



City of Vaughan

Official Plan 2025

**Final Draft
January 2025**



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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

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, sustainable, 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 inform Land Use planning decisions across the city over the next 25-30 years. The principles have been developed using collective feedback from the public and Indigenous rights holders. Envisioning Vaughan's future requires principles which can be used 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. Vaughan enjoys strong rail and road transportation links to its neighbours and other municipalities across the Greater Golden Horseshoe and beyond. It is also home to the headwaters of both the Humber and Don Rivers. Their **Significant** valley systems are a prominent feature of the landscape.

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

Vaughan is the recipient of tremendous investment in **Infrastructure** to support the coming growth. Some of the major public investment includes the extension of the Toronto Transit Commission's Yonge-University subway line from the City of Toronto into Vaughan, including three subway stations, the expansion of York Region's Viva bus rapid transit system, construction of a new hospital, the extension of Highway 427, the Vaughan Mainline Expansion Project and a new natural gas pipeline.

The lands upon which the City of Vaughan is situated have a rich and varied history. The Territory was historically home to many Indigenous Peoples, all of whom 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.

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

Throughout the 1970s and 1980s, Vaughan embraced the concept of commercial and industrial development. Residential areas continued to grow, and employment thrived through the introduction of new rail, transit and highway connections. In 1991, as 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.

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

Mississaugas of the Credit First Nation 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, Mississaugas of the Credit First Nation has treaty rights over some areas of their Territory and these areas are referred to as Mississaugas of the Credit First Nations 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 Mississaugas of the Credit First Nation and the Crown and so Mississaugas of the Credit First Nation has Aboriginal title to these areas, which may be referred to as their Territory or Traditional Territory. For the purposes of this document, all these areas are included within the definition of Mississaugas of the Credit First Nation's Territory.

Mississaugas of the Credit First Nation'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, Mississaugas of the Credit First Nation 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 Mississaugas of the Credit First Nation for countless generations and must continue to do so for generations to come.

Between 1781 and 1820, Mississaugas of the Credit First Nation entered into various treaties with the Crown establishing treaty rights throughout their Territory. In addition to treaty rights, Mississaugas of the Credit First Nation 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, Mississaugas of the Credit First Nation 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. Mississaugas of the Credit First Nation is currently engaged in negotiations with the Government Canada to explore new approaches to understanding and implementing their rights and title.

1.2 Purpose of this Plan

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

The City's Official Plan ("the Plan") aims to guide the physical, social, sustainable and economic development of the city and will:

- Implement goals, objectives and land use policies to serve the City's communities.
- Direct density, increase housing supply, protect environmental features and **Agricultural Areas**, support cultural heritage preservation and cultural development.
- Guide growth and development to support the vision for the City's long-term evolution.
- Implement the City's Official Plan through the City's Zoning By-law, other City by-laws, and planning instruments through land use rights and regulations.

The City's Official Plan was crafted as part of a comprehensive review and alignment with several concurrent City studies and Master Plans, such as:

- Vaughan Transportation Plan;
- Vaughan Community Spaces 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 Study;
- Green Directions Vaughan;
- Greenspace Strategic Plan;

- Water and Wastewater Master Plans; and
- Various Land Use Studies.

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 within the municipal boundary.
- 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.

Volume 1 also contains Schedules which illustrate the Plan's policies in map form:

- Schedule 1: Urban Structure
- Schedule 1A: Strategic Growth Areas
- Schedule 1B: Urban Area
- Schedule 1C: Established Large-Lot Neighbourhoods
- Schedule 2: Natural Heritage Network
- Schedule 3: Environmentally Sensitive Areas and Areas of Natural and Scientific Interest
- Schedule 4: Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas

- 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 Transportation Network
- Schedule 11: Recharge Management Areas (WHPA-Q)
- Schedule 12: TransCanada PipeLines Limited Facilities
- Schedule 13: Land Use Designations
- Schedule 14A: Areas Subject to Secondary Plans
- Schedule 14B: Areas Subject to Area-Specific policies
- Schedule 14C: Areas Subject to Site-Specific policies

Volume 1 also refers to non-statutory Appendices which provide additional context to the Plan's policies.

- Appendix 1: Provincial Decisions
- Appendix 2: Protected Major Transit Station Areas

Volume 2 contains Secondary Plans, Area-Specific policies, and Site-Specific policies, as well as their associated schedules, 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, Schedules, and Appendices), is the policy of City of Vaughan Council and is intended that the Plan shall be read in its entirety.

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

1.4.1 General Policies

It is the policy of Council:

- 1.4.1.1 That the Plan is to be read in its entirety and all policies are to be considered and balanced when implementing the Plan.
- 1.4.1.2 That the Plan is in conformity with applicable Provincial policy and where there is conflict between the policies, applicable Provincial policy applies.
- 1.4.1.3 That the Plan includes both numbered policies and explanatory text. The numbered policies represent the specific direction of Council. The explanatory text provides additional information and support to aid in the interpretation of the policies. Terms that are **bolded and blue** are defined terms as outlined in Chapter 5.
- 1.4.1.4 That all of the text, maps, tables, lists and numbered figures are considered part of the Plan. Photographs and non-numbered illustrations do not form part of the Plan and are intended to provide aesthetic quality and wayfinding to support ease of reading.
- 1.4.1.5 That the words “will” and “shall” express a mandatory requirement and where the words “should” and “may” are used, alternative approaches to meet the City’s 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 present at the time this Plan is approved and that these land uses shall be deemed to conform to this Plan. Minor extensions, reductions or expansions of such uses shall be permitted without amendment to this Plan provided that the intent of the Plan is not compromised and that:

