. **low-rise hotels**;
    - v. retail uses subject to the policies of subsection 3.4.3; and
    - vi. office uses;
  - c. in areas designated as **Low-Rise Mixed-Use** and located in Intensification Areas the zoning by-law shall require a minimum of 30% of the total **GFA** of all uses on the lot to consist of uses other than retail uses;
  - d. in areas designated as **Low-Rise Mixed-Use** on Schedule 13 and located in **Community Areas**, identified on Schedule 1, excluding where lands are within a Heritage Conservation District that may have height restrictions, retail and office uses will be limited to a maximum of 500 square metres each of **GFA** if located on a collector street as indicated on Schedule 9B; and



- e. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Townhouses**;
  - ii. **Stacked** and/or **Back-to-Back Townhouses**;
  - iii. **Low-Rise Buildings**;
  - iv. **Live-Work Units**; and
  - v. Public and Private Institutional Buildings; and
- f. stand-alone residential uses are not permitted in the **Low-Rise Mixed-Use** designation, and any residential uses must be in conjunction with one or more additional permitted non-residential use, except for **home occupations**.

## Mid-Rise Mixed-Use

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

4.2.2.3 That on lands designated on Schedule 13 as **Mid-Rise Mixed-Use**, the following policies shall apply:

- a. development will:
  - i. allow for an integrated mix of residential, community and small-scale retail uses intended to serve the local population;
  - ii. be designed to a high standard of architecture and public realm pursuant to Section 3.3 of this Plan; and
  - iii. be integrated with adjacent uses;
- b. the following uses shall be permitted in addition to those uses permitted through policy 4.1.1.8:
  - i. residential units;
  - ii. **live-work uses**;
  - iii. **home occupations**;
  - iv. community facilities;

- v. cultural uses, including commercial galleries and theatres;
- vi. retail uses subject to the policies of subsection 3.4.3;
- vii. office uses, up to a maximum of 4,000 square metres on lands outside **Strategic Growth Areas**;
- viii. parking structure, if integrated with a mixed-use building;
- ix. hotel; and
- x. gas stations, subject to subsections 3.4 and 3.3.2;
- c. development within **Strategic Growth Areas** will be required to incorporate, at minimum, two of the permitted uses listed in policies 4.1.1.8 and 4.2.2.3b, while contributing street activation, street animation, and a mix of residential and non-residential uses, subject to the provisions of the City's Zoning By-Law;
- d. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Mid-Rise Buildings**;
  - ii. **Townhouses, Stacked** and/or **Back-to-Back Townhouses** incorporated into the podium of a **Mid-Rise Building**;
  - iii. Public and Private Institutional Buildings; and
  - iv. Gas Stations, subject to subsections 3.3 and 3.4; and
- e. within 70 metres of lands designated as **Low-Rise Residential** the following building types may be permitted, pursuant to policies in subsection 3.3.2 this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. **Townhouses**;
  - ii. **Stacked** and/or **Back-to-Back Townhouses**; and
  - iii. **Low-Rise Buildings**.

4.2.2.4 That on lands designated as **Transitional Mid-Rise Mixed-Use** on Schedule 13, the following policies shall apply in addition to policy 4.2.2.3:

- a. existing uses as of the effective date of this Plan are permitted;
- b. redevelopment will result in a more effective hierarchy of streets, an improved public realm, and better pedestrian connectivity to transit and adjacent uses;

- c. the proponent of a redevelopment will demonstrate through, but not limited to, a Transportation Impact Study and Parking Study any adverse traffic impacts on the neighbouring area arising from the redevelopment will be appropriately mitigated;
- d. where the existing use on a property to be redeveloped is **major retail**, the new development will retain at minimum the existing **GFA** of retail space;
- e. development will ensure compatibility with any existing adjacent **Low-Rise Residential** lands, pursuant to Section 3.3.2 of this Plan;
- f. development will consider required setbacks and compatibility with adjacent infrastructure, including rail facilities and hydro corridors; and
- g. the proponent of a redevelopment will submit the required studies for a complete application submission pursuant to Chapter 5 of this Plan.

## High-Rise Mixed-Use

The **High-Rise Mixed-Use** designation is at the heart of the City's highest density areas, including the **VMC**, Yonge-Steeles Corridor, **PMTSAs**, and in **Intensification Corridors** and **Primary Centres** where feasible and appropriate. **High-Rise Mixed-Use** buildings can assist in achieving density targets in **Strategic Growth Areas** and a broad range of uses that are transit supportive and walkable.

It is the policy of Council:

4.2.2.5 That on lands designated on Schedule 13 as **High-Rise Mixed-Use**, the following policies apply:

- a. development will:
  - i. require an integrated mix of residential and non-residential uses, including community, office and small-scale retail uses intended to serve the local population;
  - ii. be designed to a high standard of architecture and public realm pursuant to Section 3.3 of this Plan; and
  - iii. be integrated with adjacent uses;
- b. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:
  - i. residential units;
  - ii. **home occupations**;

- iii. community facilities;
- iv. cultural uses, including commercial galleries and theatres;
- v. retail uses subject to the policies of subsection 3.4;
- vi. office uses, up to a maximum of 4,000 square metres outside **Strategic Growth Areas** and over 4,000 square metres in **Strategic Growth Areas**;
- vii. parking structure, if integrated with a mixed-use building and located below grade;
- viii. hotel; and
- ix. Gas Stations, subject to subsections 3.3 and 3.4;
- c. development within **Strategic Growth Areas** will be required to incorporate, at minimum, two of the permitted uses, that provide residential and non-residential uses on the same lot, listed in policies 4.1.1.8 and 4.2.2.5b, subject to the provisions of the City's Zoning By-Law;
- d. the following Building Types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **High-Rise Buildings**;
  - ii. **Mid-Rise Buildings**;
  - iii. **Townhouses, Stacked** and/or **Back-to-Back Townhouses** incorporated into the podium of a **High-Rise** or **Mid-Rise Building**;
  - iv. Public and Private Institutional Buildings; and
  - v. **Gas Stations**; and
- e. within 70 metres of an area designated as **Low-Rise Residential** or on streets that are not Arterial streets or Major Collector streets, the following building types may be permitted, pursuant to policies in subsection 3.3.2 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. **Stacked** and/or **Back-to-Back Townhouses**; and
  - ii. **Low-Rise Buildings**.

### 4.2.3 Employment

The Employment designations are intended to provide for a variety of employment uses (e.g., manufacturing, warehousing, office uses) and

**employment-supportive uses**, as well as limited non-employment uses, within Vaughan's **Employment Areas**.

## General Employment

Lands designated **General Employment** are predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of employment uses. Office and retail uses on **General Employment** lands are intended to be limited to those directly serving or accessory to a permitted use (e.g., an outlet store for a factory).

It is the policy of Council:

- 4.2.3.1 That on lands designated on Schedule 13 as **General Employment**, the following policies shall apply:
- a. development will be designed with pedestrian connectivity and amenity to serve the daily employee population and to facilitate access to public transit, while accommodating vehicles and trucks, through the provision of sidewalks, shade via a tree canopy, wayfinding, and other appropriate elements of the public realm pursuant to policies in Section 3.3 of this Plan;
  - b. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:
    - i. a full range of industrial uses including manufacturing, warehousing (excluding retail warehouses), processing, transportation, distribution, any of which may or may not include outdoor storage; and, office and/or retail uses ancillary to and directly associated with any of the uses listed in policy 4.2.3.1b.i provided that the ancillary use is located on the same lot as the primary use;
  - c. the uses listed in policy 4.2.3.1b are subject to land use compatibility policies in subsection 3.4 of this Plan;
  - d. no lot within **General Employment** designated areas shall be used for the sole purpose of outside storage. Where outside storage is proposed on a lot, a building must be provided in accordance with the provisions of the City's Zoning By-Law. Notwithstanding, outside storage shall not be permitted on a corner lot; and
  - e. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
    - i. Employment/Industrial Buildings;

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

## Prestige Employment

The **Prestige Employment** designation allows for employment and **employment-supportive uses** and provides for transition to adjacent non-employment uses as well as activating ground floor uses.

It is the policy of Council:

- 4.2.3.2 That **Prestige Employment** lands shall generally be located on arterial streets forming the edges of **Employment Areas**, and along 400-series highways, in order to:
  - i. allow the areas to provide a transition between **General Employment** lands and more **sensitive** land uses;
  - ii. locate greater intensity uses on key transportation routes; and
  - iii. provide locational opportunities for activities which require high visual exposure and an attractive working environment.
- 4.2.3.3 That on lands designated on Schedule 13 as **Prestige Employment**, the following policies shall apply:
  - a. development shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment;
  - b. a variety of lot sizes should be made available to provide flexibility for attracting and accommodating a wide range of employment uses;
  - c. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:
    - i. Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted on lands designated **Prestige Employment**;
    - ii. office and/or retail uses accessory to and directly associated with any of the uses listed in policy 4.2.3.3.c.i., provided that the accessory use is located on the same lot as the primary use;

- iii. office uses not accessory to and directly associated with any of the uses listed in policy 4.2.3.3c.i, up to a maximum **GFA** of 4,000 square metres;
- iv. **major office** uses (i.e., those office uses over 4,000 square metres) are not permitted and should be directed to lands designated **Employment Commercial Mixed-Use**, **Mid-Rise Mixed-Use**, or **High-Rise Mixed-Use** and located within **Strategic Growth Areas**;
- v. **employment-supportive uses** subject to subsection 3.4 of this Plan, and the following conditions:
  - 1. the **employment-supportive use** must be located along a Major or Minor Arterial street as shown on Schedule 9B;
  - 2. the **GFA** of any one **employment-supportive use** generally shall not exceed 185 square metres and the total **GFA** of all **employment-supportive uses** on any one lot shall not exceed 20% of the total **GFA** of all uses on the same lot;
  - 3. the total **GFA** of all **employment-supportive uses** on any one lot generally shall not exceed 20% of the total **GFA** of all uses on the lot or 1,000 square metres, whichever is less; and
- vi. gas stations, subject to subsections 3.3 and 3.4;
- d. the uses listed in policy 4.2.3.3.c are subject to land use compatibility policies in subsection 3.4.3 of this Plan; and
- e. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. Employment/Industrial Buildings;
  - ii. **Low-Rise Buildings**;
  - iii. **Mid-Rise Buildings**; and
  - iv. **Gas Stations**.

## Employment Commercial Mixed Use

Lands designated as **Employment Commercial Mixed-Use** are located along **Intensification Corridors** within **Employment Areas** or in **Employment Areas** abutting Major Arterial streets. This designation recognizes existing areas of predominately commercial uses within the **Employment Area** as of the initial adoption of this Plan. Such areas are appropriate for non-residential intensification and make efficient use of existing or planned rapid transit and transit investment.

It is the policy of Council:

4.2.3.4 That on lands designated on Schedule 13 as **Employment Commercial Mixed-Use**, the following policies shall apply.

- a. **Employment Commercial Mixed-Use** lands will:
  - i. support the City's intensification objectives for **Regional** and **Primary Intensification Corridors** within **Employment Areas**;
  - ii. provide a focus for business activity providing for the largest and most comprehensive concentrations of **employment-supportive uses** and amenities in the **Employment Areas**, including larger scale **employment-supportive uses**;
  - iii. be designed to a high standard of architecture and public realm pursuant to Section 3.3 of this Plan;
  - iv. contribute to an urban environment with a strong pedestrian orientation and attractive streetscapes;
  - v. conform to policies 2.2.4.3, 2.2.4.5, and 2.2.4.9 of this Plan;
- b. the following uses shall be permitted in addition to the uses permitted in policy 4.1.1.8:
  - i. in should be directed to lands designated Employment Commercial, Mid-Rise, or **High-Rise Mixed-Use** and located within **Strategic Growth Areas** as shown on Schedule 1:
    1. office uses, including **major office**;
    2. hotel;
    3. cultural and entertainment Uses;
    4. retail uses, provided that no retail unit shall exceed a **GFA** of 3,500 square meters; and
    5. gas stations subject to subsections 3.3 and 3.4 of this Plan;
  - ii. in non-**Strategic Growth Areas**:
    1. office uses to a maximum of 4,000 square metres **GFA** per lot;
    2. cultural and entertainment uses;
    3. retail uses, provided that no retail unit shall exceed a **GFA** of 3,500 square metres; and
    4. **Gas Stations**, pursuant to subsections 3.3 and 3.4 of this Plan; and



- c. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Low-Rise Buildings**, except on lands within a **Regional** or **Primary Intensification Corridor** as shown on Schedule 1;
  - ii. **Mid-Rise Buildings**;
  - iii. Public and Private Institutional Buildings; and
  - iv. **Gas Stations**.

## 4.2.4 Major Institutional

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

It is the policy of Council:

- 4.2.4.1 That on lands designated on Schedule 13 as **Major Institutional**, the following policies shall apply:
  - a. the **Major Institutional** designation applies to major health, educational, cultural, and government uses that serve a City-wide or Regional function;
  - b. permitted uses associated with a **Major Institutional** use identified in policy 4.2.4.1a include cultural facilities, libraries, parks and recreational facilities, small scale retail, day care, places of worship, and residential uses;
  - c. **Major Institutional** uses shall locate within a five minute walk to a rapid transit line. Where such uses exist, or are planned, but are not served by rapid transit, the provision of rapid transit to these institutions will be pursued;
  - d. prior to the development or redevelopment in an area designated as **Major Institutional**, a Secondary Plan shall be completed which meets the requirements for Secondary Plans set out in Chapter 5 of this Plan, including consideration of the following:
    - i. compatibility of proposed uses with adjacent uses;

- ii. potential for visual and physical connections integrating the campus/ institution with adjacent areas, including creating and preserving significant views and creating and preserving a network of pedestrian links;
- iii. impacts of the proposed uses on the available transportation network and options to mitigate these impacts including prioritizing the use of walking, cycling and public transit for access to the campus/institution;
- iv. identification of sites within the campus for future growth, if applicable; and
- v. identification of sites within the campus that may be surplus to the institutional use that can be developed for other purposes; and
- e. the following building types are permitted pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Low-Rise Buildings**;
  - ii. **Mid-Rise Buildings**;
  - iii. **High-Rise Buildings**; and
  - iv. Public and Private Institutional Buildings;

## 4.2.5 Theme Park and Entertainment

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

It is the policy of Council:

- 4.2.5.1 That on lands designated on Schedule 13 as **Theme Park and Entertainment** the following policies shall apply:
  - a. the lands are intended for the operation of a theme park and associated entertainment uses with defined entry point(s) and admission procedure(s);
  - b. the north, south and east boundary edges of the lands shall be treated for visual and use compatibility with neighbouring development;

- c. at any such time as the intended **Theme Park and Entertainment** uses on the site cease, the City shall undertake a detailed land use study and Secondary Plan process pursuant to the policies of Chapter 5 of this Plan to determine the most appropriate new use(s) for these lands;
- d. the following uses are permitted:
  - i. amusement rides and structures;
  - ii. studios, stages and theatres (indoors and outdoors) for live and filmed shows, including outdoor stages or amphitheatres which can accommodate approximately 10,000 patrons and with the capacity to deliver sound levels to the intended audiences of 85db or greater;
  - iii. games of skill or chance;
  - iv. retail directly associated with the theme park use;
  - v. hotels;
  - vi. conference and trade show facilities;
  - vii. office uses directly associated with the theme park use;
  - viii. outdoor storage areas associated with the maintenance and operation of the theme park;
  - ix. maintenance buildings and facilities associated with the maintenance and operation of the theme park;
  - x. parking for patrons and employees; and
  - xi. water, sanitary and stormwater management facilities;
- e. other retail, entertainment and recreation uses not restricted to theme park visitors but open to the general public may be permitted subject to a Zoning By-law amendment;
- f. landscaping, buffering, berms, fences, signage, internal private streets and parking may be used on the boundary edges to create an appropriate transition to neighbouring development;
- g. given the specialized nature of **Theme Park and Entertainment** area buildings, building types are not prescribed; and
- h. any new structures proposed within the **Theme Park and Entertainment** designation will not be reviewed through the City's zoning process but through the Technical Standards and Safety Authority (TSSA).

## 4.2.6 Open Space

The Open Space Network defined in Section 3.5 of this Plan consists of a variety of open space and natural lands in both public and private ownership. There are two land use designations that support the Open Space Network: **Parks** and **Private Open Space**.

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

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

### Parks

It is the policy of Council:

- 4.2.6.1 That on lands designated on Schedule 13 as **Parks**, the following policies apply:
- a. parks are public lands owned and/or operated by the City of Vaughan for passive or active recreation;
  - b. parks shall be developed and designed in accordance with the Parkland System policies contained in subsection 3.5 of this Plan; and
  - c. given the specialized nature of buildings in parks, building types are not prescribed.

### Private Open Space

It is the policy of Council:

- 4.2.6.2 That the **Private Open Space** designation is intended for lands which currently support or have the potential to support the City's Open Space Network and which are not intended for development or redevelopment.
- 4.2.6.3 That on lands designated on Schedule 13 as **Private Open Space**, the following policies shall apply:
- a. the following uses are permitted:
    - i. cemeteries, including the following accessory buildings and structures, in accordance with the provisions of the City's Zoning By-law:

1. mausoleums;
2. columbaria or other such structures for the storage of funerary urns;
3. chapels;
4. caretakers' residences; and
5. crematoria, in cemeteries which are greater than four hectares in area and have frontage onto an arterial road;
- ii. golf courses, including club house facilities, event spaces, and driving ranges;
- iii. public and private open spaces;
- iv. **passive** and **active recreational uses**; and
- v. with respect to the former Keele Valley Landfill and former Township of Vaughan Landfill sites, decommissioning activities related to the former landfills including energy production;
- b. the design and site layout of cemeteries shall not prevent the implementation of a more compact road network in the future;
- c. should the **Private Open Space** cease to exist, appropriate alternate land uses shall be determined through an amendment to this Plan and shall be subject to an area specific study; and
- d. the following building types are permitted on lands designated **Private Open Space**, pursuant to policies in subsection 3.3.2 of this Plan:
  - i. **Low-Rise Buildings**; and
  - ii. Public and Private Institutional Buildings.

## 4.2.7 Natural Areas and the Oak Ridges Moraine

The Natural Heritage Network, as established in Section 3.6 of this Plan, consists of a variety of lands, including **Core Features**, **Enhancement Areas**, and lands within the Greenbelt Plan and Oak Ridges Moraine Conservation Plan Area. In addition to the City-wide policies in Section 3.6 and accompanying mapping in Schedules 2 and 4 to this Plan, certain lands within Vaughan are designated as **Natural Areas** to protect **Core Features**, and as **Oak Ridges Moraine Natural Core**, and **Oak Ridges Moraine Countryside** to implement the policies of the Oak Ridges Moraine Conservation Plan.

## Natural Areas

It is the policy of Council:

- 4.2.7.1 That on lands designated on Schedule 13 as **Natural Areas**, the following policies shall apply:
- a. **Natural Areas** are subject to the policies applicable to **Core Features** in the Natural Heritage Network in Section 3.6 of this Plan;
  - b. **Enhancement Areas** and other lands in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan connect and support **Natural Areas**, such that the policies regarding these lands in Section 3.6 and policy 3.3.1.11 shall be considered, where relevant, for new development and/or **site alteration** adjacent to **Natural Areas**;
  - c. notwithstanding policy 4.2.7.1.a, lands which are designated as **Natural Areas** and are owned and/or managed by the Toronto and Region Conservation Authority or another public agency may, at the discretion of the public agency, include land uses related to ecological and environmental education, conservation, protection and enhancement, including but not limited to:
    - i. interpretive centres;
    - ii. agriculture;
    - iii. farmers market;
    - iv. animal husbandry;
    - v. wildlife refuge;
    - vi. **renewable energy** generation;
    - vii. sustainable building demonstration; and
    - viii. uses ancillary to the uses set out in paragraphs i. to vii; and
  - d. in the event of a conflict with the Greenbelt Plan or Oak Ridges Moraine Conservation Plan on TRCA-owned or managed lands, the more restrictive policy will apply.

## Oak Ridges Moraine Natural Core

The **Oak Ridges Moraine Natural Core** areas are areas with a high concentration of key natural heritage features, **key hydrologic features** or Landform Conservation Areas. The purpose of **Oak Ridges Moraine Natural Core** area is to

maintain and, where possible, improve or restore the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area. Additional objectives and purposes for the **Oak Ridges Moraine Natural Core** area are also outlined under Sections 11(1) and (2) of the Oak Ridges Moraine Conservation Plan.