- i. the road pattern and transit routes envisioned by this Plan are not compromised or precluded in the long-term;
- ii. 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;
- iii. the use does not expand beyond the boundaries of the lands containing said use, as new property cannot be added;
- iv. 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;
- v. 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;
- vi. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected;
- vii. within **Natural Areas**, it is demonstrated that there will be no **Negative Impact** on existing natural features and functions;
- viii. 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
- ix. 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, 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**, 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.

1.4.2 Transition

Repeal of VOP 2010

- 1.4.2.1 Pursuant to By-law ●, the City of Vaughan Official Plan, 2010 (“**VOP 2010**”) is repealed, save and except as follows:
- a. Volume 1 of VOP 2010 will remain in force only for the purposes of interpretation and implementation of Volume 2 of VOP 2010, and transition as set out in Policies 1.4.2.3 and 1.4.2.6. For greater certainty, a reference in any secondary plan, area-specific or site-specific plan in Volume 2 of VOP 2010 to the policies or schedules of Volume 1 of VOP 2010 is a reference to Volume 1 of VOP 2010 as it read immediately before it was repealed.
 - b. Volume 2 of VOP 2010 remains in force for the lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans, in Volume 1 of VOP 2010, save and except for the following secondary plan areas:
 - i. The “Weston Road and Highway 7” area shown on Schedule 14A; and
 - ii. The “Vaughan Metropolitan Centre” area shown on Schedule 14A.

- 1.4.2.2 For greater certainty, Section 11.1.1.11 and Section 11.12 of Volume 2 of the VOP 2010 are repealed in respect of the Vaughan Metropolitan Centre Secondary Plan.

Applications in Process

- 1.4.2.3 Subject to Policy 5.1.1.12 where applicable, development applications that have been deemed complete on or after January 1, 2010, but prior to the date on which this Plan is approved, shall be reviewed and assessed under the Official Plan in effect at the time the application was deemed complete. For greater certainty, any such development application shall be reviewed and assessed under the Official Plan as it read immediately before the development application was deemed complete.
- 1.4.2.4 Any development applications that have not been deemed complete by the date on which this Plan is approved shall be subject to the policies of this Plan.
- 1.4.2.5 Proponents of development applications subject to Policy 1.4.2.3, which have been deemed complete, but not approved, prior to approval of this Plan, shall work with the City to ensure their development applications are generally **Compatible** with the vision contemplated in this Plan.
- 1.4.2.6 Where an application for an official plan amendment and/or zoning by-law amendment was approved by City Council or the Ontario Land Tribunal on or after January 1, 2010, but prior to the date on which this Plan is approved, subsequent applications required under the *Planning Act* or *Condominium Act, 1998* to implement the approved official plan amendment or zoning by-law amendment are not subject to the policies of this Plan, but shall be reviewed and assessed under the Official Plan as it read on the later of the dates on which the official plan amendment or zoning by-law amendment were approved.

Phase Out

- 1.4.2.7 Upon the repeal and/or replacement of a secondary plan, area-specific plan or site-specific plan in Volume 2 of the VOP 2010, Volume 1 of the VOP 2010 will be contemporaneously repealed for the purpose of interpretation and implementation of the repealed or replaced portions of Volume 2 of VOP 2010.

1.5 Provincial Context

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

1.5.1 Provincial Planning Framework

Where this Plan refers to the “Province” it means the Province of Ontario.

This Plan is guided by Provincial statutory planning requirements of 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. The City’s Official Plan must be consistent with the Provincial Planning Statement and conform with Provincial Plans.

The Planning Act

The *Planning Act (the Act)* legislates land use planning in Ontario and requires municipalities to prepare an official plan to set out the municipality’s general planning goals and policies 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 *Planning Act* also provides specific direction related to official plan policies around housing, climate change, and **Protected Major Transit Station Areas**. Official plans are required to be updated no less frequently than ten years after a new official plan has come into effect and every five years thereafter, unless the plan has been replaced by a new official plan. An official plan must conform with Provincial plans.

Provincial Planning Statement

Section 3 of the *Planning Act* requires that municipal official plans be consistent with the policies of the Provincial Planning Statement, which came into effect and was enacted on Oct. 20, 2024. It replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The Provincial Planning Statement sets the **Province’s** policy direction for land use, **Development, Infrastructure**, and protection of natural heritage resources in Ontario, among other things.

The Provincial Planning Statement directs municipalities to:

- Plan for and support development to increase the **Province’s** housing supply and housing affordability;
- Align development with **Infrastructure** to foster a robust and competitive economy;

- Foster the long-term viability of **Rural Areas**;
- Protect agricultural lands, the environment, public health and safety, **Infrastructure** and facilities; and
- Wise use and management of resources.

Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan establishes and continues to protect the Oak Ridges Moraine - an important natural heritage feature with a significant portion located in the northeast area of the City. The Oak Ridges Moraine Conservation Plan has been developed to ensure that the importance of the natural resources and **Ecological Functions** of the Oak Ridges Moraine is considered which are critical to the health of humans, plants and animal habitats. The **Province** enacted the *Oak Ridges Moraine Conservation Act*, 2001, and together these two documents form the legislative requirements and planning framework for the implementation of the Oak Ridges Moraine Conservation Plan through municipal official plans.

Greenbelt Plan

The Greenbelt Plan, as amended in Oct. 2024, builds on the legacy of the protection of natural lands established for the Oak Ridges Moraine, and protects agricultural lands and lands containing vital ecological features and performing vital **Hydrological Functions** from urbanization. The policies in the Greenbelt Plan, as amended in Oct. 2024, 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. These policies generally protect agricultural lands, passive recreational, and traditional rural settlement area uses. The policies of the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, 2020, will continue to apply where the Greenbelt Plan 2017 as amended in Oct. 2024, refers to them. This ensures the maintenance of existing protections for the Greenbelt following the revocation of the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, 2020.

Toronto and Region Conservation Authority

Conservation Authorities are governed under the *Conservation Authorities Act*, which is administered by the **Province**. Conservation Authorities protect, restore,

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

Source Water Protection

The *Clean Water Act* introduced a new level of protection for Ontario's drinking water resources, focusing on protecting water before it enters the drinking water treatment system. The *Clean Water Act* and associated regulations established source protection areas and regions across Ontario for which drinking water source protection plans 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 York Region.

The Toronto and Region Conservation Authority has worked with the Credit Valley Conservation and Central Lake Ontario Conservation Authority to lead development of a source protection plan for the Credit Valley, Toronto and Region and Central Lake Ontario 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 Source Protection Region came into effect on Dec. 31, 2015.

1.6 The Vision for Vaughan

Meaningful engagement with residents, businesses, and stakeholders is an important component of the process of developing the new Official Plan. In order to create a visionary Official 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 Mississaugas of the Credit First Nation the City also engaged with the Mississaugas of the Credit First Nation throughout the process.

Engagement with Indigenous Peoples

In Aug. 2020, prior to the statutory initiation of the project, the City initiated pre-engagement with Indigenous Peoples on developing the new Official Plan. The City of Vaughan is within Treaty 13 Lands and Territory of the Mississaugas of the Credit First Nation. 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 Provincial Planning Statement, the City recognizes the importance of engaging with Indigenous Peoples on planning matters that may affect their Section 35 Aboriginal or treaty rights as outlined in the *Constitution Act, 1982*. As a planning authority, the City will continue to meet with Indigenous Peoples in a collaborative manner to build meaningful relationships.

In Dec. 2020, City staff received a document from the Mississaugas of the Credit First Nation outlining key elements to be incorporated into the Vaughan Official Plan. Following the statutory initiation of the project in Oct. 2021, the City engaged Indigenous Peoples by circulating the background reports, delivering presentations on the process for developing the Official Plan 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 the Mississauga of the Credit First Nation are the only treaty rights holders in Vaughan, there are other Indigenous Peoples who are Traditional Interest Holders under the Williams Treaties, including Curve Lake First Nation. In Feb. 2022, the City met with representatives of Curve Lake First Nation to solicit input on the process for developing the Official Plan.

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

Engagement Program for the Official Plan

Extensive public engagement opportunities were provided throughout all phases of developing the new Vaughan Official Plan that were thoughtfully tailored to each phase of the project. The City committed to reporting 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, a Special Committee of the Whole Meeting was held to kick-off the project with an introduction to Vaughan City Council and formally introduce the project to the public.

Following the meeting, from Dec. 2021 to Mar. 2022, the engagement program included Visioning Workshops to gather community input. A Community Visioning Survey was also launched 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 highlighted best practices and incorporated 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 which were comprised of professionals with diverse knowledge across a full scope of areas of specialization. A Community Working Group was convened for the project to represent the many and diverse voices of the Vaughan community. The Community Working Group 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. Community Working Group meetings were held throughout the phases of the project and at key milestones.

From late Mar. through May 2022, four public webinars were held on four key topics of interest (Climate Change Resilience and Adaptation; Affordable Housing; Placemaking and Healthy Communities). The webinars were intended to generate interest and attendance from Vaughan's various communities. Following the webinars, from June to Sept. of 2022, community pop-up events were held at local public spaces across Vaughan.

In Nov. 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 undertaken as part of 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 agencies to facilitate a comprehensive and integrated approach to developing new or revised policies.

1.7 The Guiding Principles for Vaughan

Developing the new Official Plan included an extensive visioning process which engaged the community to help define the main principles that would guide the development of the Plan, its 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).