It is the policy of Council:

- 4.2.7.2 That on lands designated on Schedule 13 as **Oak Ridges Moraine Natural Core**, the following policies shall apply:
- a. the following uses shall be permitted:
    - i. fish, wildlife and forest management;
    - ii. conservation projects and flood and erosion control projects;
    - iii. agricultural uses;
    - iv. transportation, infrastructure, and utilities, pursuant to the requirements of Section 41 of the Oak Ridges Moraine Conservation Plan;
    - v. **home occupations**;
    - vi. **home industries**;
    - vii. **bed and breakfasts**;
    - viii. **agriculture-related uses** and **on-farm diversified uses**, on **prime agricultural lands** only;
    - ix. low-intensity recreational uses as described in the Oak Ridges Moraine Conservation Plan;
    - x. unserviced parks; and
    - xi. uses accessory to the uses set out in paragraphs i. to viii;
  - b. additional dwelling unit that is a temporary, mobile or portable unit, if the applicant demonstrates that the dwelling:
    - i. is required to house help that is needed on the farm operation on a seasonal or full-time basis;
    - ii. does not require consent under Section 50 or 53 of the Planning Act; and
    - iii. will not adversely affect the **ecological integrity** of the Oak Ridges Moraine Conservation Plan Area; and

- c. notwithstanding policies 4.2.7.2.a and 4.2.7.2.b above, lands designated **Oak Ridges Moraine Natural Core** are also subject to the policies of this Plan as they pertain to:
  - i. key natural heritage features and **hydrologically sensitive features** in the Oak Ridges Moraine
  - ii. major development on the Oak Ridges Moraine, transportation, infrastructure and utilities in the Oak Ridges Moraine; and
  - iii. consents on land designated Oak Ridges Moraine Settlement Area.

4.2.7.3

That where there is a conflict between policy 4.2.7.2 and the policies in the remainder of this Plan, policy 4.2.7.2 shall prevail.

## Oak Ridges Moraine Natural Linkage

**Oak Ridges Moraine Natural Linkage** areas form part of a central corridor system that supports the movement of plants and animals among the **Oak Ridges Moraine Natural Core** areas, **Oak Ridges Moraine Natural Linkage** areas, river valleys and stream corridors.

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

It is the policy of Council:

4.2.7.4

That on lands designated on Schedule 13 as **Oak Ridges Moraine Natural Linkage**, the following policies shall apply:

- a. the following uses are permitted in addition to those uses permitted through policy 4.2.7.2a:
  - i. **wayside pits** and **mineral aggregate** operations subject to the policies of subsection 3.8.3; and
  - ii. accessory uses;
- b. notwithstanding 4.2.7.4.a, above, lands designated **Oak Ridges Moraine Natural Linkage** are also subject to the policies of this Plan as they pertain to:



- i. key natural heritage features and **hydrologically sensitive features** in the Oak Ridges Moraine;
- ii. major development on the Oak Ridges Moraine, transportation, infrastructure and utilities in the Oak Ridges Moraine; and
- iii. consents on land designated Oak Ridges Moraine Settlement Area.

4.2.7.5 That where there is a conflict between policy 4.2.7.4 and the policies in the remainder of this Plan, policy 4.2.7.4 shall prevail.

## Oak Ridges Moraine Countryside

**Oak Ridges Moraine Countryside** areas are areas of rural land use such as agriculture, recreation, **mineral aggregate** operations, parks and open space.

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

It is the policy of Council:

- 4.2.7.6 That on lands designated on Schedule 13 as **Oak Ridges Moraine Countryside**, the following policies shall apply:
- a. the following uses are permitted in addition to those uses permitted through policies 4.2.7.2a and 4.2.7.4a:
    - i. Small-scale commercial, industrial, and institutional uses as defined in the Oak Ridges Moraine Conservation Plan;
    - ii. major recreational uses subject to the policies of and the Oak Ridges Moraine Conservation Plan; and
    - iii. accessory uses; and
  - b. notwithstanding 4.2.7.6.a, above, lands designated **Oak Ridges Moraine Natural Linkage** are also subject to the policies of this Plan as they pertain to:
    - i. key natural heritage features and **hydrologically sensitive features** in the Oak Ridges Moraine;
    - ii. major development on the Oak Ridges Moraine, transportation, infrastructure and utilities in the Oak Ridges Moraine; and

- iii. consents on land designated Oak Ridges Moraine Settlement Area.

4.2.7.7 That where there is a conflict between policy 4.2.7.6 and the policies in the remainder of this Plan, policy 4.2.7.6 shall prevail.

## 4.2.8 Prime Agricultural and Rural

The **Prime Agricultural** and **Rural** designations are intended to protect the City's agricultural land base as a key component of the **Agricultural System** defined in Chapter 2, and to implement the agricultural policies contained in Section 3.8. All agricultural lands in the City are designated **Prime Agricultural** by the Province of Ontario through the Growth Plan for the Greater Golden Horseshoe. The majority of lands designated **Prime Agricultural** are also located within the Greenbelt Plan Area, and are therefore subject to the policies of that Plan.

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

### Prime Agricultural

It is the policy of Council:

- 4.2.8.1 That **Prime Agricultural lands** shall be protected for agricultural uses. Non-agriculture uses, including but not limited to open storage, transportation and industrial uses, are prohibited from locating on lands designated as **Prime Agricultural**. Temporary permissions for non-agricultural purposes shall not be permitted.
- 4.2.8.2 That on lands designated on Schedule 13 as **Prime Agricultural**, the following policies shall apply:
  - a. the following uses are permitted:
    - i. agricultural uses;
    - ii. **agriculture-related uses**; and
    - iii. **on-farm diversified uses**;
  - b. development is required to comply with Provincial Minimum Distance Separation formulae.
  - c. **mineral aggregate** resources, including those known active sites shown on Schedule 5, are to be protected, however, the development and

rehabilitation of extractive resource areas shall be controlled so that land use conflicts and environmental degradation are avoided and the aesthetic quality of the City is maintained. Accordingly:

- i. extraction of minerals and petroleum resources is permitted on **Prime Agricultural Lands** on an interim basis, provided rehabilitation of the site will be carried out so that substantially the same areas and same average soils quality for agriculture is restored. In the following cases, complete agricultural rehabilitation is not required:
  - 1. where there is a substantial quantity of aggregate below the water table such that the depth of the extraction makes restoration to pre-extraction levels unfeasible; or
  - 2. where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Policy Statement;
- ii. extractive operations shall be permitted from existing licensed pits, and adjacent land uses shall be controlled to ensure compatibility;
- iii. new extractive operations, other than **wayside pits and quarries**, shall require an amendment to this Plan;
- iv. in areas adjacent to or in known deposits of **mineral aggregates**, development which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
  - 1. the proposed land use would not significantly preclude future extraction of **mineral aggregate** resources;
  - 2. the proposed land use would serve the long-term interest of the public better than would aggregate extraction; and
  - 3. aggregate extraction would not be economically, socially or environmentally feasible;
- v. **wayside pits and quarries** as well as **portable asphalt plants** are temporary facilities used only on public authority contracts for specific public street construction projects. These uses shall be permitted without requiring an amendment to this Plan or the City's zoning by-law, except within the Oak Ridges Moraine Conservation Plan Area identified on Schedule 4, in areas of existing development, or in the Natural Heritage Network as shown on Schedule 2, where these uses are prohibited;
- vi. within the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area, shown on Schedule 4, existing and new

**mineral aggregate** operations shall comply with the provisions of the applicable Provincial Plans; and

vii. abandoned **wayside pits and quarries** shall be rehabilitated and the progressive rehabilitation of operating **wayside pits and quarries** shall occur in a manner that is in conformity with the other policies of this Plan; and

d. given the specialized nature of buildings on **Prime Agricultural lands**, building types are not prescribed.

## Rural

It is the policy of Council:

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

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

## 4.2.9 Infrastructure and Utilities

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

It is the policy of Council:

4.2.9.1 That on lands designated on Schedule 13 as **Infrastructure and Utilities**, the following policies shall apply:

- a. the following uses are permitted:
  - i. all uses and structures associated with the provision of a utility or municipal service;
  - ii. secondary uses such as passive recreation, community gardens, other utilities, parking lots and outdoor storage that are accessory to adjacent land uses subject to the review/approval of the utility provider;
- b. notwithstanding policy 4.2.9.1.b, the following applies to the high pressure natural gas pipelines operated by TransCanada Pipe Lines Limited and

identified on Schedule 12, as agreed by TransCanada Pipe Line Limited and to the satisfaction of the City:

- i. no permanent building or structure may be located within seven metres of the pipeline right-of-way. A reduction in the seven metre setback shall only be considered if agreed to by TransCanada Pipe Line Limited and if all necessary municipal approvals are obtained;
  - ii. accessory structures shall have a minimum setback of 3 metres from the limit of the pipeline right-of-way;
  - iii. where development is proposed within 1000 metres of a TransCanada compressor station or within 200 metres of a TransCanada pipeline, it will be demonstrated by the proponent, pursuant to policies in subsection 3.10 of this Plan, that there will be no adverse impacts on the TransCanada facilities, or to users of the proposed development or that any potential impacts will be mitigated; and
  - iv. the City shall encourage the development of the TransCanada right-of-way for passive recreation purposes subject to TransCanada's easement rights; and
- c. given the specialized nature of **Infrastructure and Utilities**, building types are not prescribed.

# Chapter 5 Implementation and Monitoring

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# 5.1 Implementing the Plan

## 5.1.1 Detailed Planning

Volume 1 of this Official Plan represents the land use policy for the whole City. Certain areas of the City which are expected to undergo significant change may require a more detailed planning framework. Council may pass Secondary Plans, to be included in Volume 2 of this Plan, to provide additional structure for the development of **Urban Expansion Areas, Employment Areas** or **Strategic Growth Areas**, to provide a framework for an appropriate street and block pattern, adequate municipal servicing and infrastructure and to determine the appropriate mix, location and intensity of certain uses.

Upon the adoption of Secondary Plans, a Block Plan will be required, at the discretion of the City, to be prepared by participating property owners within the Secondary Plan area or a portion thereof. The purpose of the Block Plan is to specifically address the extent and precise location of the Secondary Plan elements on the lands, including the Natural Heritage Network, servicing and infrastructure details including road and pedestrian networks, lot patterns and the precise location of community services such as schools, parks, fire stations, and community centres. The Block Plans essentially serve as a comprehensive blueprint for the creation of individual plans of subdivision where large parcels still remain. While this tool will be most commonly used in areas of new development it may also be applied, at the discretion of the City, in **Strategic Growth Areas**.

Some areas of the City, which may or not be subject to Secondary Plans and/or Block Plans, will also be subject to Site and Area Specific Policies. These policies are to reflect historical conditions or development permissions that have been previously approved and still maintain the main goals and objectives of this Plan, but do not fit within the specific policy structure that has been created in this Plan. Council may approve additional Site and Area Specific Policies through the review of development applications where it is felt that the goals and objectives of this Plan are maintained but a modification to the policy structure is required.

### Secondary Plans

It is the policy of Council:

- 5.1.1.1 That areas subject to completed Secondary Plans, contained in Volume 2 of this Plan, and areas where a Secondary Plan Study has been identified as being

required are identified on Schedule 14-A. Additional Secondary Plans may be required, at the discretion of the City.

5.1.1.2 That Secondary Plans will address, but are not limited to, the following policy aspects:

- a. overall capacity for development, including projections for residential units and/or jobs;
- b. street and block patterns;
- c. defining a community core for the Secondary Plan Area, within a 5 minute walking distance from the majority of the population, which will be the focus of local retail, commercial and community services, and will provide connections to rapid transit;
- d. land use designations, building heights and densities;
- e. high-quality built-form, urban design and public realm pursuant to policies in section 3.3 of this Plan;
- f. parks and open space requirements pursuant to policies in Section 3.5 of this Plan;
- g. a wide range and mix of housing types, including opportunities for **affordable housing**;
- h. employment mix and strategies, including, where appropriate, the provision of retail uses, especially grocery stores;
- i. providing live-work opportunities through accommodations for combined residential and business or personal services, office uses and **home occupations**;
- j. **a mobility plan** for an interconnected and accessible mobility network, with a priority on **active transportation** and transit use and access and that includes:
  - i. pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;
  - ii. a transit plan completed in consultation with York Region Transit and/or the Toronto Transit Commission, which identifies transit routes and corridors, co-ordinates transit with land use patterns and is planned for the early integration of transit into the community;
  - iii. transit stops which are generally no more than 500 metres for 90% of the population, and no more than 200 metres for 50% of the population;



- iv. the integration of all schools, libraries and community centres into the community mobility network and the ability to walk, cycle, transit and carpool to these locations;
- v. a hierarchy of streets that includes continuous collector streets that run both north-south and east-west and/or a grid system of streets linked to the Regional Street network;
- vi. alignment with the York Region Transit-Oriented Development Guidelines;
- vii. a rapid transit corridor and/or transit terminal that connects to a rapid transit corridor is included in the community;
- viii. reduced parking standards where appropriate;
- ix. trip-reduction strategies are promoted; and
- x. the implementation of the City's Pedestrian and Bicycle Master Plan and the York Region Cycling and Pedestrian Master Plan;
- k. servicing requirements for the Secondary Plan area;
- l. protection and enhancement of the Natural Heritage Network, including any environmental reporting as required through subsection 3.6.8 of this Plan, including the following:
  - i. identification of strategic areas for enhancement and restoration to maximize the quality of the entire Natural Heritage Network;
  - ii. identification of how infrastructure projects within the Secondary Plan area, including permitted stream crossings for streets, water and wastewater systems, contribute to an overall ecological gain by increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements outside the Secondary Plan area;
  - iii. identification of securement opportunities and management requirements;
  - iv. a multi-use recreational trail system which is integrated into the mobility network of the Secondary Plan area and the broader Open Space Network of the City;
  - v. identification of hazard lands and **hazardous sites** and directs development away from these areas as well as provision of an appropriate buffer or access allowance;

- m. provision of local community gardening plots where appropriate, outside of the lands dedicated for parkland;
- n. cultural heritage features of the area, including **built heritage** and potential **archaeological resources**;
- o. provision of public service facilities, including schools, libraries and community centres;
- p. consideration of **human service** needs, including educational, social, health, arts, culture and recreation facilities, as well as places of worship;
- q. sustainable development requirements consistent with subsections 3.1 and 3.3 of this Plan, the City-Wide Urban Design Guidelines, and the City's Sustainability Metrics program;
- r. consideration for climate change mitigation and adaptation, pursuant to the policies of Section 3.1 of this Plan, including:
  - i. the preparation of a community energy plan for the Secondary Plan Area to reduce community energy demands and provide, where feasible, **renewable energy** options; and
  - ii. policies to promote the reduction and/or mitigation of urban **heat island effect**, by considering the use of green and white roofs, greening to provide shade, light-coloured surface materials, or other measures;
- s. phasing of development consistent with subsection 2.3 of this Plan;
- t. the preparation of a Master Environment and Servicing Plan that will examine all water systems in a comprehensive and integrated manner to:
  - i. understand the integration of all water systems to increase efficiencies;
  - ii. maximize water conservation in buildings and municipal infrastructure, including water-efficient landscaping and rainwater collection for reuse; and
  - iii. minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach, which may include techniques such as:
    - 1. rainwater harvesting;
    - 2. runoff reduction of solids and materials at source;
    - 3. phosphorus reduction;
    - 4. constructed **wetlands**;
    - 5. bioretention swales;

6. **green roofs**;
  7. permeable surfaces;
  8. clean water collection systems;
  9. soft landscaping; and
  10. the preservation and enhancement of native vegetation cover; and
- u. evaluation of opportunities for coordination with environmental assessment processes for roads and infrastructure that are subject to the *Environmental Assessment Act*.

5.1.1.3 That further to policy 5.1.1.2d, Secondary Plans will include land use designations from Chapter 4 of this Plan wherever possible, in order to achieve consistency between land use designations across the City.

5.1.1.4 That in addition to the requirements of policy 5.1.1.2, in the case of Secondary Plans for the **VMC** and **PMTSAs**, Secondary Plans shall also include the following:

- a. minimum density requirements and targets established by the Region and the Province;
- b. an urban built form that is massed and designed to create active use frontages and attractive pedestrian-oriented streets for all seasons with ground-floor uses such as retail, human and personal services;
- c. a concentration of the most intensive development and greatest mix of uses within a five minute walking distance of rapid transit stations and/or planned subway stations, taking into account the immediate context and an appropriate transition to the surrounding community;
- d. a minimum requirement that 35% of new housing units be affordable, for low and moderate income households, to be implemented through **inclusionary zoning**, subject to subsection 3.2 of this Plan;
- e. policies that phase development in an orderly way, coordinated with the provision of municipal services and community facilities, transit and other infrastructure;
- f. policies to promote excellence in urban design and sustainable construction methods, including winter design;
- g. policies that establish urban greening targets, which may be achieved through urban forest canopy, green walls, requirements for on-site greening;
- h. provisions for an urban public realm, including **passive and active** parks and meeting places that contribute to a sense of place and clear identity;

- i. policies that encourage the inclusion of public art in all significant private sector developments and that require the dedication of 1% of the capital budget of all major Regional and local municipal buildings to public art;
- j. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, low-impact development, **green roofs**, and water capture and reuse;
- k. a mobility plan with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and facilities; and
- l. requirements for new school sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-storey buildings and shared facilities.

5.1.1.5 That Secondary Plans shall be prepared by the City in consultation with the public, pursuant to the policies of Section 5.1.2 of this Plan.

5.1.1.6 That where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area.

5.1.1.7 That, where a Secondary Plan has been prepared, to provide a context for coordinated development, and to demonstrate conformity with the policies of the Secondary Plan, each development application in compliance with any approved Block Plans, will address the following matters through a detailed Development Concept as part of a Planning Justification Report:

- a. phasing of development, from initial construction to ultimate completion;
- b. achievement of the transit-supportive and pedestrian-oriented uses;
- c. how the development has regard for the land use and design policies of neighbouring municipalities where appropriate;
- d. height and massing of buildings;
- e. distribution of land uses, lot sizes and densities;
- f. relationship between streets and buildings, including how the proposed development and subsequent phases address any Secondary Plan policies respecting build-to lines;
- g. how the ground-floor oriented retail uses are being provided in the current phase of the application;
- h. integration of development with transit services;
- i. pedestrian, bicycle, and vehicular circulation networks and integration with the City's Pedestrian and Bicycle Master Plan, as appropriate;

- j. parks and open space system, and multiuse recreational trail system;
- k. location, dimensions and character of **POPS** and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- l. size and treatment of parking facilities and vehicular access points, including the potential for shared parking, parking ramps and loading facilities and access and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes;
- m. signage, streetscape amenity elements, lighting and site furnishings;
- n. location, size and design of stormwater management facilities;
- o. identification and design of streetscape and pedestrian route improvements for the entire subject property including the area from the building face to the curb, with respect to the provision of street trees (including a double row of trees on major avenues, where feasible such as, Highway 7, Steeles Avenue and Yonge Street), signage, street furniture, landscaping, street and pedestrian scale lighting;
- p. location of street-related uses and principal pedestrian building entrances to street frontages, and how the role of the public street and pedestrian movement along the street are supported;
- q. **microclimatic** conditions, modifications or enhancements;
- r. **cultural heritage resources**, and proposed measures to conserve them;
- s. proposed measures to remediate and restore significant natural features and conditions, and to address other environmental matters, consistent with the City's Environmental Management Guideline;
- t. protection and enhancement of significant views and landscape focal points;
- u. energy conservation and other proposed sustainability features of the development; and
- v. engagement with utility providers to ensure that sufficient services are or will be in place to support the proposed growth and development.

5.1.1.8 That, in evaluating development applications throughout the Secondary Plan Area, the City shall consider:

- a. the support that the proposed use provides to the operation of the local, regional and inter-regional transit network in both the short and long term;

- b. the ability of the existing transit network to support the proposed development;
- c. the availability of water and sewer services and related allocation of Regional Servicing Capacity;
- d. the suitability of the proposed stormwater management facilities;
- e. compatibility with adjacent approved land use designations in proximity to the proposed use;
- f. compatibility of the proposal with the urban design policies and principles described in the Official Plan/ Secondary Plan and with the Zoning By-law;
- g. the proposed parking areas and access points;
- h. phasing, which may be addressed through the appropriate use of the policies of the Secondary Plan respecting the application of the Holding Symbol in the implementing Zoning By-law;
- i. the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners where applicable; and
- j. the impact of traffic on adjacent existing and/or approved land uses, and the short and long-term impact of the proposed use on the operation of the Regional and City road network.

5.1.1.9 That, in addition to the items listed in policy 5.1.1.2, the City may require the preparation of additional studies including a community services and facilities impact study and delivery strategy and/or a public art delivery strategy (if and where applicable) as part of the development application or, in the case of an individual application, as determined through the pre-consultation meeting. The City shall establish specific requirements for studies addressing the foregoing concerns with development proponents. The costs associated with the conduct of these studies shall be the responsibility of the landowners and be shared equitably among benefiting landowners on a pro-rata basis.

5.1.1.10 That, within each block of the Secondary Plan, development applications should coordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown in the Development Concept and Phasing Plan.

5.1.1.11 Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements, where applicable:

- a. components of the local and primary road network;
- b. bus-rapid transit;

- c. subway;
- d. multi-use recreational trail system; and
- e. public and community services.

## **Required Secondary Plan Areas - Processing of Individual Development Applications**

It is the policy of Council:

- 5.1.1.12 That notwithstanding the policies concerning the Required Secondary Plan Areas identified in Schedule 14-A, Council may permit the continuance of processing of an existing development application, when it is demonstrated to Council's satisfaction:
  - a. that the proposed development is generally compatible with the vision contemplated in the Official Plan and is significant in terms of its contribution to city-building; and
  - b. that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a Secondary Plan process.
- 5.1.1.13 That notwithstanding the completion of a Secondary Plan, in certain circumstances the proceeding of development may be condition on the completion of a tertiary plan.