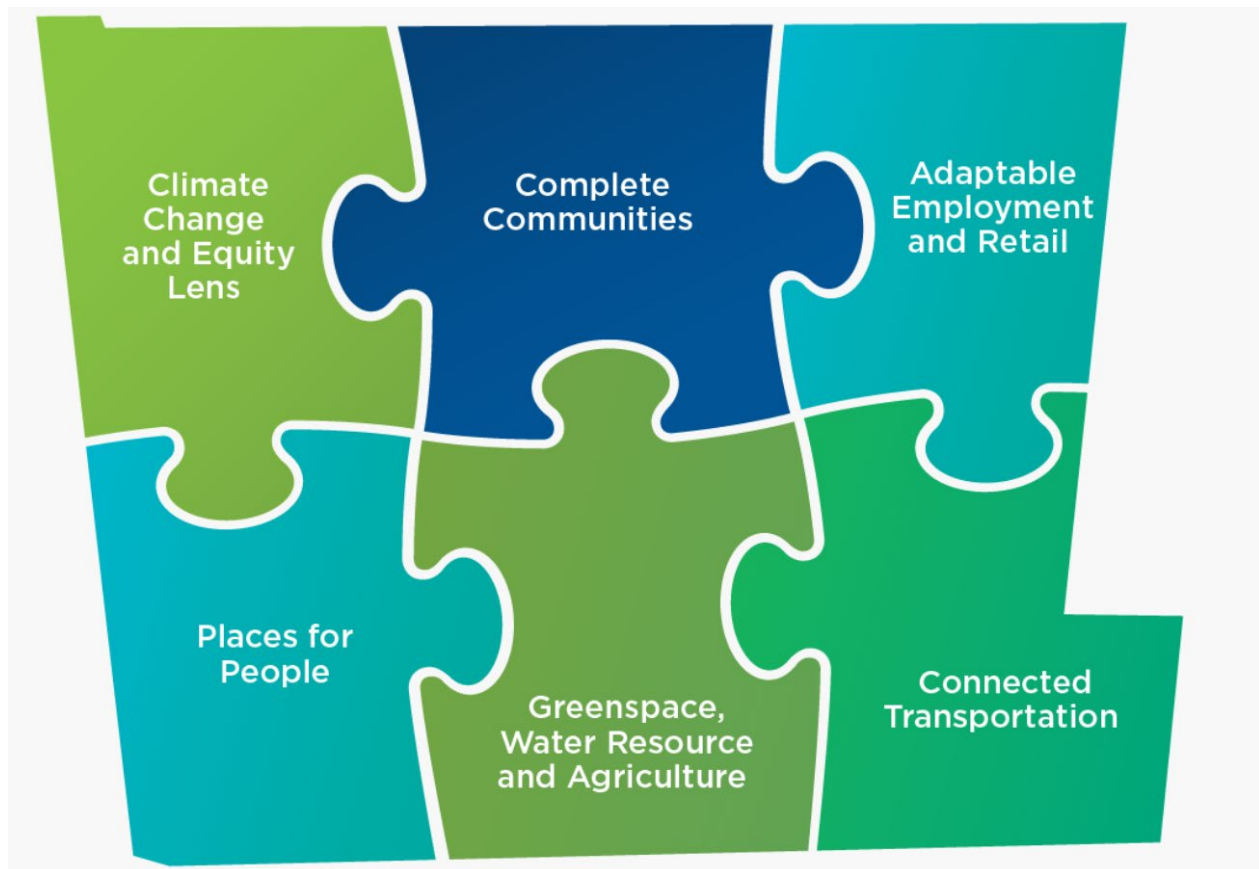


Figure 1.1: Guiding Principles for the Official Plan

1.7.1 Climate Change and Equity Lens

A climate change mitigation and equity lens has been applied throughout the Plan to all **Infrastructure** and land use policies to provide for an integrated and holistic approach to addressing the climate emergency. Furthermore, the City of Vaughan will support a community where all residents feel valued, safe, accepted, and included, reflecting the City's growing and diverse population.

Vaughan is committed to greenhouse gas emission 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 and supports Vaughan's 2030 Greenhouse Gas reduction target of two to three metric tonne of carbon dioxide per capita of Greenhouse Gas 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 encouraging other levels of government to provide greater investments in the regional public transit and **Active Transportation Infrastructure**.

The City is also 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.

1.7.2 Complete Communities

Through the policies of this Plan, the City supports the development of **Complete Communities**. The City will pursue **Affordable Housing** 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.

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

The City will also 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 and consider the need

for diverse places of worship. Further, 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 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. This will allow for changes in use over time, increase viability and avoid vacancies. 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 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 this Plan support the design of public spaces, including public parks, and open spaces such as **Privately Owned Public Spaces**, that foster a sense of community and allow for gathering, social interaction, events and activity. The City encourages the design of pedestrian-friendly streets that feature 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 recreation and libraries 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 Uses**, 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 includes ensuring new development respects connectivity and provides appropriate buffers to limit any potential impacts to environmentally sensitive areas, watercourses and wildlife.

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 support physical and mental health benefits. Vaughan supports educational opportunities with informational signage in conservation areas and along trails. Policies in this Plan will also expand Vaughan's urban **Tree** canopy in natural and urbanized areas to contribute to 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

Chapter 2 of this Plan sets the goals and objectives for how the City will grow over the next 30 years. It establishes the growth forecasts for population and employment growth to 2051 and how that growth will be allocated throughout the City through an Urban Structure.

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 in the decades since, population growth has continued at an incredibly fast pace - Vaughan is now a major centre of economic activity and employment growth in the Greater Golden Horseshoe. 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.

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**.

It is the policy of Council:

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

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

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

2.1.1.2 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 2.1.2.2.