## Block Plans

It is the policy of Council:

- 5.1.1.14 That the City will identify areas subject to a Block Plan process through:
- the Secondary Plan process; or
  - the development review process, to address complexities in smaller planning units, scoped as required in accordance with policy 5.1.1.15.
- 5.1.1.15 That a Block Plan is a comprehensive planning framework that describes how the following policy aspects of development will be addressed:
- the proposed land uses, housing mix and densities;
  - the size and configuration of lots;
  - the local pattern of lots, streets and blocks;
  - traffic management, including the expected traffic volumes on all collector and local streets to precisely define the requirements for items such as traffic signals, stop signs, turn lanes and transit stop locations, traffic-calming measures, and transportation demand management;
  - the provision of public transit, pedestrian and cycling facilities and connection to existing networks;
  - the provision of public and private services and the detailed approach to stormwater management;
  - protection and enhancement of the Natural Heritage Network, including the detailed evaluation and demarcation of **Core Features** and related buffers;

### Secondary Plans vs. Block Plans

**Secondary Plans** are City-led planning exercises which form a statutory part of the Official Plan, and which set out at a more specific level of detail how development in a given area should proceed, including land use designations, conceptual street networks, location of parks and open space, community facilities, transit stations, and natural heritage features.

**Block Plans** are applicant-led planning exercises which demonstrate how Official Plan and Secondary Plan policies will be applied throughout a defined area of development, including the precise locations of the elements listed in the paragraph above. Future development applications are intended to comply with the Block Plans.



- h. the precise locations of natural and cultural heritage features of the area, including built heritage and potential archaeological resources and proposed approaches to conservation and or enhancement;
- i. the precise location of any parks, open spaces, schools, fire stations, community centres, and libraries;
- j. the proposed implementation of sustainable development policies as contained in subsections 3.1 and 3.3 of this Plan;
- k. phasing of development; and
- l. evaluation of opportunities for coordination with environmental assessment processes for roads and infrastructure that are subject to the *Environmental Assessment Act*.

5.1.1.16 That pursuant to the preparation of Block Plans, it is the intent of this Plan that the required work to address specific ecological and environmental concerns be completed by landowners to the City's satisfaction, in consultation with affected public agencies, prior to the completion and approval of the Block Plans. For clarity, Block Plans are to be undertaken by landowners and approved by Council.

5.1.1.17 That the City shall establish the specific requirements for the studies required to address the specific concerns of the Block Plan area in consultation with development proponents and public agencies with an interest in the lands prior to the commencement of the Block Plan process. The costs associated with these studies and the preparation of Block Plan shall be shared equitably among benefitting landowners on a pro-rata basis. Benefitting landowners who choose not to participate in the preparation of the Block Plan but subsequently wish to develop their lands will be required to make a financial contribution to the costs of preparing the Block Plan based on their pro-rata share.

5.1.1.18 To require comprehensive landowner agreements to implement the financial requirements for growth related infrastructure and community services are provided without adverse impact on the City's financial capability. This may require front-end financing agreements to advance the timing for the required infrastructure, to address any acceleration in associated costs, and to implement a fair and equitable sharing of the costs of providing the required infrastructure and community facilities.

5.1.1.19 To be satisfied of the following when considering approval of a Block Plan:

- 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 transit and cycling facilities, both internal and external to the block, will be provided within an acceptable time frame;
- c. the availability of capacity of other major public service providers and related Regional Sanitary Servicing Allocation Capacity;
- d. local and Regional water and sanitary sewer trunk services will be provided to the block;
- e. allocation of servicing capacity shall be identified by York Region and allocated by the City in conjunction with the approved phasing of development within the block;
- f. school sites shall be identified in consultation with the relevant school boards; and
- g. parks, community centres, associated facilities and multi use recreational trail systems shall be developed within a time frame acceptable to the City.

5.1.1.20 That phasing policies are intended to provide for the co-ordination of development within any particular Block Plan area to facilitate the development of functional and cohesive neighbourhoods throughout the community's growth and development. The approval of specific development applications shall be controlled by the City in order to facilitate:

- a. orderly, sequential and contiguous development;
- b. efficient proximity and availability of water and sewer servicing to facilitate the proposed development;
- c. availability of water supply capacity;
- d. availability of sanitary sewer capacity;
- e. adequacy of storm drainage and stormwater management systems;
- f. the availability of Regional infrastructure, within the Block Plan area and outside the Block Plan area, such as Regional roads, transit lines and Regional trunk sewers and watermains;
- g. minimization of public costs;
- h. the adequacy of community facilities for the planned number of residents of the development;
- i. the capacity of other public bodies and levels of government to provide schools and other social services for the planned number of residents of the development;

- j. the financial capability of the City to provide necessary functions and services;
- k. the capacity of the internal and external transportation systems and proposed improvements;
- l. the integration of the proposed development with the planned public transit system;
- m. the establishment of a hierarchy of streets including connectivity between blocks; and
- n. the application of sustainable development solutions.

- 5.1.1.21 That a Phasing Plan will be established within each Block Plan based upon sub-areas which would generally accommodate between 5,000 and 7,500 people plus required community facilities such as schools, parks, major transportation linkages, woodlands, open spaces and multi-use recreational trails. The Phasing Plan will identify the sequencing of phases based on the logical extension of community services and infrastructure, consistent with policy 5.1.1.20.
- 5.1.1.22 That the first phase of any residential or mixed-use block will start with sub-areas that are adjacent to already developed areas of abutting blocks. Subsequent phases will proceed such that there are no gaps of undeveloped land between development phases, notwithstanding where there may be hold-out development parcels.
- 5.1.1.23 That transportation system improvements be co-ordinated with development to provide adequate capacity, including transit capacity and accessibility, is available to meet projected demands during all phases of the development. Availability of adequate capacity will be demonstrated as part of the Block Plan approval process.
- 5.1.1.24 That in co-ordination with the initiation of each new phase of construction within a Block Plan Area, an Infrastructure Phasing Plan approved by Council will identify within and external to the Block, the specific water, utility and sewer services (and sections thereof) and the arterial and collector streets (and the sections thereof) and bridge crossings which shall be constructed prior to the initiation of development in each subsequent phase.
- 5.1.1.25 That any parcel of land within a Block Plan intended for development that is subject to a draft Plan of Subdivision or other development approval application must be in conformity with this Plan and consistent with an approved Block Plan. Where Council has not approved a Block Plan, a proposed Plan of Subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan. The proposed Plan of Subdivision or

other development approval application may be evaluated in the context of the proposed Block Plan.

- 5.1.1.26 A proposed Plan of Subdivision or other development approval application which is not consistent with a Block Plan approved by Council may receive approval, subject to the discretion of the City, provided it can be demonstrated that any deviations from the Block Plan are minor, appropriate, and represent good planning, and represent an improvement and conform to the policies of this Plan.

## Site and Area Specific Policies

It is the policy of Council:

- 5.1.1.27 That areas subject to Site and Area Specific Policies, as contained in Volume 2 of this Plan, are identified on Schedule 14-B and 14-C.
- 5.1.1.28 That existing Site and Area Specific policies maintain the goals and objectives of this Plan and have been established because the development permissions do not otherwise fit within the specific policy structure of this Plan.
- 5.1.1.29 That Council may establish, from time to time, new Site and Area Specific policies, to be contained in Volume 2 of this Plan, through the processing of development applications where it has been demonstrated that the goals and objectives of this Plan are being met.

## Strata Parks

A **strata park** is a public park developed above infrastructure, typically subways, parking garages, or storm water management facilities. The park space is deeded to the City by the property developer, and is City-owned and operated (as opposed to a **POPS**), whereas the underlying infrastructure and waterproofing membrane will be maintained within private ownership. While the City allows for parkland to be conveyed from developers through strata, certain criteria must be applied to ensure safety, access, and reliable continuity of the park use.

It is the policy of Council:

- 5.1.1.30 That **strata parks** will be given credit for satisfying the parkland dedication requirements for a development or redevelopment in accordance with prevailing City policies.
- 5.1.1.31 That **strata parks** will be considered part of the City's parkland system and will be City-operated.
- 5.1.1.32 The **strata park** should:

- a. be located in a prominent public facing location with public street frontage;
- b. be linked to sidewalks and should be linked to other public spaces (e.g. promenades or mid-block connections) wherever possible;
- c. will not require off-street parking and the City will consider the need for accessible parking, where appropriate;
- d. expand and animate the public realm to contribute to an interconnected network of public open spaces;
- e. offer active and passive programming to meet the open space needs of the surrounding community; and
- f. provide a comfortable **microclimate** maximizing sunlight access and wind conditions suitable for the intended use.

5.1.1.33

That where a **strata park** is conveyed to the City, the following requirements must be met:

- a. that at the point of the transfer of ownership to the City, the land on which the **strata park** is located will be suitable for park construction including but not limited to the following conditions:
  - i. free from contamination, excess surface water, debris, or any other residual effect from the development below the **strata park**. The **strata park** shall be provided with an adequately sized servicing connection along the main frontage including, but not limited to, stormwater, sanitary and electrical servicing connections;
  - ii. underground strata element should encumber at maximum 60% of **strata park** area to allow for the long-term growth cycle of large canopy trees and establishment of an urban forest; and
  - iii. returned to its grade to base park condition.
- b. that easements or other reciprocal agreements are entered into between the City and the owner of the subsurface element to ensure the following:
  - i. land is permit-ready for active and/or passive park programming;
  - ii. land is designed and developable to City standards;
  - iii. does not prohibit or restrict public programming;
  - iv. will be open and accessible to the public at all times;
  - v. that public access to the **strata park** is maintained indefinitely;
  - vi. that any demolition or renovation of the subsurface element does not affect the support of the **strata park** above;

- vii. that provisions are in place to allow for the maintenance of both the **strata park** and subsurface element, including for emergency repairs and cost-sharing;
- viii. that any required repair or renovation to the underlying use, including waterproofing, that impacts the overlying park requires the underlying owner to repair and replace the park to the park's original condition;
- ix. that any required egress to the underlying use may not be through or over the overlying park, but must be directly to the surrounding sidewalk or the public right-of-way;
- x. that clear dispute resolution mechanisms are established to the satisfaction of the City;
- xi. that any further applicable criteria in this Plan are met; and
- xii. that notwithstanding any policies in this Plan, further criteria regarding easements or other reciprocal agreements are subject to the satisfaction of the City.

## 5.1.2 Engagement and Consultation

The City recognizes the importance and value to the planning process of meaningful engagement and consultation. The implementation of the policies of this Plan will be guided by opportunities for inclusive engagement with the public, affected stakeholders, and Indigenous Peoples.

### Indigenous Peoples of Canada and the Duty to Consult

It is the policy of Council:

- 5.1.2.1 That the City respectfully acknowledges that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation, the traditional territory of the Huron-Wendat and the Haudenosaunee.
- 5.1.2.2 That time is taken to develop stronger relationship building and implement actions that will honour the many First Nations, Metis and Inuit people living in Vaughan.
- 5.1.2.3 That the City supports the United Nations Declaration on the Rights of Indigenous Peoples and the Truth and Reconciliation Calls to Action, which act as starting points for the City to develop meaningful collaborative relationships and work that addresses the systemic inequities and racism that Indigenous Peoples face.

- 5.1.2.4 That in the spirit of reconciliation and in accordance with the Aboriginal and treaty rights set out under Section 35 of the *Constitution Act*, the City will work with local Treaty 13 First Nations and other Indigenous Peoples on building a constructive and cooperative relationship, based on mutual respect, between planning authorities to facilitate knowledge-sharing and inform decision-making in land use planning.
- 5.1.2.5 That the City will consult and engage with the leadership of Indigenous Peoples in order to confirm the preferred method of engagement when reviewing land use, infrastructure, and development approvals and that the methods of engagement, at the very least, acknowledge the traditional territory and traditional knowledge of the Treaty 13 First Nations and other Indigenous Peoples.
- 5.1.2.6 That the City acknowledges the value of the traditional knowledge and history of Indigenous Peoples and will encourage further partnerships to achieve the objectives of this Plan, support mutual learning and understanding and strengthen relationships. Involvement and engagement with Indigenous Peoples will occur as early as reasonably possible on future planning proposals.
- 5.1.2.7 To develop a City-wide approach, in conjunction with Indigenous Leaders, based on the Duty to Consult and Section 35 of the *Constitution Act*, that will identify meaningful ways to engage with Indigenous Peoples, including actions the City can take towards Reconciliation, such as Indigenous training for City Staff and ongoing discussions with leadership and staff of Indigenous Communities to confirm interests and impacts associated with land use planning.

## Public Consultation and Engagement

It is the policy of Council:

- 5.1.2.8 To follow-through on the principles of community engagement that were developed with the public's feedback when updating this Official Plan, including:
- a. progressively seek input from residents, agencies, and other stakeholders on planning matters;
  - b. conduct community engagement early in the planning process and on an ongoing basis;
  - c. offer mutually respectful and meaningful engagement;
  - d. provide equitable opportunity for a wide demographic to be informed and involved on planning matters;
  - e. consider and utilize partnerships and innovative consultation methods or tools for engagement; and

- f. ensure an accessible, accountable, and transparent planning process.

- 5.1.2.9 To provide opportunities for community engagement during:
- a. the development and review of the Zoning By-Law and other applicable By-Laws including prior to the submission of a Development Application;
  - b. the preparation and review of Secondary Plans, other Area-Specific Planning Studies, and Community Improvement Plans;
  - c. the development review process; and
  - d. any other planning matter that the City considers appropriate for public engagement.
- 5.1.2.10 To engage and consult with York Region, neighbouring municipalities, public bodies and private agencies on matters of mutual interest and concern.
- 5.1.2.11 To periodically review and ensure that engagement throughout the planning process is inclusive and seeks to engage equity-deserving peoples.
- 5.1.2.12 To notify the public on planning matters within 20 days in accordance with the *Planning Act*, the *Environmental Assessment Act*, the *Accessibility for Ontarians with Disabilities Act* and other applicable legislation, policies, and regulations.

## **Notification Procedures for Statutory Public Meetings**

The *Planning Act* requires that a statutory public meeting be held prior to Council adoption of an Official Plan, enactment of a Zoning By-law or any amendments to those documents. These meetings ensure that adequate information is made available to the public and to allow the public to make representations on the matter being considered.

It is the policy of Council:

- 5.1.2.13 That at least one public meeting shall be held prior to the adoption of an Official Plan or Zoning By-law amendment at which the public may make representations in respect of the matter being considered. A new public meeting for a planning application(s) shall automatically be required when any of the following circumstances occur:
- a. any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting; and/or



- b. an application(s) has been significantly amended, such as an increase to the proposed density and/or building height, to the discretion of the City, beyond what was proposed and considered by Council at a previous public meeting.
- 5.1.2.14 That when a further public meeting is held, the procedures identified in policies 5.1.2.15 through 5.1.2.17 shall apply.
- 5.1.2.15 That in order to provide ample opportunity for the public to review and discuss the proposed plan amendments, by-laws or by-law amendments and to prepare their comments, the notice of any public meeting required under policy 5.1.2.13 shall be given at least twenty (20) days prior to the date of the meeting.
- 5.1.2.16 The notice of public meeting shall contain the following information:
  - a. the date, time and location of the meeting;
  - b. a key plan showing the location of the subject site or a description of the site; and
  - c. a description of the proposal.
- 5.1.2.17 That notice of the public meeting shall be given to the public by at least one of the following methods:
  - a. publication in a newspaper that is, in the City Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment applies; or
  - b. prepaid first class mail to personal service to every landowner within 150 meters of the land to which the proposal applies and a posted notice sign on the proposed property that includes the date and time of the meeting.
- 5.1.2.18 That in addition to giving notice to the general public, the City will also give notice of a public meeting to any person or agency that has provided to the City a written request for such notice in respect of the specific proposal if such request includes the person or agency's address.
- 5.1.2.19 Notwithstanding policies 5.1.2.13 through 5.2.1.18, the City may forego notification of any meetings for the public in connection with Official Plan and Zoning By-law changes if such changes will not affect the substance of the document being changed, including the following:
  - a. deletion of obsolete provisions;
  - b. changes or corrections to format, wording, or reference errors; or
  - c. alteration in the number and arrangement of any provisions.

## 5.1.3 Implementation Tools

Achieving the objectives of this Plan and setting out the transformative agenda within it requires an ongoing commitment to implementing the policies of the Plan. For these policies to have impact and guide change, tools have been afforded to municipalities by the Province and the *Planning Act*. This section outlines the tools that the City has available to implement the principles and policies of this Plan.

### Zoning By-laws

Zoning By-laws are the primary tool the City has available under the *Planning Act* to implement the policies of this Plan and its supporting documents, such as the City-Wide Urban Design Guidelines. Zoning By-laws translate the higher-level policies of the Official Plan into more specific provisions and lot and building requirements, such as building heights, massing, and setbacks, for each property within the City.

It is the policy of Council:

- 5.1.3.1 That Zoning By-laws shall be used to implement the policies of this Plan by regulating the use of land, buildings or structures pursuant to the provisions of Section 34 of the *Planning Act*.
- 5.1.3.2 That the full range of uses, densities or heights permitted by this Plan may not be permitted by the Zoning By-law in all locations or all instances. Zoning By-law provisions may be more restrictive than the policies of this Plan.
- 5.1.3.3 That, subject to the requirements of the *Planning Act*, Zoning By-laws may be enacted to permit the use of land, buildings or structures subject to one or more prescribed conditions set by Council.

### Inclusionary Zoning

**Inclusionary zoning** allows the City to require, through a by-law passed under Section 35.2 of the *Planning Act*, that a certain number of **affordable housing** units be provided in new developments or redevelopment within a **PMTSA** as delineated on Schedule 1B.

The City will implement **inclusionary zoning** as a mechanism to contribute towards meeting the **affordable housing** goals identified in this Plan and guided by the City's future **Housing** Strategy and York Region's Official Plan and Housing Solutions Plan.

It is the policy of Council:

- 5.1.3.4 To establish, through a municipal by-law, an **inclusionary zoning** system pursuant to the *Planning Act*, Ontario Regulation 232/18, and the York Region Official Plan to require the development of **affordable housing** within **PMTSAs** shown on Schedule 1B to this Plan.
- 5.1.3.5 That on the completion of the City's **inclusionary zoning** study as part of the Housing Strategy, additional guiding policies for **inclusionary zoning** will be included in this Plan through an Official Plan Amendment.

## Minor Variances

It is the policy of Council:

- 5.1.3.6 That the Committee of Adjustment will consider applications for minor variances to the use and/or regulation provisions of the Zoning By-law in accordance with the provisions of the *Planning Act*.
- 5.1.3.7 That when considering an application, the Committee of Adjustment shall consider the professional advice provided, including legal, planning, engineering, etc., and the Committee shall provide an explanation as to what effect the written and oral submissions it received had on the decision, if any. The Committee of Adjustment will be satisfied that the general intent and purpose of this Plan and the Zoning By-law would be maintained, and that the variance would be minor in nature and desirable for the appropriate development or use of the land, building, or structure.

## Temporary Use By-laws

It is the policy of Council:

- 5.1.3.8 To allow the temporary use of land, buildings or structures through a by-law, provided the temporary use meets the following conditions which are relevant to the specific application:
- is consistent with the general intent of this Plan;
  - is compatible with adjacent land-uses;
  - is temporary in nature and can be easily terminated when the temporary use by-law expires;
  - sufficient servicing and transportation capacity exists for the temporary use; and

- e. maintains the long-term viability of the lands for the uses permitted in this Plan.

5.1.3.9 That if a temporary use by-law is passed, the by-law will permit the specific use on site for renewable periods up to three years, except in the case of a **garden suite** which may be permitted for up to twenty years, in accordance with the provisions of the *Planning Act*. An extension may be granted provided a request for extension is submitted prior to the expiry of the temporary use by-law.

## Interim Control By-laws

It is the policy of Council:

5.1.3.10 That interim control by-laws may be passed to restrict development within a defined area while the City considers the preparation of a planning study for the area to ensure that the policies of this Plan are implemented.

5.1.3.11 That an interim control by-law will take effect for up to one year to allow the study to be completed and can be extended by up to one additional year in accordance with the *Planning Act*.

## Holding By-laws

It is the policy of Council:

5.1.3.12 That Zoning By-laws may be enacted to permit the use of land, buildings or structures for a future use by applying a Holding Symbol (H) in conjunction with the appropriate zone category.

5.1.3.13 That until such time as a by-law is enacted by Council to remove the Holding Symbol (H), the by-law may permit either the continuation of the existing use or a temporary use which will not inhibit the future use established in the by-law.

5.1.3.14 That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land but that *development* of the lands for the intended use is premature until one or more of the following have been addressed:

- a. the necessary wastewater, water and stormwater services;
- b. the necessary transportation facilities;
- c. the necessary community facilities, public infrastructure and public parks;
- d. special design features as required;

- e. completion of specific studies related to traffic, infrastructure, drainage and/or environmental issues, urban design and/or archaeological as it pertains to development;
- f. the necessary remedial activities and confirmation of environmental suitability through the submission of regulatory documents, as required, for contaminated lands;
- g. the necessary technical studies to ensure land use compatibility such as noise and air quality impact assessments;
- h. approval of a Site Plan application; or
- i. the required agreements, as appropriate, are entered into.

5.1.3.15 That where a Development Concept has been prepared per policy 5.1.1.7 of this Plan, the City may enact a Holding Provision for the following matters:

- a. if the Development Concept, submitted in support of a development application has not been finalized to the City's satisfaction;
- b. if the number and location of access points to the site are inadequate to function safely and efficiently;
- c. to ensure the orderly development of the project where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development agreement; and/or
- d. to secure funding and/or to equitably cost share among benefiting landowners, for sewer, water, stormwater, roads, parks, multiuse recreational trails, community services and facilities, or outstanding application processing fees.

5.1.3.16 That a by-law to remove the holding symbol (H) may be enacted only when an application has been submitted to the City and the reason for the use of the holding symbol no longer applies.

## Community Benefits Charges

Community benefits charges are a tool available to municipalities under Section 37 of the *Planning Act* to fund the capital costs of certain public services related to growth, such as community facilities and public art. Community benefits charges are used by the City in hand with development charges and parkland acquisition policies to ensure that growth occurs in a financially sustainable way and that new development is properly served by infrastructure, open space and parkland, and community services.

It is the policy of Council:

- 5.1.3.17 To use community benefits charges as a tool for creating complete communities where new development is appropriately serviced by community services.
- 5.1.3.18 That the City will, through a by-law, levy a community benefits charge on any new development or redevelopment that is equal to four percent (4%) of the value of the land on which the development or redevelopment is located.
- 5.1.3.19 That notwithstanding policy 5.1.3.18, the following types of development or redevelopment are exempt from community benefits charges:
- a. a building or structure with fewer than five storeys at or above ground or with fewer than ten residential units;
  - b. a redevelopment that proposes to add fewer than ten residential units to an existing building or structure;
  - c. **affordable** and attainable homes;
  - d. long-term care homes;
  - e. retirement homes;
  - f. post-secondary institutions;
  - g. a memorial home, clubhouse, or athletic grounds used by the Royal Canadian Legion;
  - h. hospices; and
  - i. buildings to be used for residential purposes by a not-for-profit housing provider.
- 5.1.3.20 That revenue generated from community benefits charges will be held in a special account and will be used for growth-related capital costs in the following categories:
- a. public art and culture;
  - b. community facilities and amenities;
  - c. public parking; and
  - d. civic administration and studies.
- 5.1.3.21 To prepare an annual report to be made available to the public which includes all information required through Section 7(1) of Ontario Regulation 509/20.

## Community Improvement Plans

Community Improvement Plans are a planning tool provided to municipalities under Part IV of the *Planning Act* which empowers municipalities to provide incentives to stimulate investment in certain areas (e.g., providing grants or tax-increment financing for rehabilitating building facades or for redeveloping **brownfield** lands). These powers are typically not available to municipalities, so Community Improvement Plans offer a chance for the City to directly or indirectly support actions to achieve the goals and policies of this Plan.

It is the policy of Council:

- 5.1.3.22 That Community Improvement Project Areas may be designated by by-law, pursuant to Section 28 of the *Planning Act*, for areas that display any or all of the following criteria:
- a. inadequate municipal infrastructure, including piped services, streets and streetscapes, public parking facilities and/or stormwater management facilities;
  - b. inadequate community facilities such as public recreational/cultural facilities, public parks, public open space and/or social services including **affordable housing**;
  - c. building and/or property deterioration, including facade treatment; to the extent that it has a negative effect on the overall image of the broader community;
  - d. faulty arrangement of lands;
  - e. encroachment of incompatible land uses;
  - f. poor overall streetscape and urban design;
  - g. existing or potential Business Improvement Areas;
  - h. vacant lots with redevelopment or infill potential to achieve Urban Structure;
  - i. underdeveloped properties which have potential for redevelopment or expansion to better utilize the land base to achieve the City's Urban Structure;
  - j. development at densities that are too low to support planned transit facilities;

- k. barriers to the improvement or development of vacant or underutilized lands or buildings such as lots that are **brownfield** sites, contaminated soil, fragmented ownership or financial disincentive to private investment;
- l. conservation of heritage resources through restoration, rehabilitation and adaptive re-use; and/or
- m. any other reason as provided for under the *Planning Act*.

5.1.3.23 That a Community Improvement Plan will be prepared and adopted for the area with input from area residents, property owners and other interested stakeholders.

5.1.3.24 That when the intent of a Community Improvement Plan has been carried out it may be dissolved by by-law.

## Existing Uses

It is the policy of Council:

- 5.1.3.25 To recognize legally existing land uses as they exist at the time this Plan is approved. These land uses shall be deemed to conform to this Plan. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan provided that the intent of this Plan is not compromised and the tests prescribed below are met:
- a. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;
  - b. the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the City's Zoning By-Law;
  - c. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
  - d. the neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
  - e. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of



ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

- f. within **Natural Areas**, it is demonstrated that there will be no negative impact on existing natural features and functions;
- g. there is no increased risk to public health and safety associated with natural hazards in accordance with the natural hazards policies of this Plan; and/or
- h. where applicable, permission is obtained in accordance with Section 28 of the *Conservation Authorities Act*.

## Legal Non-conforming Uses

It is the policy of Council:

- 5.1.3.26 That the use of land, buildings or structures which does not conform to the City's Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. When a legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate.
- 5.1.3.27 That when a legal non-conforming use ceases it will be replaced by uses, buildings or structures that conform with the intent of this Plan and the Zoning By-law.
- 5.1.3.28 That, in special circumstances, the Committee of Adjustment may permit the extension or enlargement of non-conforming uses, subject to the following considerations:
  - a. retaining the intent that the use will cease over time;
  - b. the length of time that the use has been in operation;
  - c. and that no extension or enlargement of the use shall be approved if it will increase or exacerbate incompatibility of the use with the surrounding area, or if the expansion or enlargement will result in a built form that is not compatible with the character and planned function of the area; and
  - d. that the neighbouring conforming uses will be protected where necessary by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, devices and measures to increase compatibility of character and planned function, reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs.

## Site Plan Control

- 5.1.3.29 That the whole of the City of Vaughan is considered a Site Plan Control Area in accordance with Section 41 of the *Planning Act*.
- 5.1.3.30 That the City will enact the Site Plan Control Area referenced in policy 5.1.3.29 through a municipal by-law.
- 5.1.3.31 That for policies related to Site Plan Control, “development” means:
- a. the construction, erection or placing of one or more buildings or structures on land;
  - b. the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof; or
  - c. the laying out and establishment of:
    - i. a commercial parking lot;
    - ii. sites for the location of three or more trailers;
    - iii. sites for the location of three or more mobile homes; or
    - iv. sites for the construction, erection or location of three or more land lease community homes.
- 5.1.3.32 That for policies related to Site Plan Control, “development” does not include:
- a. the placement of a portable classroom on a school site of a District School Board, if the school site was in existence on January 1, 2007; or
  - b. the construction, erection or placing of a building or structure for residential purposes on a parcel of land if that parcel of land will contain no more than 10 residential units.
- 5.1.3.33 That prior to development being undertaken on or after July 1, 2022 in the Site Plan Control Area, the Deputy City Manager shall approve one or both of the following:
- a. plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided in conjunction therewith and of all facilities and works required under clause 41(7)(a) of the *Planning Act*, including facilities designed to have regard for persons with disabilities; or
  - b. drawings showing plan, elevation and cross-section views for each building to be erected, except a building to be used for residential purposes

containing fewer than 25 residential units, which drawings are sufficient to display:

- i. the massing and conceptual design of the proposed building;
- ii. the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;
- iii. the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;
- iv. matters relating to the design of exterior access to each building that will contain **affordable housing** units or to any part of such building;
- v. the sustainable design elements on any adjoining public street including without limitation trees, shrubs, hedges, tree soil planting volume, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and
- vi. facilities shall be designed for persons with disabilities.

5.1.3.34 That for buildings containing less than 25 residential units but more than 10 residential units, other than those exemptions contained in policy 5.1.3.32b, the City may require drawings showing plan, elevation and cross-section views of buildings used for residential purposes.

5.1.3.35 That in the Site Plan Control process, the City shall consider the design objectives, including but not restricted to the following:

- a. new development shall be compatible in conceptual design and scale with existing buildings and overall streetscape;
- b. conflicts in land use with any adjacent **sensitive** uses shall be minimized by appropriate orientation and screening or managed through the implementation of acceptable mitigation measures;
- c. access routes, internal driveways, pedestrian walkways and parking configurations shall adhere to the design guidelines of the Vaughan Fire Department and the relevant zoning by-law, including appropriate curbing and landscaped islands;
- d. the access points from the public road system to the site shall be approved by the City or Region, as appropriate;
- e. suitable parking areas, including those for the handicapped, shall be provided;

- f. services and utilities, including sanitary and storm sewers, watermain, provisions for storm water management and hydro, and easements for their construction, maintenance or improvements, shall be provided;
- g. grading shall satisfy the requirements established by the City;
- h. fencing that will be of a uniform design and an integral part of the landscaping format, and will delineate areas, confer privacy or provide a noise barrier, and will conform to the fence by-law. Acoustic walls shall be provided, as required by the City in consultation with the Province;
- i. all lighting, both decorative and utilitarian, shall be oriented internally to the site, away from adjoining developments and shall not constitute a traffic hazard;
- j. signs shall be in accordance with the City's Sign By-law and should form an integral part of the building design and site layout;
- k. the size, type and planting details of deciduous and coniferous trees, shrubs, ground covers and vines, shall be with regard to the City's guidelines, and coordinated with the building and surrounding streetscape, where possible;
- l. vaults, central storage and collection areas, etc. for garbage shall be appropriately provided on-site in accordance with the City's guidelines;
- m. any easements in favour of the City for public access, where required; and
- n. presence of environmental contamination or hazards and requirements for remediation or implementation of risk management measures.

5.1.3.36 That where a proposed development is within the designated Site Plan Control Area, the dedication, free of all charge and encumbrance to the appropriate authority, of lands needed to achieve the road allowance to meet the required City or Regional standards may be required along the frontage of the development as a condition of Site Plan approval. The current street allowance requirements for all types of local and Regional streets are shown on Schedule 9B.

5.1.3.37 That further to policy 5.1.3.36, the City may also require additional dedication for sight triangles, 0.3 metre reserves, grade separations, topographic constraints and turning lanes, to meet the current engineering standards, as a condition of Site Plan approval.

5.1.3.38 That, in general, road widenings will be required to be dedicated in equal widths from the centre line of each side of the road allowance. However, when constraints such as topography, preservation of historical features, insufficient setbacks from buildings or structures or the previous pattern of dedication dictate, dedication may require that the road dedication be taken on one side of the road.

However, in such cases, only one half of the widening described will be taken through Site Plan control as appropriate.

- 5.1.3.39 That all conditions of Site Plan approval shall be satisfied prior to the approval of a Site Plan.

## Plans of Subdivision

It is the policy of Council:

- 5.1.3.40 That a Plan of Subdivision, pursuant to Section 51 of the *Planning Act*, shall be deemed necessary in the following cases:
- a. where the number of new lots created is greater than three;
  - b. where the extension or creation of a public road allowance is required;
  - c. where the extension or creation of municipal services is required; or
  - d. where agreements or conditions are required by any municipality or other government with regard to any part of the remaining lands.
- 5.1.3.41 That Plans of Subdivision shall only be approved if:
- a. where a Secondary Plan and/or Block Plan is required, the Secondary Plan and/or Block Plan in which the subject lands are located has been adopted by Council and all conditions of Secondary Plan and/or Block Plan approval have been satisfied;
  - b. the Plan of Subdivision conforms with the policies of this Plan, including any Secondary Plans, and where a Block Plan is required and has been completed, conforms with the Block Plan;
  - c. the subject lands can be provided with adequate services and facilities, including available transportation capacity and availability of public transit, as required by this Plan; and
  - d. the Plan of Subdivision is not premature and is in the best interest of the City.
- 5.1.3.42 That the owner seeking to subdivide land may be required to satisfy certain conditions prior to final approval of a Plan of Subdivision including, but not limited to, the following requirements:
- a. land be dedicated, or other requirements satisfied, for park, public open space, or other public recreational purposes according to the policies in subsection 3.5.5 of this Plan;

- b. transportation network facilities, including pedestrian pathways, bicycle pathways, streets and public transit rights-of-way be dedicated as necessary;
- c. land be dedicated for commuter parking lots and transit stations, including related facilities and infrastructure for the use of the general public, as necessary;
- d. a reasonable distance from a functioning fire station based on Regional regulations and standards for emergency response times;
- e. where the proposed subdivision abuts an existing street, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the street to such width as indicated on Schedule 9B; and
- f. land that is planned as a school site for any school board that has jurisdiction in the area in which the land is situated be offered to the school board in accordance with the provisions of the *Planning Act*.

5.1.3.43 That conditions of Secondary Plan and/or Block Plan approval shall not be considered part of the draft Plan of Subdivision approval process. All conditions of Secondary Plan and/or Block Plan approval shall be satisfied prior to the approval of a Plan of Subdivision.

5.1.3.44 That prior to approval of Draft Plans of Subdivision, the City shall confirm the availability of servicing capacity and shall plan to allocate such capacity in conjunction with the approved Phasing Plan for the block, or where there is no Block Plan, in a manner that facilitates the orderly development of land.

5.1.3.45 That an owner(s) seeking to subdivide land may be required to enter into one or more agreements to secure the matters associated with the subdivision of land as is deemed necessary by the City.

## **Consents (Severances)**

5.1.3.46 That a consent or consents to sever land may be considered, pursuant to Section 53 of the *Planning Act*, provided that a Plan of Subdivision is not deemed necessary in accordance with policy 5.1.3.40.

5.1.3.47 That a consent or consents to sever land for the creation of new lots applies whether the transaction takes the form of a conveyance, a lease for twenty-one years or more, or a mortgage.

5.1.3.48 That a consent or consents may be permitted for the following purposes:

- a. the creation of three (3) or less new lots or boundary adjustments to existing lots;
  - b. the creation of easements over existing lots; and/or
  - c. to convey additional lands to an adjacent lot, provided a lot smaller than permitted by the Zoning By-law is not created.
- 5.1.3.49 That authority to grant a consent or consents to sever land is delegated to the Committee of Adjustment.
- 5.1.3.50 That a lot or lots may be created only if there is enough net **developable area** on both the severed lot and the remainder lot to accommodate proposed uses, buildings and structures and accessory uses without encroachment on the Natural Heritage Network.
- 5.1.3.51 That as a condition of approval, the City shall enter into an agreement with the applicant establishing conditions requiring that natural self-sustaining vegetation be maintained or restored in order to ensure the long-term protection of any Natural Heritage Network components and **hydrologically sensitive features** on the lot.
- 5.1.3.52 That a lot shall not be created if it would extend or promote strip development outside of the **Urban Area**.
- 5.1.3.53 That a consent or consents shall not be granted for uses that are inconsistent with this Plan.
- 5.1.3.54 That a consent or consents to sever land in the **Urban Area**, including the lands designated as Oak Ridges Moraine Settlement Area on Schedule 4, will be considered for the purposes of infilling in an existing **Urban Area**, but shall not extend the existing **Urban Area**.
- 5.1.3.55 That a consent or consents in the **Urban Area** will be subject to the following policies:
  - a. infilling which economizes the use of urban land without disturbing the existing pattern of development or perpetuating an undesirable pattern of development or prejudicing the layout of future development shall be considered acceptable;
  - b. where a parcel of land is located within an existing settlement or designated by this Plan for development, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other similar applications on the original parcel, such individual severances from that parcel shall not be permitted but may be considered through an application for a Plan of Subdivision; and

- c. where existing developed lots have the potential for redevelopment on a more comprehensive scale, a proposed severance(s) which might block potential points of access or further fragment ownership of these lands, shall not be approved unless such severance is determined to be appropriate following a Council approved comprehensive study of the area such as through a Secondary Plan or Block Plan process.

5.1.3.56 That a consent or consents to sever land designated on Schedule 13 as **Natural Area** and **Prime Agricultural**, may be permitted in the following instances:

- a. acquisition of land for the development of infrastructure in accordance with requirements of section 41 of the Oak Ridges Moraine Conservation Plan;
- b. minor lot adjustments or boundary additions, provided that they do not create a separate lot for a residential dwelling in specialty crop or prime agricultural areas; and there is no increased fragmentation of a key natural heritage feature or key hydrological feature;
- c. agricultural uses where both the subject and retained lands are a minimum size of 40 hectares (100 acres) outside the Urban Boundary shown on Schedules 1 and 1C;
- d. existing or new **agriculture-related uses**, such as farm-related commercial and farm-related industrial uses that are small in scale and directly related to the farm operation and required to be located in close proximity to the farm operation. In these cases, the new lot will be limited to the minimum size required for the use and appropriate individual private on-site water and wastewater systems will be required; or
- e. severance of an existing residence that is surplus to a farming operation as a result of a farm consolidation, provided no additional residence can be constructed on the retained farmland.

5.1.3.57 That consent or consents to sever land for non-farm residences unrelated to a farm operation may be considered on land designated on Schedule 13 as **Rural** subject to the following:

- a. all such applications shall be subject to an amendment to the City's Zoning By-law;
- b. it is the intent of this policy that rural non-farm residential severances shall be strictly limited, and in this regard, the creation of more than three units or lots either through Plan of Subdivision, consent, or Plan of Condominium shall not be permitted. The City's Development Planning Department shall monitor severances occurring annually;



- c. severances shall not be permitted where they may conflict with the operation of agricultural uses;
- d. regard shall be had for the Provincial Minimum Distance Separation Formulae;
- e. the City shall be satisfied that the approval of the severances shall not establish an undesirable precedent for additional severances in the immediate area;
- f. the City shall be satisfied that the adequacy of the surrounding road network will not be incrementally compromised with the approval of the application;
- g. lots to be created shall be limited to a size commensurate with their intended use and appropriate in the context of the area in which they are located;
- h. lots created by consent and serviced by private waste disposal systems and individual or municipal wells, outside of estate residential plans of subdivision shall be in accordance with City of Vaughan requirements respecting minimum lot sizes;
- i. that where development is proposed on private services on lots created by consent, the City of Vaughan must be satisfied that the lots are of sufficient size, dimensions and capability to provide for:
  - i. adequate long-term subsurface private waste disposal such that adjacent potable water supplies will not be contaminated by the operation of the septic system; and
  - ii. an adequate quantity and quality of potable water supplies without adversely affecting either the quantity or quality of adjacent potable water supplies;
- j. limited infilling may be permitted where an application is for a non-farm residence on a proposed lot located between existing non-farm residences wherein the lots of the existing non-farm residences are no more than 100 metres apart on the same side of the road in order to prevent ribbon or strip development; and
- k. development must be able to be serviced with sufficient land, including, for example, an underground septic tank.

5.1.3.58 That a consent or consents to sever land designated on Schedule 13 **Oak Ridges Moraine Natural Core, Oak Ridges Moraine Natural Linkage, or Oak Ridges Moraine Countryside**, may be permitted in the following instances:

- a. severance, from a **rural lot**, of a **farm retirement lot** or a lot for a residence surplus to a farming operation. The maximum permitted is a cumulative total of one such severance for each **rural lot**. All consents granted on or after January 1, 1994, are included in the calculation of the cumulative total;
- b. severance from each other of two or more **rural lots** that have merged in title. The severance shall follow the original lot lines or original half lot lines;
- c. allowing land acquisition for transportation, infrastructure, and utilities as, but only if the need for the project has been demonstrated and there is no reasonable alternative;
- d. the addition of adjacent land to an existing lot, but only if the adjustment does not result in the creation of a lot that is undersized for the purpose for which it is being or may be used;
- e. facilitating conveyances to public bodies or non-profit entities for natural heritage conservation; or
- f. severance from each other of parts of a lot that are devoted to different uses, but only if the uses are legally established at the time of the application for severance.

5.1.3.59

That the Committee of Adjustment in assessing each consent application is required to consider the matters set out in Section 51(24) of the *Planning Act*. In addition to these matters, Council considers the following to apply:

- a. in the case of non-conformity of the approval with the Official Plan, no consent shall be granted;
- b. in cases where either or both of the subject or retained lands are not in conformity with the approved Zoning By-law, the applicant shall file a Zoning By-law amendment application prior to or concurrently with the consent application, or where the required zoning exceptions to facilitate the severance are minor in nature and maintain the intent of this Plan, a minor variance application. When considering such Zoning By-law Amendment or minor variance applications, Council or the Committee of Adjustment shall have regard for the consent policies of this Plan; and
- c. in cases where a Site Plan application is deemed necessary to assess a consent application, the City may defer the consent application until the related Site Plan has been approved by Council.