2.1.2 Vaughan’s Evolution: 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 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 land-use planning challenges 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 Greater Golden Horseshoe 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 2051, 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 2.1.2.2. The other policies of the Plan shall be read in conjunction with these

policies and future Official Plan Amendments shall be consistent with these policies.

It is the policy of Council:

- 2.1.2.1 To establish policies 2.1.2.2.a through 2.1.2.2.t as the primary objectives of the Vaughan Official Plan 2025. All Vaughan Official Plan 2025 policies, and any future amendments, shall be consistent with these policies.
- 2.1.2.2 To address the City's land-use planning challenges and to manage future growth, the primary objectives of this Plan include:
- a. identifying and protecting natural features and hazards, 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 in the areas as identified in sub-section 2.1.2.2.j;
 - 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. ensuring a sufficient supply of serviced employment lands is planned for and maintained to bolster economic growth and meet the employment forecast outlined in Table 2.1;
 - j. promoting public transit use by encouraging **Transit-Supportive** densities and an appropriate mix of uses along transit routes, and particularly within **Protected Major Transit Station Areas** around subway stations, Viva Bus Rapid Transits stations, GO stations and future rapid transit stations;

- k. promoting **Active Transportation** by encouraging compact, walkable, mixed-use developments and investing in cycling **Infrastructure** City-wide;
- l. providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;
- m. establishing a culture of design excellence with an emphasis on providing for a high-quality **Public Realm**, appropriate built form and attractive architecture through all new development and **Redevelopment** in accordance with the City-Wide Streetscape Implementation Manual and Financial Strategy;
- n. strengthening environmental sustainability through the protection of natural features and **Ecological Functions** and by requiring all new development to follow the City's Sustainability Metrics Program;
- o. developing an Open Space Network of linked, active and passive parks, public spaces, **Greenways** and natural areas throughout the City to support the anticipated growth outlined in Table 2.1;
- p. advocating for the community and social needs of Vaughan residents by working with senior levels of government and social service providers;
- q. ensuring development is phased in an appropriate manner to allow for the creation of **Complete Communities** and that such phasing is coordinated with **Infrastructure** investments made by the development community, the City and York Region;
- r. planning and designing communities in a manner that facilitates inclusivity and **Accessibility** for residents, workers and visitors;
- s. providing community services, emergency services, and fire services to meet the anticipated growth forecasts in Table 2.1: and
- t. promoting employment uses in the City's **Employment Areas** and continuing to protect for the goods movement associated with the rail yards within the City.

2.2 Directing Growth

One of the primary functions of this Plan is to guide how the City's growth in population and jobs identified in Table 2.1 is to be accommodated to 2051. This section establishes where and how the City intends for residential and employment growth to occur, through both intensification and new development.

2.2.1 Vaughan's Urban Structure

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

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

It is the policy of Council:

- 2.2.1.1 That Schedule 1 (including Schedules 1A, 1B and 1C) 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, which includes **Protected Major Transit Station Areas** that overlap with these hierarchical **Strategic Growth Areas**:
 - i. the **Vaughan Metropolitan Centre** 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 that is supportive of transit;
 - iii. **Protected Major Transit Station Areas**, identified on Schedule 1A and Appendix 2, are areas of **Transit-Supportive**, mixed-use communities throughout the City that typically overlap with other **Strategic Growth Areas** and upon full build-out are to achieve gross minimum density targets identified 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 **Vaughan Metropolitan Centre** with other **Strategic Growth Areas** in Vaughan and across York Region, as well as major centres in Peel Region and the City of Toronto;
 - 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 Buildings**, limited mixed-use **High-Rise Buildings** and **Low-Rise Buildings**;

b. conserves the **Natural Areas** and **Agricultural System** for environmental, agricultural or rural uses 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 policy 2.2.1.1 of this Plan.

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

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

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

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

2.2.1.6 That the areas subject to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan are identified on Schedule 4, and policies in this Plan which apply to those areas conform with those Provincial plans.

2.2.1.7 That the areas subject to the Provincial Parkway Belt West Plan are identified on Schedule 1. An Official Plan Amendment is required to redesignate these lands and the appropriate studies shall be undertaken to determine their appropriate use. Policies specific to the Parkway Belt West Lands are contained in subsection 2.2.7 of this Plan.

2.2.2 Strategic Growth Areas

Strategic Growth Areas are intended to accommodate the majority of forecasted residential growth for the City to support the **Intensification** target of 58%. 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 facilitate the development of a mix of uses and appropriate densities to support high level existing or planned transit, and to promote walking and cycling. The majority of new residential development within the City's urban 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 the Vaughan Official Plan 2010. Where Intensification Area is used in other City documents, it refers to **Strategic Growth Areas**.

Vaughan Metropolitan Centre

The **Vaughan Metropolitan Centre** is subject to the policies of three **Protected Major Transit Station Areas** and a detailed Secondary Plan outlining how such growth will be accommodated and how the general policies for the **Vaughan Metropolitan Centre** set out below will be achieved.

The **Vaughan Metropolitan Centre** is the City's downtown. It is a place of regional importance centred around the **Vaughan Metropolitan Centre** subway station and VIVA Bus Rapid Transit. The **Vaughan Metropolitan Centre** 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 **Vaughan Metropolitan Centre** will comprise residential neighbourhoods, mixed use areas and **Employment Areas** and mixed-

use areas, all linked by a robust open space system of parks, open spaces and **Natural Areas**, including the Edgeley Pond and Black Creek system, and a fine-grain grid pattern of streets. Since much of the **Vaughan Metropolitan Centre** is still undergoing transformation today, there is an opportunity to direct 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 **Vaughan Metropolitan Centre** shall be planned to evolve through a Transit-Oriented Community lens that is **Transit-Supportive** and walkable, while ensuring it provides the highest intensity and widest mix of uses in the City. This includes, but is not limited to, commercial, **Major Office**, residential, **Retail**, entertainment, hospitality and institutional uses, parks and open spaces and community gathering places that bring all residents of Vaughan and beyond to its centre for all ages, abilities, and cultures.
- 2.2.2.2 That the Vaughan Metropolitan Centre Secondary Plan 2025 consider matters on land use, urban design, transportation, parks and open spaces, including **Strata Parks**, community services and amenities, servicing, growth allocation and phasing, and implementation.
- 2.2.2.3 That should there be a conflict between the policies of the Vaughan Official Plan 2025 and policies of the Vaughan Metropolitan Centre Secondary Plan 2025, the policies of the Vaughan Metropolitan Centre Secondary Plan 2025 shall take precedence.

Primary Centres

In addition to the **Vaughan Metropolitan Centre**, 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 Secondary Plan area;
- Bathurst Street and Centre Street/Promenade Centre;
- Weston 7 Secondary Plan area;
- Yonge Steeles Corridor Secondary Plan – South Area;
- Steeles Avenue West Secondary Plan area; 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 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:

2.2.2.4 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** and **Attainable 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 multimodal transportation network suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding **Community Areas** which may take the form of sidewalks and/or **Greenways**;
- e. include an appropriate amount of well-designed public open spaces appropriate to the local context, including City-owned parks;
- f. encourage a pedestrian-friendly built form by locating active uses at grade; and

Vaughan Mills, Bathurst Street and Centre Street (Promenade), and Weston Road and 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 and Steeles Avenue, Steeles West (between Jane Street and Keele Street): Both of these **Primary Centres** will evolve as transit-oriented communities around planned or completed subway extensions. Yonge and Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with the potential for synergies with York University.

Jane Street and 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.

- g. be designed and developed to implement appropriate transition of intensity and use to surrounding **Community Areas**, and/or compatibility with adjacent **Employment Areas**.

Protected Major Transit Station Areas

Protected Major Transit Station Areas are generally defined as the area within an approximate 500 to 800 metre radius of a **Higher Order Transit** station or stop (e.g., subway, bus rapid transit, light rail transit or GO Transit), representing about a 10-minute walk. Schedule 1A, Appendix 2 and Table 2.2 below identify the **Protected Major Transit Station Areas** that have been approved by 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 20 **Protected Major Transit Station Areas**.

Each **Protected Major Transit Station Area** is unique with its own growth potential and are planned based on local context and conditions to support planned **Intensification**. **Protected Major Transit Station Areas** 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:

- 2.2.2.5 That the areas identified on Schedule 1A and in Appendix 2 are **Protected Major Transit Station Areas**.
- 2.2.2.6 That each **Protected Major Transit Station Area** includes a minimum gross density target in number of people and jobs per hectare in Table 2.2 of this Plan to be accommodated within that **Protected Major Transit Station Area**.
- 2.2.2.7 That gross minimum density targets, gross minimum populations and jobs per **Protected Major Transit Station Area** and gross minimum **Floor Space Index** in Table 2.2 of this policy shall be calculated based on the entirety of the buildings and/or structures within each **Protected Major Transit Station Area**. The following gross minimum density targets and overall gross minimum **Floor Space Index** within each **Protected Major Transit Station Area** identified in Table 2.2 shall apply:

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

Protected Major Transit Station Area (PMTSA)	Gross Area of Protected Major Transit Station Area (Hectares)	Minimum Density Target (ppj/Ha)¹	Gross Minimum Combined Population and Jobs per PMTSA¹	Gross Minimum FSI for PMTSA
PMTSA 9 – Clark Subway Station	39.10	250	9,775	1.4
PMTSA 19 – Royal Orchard Subway Station	39.49	200	7,898	1.1
PMTSA 20 – Steeles Subway Station	49.17	300	14,751	1.7
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

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

Protected Major Transit Station Area (PMTSA)	Gross Area of Protected Major Transit Station Area (Hectares)	Minimum Density Target (ppj/Ha)¹	Gross Minimum Combined Population and Jobs per PMTSA¹	Gross Minimum FSI for PMTSA
PMTSA 58 – Dufferin BRT Station	17.51	160	2,802	0.9
PMTSA 59 Highway 407 Subway Station ²	12.13	0	0	0.0
PMTSA 60 – Keele BRT Station	55.83	160	8,933	0.6
PMTSA 62 – Maple GO Station	38.96	150	5,844	0.8
PMTSA 63 - Pine Valley BRT Station	37.57	160	6,011	0.8
PMTSA 64 - Pioneer Village Subway Station	39.13	200	7,826	1.1
PMTSA 65 – Rutherford GO Station	36.30	100	3,630	0.6
PMTSA 66 – Taiga BRT Station	22.35	160	3,576	0.9
PMTSA 67 – Vaughan Metropolitan Centre Subway Station	110.76	400	44,304	2.2
PMTSA 68 - Weston BRT Station	88.29	250	22,073	1.4