5.1.3.60

That in addition to matters under the *Planning Act*, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies:

- a. conformity of the proposed size, shape and use of the lot with Section 3.3.2 of this Plan and the City's Zoning By-law;
- b. access:
  - i. consent to sever a lot shall be permitted only when both the lot severed and the remaining parcel front on an existing assumed public highway or street, or upon a dedicated public road allowance upon which the applicant is constructing a road pursuant to an Agreement with the City. Valley lands acquired for conservation purposes by the Toronto and Region Conservation Authority are exempt from these access requirements;
  - ii. if the proposed lot or remaining parcel has frontage on a Provincial Highway, any consent shall be subject to the requirements of the Ministry of Transportation. If the proposed lot or remaining parcel has frontage on a Regional or City road, any consent shall be subject to the requirements of appropriate Regional or City authorities. Consent shall be conditional on the dedication of required road widenings, free of all costs and encumbrances, approval of access driveway locations or other requirements, to the satisfaction of the appropriate authorities;
  - iii. creation of lots fronting on designated arterial streets shall be discouraged, as granting of an entrance permit to serve a new lot provides another point of conflict with the smooth flow of traffic for which the road is designed, particularly in areas where strip development already poses traffic problems;
  - iv. a daylighting triangle at intersections may be required to be dedicated in order to improve visibility for traffic movement to the satisfaction of the City and York Region; and
  - v. a reserve may be required to be deeded to York Region or the City if requested by the Regional or City Engineer, as a means of controlling access.
- c. servicing:
  - i. all proposed lots shall be serviced by either a public water supply or other adequate supply of potable water, and either a connection to a public sanitary sewer system or provision for other sanitary waste treatment facility on the site appropriate to the proposed use, approved by the City. Where a proposed lot is located in an area

served by a municipal water system and/ or sanitary sewer, the Committee of Adjustment shall obtain confirmation from the appropriate City and/or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated development by Plan of Subdivision; and

- ii. where a consent has been applied for to create a lot which is dependent upon an individual water supply, approval shall be conditional upon the City and or Region, as appropriate, being satisfied that an adequate potable water supply can be made available, and that the location of the well in relation to the septic tank is acceptable. The City and or Region, as appropriate, may require a hydrology report from a qualified professional engineer in regard to the adequacy of the potable water supply without adversely affecting either the quantity or quality of adjacent potable water supplies;
- d. conservation:
  - i. the Toronto and Region Conservation Authority and/or any other qualified consulting services retained by the City of Vaughan shall be consulted in respect of applications for consent which are subject to flooding, wind or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or fish habitat, mature tree stands and areas of high aggregate potential; and
- e. financial implications:
  - i. creation of lots shall not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility.

## Community Planning Permit System

Community planning permit systems are enabled through Section 70.2 of the *Planning Act* and Ontario Regulation 608/06. This tool may be used by municipalities to streamline the development approval process by combining zoning, minor variance, and Site Plan applications into one application package. Certain conditions may be also applied to approval of applications. The community planning permit system may be applied to specific areas or to the entire municipality.

It is the policy of Council:

- 5.1.3.61 That the City may, through an amendment to this Plan, identify one or more areas in Vaughan to which a community planning permit system applies, and, through a by-law passed under Section 34 of the *Planning Act*, enact a community planning permit system for that area.
- 5.1.3.62 That the amendment to this Plan referenced in policy 5.1.3.61 will:
- a. state the City's goals, objectives and policies in proposing a community planning permit system for the area or areas;
  - b. specify the types of criteria that may be included in the community planning permit by-law for determining whether any class of development or any use of land may be permitted by a community planning permit; and
  - c. set out the types of conditions for approval that may be included in the community planning permit by-law.
- 5.1.3.63 That the implementation of a community planning system will be undertaken with input from the public.
- 5.1.3.64 That without limiting the areas referenced in policy 5.1.3.61, the use of a community planning permit system may be considered for the following matters:
- a. protection of environmental features through regulation of **site alteration**;
  - b. implementation of specific public realm, public parks, and site design goals in **Strategic Growth Areas** or on lands designated Mixed-Use; or
  - c. preservation of **built heritage resources**, especially in Heritage Conservation Districts.

## Delegation of Minor Planning Matters

Under Section 39.2 of the *Planning Act*, Vaughan City Council may delegate certain minor planning decisions in order to streamline the planning process.

It is the policy of Council:

- 5.1.3.65 That the City may, by by-law, delegate the authority to pass by-laws under section 34 of the *Planning Act*, that are of a minor nature, to a committee of Council or an individual who is an officer or employee of the municipality, provided that all notice and public meeting requirements of this section are satisfied. The delegation of authority authorized under this section may be subject to conditions of Council.
- 5.1.3.66 That delegation of authority to pass by-laws under section 34 of the *Planning Act* will be limited to:

- i. a by-law to remove a holding H symbol; and
- ii. a housekeeping by-law for the purpose of making clerical or other changes to assist in the interpretation of the Zoning By-law.

## **5.1.4 Pre-Application Consultation and Complete Application Submission Requirements**

The Planning Act enables Council to require that applicants consult with the City prior to the submission of a development application(s); and provide information, reports, studies and materials it may deem necessary to process a development application(s). This is contingent on the Official Plan containing policies related to these requirements.

This Official Plan considers the pre-application consultation process to be a critical first step in the development review process. Its purpose is to ensure that development applications are complete and supported by submissions that fulfill the review requirements of the City and other pertinent review agencies. The intention of the process is to ensure each development application is capable of being processed in a timely manner, as set out under the Planning Act, and can facilitate quality development consistent with the policies of this Plan.

It is the policy of Council:

- 5.1.4.1 That a pre-application consultation meeting with the City will be held prior to the submission of development applications for Official Plan Amendments, Zoning By-law Amendments, Draft Plans of Subdivision, Draft Plans of Condominium (Common Element) and Site Plan Approval.
- 5.1.4.2 That the purpose of the pre-application consultation meeting is to identify the required information, reports, studies and materials to assist an applicant in the preparation of a complete development application. The requirements for review by the Design Review Panel will be identified at this stage. The pre-application consultation meeting may also include the identification of potential policy conformity and technical issues that the applicant will need to address to ensure a complete development application. The comments resulting from the pre-application consultation meeting do not constitute an approval and/or endorsement of the application by the City. The comments provided by the City are at the sole discretion of the City and cannot be modified by the applicant.
- 5.1.4.3 That pre-application consultation meetings with applicants will be conducted by the City and include pertinent City departments and external review agencies. Applicants will be required to provide, at a minimum, the following:

- a. the prescribed fee(s) for the pre-application consultation;
- b. authorization from the owner of the subject lands except where the application type involves non-participating land owners;
- c. the site address and legal description of the subject lands;
- d. a written description of the development proposal; detailing existing site conditions, conformity with the in-effect official plan, and compliance with the applicable zoning by-law, and if not in conformity, a description of the amendments being sought and what applications are being filed at this time, rationale for the proposal, and known active and historical OLT appeals on the subject lands which may impact the proposal;
- e. conceptual plans illustrating the proposed development;
- f. preliminary elevations except where no buildings are proposed; and
- g. site statistics and known constraints or encumbrances on the subject lands.

These materials will be of sufficient quality and detail as to allow for the identification of the information, reports, studies and materials that may be required as part of a complete application. The submission requirements identified at the pre-application consultation meeting will be documented and will form the basis for the forthcoming application(s). Further articulation of the pre-application consultation process will be provided in the form of a Pre-Application Consultation Understanding issued by the City.

5.1.4.4 That the City and/or external review agencies may issue Terms of Reference, Standards and Guidelines or other guidance documents to establish the technical standards and format for any required information, reports, studies and materials through the pre-application consultation process, which are to be identified at the pre-application consultation meeting. In the absence of a Terms of Reference, Standards and Guidelines document, applicants will rely on the instructions provided by the City and review agencies at the pre-application consultation meeting in the preparation of their development application(s). Where Terms of Reference are not available from the City or York Region, Applicants may be required to prepare a Terms of Reference for any information, reports, studies and materials that are identified as being required through the pre-application consultation process to the satisfaction of the City and/or review agencies prior to the submission of a development application(s).

5.1.4.5 That the applicant will be required to provide a pre-application submission to the City, along with the prescribed fee(s), of the materials identified through the pre-application consultation which will be circulated by the City to the required commenting authorities to confirm whether the materials meet the quality

standards for review and/or the provided Terms of Reference, Standards and Guidelines as applicable, including any peer reviewed studies. Once City staff and all required commenting authorities have confirmed that all requirements of the Pre-Application Consultation Understanding have been met, the City shall issue a clearance letter which must accompany the formal submission of a development application(s). The clearance shall be valid for 180 days from the date of its issuance. The applicant will be required to make a pre-application consultation extension request with the City in writing and pay the required fee(s) prior to the expiration of the clearance should an extension be required. Should development application(s) not be submitted within the 180 days with no extension granted, the applicant will be required to repeat the preapplication consultation process.

5.1.4.6 That for the purpose of deeming an application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium (Common Element) and Site Plan Approval complete, the following information is required, to the satisfaction of the City:

- a. confirmation of a pre-application consultation meeting with the City, in the form of a signed and valid Pre-Application Consultation Understanding, for the purposes of confirming the required application(s) and submission information, reports, studies and materials; and to confirm the other external review agencies for which the applicant was required to consult. The Pre-Application Consultation Understanding shall be valid for 180 days from the date of the pre-application consultation meeting. If the Pre-Application Consultation Understanding has expired, it is no longer considered valid. The applicant will be required to make a pre-application consultation extension request with the City in writing and pay the required fee(s) prior to the expiration of the Pre-Application Consultation Understanding should an extension be required;
- b. a complete application form(s) for the prescribed approval(s);
- c. the prescribed application fee, in accordance with the City's Fees and Charges By-law in effect on the date the application(s) is submitted to the City;
- d. a draft of the Official Plan and/or Zoning By-law Amendment(s), if applicable, including the proposed text and all proposed schedules;
- e. all information, reports, studies and materials identified in the Pre-Application Consultation Understanding and through the preapplication consultation meeting(s), including the requirements of external review agencies, with content and in a form satisfactory to the City. The City may deem incomplete information and materials submitted if it is determined the quality of the submission does not meet the standards prescribed in



the Terms of Reference, Standards and Guidelines, where available, prepared by the City and/or York Region. Further, the City requires a confirmation from commenting agencies that studies, reports and plans are acceptable and that all required fees have been paid;

- f. where pre-application public consultation has been conducted, a Public Consultation Summary Report consistent with the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time;
- g. confirmation of development limits of the natural heritage features and/or natural hazards and their associated minimum vegetation protection zones, through a site staking and/or technical studies to the satisfaction of the City and Toronto and Region Conservation Authority, as may be identified in the associated Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time; and
- h. confirmation of zoning compliance shall be included as part of the submission for a Site Plan application.

5.1.4.7 That in addition to policy 5.1.4.6, the City, in consultation with any affected external review agencies, will evaluate the submission for completeness taking into consideration, but not limited to, the following:

- a. the content of the application(s);
- b. adherence to statutory, regulatory and prescribed requirements;
- c. consistency with the information, reports, studies and materials that were required at the pre-application consultation meeting; and
- d. meeting the technical requirements identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time, of the City and external review agencies.

5.1.4.8 That if the submissions do not contain the information, material and studies required and do not address the technical and policy issues identified through the requirements in 10.1.3.6 and 10.1.3.7, the City, upon review of the submission, may in its sole discretion, deem the submission as incomplete.

5.1.4.9 That in addition to policy 5.1.4.6, 5.1.4.7, and 5.1.4.8 the following shall apply:

- a. where a Site Plan Application is submitted, a Site Plan Application shall not be deemed complete until a Zoning By-law Amendment or minor variance application, or other relief from the provisions of the zoning by-law as needed, is approved and in full force and effect; and

- b. where a Site Plan Application is submitted within the Heritage District, a Site Plan Application shall not be deemed complete until it is approved under the *Ontario Heritage Act*.

5.1.4.10 That when the application(s) is deemed complete, a Notice of Complete Application Letter will be issued by the City, and the processing of the application(s) will begin.

5.1.4.11 That through the pre-application consultation meeting, the following information, reports, studies and materials, listed in this Official Plan, may be identified as being required in support of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium (Common Element) and/or Site Plan Approval. This includes:

- a. Delineation of Development Limits:

- i. Natural Features and Natural Hazard Limits:

- 1. Where an application(s) proposes development adjacent to natural heritage features and/or natural hazards, the applicant shall submit the studies which are identified in the pre-application consultation meeting to assess and establish the precise limits of the natural feature and/or natural hazard (including the required minimum vegetation protection zone, setback or buffer area) to the satisfaction of the City, York Region and Toronto and Region Conservation Authority, as applicable. The delineation of the natural feature and/or natural hazard limits are to be established with said agencies and the applicant, which maybe submitted in the form of a plan/survey and/or may be integrated into related environmental or engineering studies in the form and format identified in any Terms of Reference, as may be amended from time to time, provided by York Region, the City and the Toronto and the Region Conservation Authority, to the satisfaction of the appropriate authority;

- ii. Other Development Limits:

- 1. Application(s) for development on or adjacent to lands regulated by other authorities including but not limited to TC Energy Corporation (formerly TransCanada Corporation), Hydro One and the Ontario Ministry of Transportation (MTO) are required to have development limits established to the satisfaction of the appropriate authority and identified in the appropriate plans and reports required for submission prior to the application being deemed complete by the City;

- b. Planning Information, Materials and Studies in the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time:
  - i. Executed and Valid Pre-Application Consultation Understanding;
  - ii. Application Form(s);
  - iii. Description of the Development Proposal;
  - iv. Colour Aerial Orthophotograph(s);
  - v. Aviation Report (6-storeys or greater);
  - vi. Legal Survey Plan;
  - vii. Parcel Abstract (current within 30 days of submission to City);
  - viii. Planning Justification Report;
  - ix. Confirmation of Zoning Compliance;
  - x. Draft Official Plan Amendment;
  - xi. Draft Zoning By-law Amendment;
  - xii. Draft Plan of Subdivision;
  - xiii. Draft Plan of Condominium (Common Element);
  - xiv. Concept Plan;
  - xv. Site Plan (fully dimensioned with site statistics);
  - xvi. Topographic Survey;
  - xvii. Geodetic Elevations (height above sea level);
  - xviii. Development Concept Report and Phasing Plan;
  - xix. Comprehensive Development Plan;
  - xx. Sustainability Metrics Program Summary Letter and Scoring Tool;
  - xxi. Title Opinion;
  - xxii. Site Screening Questionnaire and Environmental Certification;
  - xxiii. Waste Collection Design Standards Submission;
  - xxiv. Retail Strategy;
  - xxv. Real Estate Appraisal Report;
  - xxvi. Site Plan Accessibility Impact Checklist;

- xxvii. GIS Conformity Letter issued by the City (identifying that the plans conform with the Digital Plan Submission Standards of the City);
  - xxviii. Demarcation of physical and stable top of bank, areas regulated by Toronto and Region Conservation Authority, and/or limits of natural heritage systems including woodlands, wetlands, and/or natural hazards and their associated minimum vegetation protection zones in accordance with Section 3.0 of VOP 2010 (if applicable); and
  - xxix. Digital versions of all plans, submitted in both layered PDF format and spatial data (e.g., AutoCAD or GIS files georeferenced to NAD\_1983\_UTM\_Zone\_17N);
- c. Plans and Drawings in the form and format identified in the Terms of Reference, Standards, and Guidelines as applicable, as may be amended from time to time:
- i. Architectural Site Plan (fully dimensioned with site statistics);
  - ii. Internal Floor Plans;
  - iii. Roof Plans, Roof Top Screening Details and/or Cross-sections;
  - iv. Site and Building Cross-sections (including change of grade, neighbouring properties and pedestrian boulevard and cycling facility information, soil depths on-site and in-boulevard);
  - v. Site and Building Elevations (including demonstrating grade changes and bird safe design standards);
  - vi. 1:50 to 1:100 Scale Detailed Colour Building Elevations (both black and white and colour) and/or Colour Rendered Perspective Drawings;
  - vii. Parking Level Plans;
  - viii. Coloured Renderings;
  - ix. Streetscape Perspective Drawings (large scale drawings of building elevations relative to the public realm);
  - x. Landscape Plans and Details (including exterior lighting), including Landscape Costs Estimate;
  - xi. 1:20 Scale Detailed Landscape Cross Sections along all public and private pedestrian rights-of-way with clear annotations and dimensions (including adjacent architectural and/or structural features as applicable);
  - xii. Landscape Grading Plans (including the architectural ground floor)

- xiii. Signage Design and Lighting Plan (including dimensions, materials and colours);
- xiv. Exterior Photometric Lighting Plan (in Lux);
- xv. Context Plan, showing existing and approved developments on adjacent lots (scaled); and
- xvi. Control Architect Approved Drawings;
- d. Urban Design Reports and Studies, in the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time:
  - i. Urban Design and Sustainability Brief or Report;
  - ii. Urban Design and Sustainability Guidelines;
  - iii. Architectural Design (control) Guidelines;
  - iv. Landscape and Open Space Master Plan;
  - v. Detailed Wind Tunnel Model Analysis (10 storeys or greater);
  - vi. Digital 3D Model;
  - vii. Green Roof and Rooftop Amenity Area Plans (if applicable);
  - viii. Digital Material Board with high resolution images and manufacturer's information;
  - ix. Pedestrian Level Wind Study (desktop model) (6-storeys or greater);
  - x. Public Utilities Plan (shadowed on the landscape plan);
  - xi. Design Review Panel Materials;
  - xii. Arborist Report (if no trees are present, letter from ISA certified Arborist is required);
  - xiii. Tree Inventory and Preservation Plan (if any trees within adjacent properties are identified as injured or removed, a letter of consent from the property owner is required)
  - xiv. Public Realm Plan;
  - xv. Streetscape Plan;
  - xvi. Computer generated georeferenced building mass model; and
  - xvii. Sun/Shadow Study (10 storeys or greater);
- e. Architectural Design (control) Guidelines;

- i. Landscape and Open Space Master Plan;
- ii. Detailed Wind Tunnel Model Analysis (10 storeys or greater);
- iii. Digital 3D Model;
- iv. Green Roof and Rooftop Amenity Area Plans (if applicable);
- v. Digital Material Board with high resolution images and manufacturer's information;
- vi. Pedestrian Level Wind Study (desktop model) (6-storeys or greater);
- vii. Public Utilities Plan (shadowed on the landscape plan);
- viii. Design Review Panel Materials;
- ix. Arborist Report (if no trees are present, letter from ISA certified Arborist is required);
- x. Tree Inventory and Preservation Plan (if any trees within adjacent properties are identified as injured or removed, a letter of consent from the property owner is required)
- xi. Public Realm Plan;
- xii. Streetscape Plan;
- xiii. Computer generated georeferenced building mass model; and xvii. Sun/Shadow Study (10 storeys or greater);
- f. Environmental Reports and Studies, in the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time:
  - i. Survey or Plan delineating the limit of **Core Features** of the Natural Heritage Network and established development limits;
  - ii. Environmental Impact Study with applicant developed Terms of Reference approved by the City and Toronto and Region Conservation Authority;
  - iii. Natural Heritage and/or Hydrologic Evaluation with applicant developed Terms of Reference approved by the City and Toronto and Region Conservation Authority;
  - iv. Valley Policy Area 1 to 4 Report, per Section 13.13-Valley Policy Areas contained in Volume 2 of this Plan;
  - v. Edge Management and/or Planting Restoration Plans;

- vi. Oak Ridges Moraine Conformity Report;
- vii. Greenbelt Conformity Report;
- viii. Woodland and Invasive Species Management Plan;
- ix. Special Policy Areas Studies (Woodbridge);
- x. Community Energy Plan;
- xi. Landform Conservation Plan;
- xii. Flood Risk Assessment Plan;
- xiii. Floodproofing Measures Plan;
- xiv. Floodplain Analysis/ Hydraulic Analysis;
- xv. Slope Stability Analysis;
- xvi. Crossing Analysis;
- xvii. Meander Belt/Fluvial Geomorphology Analysis;
- xviii. Headwater Drainage Feature Assessment;
- xix. Feature Based Water Balance;
- xx. Contaminant Management Plan;
- xxi. Earth Science Heritage Evaluation;
- xxii. Aggregate Study;
- xxiii. Subwatershed Study (or equivalent) with applicant developed Terms of Reference approved by the City and Toronto and Region Conservation Authority;
- xxiv. Source Water Protection Section 59 Notice (Clean Water Act);
- xxv. Source Water Protection Impact Assessment and Mitigation Plan;  
and
- xxvi. Source Protection Water Balance Assessments;
- g. Engineering Reports and Studies, in the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time:
  - i. Draft Reference Plan;
  - ii. Site Plan Engineering Fee;
  - iii. Master Environmental Servicing Plan;

- iv. Functional Servicing Report;
- v. Stormwater Management Report;
- vi. Site Servicing and Grading Plans and Cross-sections and Supporting Drawings;
- vii. Erosion and Sediment Control Report and Plans;
- viii. Phasing Plan;
- ix. Metadata Table;
- x. Water Supply Analysis Report;
- xi. Wellhead Protection Area Risk Assessment;
- xii. Wellhead Protection Area Risk Management Plan;
- xiii. Noise and Vibration Report;
- xiv. Geotechnical/Soils Report;
- xv. Slope Stability Study;
- xvi. Supplementary Stability Analysis;
- xvii. Phase 1 Environmental Site Assessment Report;
- xviii. Phase 2 or 3 Environmental Site Assessment Report;
- xix. Record of Site Condition;
- xx. Hydrogeological Report;
- xxi. Water Balance Assessment Report;
- xxii. Wetland Water Balance Risk Evaluation;
- xxiii. Topsoil Stripping/Pre-grading Plans;
- xxiv. Water and Wastewater Servicing Plan; and
- xxv. Dewatering/Unwatering Plans and Details;
- h. Transportation Reports and Studies, in the form and format identified in the Terms of Reference, Standards, and Guidelines as applicable, as may be amended from time to time:
  - i. Transportation Master Plan;
  - ii. Transportation Impact Study;
  - iii. Transportation Demand Management Plan and toolkit;



- iv. Transportation Management Plan;
- v. Transportation Maneuverability Plans;
- vi. Parking Study;
- vii. Functional Design, Pavement Marking and Signage Plan;
- viii. Pedestrian and Bicycle Circulation Plan;
- ix. Transportation Mobility Plan; and
- x. Transit Facilities Plan;
- i. Other Reports and Studies, in the form and format identified in the Terms of Reference, Standards and Guidelines as applicable, as may be amended from time to time:
  - i. Community Services and Facilities Impact Study;
  - ii. Parks and Open Space Master Plan;
  - iii. Parks Detailed Facility Fit Plan;
  - iv. Parkland Dedication Summary Table;
  - v. Trails Feasibility Study;
  - vi. Trails Master Plan;
  - vii. Land Use Compatibility Study;
  - viii. Land Use Compatibility Study (Railway) required where a **sensitive** use is proposed within 1000 metres of a railyard and 300 metres of a railway;
  - ix. Odour Studies;
  - x. Development Viability Assessments (or Crash Wall Studies);
  - xi. Hazard Impact Assessments;
  - xii. Employment Area Compatibility Assessment Report;
  - xiii. Market Impact Study;
  - xiv. Commercial Impact Statement;
  - xv. Precinct Plan/Study;
  - xvi. Housing Options Statement;
  - xvii. Affordable Housing Contribution Plan;

- xviii. Crime Prevention Through Environmental Design (CPTED) Study;
- xix. Health Impact Assessment;
- xx. Air Quality Assessment;
- xxi. Agricultural Impact Assessment;
- xxii. Emergency Response Plan / Risk Management Plan; and
- xxiii. any other plans, information, reports, studies and/or materials the City and/or external review agency deems reasonably necessary to properly review and evaluate the development proposal; and

j. Submission Format:

- i. the applicant shall provide the required submission materials in the form and format identified by the Terms of Reference, Standards, and Guidelines as applicable, as may be amended from time to time or otherwise as may be identified by any engaged external review agencies. In addition to a digital submission, the number of required hard copies will be outlined during the pre-application consultation meeting, if any. If deemed necessary by the City or external review agencies, additional hard copies may be required following the preapplication consultation meeting.