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

Protected Major Transit Station Area (PMTSA)	Gross Area of Protected Major Transit Station Area (Hectares)	Minimum Density Target (ppj/Ha)¹	Gross Minimum Combined Population and Jobs per PMTSA¹	Gross Minimum FSI for PMTSA
PMTSA 69 – Wigwoss-Hellen BRT Station	18.20	160	2,912	0.9

- 2.2.2.8 That within a **Protected Major Transit Station Area**, any applicable delineation of a **Strategic Growth Area** on Schedule 1A and related policies shall apply.
- 2.2.2.9 That on lands where a **Protected Major Transit Station Area** overlaps with an existing or planned **Strategic Growth Area**, Secondary Plan Area, or Area-Specific policy that defines minimum density targets, the higher of the gross minimum density target applies.
- 2.2.2.10 That within a **Protected Major Transit Station Area**, 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 That the maximum densities that are permitted with respect to buildings and/or structures on lands within a **Protected Major Transit Station Area** are identified, where applicable, within the policies, designations and schedules of this Plan.
- 2.2.2.12 That the minimum required and maximum heights that are permitted with respect to buildings and/or structures within a **Protected Major Transit Station Area** are identified, where applicable, within the policies, designations and schedules of this Plan.
- 2.2.2.13 That **Protected Major Transit Station Areas** are to be developed as **Transit-Supportive** neighbourhoods with a diverse mix of residential uses, including a range of housing types and tenures, including **Affordable Housing**, and/or transit supportive non-residential land uses and have sufficient community services and facilities and amenities to support these uses.
- 2.2.2.14 That growth will be encouraged in those **Protected Major Transit Station Areas** which have existing or planned water, wastewater, and stormwater services.
- 2.2.2.15 To prioritize development and **Redevelopment** in those **Protected Major Transit Station Areas** with the strongest market opportunities and growth potential.
- 2.2.2.16 That within **Protected Major Transit Station Areas**:

- a. the built-form and **Public Realm** will be oriented around the transit station or stop;
- b. there will be the appropriate provision of open space and parkland to meet the needs of the anticipated gross minimum population and jobs within the **Protected Major Transit Station Area** and consideration for parkland adjacent to the transit station or stop;
- c. development will be planned to maintain view corridors and direct access to the transit station or stop; and
- d. development will result in a high-quality and vibrant **Public Realm**.

2.2.2.17 To require, through an **Inclusionary Zoning** By-Law or other planning measures, that a certain proportion of residential units built within **Protected Major Transit Station Areas** be affordable, pursuant to policies in Section 3.2 of this Plan.

2.2.2.18 That the City of Vaughan will regularly monitor development activity and corresponding population and employment growth within **Protected Major Transit Station Areas**.

Future Major Transit Station Areas

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

It is the policy of Council:

2.2.2.19 That **Future Major Transit Station Areas** identified on Schedule 1A represent a preliminary general location for a future higher-order transit station or stop and there is no guarantee that a station and/or stop will be constructed at the identified location.

2.2.2.20 That once there is a financial commitment to build the higher-order transit line and station, the location of the station and the boundary of the Major Transit Station Area shall be established.

2.2.2.21 That since there is no financial commitment regarding a **Future Major Transit Station Area**, planning applications to increase density within the vicinity of a **Future Major Transit Station Area** (500 to 800 metres) cannot use a **Future Major Transit Station Area** as justification to support the higher density.

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

Intensification Corridors

Intensification Corridors are planned to evolve with either mixed-use or employment **Intensification** over time to complement adjacent areas, support public transit and enhance the structure of the City by linking the **Vaughan Metropolitan Centre** and other Regional Centres, **Primary Centres**, **Local Centres**, and **Protected Major Transit Station Areas**, pursuant to the land use designations in Chapter 4. Schedule 1A illustrates which **Regional** and **Primary Intensification Corridors** are located within **Employment Areas**. Both **Regional** and **Primary Intensification Corridors** are also intended to safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.

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 **Protected Major Transit Station Areas** 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 **Strategic Growth Areas** in Vaughan and across York Region.

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

It is the policy of Council:

- 2.2.2.23 That **Regional Intensification Corridors** are prioritized for a higher intensity of uses and accommodating more short-term growth over **Intensification Corridors**.
- 2.2.2.24 That where an **Intensification Corridor** overlaps with an existing or planned Secondary Plan Area and that Secondary Plan defines density targets, the higher target shall apply.
- 2.2.2.25 That **Intensification Corridors** outside of **Employment Areas** shall be planned to:
- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children as well as **Affordable Housing**;

- 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**.

2.2.2.26 That only properties with frontage directly on the street forming a **Regional** or **Primary Intensification Corridor** shall be considered appropriate for **Intensification**.

Local Centres

Local Centres are the mixed-use cores of their respective communities. They are 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 near where they live or work. **Local Centres** are pedestrian-oriented places with good urban design and an intensity of development appropriate for supporting efficient transit service. These include:

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

It is the policy of Council:

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

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

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 Buildings** 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.