5.1.4.12 That through the application review process for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium (Common Element) and/or Site Plan Approval that has been deemed complete, the City or other external review agency may require additional information, reports, studies and/or materials. However, the request for additional information, reports, studies and/or materials will not affect the date the application was deemed complete.

5.1.4.13 That where a study has been submitted in support of a development application(s), and it is determined that a peer review is required, the peer review shall be coordinated by the City and undertaken by a peer reviewer retained by the City, but at the expense of the applicant. This would be required as a component of a complete application.

5.1.4.14 That the City, at its discretion, may require a pre-application consultation process for Block Plan approvals or other non-statutory comprehensive planning measures (e.g., precinct plans, development concept plans, telecommunication towers), based on the policies of this section, scoped to the needs of Block Plan or other comprehensive planning measure process. If the development application(s) are subject to a Block Plan, the City may require that the Block Plan is sufficiently

advanced to facilitate the review and approval of the associated development application(s).

5.1.4.15 That development agreements based on the findings of this Plan, any Secondary Plan or Block Plan, or other comprehensive planning measures and the findings of any other studies deemed necessary by Council to achieve municipal objectives related to development and the provision of services as may be defined by Council, shall be entered into by the benefiting parties and approved by the City as a condition of the approval of development applications.

5.1.4.16 That development approvals shall implement the required equitable contributions of funds, lands and commitments for services that will be in place and operative prior to, or coincident with occupancy and use of the land. Items which may be addressed in development agreements include but are not limited to:

- a. parks, park facilities, recreational trails, open space and Natural Heritage Network features, including the protection, ownership and management of **tableland** woodlands;
- b. features that enhance the environmental sustainability and ecological function of the subject lands;
- c. streetscaping and landscaping;
- d. water provision;
- e. wastewater collection;
- f. stormwater management, features that enhance the environmental sustainability and **hydrological function** of the subject lands;
- g. municipal services;
- h. street, cycling and pedestrian infrastructure;
- i. transitways and pedestrian access to transit facilities;
- j. financial arrangements required to implement the development;
- k. other utilities and improvements; and
- l. preservation of heritage structures and surrounding landscapes.

5.1.4.17 That the policies in Section 5.1.4 shall prevail over any conflicting policies in this Plan.

## 5.2 Monitoring and Review

The City's Official Plan is a high-level policy document intended to manage and direct the City's physical growth and change over the next 25+ years. It is critical that the City monitors the Plan on a regular basis to ensure that the Vision and Guiding Principles and policies are being achieved. It is vital to monitor and track how the City can be responsive and adaptable to ensure that policies in the Plan are relevant and forward thinking.

It is the policy of Council:

- 5.2.1.1 To undertake a review of the policies of this Plan at a minimum of every five years. The review shall determine if the policies of the Plan are adequately achieving the goals, objectives and intent of this Plan.
- 5.2.1.2 That the City will review and monitor the Plan, in accordance with specific policies set out in the Plan, and may amend, or modify, the objectives and policies to adapt to changing legislative, social, economic, environmental or technical developments.
- 5.2.1.3 That the City may incorporate amendments to the Plan through Office Consolidations for the convenience of all stakeholders and the public. For accurate reference, the original Official Plan as approved by the Region, Ontario Land Tribunal decisions and amendments to the Plan should be consulted.
- 5.2.1.4 That the City may also consider requests for amendments to this Plan from a person or public body, in accordance with the provisions of the *Planning Act* and the policies of this Plan.
- 5.2.1.5 That as part of its monitoring of the outcomes of this Plan the City will produce a quarterly and annual Official Plan Monitoring Report.
- 5.2.1.6 That key performance indicators for the Official Plan Monitoring Report shall include:
  - a. the City's overall housing supply, broken down by:
    - i. housing typology mix; and
    - ii. tenure type (i.e., rental or ownership);
  - b. progress toward **affordable housing** targets;
  - c. progress toward population and employment density targets in the **VMC** and in **PMTSAs**;
  - d. the total land supply in **Employment Areas** and any change from previous years;

- e. the development status of certain Secondary Plan areas, including but not limited to:
  - i. types of buildings and uses proposed, approved, and/or built within the Secondary Plan Area;
  - ii. achieved housing supply and typology mix within the Secondary Plan area; and
  - iii. provision and/or conveyance of parkland pursuant to the Secondary Plan process and Section 3.5 of this Plan;
- f. progress made in implementing required land use studies as directed by the policies or schedules of this Plan, such as Secondary Plans;
- g. transportation indicators, including:
  - i. linear kilometres of new cycling infrastructure;
  - ii. modal shifts in transit; and
  - iii. any changes in transportation-related GHG emissions per capita; and
- h. overall progress toward City-wide GHG reduction targets.

## 5.3 Glossary

Certain words throughout the Plan have been bolded in blue. Words that have been bolded in blue have either been defined through one of the Schedules to this Plan or are more precisely defined in this Section of the Plan. For all other words found in this Plan, the standard meaning is implied.

It is the policy of Council:

- 5.3.1.1 That the definitions in Table 5.1 shall apply to this Plan.
- 5.3.1.2 That where a definition in Table 5.1 conflicts with the definitions in the City's Zoning By-law, the Zoning By-law's definition will prevail.

**Table 5.1: Glossary for the City of Vaughan Official Plan**

<b>ACCESSIBILITY</b>	The design of products, devices, services, or environments for people who experience disabilities. Ontario has laws to improve accessibility for people with disabilities, including the Accessibility for Ontarians with Disabilities Act (AODA), the Ontario Human Rights Code, and the Ontario Building Code.
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<b>ACCESSORY</b>	Land uses, buildings, or structures that are located on the same parcel as the principal use but are subordinate and incidental and includes accessory structures.
<b>ACTIVE FRONTAGES</b>	Building frontages or edges that allow a visual or physical engagement between the street users and the ground floors of buildings. Frequent openings and windows with few blank walls; narrow-frontage buildings that give vertical rhythm to the street edge; facade articulation; transparency that promotes eyes on the street; and uses spilling onto the street contribute to active frontages.
<b>ACTIVE RECREATIONAL USES</b>	Uses that result in significant modifications to the landscape, the installation of buildings or structures, and include such uses as golf courses, driving ranges, swimming pools, sports facilities/fields and other similar uses and structures
<b>ACTIVE TRANSPORTATION</b>	Human-powered travel, including but not limited to, walking, cycling, rolling (inline skating, scootering) and travel with the use of mobility aid, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.
<b>ADDITIONAL RESIDENTIAL UNIT</b>	A self-contained dwelling unit with a private kitchen, bathroom and sleeping areas in a house, or building accessory to a house.
<b>ADJACENT LANDS</b>	<p>When applied to natural heritage, those lands contiguous to a Core Feature where it is likely that development or site alteration can reasonably be expected to have an impact on the feature. Generally, adjacent lands are considered to be within 120 metres from any part of the feature.</p> <p>When applied to cultural or built heritage, those lands contiguous to a protected heritage property.</p>
<b>ADVERSE EFFECT</b>	<p>One or more of:</p> <ul style="list-style-type: none"> <li>a) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>b) injury or damage to property or to plant or animal life;</li> <li>c) harm or material discomfort to any person;</li> <li>d) an adverse effect on the health of any person;</li> <li>e) impairment of the safety of any person;</li> <li>f) rendering any property or plant or animal life unfit for use by man;</li> <li>g) loss of enjoyment of normal use of property; and</li> <li>h) interference with the normal conduct of business.</li> </ul>

<b>AFFORDABLE HOUSING</b>	<p>In the case of ownership housing, housing for which the purchase price results in annual accommodation costs not exceeding 30% of gross annual household income for low – and moderate -income households. In the case of rental housing, a unit for which the rent is at or below 125% of the average market rent of a unit in the regional market area, by bedroom type.</p> <p>For the purposes of this definition, “low-and moderate – income household” means the lesser of:</p> <ul style="list-style-type: none"> <li>a) Households with incomes in the lowest 60% of the income distribution for the regional market area or;</li> <li>b) Households with incomes in the lowest 60% of the income distribution for the local market area.</li> </ul>
<b>AGRICULTURAL AREA</b>	<p>An area where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas are identified through the Land Evaluation and Area Review.</p>
<b>AGRICULTURAL IMPACT ASSESSMENT</b>	<p>A study that evaluates the potential impacts of non-agricultural development on agricultural operations and the Agricultural System and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.</p>
<b>AGRICULTURE - RELATED USES</b>	<p>Those farm related commercial and farm-related industrial uses that are directly related to the farm operations in the area, support agriculture, benefit from being in close proximity to the farm operations and provide products and/or services to farm operations as a primary activity.</p>
<b>AGRICULTURAL SYSTEM</b>	<p>A system comprised of a group of inter-connected elements that collectively create a viable thriving agricultural sector. It has two components:</p> <ul style="list-style-type: none"> <li>a) An agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; and</li> <li>b) An agri-food network which includes infrastructure, services and assets important to the viability of the agri-food sector.</li> </ul>

<b>AGRICULTURAL USES</b>	The growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fiber, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including but not limited to livestock facilities, manure storage, value -retaining facilities, and accommodation for full time farm labour where the size and nature of the operation requires additional employment.
<b>AGRI-FOOD NETWORK</b>	Within the Agricultural System, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.
<b>AGRI-TOURISM USES</b>	Farm related tourism uses, including limited accommodation such as a bed and breakfast, which promote enjoyment, education or activities related to the farm operation.
<b>ALTERNATIVE ENERGY SYSTEMS</b>	A system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the number of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.
<b>ARCHAEOLOGICAL ASSESSMENT</b>	A survey undertaken by a provincially licensed archaeologist to identify an archaeological site and, to the extent required, the cultural heritage value or interest of the site and applicable mitigation measures. There are four levels of specialty crop areas that are specific to the circumstances, a Stage 1, Stage 2, Stage 3 or Stage 4 archaeological assessment, each of which is required as completed by a provincially licensed archeologist in accordance with the current Provincial requirements, standards and guidelines applicable to provincially licensed archaeologists.
<b>ARCHAEOLOGICAL FIELDWORK</b>	Any activity carried out on, above or under land or water for the purpose of obtaining and documenting data, recovering artifacts and remains or altering an archaeological site and includes monitoring, assessing, exploring, surveying, recovering, and excavating.
<b>ARCHAEOLOGICAL RESOURCES</b>	Includes artifacts, archaeological sites, and marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.



<b>ARCHEOLOGICAL SITES</b>	Any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest.
<b>ARTIFACT</b>	Any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value interest.
<b>AQUIFER VULNERABILITY</b>	An aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.
<b>ARCHAEOLOGICAL POTENTIAL</b>	Areas of archaeological potential are determined through the use of provincial screening criteria, or criteria developed based on the known archaeological record within the City and developed by a licensed archaeologist. Such criteria include proximity to water (current and ancient shorelines), rolling topography, unusual landforms, and any locally known significant heritage areas such as portage routes or other places of past human settlement.
<b>ATTAINABLE HOUSING</b>	<p>A residential unit that meets the following criteria:</p> <ul style="list-style-type: none"> <li>a) The residential unit is not an affordable residential unit;</li> <li>b) The residential unit is not intended for use as a rented residential premises;</li> <li>c) The residential unit was developed as part of a prescribed development or class of developments;</li> <li>d) The residential unit is sold to a person who is dealing at an arm's length with the seller;</li> <li>e) Such other criteria as may be prescribed.</li> </ul>
<b>BACK-TO-BACK TOWNHOUSE</b>	<p>A Townhouse which shares a rear wall as well as a sidewall(s), resulting in a building with two facades where individual entrances to the units are located with no rear yard.</p> <p>A Back-to-Back Townhouse may be combined with a Stacked Townhouse.</p>
<b>BALANCED DENSITY</b>	An approach to urban design that ensures people, jobs, amenities, and services are located throughout an urban area in balanced proportions. It is achieved through a mix of open spaces as well as low-rise, mid-rise and high-rise that expand opportunities for mixing of residential, commercial, community, and recreational uses, while providing a wide selection of housing and employment opportunities that help contribute to a complete community.

<b>BED AND BREAKFAST</b>	An owner-operated establishment, operated as an accessory use to a single detached dwelling, where temporary sleeping accommodation and sanitary facilities are made available and where meals are provided to guests. A bed and breakfast shall not include a hotel, hotel (small scale) or short-term rental.
<b>BROWNFIELD SITES</b>	Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
<b>BUILT FORM TRANSITION</b>	The tapering of building heights as a way of achieving compatibility of built forms from areas of one character to another (e.g., low rise to high rise).
<b>BUILT HERITAGE RESOURCES</b>	A building, structure, monument, installation or any manufactured or constructed part of remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and or international registers.
<b>BUILT-UP AREA</b>	All lands within the limits of the developed urban area as defined by the Province in accordance with the provisions of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and other Provincial Plans, as may further defined. .
<b>COMMUNITY AREA</b>	Areas where most of the housing required to accommodate the forecasted population will be located, as well as most population-related jobs and most office jobs and employment land employment jobs. Community Areas include delineated Built-up Areas and Designated Greenfield Areas.
<b>COMMUNITY HOUSING</b>	Affordable housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of-market rents.
<b>COMMUNITY HUB</b>	Community hubs serve as a central access point, which offer services in collaboration with different community agencies and service providers, reduce administrative duplication, improve services for residents and are responsive to the needs of their communities. Whether in a high-density urban neighbourhood or an isolated rural community, each hub is as unique as the community it serves and is defined by local needs, services and resources related to health, social, cultural, and recreational matters.
<b>COMMUNITY FACILITIES</b>	Public facilities for recreation, social and cultural activities, which may be further defined as small-scale community facilities.

<b>COMPATIBLE</b>	Development that is not is the same as, or even similar to existing development within immediate surroundings of one another. but that enhances the character of the surrounding community without causing any undue, adverse impacts on adjacent properties
<b>COMPLETE COMMUNITY</b>	Places within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options, public service facilities and greenspaces. Complete communities are age friendly and may take different shapes and forms appropriate to their contexts.
<b>COMPLETE STREETS</b>	Streets which are designed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, active transportation and users of all ages and abilities. Complete streets should be safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel.
<b>CONSERVE (Also: Conserved, Conserves, Conserving, Conservation)</b>	The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decisionmaker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.
<b>COWORKING SPACE</b>	A space where people from different teams, companies, or organizations come together to work in a single shared space.
<b>CONTAMINANT MANAGEMENT PLAN</b>	A report that demonstrates how development proposals involving the manufacturing, handling and/or storage of bulk fuels or chemicals (activities prescribed under the Clean Water Act, 2006) that demonstrates safety measures will be implemented in order to help prevent contamination of groundwater or surface water supplies. The Contaminant Management Plan must include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment would be mitigated and managed.
<b>CULTURAL HERITAGE CHARACTER AREA</b>	A defined geographical area modified by human activity consisting of landscapes and/or groupings of buildings or structures of heritage value that may not merit designation under the Ontario Heritage Act but that merit special conservation efforts. Such areas can include mill sites, Hamlets, neighbourhoods and Natural Areas.

**CULTURAL  
HERITAGE IMPACT  
ASSESSMENT  
(CHIA)**

A document prepared by a qualified professional with appropriate expertise comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures. The document shall include:

- a) a description of the cultural heritage values of the property;
- b) contextual information, including any adjacent heritage properties;
- c) the current condition and use of all constituent features;
- d) relevant planning and land use considerations;
- e) a description of the proposed development and potential impacts, both adverse and beneficial, on the cultural heritage values;
- f) alternative strategies to mitigate adverse impacts; and
- g) recommendations to conserve the cultural heritage values.

**CULTURAL  
HERITAGE  
LANDSCAPE**

A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites, or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

**CULTURAL  
HERITAGE SURVEY**

A document prepared by a qualified professional with appropriate expertise that:

- a) identifies any cultural heritage resources on or in close proximity to the subject lands and the significance of those resources; and
- b) makes recommendations for conserving the cultural heritage resources, including whether a CHIA should be prepared.

<b>CULTURAL HERITAGE RESOURCES</b>	Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.
<b>DAY CARE CENTRE</b>	A building or part of a building that receives more than five children primarily for the purpose of providing temporary care, or guidance, or both temporary care and guidance, for a continuous period not exceeding twenty-four hours, pursuant to the Day Nurseries Act.
<b>DESIGNATED GREENFIELD AREA</b>	The designated area that was outside of the Built-up Area as of June 2006 as defined by the Province's Built Boundary in A Place to Grow: Growth Plan for the Greater Golden Horseshoe.
<b>DEVELOPABLE AREA</b>	<p>Includes all lands available for development for both private and public uses, including residential and employment uses, private open space and infrastructure (e.g., local and Regional streets and stormwater management ponds). The developable area excludes:</p> <ul style="list-style-type: none"> <li>a) Environmental features and areas, where development is prohibited, identified in A Place to Grow: Growth plan for the Greater Golden Horseshoe;</li> <li>b) The Regional Greenlands System and approved local municipal natural heritage systems where development is prohibited;</li> <li>c) Key natural heritage features and key hydrologic features and any required buffers;</li> <li>d) Major infrastructure rights-of-way (i.e., existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines);</li> <li>e) Land that is being conveyed to the City for parkland; and</li> <li>f) Existing uses (e.g., cemeteries, estate subdivisions).</li> </ul>

<b>DEVELOPMENT</b>	<p>When applicable to the Oak Ridges Moraine Conservation Area:</p> <p>The creation of a new lot, a change in land use, or the construction of buildings and structures, any of which require approval under the Planning Act, the Environmental Assessment Act, or the Drainage Act, but does not include:</p> <ul style="list-style-type: none"> <li>a) the construction of facilities for transportation, Infrastructure and Utilities uses, as described in subsections 3.9 and 3.10 of this Plan, by a public body; or</li> <li>b) for greater certainty: <ul style="list-style-type: none"> <li>i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001, or</li> <li>ii. the carrying out of agricultural practices on land that was being used for agricultural uses on November 15, 2001.</li> </ul> </li> </ul> <p>When applicable to the Greenbelt Plan Area:</p> <p>The creation of a new lot, a change in land use, or the construction of buildings and structures, any of which require approval under the Planning Act, or that are subject to the Environmental Assessment Act, but does not include:</p> <ul style="list-style-type: none"> <li>a) the construction of facilities for transportation, Infrastructure and Utilities used by a public body;</li> <li>b) activities or works under the Drainage Act; or,</li> <li>c) the carrying out of agricultural practices on land that was being used for agricultural uses on the date the Plan came into effect.</li> </ul> <p>When applicable to lands outside of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan:</p> <p>The creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include:</p> <ul style="list-style-type: none"> <li>a) activities that create or maintain infrastructure authorized under an environmental assessment, Planning Act, or Condominium Act process; or</li> <li>b) works subject to the Drainage Act.</li> </ul>
<b>DESIGNATED HERITAGE PROPERTY</b>	<p>Real property designated under Parts IV, V or VI of the Ontario Heritage Act or real property that is subject to a heritage conservation easement under Parts II or IV of the Act.</p>
<b>DRIVE-THROUGH</b>	<p>The land and structures accessory to a principal use that is used to provide a service to patrons while remaining in their motor vehicle.</p>

**EARLY  
SUCCESSIONAL**

A previously non-wooded, currently regenerating area in which:

- a) there is less than 2 square metres of basal area per hectare in trees that are 10 centimetres or more in diameter from any combination of species listed in the following Table; and,
- b) there is less than 2 square metres of basal area per hectare in trees that are 25 centimetres or more in diameter from any combination of species listed in the following Table plus White Ash (*Fraxinus americana*), Black Cherry (*Prunus serotina*), White Cedar (*Thuja occidentalis*), White Elm (*Ulmus americana*) or Red Elm (*Ulmus rubra*).

Mid to Late Successional or Site Restricted Tree Species

<i>Abies balsamea</i> – Balsam Fir	<i>Fraxinus nigra</i> – Black Ash
<i>Acer pensylvanicum</i> – Striped Maple	<i>Juglans cinerea</i> – Butternut
<i>Larix laricina</i> – Tamarack	<i>Juglans nigra</i> – Black Walnut
<i>Ostrya virginiana</i> – Hop-hornbeam	<i>Picea mariana</i> – Black Spruce
<i>Picea glauca</i> – White Spruce	<i>Pinus resinosa</i> – Red Pine
<i>Acer rubrum</i> – Red Maple	<i>Pinus strobus</i> – White Pine
<i>Acer saccharinum</i> – Silver Maple	<i>Quercus alba</i> – White Oak
<i>Acer saccharum</i> – Sugar Maple	<i>Quercus macrocarpa</i> – Bur Oak
<i>Betula alleghaniensis</i> – Yellow Birch	<i>Quercus rubra</i> – Red Oak
<i>Carpinus caroliniana</i> – Blue-beech	<i>Quercus velutina</i> – Black Oak
<i>Carya cordiformis</i> – Bitternut Hickory	<i>Sorbus americana</i> – American Mountain-ash
<i>Carya ovata</i> – Shagbark Hickory	<i>Tilia americana</i> – Basswood
<i>Cephalanthus occidentalis</i> – Buttonbush	<i>Tsuga canadensis</i> – Hemlock
<i>Fagus grandifolia</i> – Beech	<i>Ulmus thomasii</i> – Rock Elm

**EARTH SCIENCE  
AREAS OF  
NATURAL AND  
SCIENTIFIC  
INTEREST (ANSIs)**

Areas of land containing natural landscapes or features that have been identified by the Province as having earth science values related to protection, scientific study or education. On the Oak Ridges Moraine, Provincially and Regionally significant Earth Science Areas of Natural and Scientific Interest are included. Elsewhere within this Plan, only provincially significant Earth Science Areas of Natural and Scientific Interest are addressed.

**ECOLOGICAL  
FUNCTION**

The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions

<b>ECOLOGICAL INTEGRITY</b>	<p>Areas which include hydrological integrity, the condition of ecosystems in which:</p> <ul style="list-style-type: none"> <li>a) The structure, composition and function of the ecosystems are unimpaired by the stresses from human activity,</li> <li>b) Natural ecological processes are intact and self-sustaining, and</li> <li>c) The ecosystems evolve naturally.</li> </ul>
<b>ECOLOGICALLY SIGNIFICANT GROUNDWATER RECHARGE AREA</b>	<p>Areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and wetlands.</p>
<b>EMPLOYMENT AREA</b>	<p>Areas designated in the official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.</p>
<b>EMPLOYMENT-SUPPORTIVE USES</b>	<p>Land uses, including retail commercial uses but not major retail, which serve the businesses and employees of an Employment Area, but do not inhibit existing or preclude future employment uses in the Employment Area.</p>
<b>ENDANGERED AND THREATENED SPECIES</b>	<p>A species that is classified in Ontario Regulation 230/08 (Species at Risk in Ontario List) made under the Endangered Species Act, as may be amended from time to time.</p>
<b>ENVIRONMENTAL ASSESSMENT</b>	<p>An Environmental Assessment undertaken in accordance with the Environmental Assessment Act of Ontario, RSO 1990, as amended.</p>
<b>ENVIRONMENTAL IMPACT STUDY</b>	<p>A study to confirm the presence and/or significance of natural features, the extent of the feature(s) and/or to determine the potential direct and indirect impacts, of a proposed development on the Natural Heritage Network and/or on a key natural heritage feature or key hydrologic feature and their functions. Where an environmental impact study is required, the content and scope will be determined through a pre-consultation meeting and a Terms of Reference submitted early in the application process to the approval authority.</p>
<b>ENVIRONMENTALLY SIGNIFICANT AREA (ESA)</b>	<p>Areas that require special protection to preserve their environmentally significant qualities. ESAs contain forests, meadows, wetlands, and landforms that support a variety of plant and animal life.</p>
<b>EXCESS SOIL</b>	<p>Naturally occurring soil or soil mixed with rock, commonly known as earth, topsoil, loam, subsoil, clay, sand or gravel, or any combination thereof, that has been excavated as part of a project and removed from the project area, typically as a result of construction activities, and cannot or will not be reused at the site where the soil was excavated and must be moved off site.</p>



<b>EXISTING USES (GREENBELT ONLY)</b>	When applicable to the Greenbelt Plan, uses legally established prior to the date that the Greenbelt Plan came into force. Existing agricultural accessory buildings and structures including farm dwellings can expand on the same lot subject to the provisions of the municipal zoning by-law.
<b>FARM PROPERTY</b>	Land that is actively in agricultural use, as described and defined by the Province's Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas.
<b>FARM RETIREMENT LOT (OAK RIDGES MORaine CONSERVATION PLAN ONLY)</b>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area, a lot that is severed from land that is being used in a farming operation, on the application of a person who:</p> <ul style="list-style-type: none"> <li>a) owned and operated the farm operation, as a full-time farmer, for a substantial number of years,</li> <li>b) was engaged in farming on January 1, 1994, and</li> </ul> <p>has reached retirement age and is retiring from active working life.</p>
<b>FISH HABITAT</b>	As defined in the Fisheries Act as spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.
<b>FLOOR SPACE INDEX</b>	The quotient obtained by dividing the total GFA of all buildings on the lot, by the lot area.
<b>GARDEN SUITE</b>	A one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.
<b>GENTLE INTENSIFICATION</b>	Residential intensification within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single family (or low density), in a way that is compatible with the existing neighbourhood.

<b> Globally or Provincially Rare Plants, Animals or Communities </b>	<p>Plant or animal species or communities that have been assigned a provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of:</p> <ul style="list-style-type: none"> <li>a) S1 – Extremely rare;</li> <li>b) S2 – Very rare;</li> <li>c) S3 – Rare to uncommon;</li> <li>d) G1 – Extremely rare;</li> <li>e) G2 – Very rare; or</li> <li>f) G3 – rare or rare to uncommon.</li> </ul>
<b> Good Heritage Conservation Practice </b>	<p>Is the approach to conserving a cultural heritage resource generally accepted by professionals engaged in the work and is set out in the following documents:</p> <ul style="list-style-type: none"> <li>a) UNESCO and International Council on Monuments and Sites (ICOMOS) Conventions and Charters – Venice, Appleton, Washington and Burra;</li> <li>b) Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada;</li> <li>c) The Ontario Ministry of Culture’s eight guiding principles in the conservation of built heritage properties; and</li> <li>d) The respective Heritage Conservation District Plan or guidelines in which the property is located, if the property is designated under Part V of the Ontario Heritage Act.</li> </ul>
<b> Greenfield </b>	Lands designated for urban use in an Official Plan, but not yet developed for such uses.
<b> Greenway </b>	Trail corridors which are typically a minimum of 25 metres in width and provide linkages for pedestrians and cyclists between significant designations such as parks, open spaces, and community facilities.
<b> Gross Floor Area (GFA) </b>	The aggregate of the floor areas of all storeys of a building measured from the outside of the exterior walls, but excluding any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade.
<b> Green Infrastructure </b>	Natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.
<b> Green Roof </b>	An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium.

<b>GROUNDWATER FEATURES</b>	Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.
<b>HABITAT OF ENDANGERED AND THREATENED SPECIES</b>	The habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. In addition, select species placed on the Species at Risk in Ontario List are identified in regulations under the Endangered Species Act, which may provide further definition of habitat of endangered and threatened species.
<b>HAZARDOUS LANDS</b>	Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means that land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.
<b>HAZARDOUS SITES</b>	Property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography).
<b>HEAT ISLAND EFFECT</b>	Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited, become "islands" of higher temperatures relative to outlying areas.
<b>HERITAGE ATTRIBUTES</b>	The principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property).

<b>HERITAGE PERMIT APPLICATION</b>	<p>An application for a permit under Parts IV or V of the Ontario Heritage Act to alter, add to, construct, demolish or remove a structure or feature on a property. The heritage permit application shall be accompanied by the following information:</p> <ul style="list-style-type: none"> <li>a) municipal and legal address of the property;</li> <li>b) name and address of the property owner;</li> <li>c) property survey of the affected property;</li> <li>d) current photographs of the buildings and landscape features of the property that will be affected by the proposal;</li> <li>e) a description of the proposed work including: <ul style="list-style-type: none"> <li>i. Site Plan;</li> <li>ii. sketches or architectural drawings of the proposed work showing materials, dimensions and scope of the work to be undertaken;</li> </ul> </li> <li>f) any research or documentation in support of the proposal including: <ul style="list-style-type: none"> <li>i. archival photographs of the property;</li> <li>ii. pictures or plans of similarly styled heritage buildings in the community; and</li> <li>iii. signed statement by the owner authorizing the application and permitting staff to inspect the property.</li> </ul> </li> </ul>
<b>HERITAGE INVENTORY</b>	See Register of Cultural Properties of Heritage Significance (RCPHV).
<b>HIGHER ORDER TRANSIT</b>	Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed-traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.
<b>HIGH-OCCUPANCY VEHICLE LANES</b>	Reserved rights-of-way for public transit vehicles and other vehicles such as emergency vehicles, taxis or multiple-person vehicles.
<b>HIGH-RISE BUILDING</b>	A building over twelve storeys in height with a range of heights and densities appropriate for the surrounding context pursuant to Schedule 13 of this Plan, applicable Secondary Plans, and the Zoning By-law;
<b>HIGHLY VULNERABLE AQUIFER (HVA)</b>	Aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant adverse effect.

<b>HOME INDUSTRY</b>	<p>An industry that is carried out in the home or in a building that is accessory to the home or if the home is located on a farm, to the agricultural operation and:</p> <ul style="list-style-type: none"> <li>a) If the home is not located on a farm, the use is carried on a small-scale use that is secondary to the principal use of the home as a single dwelling, provides a service such as carpentry, metalworking, welding, electrical work or blacksmithing, primarily to the farming community, and does not include uses such as auto repair or paint shop or furniture stripping; or</li> <li>b) If the home is located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the farm as an agricultural operation and may include but is not limited to a sawmill, welding or woodworking shop, manufacturing or fabrication shop, equipment repair and seasonal storage of boats or trailers.</li> </ul>
<b>HOME OCCUPATION</b>	<p>A small-scale privately operated business which provides a service as an accessory use within a residential dwelling unit, or an accessory building to a residential dwelling unit, and is performed by one or more of the permanent residents of that dwelling unit and is compatible with the character of the surrounding area. Permitted home occupation uses will be defined and development standards established in the zoning by-law.</p>
<b>HOUSING OPTIONS</b>	<p>A range of housing types and unit sizes, such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.</p>
<b>HOTEL</b>	<p>A building(s) or part thereof used to accommodate the travelling public for gain or profit, by supplying them with sleeping accommodation but do not include full kitchen facilities.</p>
<b>HUMAN SERVICES</b>	<p>Supports for people in every stage of their life that positively influence social determinants of health and strengthen our communities. Human services can help provide stabilization, such as those addressing healthcare, social and safety needs, as well as opportunities to enhance quality of life, including learning and recreation.</p>
<b>HYDROLOGICAL FUNCTION</b>	<p>The functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.</p>

<b>HYDROLOGICALLY SENSITIVE FEATURE</b>	See Key hydrological feature.
<b>INCLUSIONARY ZONING</b>	Regulatory tool that allows municipalities to require affordable housing units to be provided in new residential developments located within PMTSAs.
<b>INFRASTRUCTURE</b>	Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.
<b>IN SITU</b>	In situ means remaining in place in the original location where something was found.
<b>INTENSIFICATION</b>	<p>The development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including reuse of brownfield sites;</li> <li>b) the development of vacant and/or underutilized lots within previously developed areas;</li> <li>c) infill development; and</li> <li>d) the expansion or conversion of existing buildings.</li> </ul>
<b>INTERMITTENT STREAM</b>	Stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year.
<b>KETTLE LAKES</b>	A depression formed by glacial action and permanently filled with water.
<b>KEY HYDROLOGIC FEATURE</b>	Key hydrologic features are described in Section 3.6 of this Plan and include wetlands, lakes and their littoral zones, permanent and intermittent streams, kettle lakes, seepage areas and springs.
<b>LAKES AND THEIR LITTORAL ZONES</b>	Means any inland body of standing water larger than a pool or pond or a body of water filling a depression in the earth's surface. The littoral zone refers to the area of shallow water in a lake that extends from the shoreline lakeward to limit occupancy of rooted aquatic plants.
<b>LIFE SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST</b>	An area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time.

<b>LINKAGE</b>	Connections between natural areas that provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage Network.
<b>LIVE—WORK UNIT</b>	A building or part of a building containing a business that is operated by at least one resident of an associated dwelling unit comprising a non-residential use component located on the ground floor, with a residential use component located above the ground floor.
<b>LOW IMPACT DEVELOPMENT</b>	An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. Low impact development can include: bio-swales, permeable pavement, rain gardens, green roofs and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case.
<b>LOW-RISE BUILDING</b>	A building up to a maximum of five storeys in height.
<b>MAJOR DEVELOPMENT</b>	Consists of: <ul style="list-style-type: none"> <li>a) the creation of four or more lots;</li> <li>b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or</li> <li>c) the establishment of a major recreational use.</li> </ul>
<b>MAJOR FACILITIES</b>	Facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.
<b>MAJOR OFFICE</b>	Office uses greater than 4000square metres per lot or with approximately 200 jobs or more.
<b>MAJOR RECREATIONAL USE (GREENBELT ONLY)</b>	Where applicable to the Greenbelt Plan Area shown on Schedule 4, major recreational uses are recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to the following: golf courses; serviced playing fields; serviced campgrounds; and ski hills.

<b>MAJOR RETAIL</b>	<p>Includes retail big box stores, including warehouse-style stores, and shopping centres. For the purposes of this definition a shopping centre is not a collection of ancillary uses that primarily serve the business functions on employment lands.</p> <p>Retail uses greater than 10,000 square metres per lot, including but not limited to big-box retail stores and shopping centres.</p>
<b>MASS TIMBER DEVELOPMENT</b>	Development constructed from wood that has been bonded together in layers to create strong and sustainable planks, posts, beams and other structural elements.
<b>MARINE ARCHAEOLOGICAL SITE</b>	An archaeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water.
<b>MICROCLIMATE</b>	The climate of a very small or restricted area, especially when this differs from the climate of the surrounding area.
<b>MICROMOBILITY</b>	Transportation over short distances provided by eco-friendly, usually single-person vehicles such as electric bicycles and scooters
<b>MID-RISE BUILDING</b>	A building generally over five storeys in height, storeys in height, up to a maximum of twelve storeys in height.
<b>MINERAL AGGREGATE OPERATION</b>	<p>When applicable to the Oak Ridges Moraine Conservation Area:</p> <ul style="list-style-type: none"> <li>a) an operation, other than a wayside pit, conducted under a license or permit under the Aggregate Resources Act, and</li> <li>b) associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related by-products;</li> </ul> <p>When applicable to the Greenbelt Plan Area:</p> <ul style="list-style-type: none"> <li>a) an operation, other than <b>wayside pits</b> and quarries, conducted under a license or permit under the Aggregate Resources Act, or successors thereto; and</li> <li>b) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.</li> </ul>
<b>MINERAL AGGREGATE RESOURCES</b>	Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.



<b>MINERAL AGGREGATE RESOURCE CONSERVATION</b>	<p>Both:</p> <ul style="list-style-type: none"> <li>a) the recovery and recycling of manufactured materials derived from <b>mineral aggregates</b> (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.) for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new <b>mineral aggregates</b>; and</li> <li>b) the wise use of <b>mineral aggregates</b> including utilization or extraction of on-site mineral aggregate resources prior to development occurring.</li> </ul>
<b>MINIMUM DISTANCE SEPARATION FORMULAE</b>	Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns related to odour from livestock facilities.
<b>MINISTERIAL ZONING ORDER</b>	An order of the Minister of Municipal Affairs and Housing issued pursuant to section 47 of the Planning Act.
<b>MISSING MIDDLE</b>	Residential buildings that contain a higher density than a single detached house but lower density than a mid-rise building ideally at different thresholds of affordability to deliver a full range and mix of housing options.
<b>MOBILITY PLAN</b>	A mobility plan is a combination of a multimodal mobility plan along with the traditional transportation impact study analyses and is required to support all development applications in York Region that have potential impacts on Regional and local transportation systems.
<b>MULTI-MODAL</b>	Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine.
<b>MUNICIPAL COMPREHENSIVE REVIEW</b>	A review, initiated by the Region under Section 26 of the Planning Act that comprehensively applies the policies and schedules of the A Place to Grow: Growth plan for the Greater Golden Horseshoe.
<b>NATURAL HERITAGE SYSTEM FOR THE GROWTH PLAN</b>	The natural heritage system mapped and issued by the Province in accordance with the Growth Plan.
<b>NATURAL SELF-SUSTAINING VEGETATION</b>	Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.
<b>NATURAL HAZARDS</b>	Hazards due to flooding, erosion, dynamic beaches, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

<b>NET-ZERO</b>	Refers to a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production.
<b>NEGATIVE IMPACT(S)</b>	<ul style="list-style-type: none"> <li>a) In regard to water, degradation to the quality or quantity of surface or groundwater, key hydrologic features or vulnerable areas and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;</li> <li>b) In regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and</li> <li>c) In regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.</li> </ul>
<b>NEW COMMUNITY AREAS</b>	Lands added to the Urban Area through a Regional municipal comprehensive review, for community purposes including residential and population-related employment, beyond those designated for Urban uses prior to approval of this Plan.
<b>NON-FARM RESIDENCE</b>	A single residential unit, unrelated to a farm operation located in the Agricultural or Rural land use designations.
<b>NORMAL FARM PRACTICES</b>	Any practice, as defined in the Farming and Food Production Protection Act, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances, or that makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the Nutrient Management Act, and regulations made under that Act.
<b>ON-FARM DIVERSIFIED USES</b>	Uses that are secondary to the principal agricultural use of the property and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agri-tourism uses, and uses that produce value-added agricultural products. Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses.
<b>PARTIAL SERVICES</b>	<p>With respect to sewage and water services to a property, that either of the following situations exists:</p> <ul style="list-style-type: none"> <li>a) Municipal sewage services or private communal sewage services combined with individual on-site water services; or</li> <li>b) Municipal water services or private communal water services combined with individual on-site sewage services.</li> </ul>

<b>PASSIVE RECREATIONAL USES</b>	Outdoor recreational uses, such as non-motorized trails, that have minimal environmental impact and contribute to health and a high-quality of life for residents and workers.
<b>PETROLEUM RESOURCES</b>	Oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons.
<b>PORTABLE ASPHALT PLANT</b>	<p>A facility:</p> <ul style="list-style-type: none"> <li>a) With equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and</li> <li>b) Which is not of permanent construction, but which is to be dismantled at the completion of the construction project.</li> </ul>
<b>PRIME AGRICULTURAL LANDS</b>	Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.
<b>PRIVATE COMMUNAL SEWAGE SERVICES</b>	Sewage works within the meaning of section 1 of the Ontario Water Resources Act; that serves six or more lots or private residences and is not owned by a municipality.
<b>PRIVATE COMMUNAL WATER SERVICES</b>	Non-municipal drinking-water system within the meaning of section 2 of the Safe Drinking Water Act, 2002 that serves six or more lots or private residences.
<b>PROTECTED HERITAGE PROPERTY</b>	Means property designated under parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement property under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation and UNESCO World Heritage Sites.
<b>PROTECTED MAJOR TRANSIT STATION AREAS (PMTSAs)</b>	Areas of land identified on Schedule 1A surrounding higher order transit stations or stops and include a minimum density target of people and jobs per hectare, as identified on Schedule 1B – Protected Major Transit Station Areas.
<b>PRIVATELY OWNED PUBLIC SPACES (POPS)</b>	Open space that is privately owned and maintained but is a publicly accessible space complementing public parks or offering other public programming purposes secured by an easement with the City.

<b>PUBLIC REALM</b>	Publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas.
<b>PUBLIC UTILITY/ UTILITIES</b>	A public body or private corporation providing infrastructure to the public such as hydro, natural gas, communications/telecommunications, cable, sewer and water.
<b>PUBLIC EMERGENCY SERVICES</b>	Fire, police, or ambulance services.
<b>RAPID INFILTRATION BASIN</b>	A basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
<b>RAPID INFILTRATION COLUMN</b>	A column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
<b>REAR-LOTTING</b>	Lot layout where the rear yard of the development faces anything other than another rear lot or a laneway.
<b>REDEVELOPMENT</b>	The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. This process involves, but not limited to, redeveloping existing buildings, exterior additions, or increases in GFAs.
<b>RECHARGE MANAGEMENT AREA</b>	An area that includes Wellhead Protection Area-Q1 and Wellhead Protection Area-Q2 where the aquifers in the area are susceptible to impacts where activities take water without returning it to the same source and where these activities that reduce recharge may be a threat to water quantity.
<b>REGIONAL MARKET AREA</b>	An area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the regional market area. However, where a regional market area extends significantly beyond these boundaries, then the regional market area may be based on the larger market area. Where regional market areas are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.
<b>REGISTER OF CULTURAL PROPERTIES OF HERITAGE SIGNIFICANCE (RCPHV)</b>	<p>The register of cultural heritage resources as established under Section 27 of the Ontario Heritage Act.</p> <p>Also known as the Heritage Inventory.</p>

<b>RENEWABLE ENERGY SOURCE</b>	An energy source that is renewed by natural processes and which can include wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.
<b>RENEWABLE ENERGY SYSTEMS</b>	A system that generates electricity, heat and/or cooling from a renewable energy source. For the purposes of this definition: A renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.
<b>RENTAL HOUSING</b>	Buildings containing one or more rented residential units, including vacant units that is used for rented residential purposes, but does not include secondary suites, condominium-registered, life-lease or other ownership forms which are rented out by individual owners.
<b>RESIDENCE SURPLUS TO A FARMING OPERATION</b>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area:</p> <ul style="list-style-type: none"> <li>a) if there are two or more farm residences, both built before 1978, on a lot that is being used in a farming operation, one of those residences that is surplus to the farming operation, or</li> <li>b) if the owner and operator of a farming operation acquires an additional lot and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation.</li> </ul> <p>When applicable outside the Oak Ridges Moraine Conservation Plan Area:</p> <ul style="list-style-type: none"> <li>a) an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).</li> </ul>
<b>RETAIL</b>	A building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public from a building.
<b>RISK ASSESSMENT</b>	An evaluation and study completed by a qualified person that examines the pathways and quantitatively and/or qualitatively evaluates the level of risk associated with a land use, land use activity or infrastructure, and/or threats to intended users.
<b>RISK MANAGEMENT PLAN</b>	A document completed by a qualified person that describes the results of the risk assessment, proposes a plan for the mitigation and management of the identified risks, and outlines an emergency response plan to be executed in the event that a risk occurs.
<b>RURAL AREA</b>	Lands in the Agricultural System, which are located outside settlement areas and outside prime agricultural areas.

<b>RURAL LOT</b>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area, a lot that is at least 97.5 per cent of the land that is left in an original lot or an original half lot after the deduction of any land that is:</p> <ul style="list-style-type: none"> <li>a) conveyed at any time for transportation, utilities and infrastructure as described in section 41, whether before, on or after November 16, 2001, or</li> <li>b) validly conveyed before June 27, 1970.</li> </ul>
<b>SAND BARRENS</b>	<p>Lands (not including land that is being used for agricultural purposes or no longer exhibits sand barrens characteristics) that:</p> <ul style="list-style-type: none"> <li>a) Has sparse or patchy vegetation that is dominated by plants that are: <ul style="list-style-type: none"> <li>i. adapted to severe drought and low nutrient levels; and,</li> <li>ii. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire;</li> </ul> </li> <li>b) Has less than 25% tree cover;</li> <li>c) Has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and,</li> <li>d) Has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.</li> </ul>
<b>SAVANNAH</b>	<p>Means land (not including land that is being used for agricultural purposes or no longer exhibits savannah characteristics) that:</p> <ul style="list-style-type: none"> <li>a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;</li> <li>b) has from 25% to 60% tree cover;</li> <li>c) has mineral soils; and</li> <li>d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.</li> </ul>
<b>SCHOOL</b>	<p>Means an educational facility which includes both an elementary or secondary school, which every person who attains the age of six years is required to attend, as enacted by the Ontario Education Act.</p>
<b>SECONDARY PLANS</b>	<p>Land use plan for a particular area of the City that is prepared as an amendment to this Official Plan.</p>

<b>SEEPAGE AREAS AND SPRINGS</b>	Sites of emergence of groundwater where the water table is present at the ground surface.
<b>SEMI-DETACHED HOUSE</b>	A Low-Rise Residential building, up to three storeys in height, situated on a single lot and attached to no more than one other residential building situated on a separate parcel
<b>SENSITIVE USES/SENSITIVE LAND USES</b>	<p>Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Depending upon the particular 'facility' involved, a sensitive land use and associated activities may include one or a combination of:</p> <ul style="list-style-type: none"> <li>a) residences or facilities where people sleep (e.g., single and multi-unit dwellings, nursing homes, hospitals, trailer parks, camping grounds, etc.). These uses are considered to be sensitive 24 hours/day;</li> <li>b) a permanent structure for non-facility related use, particularly of an institutional nature (e.g., schools, churches, community centres, day care centres);</li> <li>c) certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g., trailer park, picnic area, etc.);</li> <li>d) certain agricultural operations (e.g., cattle raising, mink farming, cash crops and orchards); or,</li> <li>e) bird/wildlife habitats or sanctuaries.</li> </ul>

<b>SIGNIFICANT</b>	<ul style="list-style-type: none"> <li>a) In regard to wetlands and Areas of Natural and Scientific Interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;</li> <li>b) In regard to the habitat of endangered and threatened species, means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;</li> <li>c) In regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; economically important due to site quality, species composition, or past management history; or an area that meets any one of the criteria in policy 2.2.40 of the York Region Official Plan; and</li> <li>d) In regard to other features and areas in policy 2.1 of the Provincial Policy Statement, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.</li> <li>e) While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.</li> </ul>
<b>SIGNIFICANT ARCHAEOLOGICAL RESOURCES</b>	Resources that, in the opinion of a licensed archaeologist (and confirmed by the Province through acceptance of the archaeological assessment report in the Ontario Public Register of Archaeological Reports) meet the criteria for determining cultural heritage value or interest set out in the Standards and Guidelines for Consultant Archaeologists, as amended, and are to be protected from impacts of any sort.
<b>SIGNIFICANT BUILT HERITAGE RESOURCES, SIGNIFICANT CULTURAL HERITAGE RESOURCES</b>	In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Process and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.
<b>SIGNIFICANT DEVELOPMENT</b>	A development with 100 or more residential dwelling units or a total GFA of all uses of 12,500 m <sup>2</sup> or greater.



<b>SIGNIFICANT DRINKING WATER THREAT</b>	A condition or activity that has a high potential to have a negative impact on the quantity and/or quality of groundwater that supplies a municipal well.
<b>SIGNIFICANT GROUNDWATER RECHARGE AREA</b>	<p>A significant groundwater recharge area identified:</p> <ul style="list-style-type: none"> <li>a) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Policy Statement;</li> <li>b) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, or</li> <li>c) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent in accordance with provincial guidelines.</li> </ul> <p>Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and wetlands.</p>
<b>SIGNIFICANT SURFACE WATER CONTRIBUTION AREAS</b>	Areas, generally associated with headwater catchments, that contribute to baseflow volumes which are significant to the overall surface water flow volumes within a watershed.
<b>SIGNIFICANT VALLEYLANDS</b>	A valleyland which is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the Province.
<b>SIGNIFICANT WETLAND</b>	A wetland that has been identified as provincially significant by the Province.
<b>SIGNIFICANT WILDLIFE HABITAT</b>	<p>A wildlife habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the Province.</p> <p>Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. These areas are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system. The Provincial Significant wildlife habitat Technical Guide should be referenced to determine significant wildlife habitat.</p>
<b>SINGLE-DETACHED HOUSE</b>	A Low-Rise Residential building, up to three storeys in height, situated on a single lot and not attached to any other residential building.

<b>SITE ALTERATION</b>	<p>When applicable to the Oak Ridges Moraine Conservation Area and the Greenbelt Plan Area: Activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:</p> <ul style="list-style-type: none"> <li>a) the construction of facilities for transportation, Infrastructure and Utilities used by a public body; or</li> <li>b) for greater certainty: <ul style="list-style-type: none"> <li>i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001, or</li> <li>ii. the carrying out of agricultural practices on land that was being used for agricultural uses on November 15, 2001.</li> </ul> </li> </ul> <p>When applicable to lands outside of the Oak Ridges Moraine Conservation Area and the Greenbelt Plan Area: Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.</p>
<b>SMALL-SCALE COMMUNITY FACILITY/ FACILITIES</b>	Community or Neighbourhood library as defined in the Active Together Master Plan, or a community centre.
<b>SMALL-SCALE CONVENIENCE RETAIL</b>	Retail uses intended to serve the residents of the immediate area with basic provisions such as a corner store. For clarity, a restaurant is not considered as a small-scale convenience retail use.
<b>SOCIAL HOUSING</b>	Rental housing units which are owned by a non-profit housing corporation, including housing provided by non-profit housing co-operatives to their members, and which are produced or funded under government programs providing comprehensive funding or financing arrangements.
<b>SOURCE WATER IMPACT ASSESSMENT AND MITIGATION PLAN</b>	A report completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with the land uses or land use activities that may pose a threat to the quantity or quality of a municipal drinking water supply. It proposes a plan for the mitigation and management of the identified risks and outlines an emergency response to be executed in the event that a risk is realized.
<b>SPECIAL CONCERN SPECIES</b>	A species that is classified as a special concern species in Ontario Regulation 230/08 (Species at Risk in Ontario List) made under the Endangered Species Act.

<b>SPECIAL POLICY AREA</b>	An area within a community that has historically existed in the flood plain and where site-specific policies, approved by the Province, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and to address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development, the criteria and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the flood plain.
<b>STACKED TOWNHOUSE</b>	<p>An attached building up to four storeys in height comprising two to four separate residential units stacked on top of each other. Stacked Townhouse units are typically massed to resemble a traditional street Townhouse and each unit is provided direct access to ground level.</p> <p>A Stacked Townhouse may be combined with a Back-to-Back Townhouse.</p>
<b>STOREY</b>	A level of a building located between the surface of a floor and the ceiling or roof immediately above it, and includes a mezzanine, but shall not include a basement or attic. Any portion of a building partially below grade shall be deemed a storey where its ceiling is at least 1.8 m above the established grade.
<b>STRATA PARK</b>	City-owned parkland in the form of a publicly accessible open space located on top of structures, including but not limited to parking garages and underground storm water facilities. The strata component of this definition refers to the horizontal delineation of legal ownership between public uses on-top and privately owned uses below as described in the Condominium Act, 1998, SO 1998, c 19.
<b>STRATEGIC GROWTH AREAS</b>	Areas identified on Schedule 1A as Vaughan Metropolitan Centre (VMC), Primary Centres, PMTSAs, Local Centres, <b>Regional Intensification Corridors</b> , <b>Regional Intensification Corridors</b> within Employment Areas, <b>Primary Intensification Corridors</b> and <b>Primary Intensification Corridors</b> within Employment Areas.

<b>SUBWATERSHED PLAN</b>	A plan that reflects and refines the goals, objectives, targets and assessments of watershed planning for smaller drainage areas, is tailored to subwatershed needs and addresses local issues. A subwatershed plan should: consider existing development and evaluate impacts of any potential or proposed land uses and development; identify hydrologic features, areas, linkages and functions; identify natural features, areas and related hydrologic functions; and provide for protecting, improving or restoring the quality and quantity of water within a subwatershed. A subwatershed plan is based on pre-development monitoring and evaluation; is integrated with natural heritage protection; and identifies specific criteria, objectives, actions, thresholds, targets and best management practices for development, for water and wastewater servicing, for stormwater management, for managing and minimizing impacts related to severe weather events, and to support ecological needs.
<b>SUPPORTING EMPLOYMENT AREA</b>	Employment Areas and/or portions of Employment Areas to be designated in local official plans that are on the periphery of Employment Areas and/or may be candidates for mixed employment uses because of their location within existing or proposed intensification areas. This generally includes Employment Areas that: <ul style="list-style-type: none"> <li>a) are adjacent to major Regional arterial roads or on the fringe of Employment Areas;</li> <li>b) have significant portions of commercial, retail, and/or other service or knowledge-based uses;</li> <li>c) are directly abutting or in close proximity to residential or other sensitive uses and could benefit from more appropriate buffering from existing or future employment uses that may be incompatible. Examples include noxious uses, clusters of manufacturing or other traditional employment uses.</li> </ul>
<b>SUPPORTIVE HOUSING</b>	Affordable housing linked to support services for populations in need of assistance. Such support services may be offered on site or through outreach programs and may include accessible mental health, substance addiction, employment, and other support services.
<b>SUSTAINABILITY</b>	Decisions and actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations.
<b>SURFACE WATER FEATURES</b>	Water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.
<b>SUSTAINABLE MOBILITY MEASURES</b>	A combination of infrastructure improvements and strategies geared to promoting alternative travel choices such as walking, cycling, transit, ridesharing and micro mobility.

<b>TABLE LANDS</b>	Lands in the City of Vaughan which are not contained within the defined valleys of watercourses, including rivers and streams.
<b>TALLGRASS PRAIRIES</b>	Means land (not including land that is being used for agricultural purposes or no longer exhibits tallgrass prairie characteristics) that: <ul style="list-style-type: none"> <li>a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;</li> <li>b) has less than 25% tree cover;</li> <li>c) has mineral soils; and</li> <li>d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.</li> </ul>
<b>TRCA</b>	Toronto and Region Conservation Authority
<b>TIME OF TRAVEL</b>	The estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A wellhead protection area is typically divided into several time of travel zones.
<b>TOWNHOUSE</b>	A Low-Rise Residential building, up to three storeys in height, situated on a single parcel and part of a row of at least three but no more than six attached residential units
<b>TRADITIONAL TERRITORIES</b>	The geographic area traditionally occupied or used regularly by a First Nation and/or their ancestors.
<b>TRANSIT OPERATION AND MAINTENANCE FACILITY</b>	Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. These facilities may also include offices and other accommodations for on-site workers and transit vehicle operators
<b>TRANSIT-SUPPORTIVE</b>	Relating to development that makes transit viable and improves the quality of the experience of using transit while simultaneously reducing parking standards. It often refers to compact, mixed-use development that has a high level of employment and residential densities.
<b>TRANSPORTATION DEMAND MANAGEMENT</b>	A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

<b>TREE</b>	Any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of trees shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground.
<b>UNIVERSAL DESIGN</b>	The design of buildings and public places, and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
<b>URBAN AGRICULTURE</b>	Food production in urban and settlement areas for personal consumption, commercial sale, education or therapy. It includes but is not limited to gardening and livestock raised in backyards, container gardening on balconies or rooftops, community gardening, vertical farming, and urban composting.
<b>URBAN EXPANSION AREA</b>	Areas identified through the land needs assessment as being required to accommodate population and employment growth to the planning horizon.
<b>UNSERVICED PARK</b>	Only applicable to the Oak Ridges Moraine Conservation Area:  A park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking lots or permanent water or sewer facilities.
<b>URBAN AREA</b>	Lands identified on Schedule 1 Urban Structure as having an urban designation including Employment Area, PMTSAs, Community Area, Vaughan Metropolitan Centre, Primary Centre, Local Centre, Regional Intensification Corridor and <b>Primary Intensification Corridor</b> .
<b>URBAN FOREST</b>	A treed area that occurs within the Urban Area, both in and out of the Natural Heritage Network, which does not meet the criteria for woodland and where trees are less than 20 m apart.

<b>VALLEY AND STREAM CORRIDOR</b>	<p>Valley and stream corridors are the natural resources associated with river systems characterized by their landforms, features and functions. Valley and stream corridors are distinguished from other physiographic features by their connection to the river system as a whole.</p> <p>The physical landform of a valley corridor can visually be identified from its surrounding landscape (it is well-defined). The physical landform of a stream corridor cannot be visually identified from its surrounding landscape (it is ill-defined). Therefore, valley corridors are distinguished from stream corridors by the presence of a distinct landform.</p> <p>Valley corridors may or may not have a defined Watercourse channel. Stream corridors will typically have a defined Watercourse channel, except at the upper limit of the corridor - source area – where the Watercourse (headwater stream) is characterized by surface flow and/or high water tables originating from springs and seepage areas.</p> <p>Where a Significant Area, as defined in the Valley and stream corridor Management Program, is within and/or immediately adjacent to a valley or stream corridor, the corridor boundary is extended to include the Significant Area and a minimum 10 metres inland.</p> <p>Valley and stream corridors are significant valley lands and will be further clarified through ongoing studies such as the Natural Heritage Network Study and studies in support of development applications.</p>
<b>VALLEYLANDS</b>	A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.
<b>VEGETATION PROTECTION ZONE</b>	A vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature.
<b>VISION ZERO</b>	A strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The strategy includes a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways.
<b>VULNERABLE</b>	A condition of surface and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater.
<b>WASTE MANAGEMENT SYSTEM</b>	Sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

<b>WATERBODY</b>	Lakes, woodland ponds, etc. which provide ecological functions. For the purposes of determining significant woodlands, waterbody generally does not include small surface water features such as farm ponds or stormwater management ponds, which would have limited ecological function.
<b>WATER RESOURCE SYSTEM</b>	A system consisting of groundwater features and areas and surface water features (including shoreline areas), and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. The water resource system will comprise key hydrologic features and key hydrologic areas.
<b>WATERSHED</b>	An area that is drained by a river and its tributaries.
<b>WATERSHED PLANNING</b>	Planning that provides a framework for establishing goals, objectives and direction for the protection of water resources, the management of human activities, land, water, aquatic life and resources within a watershed and for the assessment of cumulative, cross-jurisdictional and cross-watershed impacts. Watershed planning typically includes: watershed characterization, a water budget and conservation plan; nutrient loading assessments; consideration of climate change impacts and severe weather events; land and water use management objectives and strategies; scenario modelling to evaluate the impacts of forecasted growth and servicing options, and mitigation measures; an environmental monitoring plan; requirements for the use of environmental best management practices, programs, and performance measures; criteria for evaluating the protection of quality and quantity of water; the identification and protection of hydrologic features, areas and functions and the inter-relationships between or among them; and targets for the protection and restoration of riparian areas , and coordination with local Conservation Authorities.
<b>WAYSIDE PITS AND QUARRIES</b>	A temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
<b>WELLHEAD PROTECTION AREA</b>	The surface and sub-surface area surrounding a water well or well field that supplies a municipal water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field.



<b>WETLAND</b>	<p>Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</p> <p>Wetlands on the Oak Ridges Moraine and Greenbelt include any wetlands identified by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.</p>
<b>WILDLIFE HABITAT</b>	<p>Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.</p>
<b>WOODLAND</b>	<p>An area of land at least 0.2 hectare in area with at least:</p> <ul style="list-style-type: none"> <li>a) 1000 trees of any size, per hectare;</li> <li>b) 750 trees measuring over 5 centimetres diameter at breast height, per hectare;</li> <li>c) 500 trees measuring over 12 centimetres diameter at breast height, per hectare; or</li> <li>d) 250 trees measuring over 20 centimetres diameter at breast height, per hectare,</li> </ul> <p>but does not include a cultivated fruit or nut orchard, a plantation established and used for the purpose of producing Christmas trees or nursery stock. For the purposes of defining a woodland, treed areas separated by more than 20 metres will be considered a separate woodland. When determining the limit of a woodland, continuous agricultural hedgerows and woodland fingers or narrow woodland patches will be considered part of a woodland if they have a minimum average width of at least 40 metres and narrower sections have a length to width ratio of 3 to 1 or less. Undeveloped clearings within woodland patches are generally included within a woodland if the total area of each clearing is no greater than 0.2 hectares. In areas covered by Provincial Plan policies, woodland includes treed areas as further described by the Ministry of Natural Resources.</p> <p>For the purposes of determining the densities above for woodlands outside of Provincial Plan Areas, the following species are excluded: staghorn sumac, European buckthorn and common lilac.</p>