- b. be predominantly residential in character but include a mix of uses, such as **Retail**, office and **Community Facilities**, intended to serve the local population and attract activity throughout the day;
- c. be the preferred location for locally delivered human and community services;
- d. be the focal points for expression of community heritage and character;
- e. develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each **Local Centre**;
- f. have a fine grain multimodal transportation network suitable for pedestrians and cyclists with appropriate internal links, such as sidewalks and **Greenways**, through the **Local Centre** and links to the surrounding **Community Areas**;
- g. include well designed public open spaces that are either landscaped parks, public plazas or both in a manner that is appropriate to the local context;
- 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**, libraries, **Schools** and parks. **Community Areas** also provide access to the City's natural heritage and open spaces. The policies of this Plan will allow these areas to evolve as 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. Incremental change is expected as a natural part of maturing neighbourhoods and this change should be sensitive to and respectful of the existing character of the area.

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

New Community Areas are identified on Schedule 1B. These areas will be compact, vibrant, inclusive and diverse. They will be planned as **Complete Communities**, with a mix of uses and densities. 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. A proposed **Development** must have regard for any applicable Urban Design Guidelines, must comply with any applicable 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 2.1.2.2.e.

2.2.4 Employment Areas

Employment Areas are intended to protect lands for economic activities that require separation from other more **Sensitive Uses** to achieve their maximum

potential and support employment operations. While Vaughan is anticipated to see significant job growth in its **Employment Areas**, their planned function for economic activity related to industrial, manufacturing, warehousing and ancillary offices uses shall be maintained. The City's **Employment Areas** must be protected from encroachment or displacement by incompatible non-employment uses.

The City's **Employment Areas** comprise two categories, as shown on Schedule 1 to this Plan:

- **Core Employment Areas** meet the definition of “area of employment” in Section 1 of the *Planning Act* and are reserved for industrial manufacturing, warehouse and related uses, including research and development and ancillary **Retail** and office uses. Lands in **Core Employment Areas** are designated **General Employment** on Schedule 13 to this Plan and in accordance with policies contained in 2.2.4.3.
- **Supporting Employment Areas** do not meet the definition of “area of employment” in Section 1 of the *Planning Act* and permit a broader range of uses, including certain **Employment-Supportive Uses**. Lands in **Supporting Employment Areas** are designated **Prestige Employment** or **Employment Commercial Mixed-Use** on Schedule 13 to this Plan.

Core Employment Areas also include the City’s major Rail Facilities, identified on Schedule 1. Rail-related policies are included in Section 3.9. Close proximity to highway access and providing appropriate frontage for these facilities is important.

It is the policy of Council:

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

2.2.4.2 That the City’s **Employment Areas** consist of **Core Employment Areas**, which are designated **General Employment** on Schedule 13 to this Plan, and **Supporting Employment Areas**, which are designated **Prestige Employment** or **Employment Commercial Mixed-Use** on Schedule 13 to this Plan.

2.2.4.3 That, in accordance with Provincial policy, conversion of lands in **Core Employment Areas** to uses other than manufacturing, warehouse, or ancillary uses directly related to a manufacturing or warehouse use, may only be permitted through an amendment to this Plan, and only where it has been demonstrated that:

- a. there is an identified need for the conversion and the land to be converted is not required for **Core Employment Area** uses beyond 2051;
- b. the proposed uses would not negatively impact the overall viability of the **Core Employment Area** by:
 - i. avoiding, or where avoidance is not possible, minimizing and mitigating potential adverse impacts to Sensitive Land Uses by existing or planned **Employment Area** uses in accordance with land use compatibility policies in Section 3.4.3 of this Plan;
 - ii. maintaining access to major goods movement facilities and corridors;

Vaughan’s Employment Clusters

Highway 400 and Highway 407: The City’s most-established industrial area, which is centre around the Canadian National Railway’s MacMillan Yard and directly adjacent to the **Vaughan Metropolitan Centre**.

Highway 400 North: A **Greenfield** cluster 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.

- iii. minimizing and mitigating potential impacts on the long-term economic viability of employment uses within existing or planned **Employment Areas**; and
 - iv. minimizing risk to public health and safety.
- c. existing or planned **Infrastructure** and **Public Service Facilities** are available to accommodate the proposed uses; and
- d. the City will still have sufficient lands in **Core Employment Areas** to accommodate projected employment growth to 2051.

2.2.4.4 That further to policy 2.2.4.3, where conversions of lands in **Core Employment Areas** are proposed, it should be shown the conversion:

- a. does not impact the configuration, location, and contiguous nature of the **Core Employment Area**;
- b. maintains access to major transportation corridors from the **Core Employment Area**;
- c. does not impact the City's ability to provide a variety of land types and sizes in the **Core Employment Area**;
- d. does not introduce direct or indirect potential adverse impacts such as odour, noise and other contaminants to future residents or employees; and
- e. does not create risks to public health and safety.

2.2.4.5 That lands marked "Approved Employment Conversions" on Appendix 1 to this Plan 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 must 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 and safe for surrounding land uses; and
- b. there must be existing or planned **Infrastructure** and **Public Service Facilities** to accommodate the proposed uses for the lands.

2.2.4.6 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**.

2.2.4.7 To accommodate and facilitate the provision of local transit to and through **Employment Areas** where such service does not yet exist, and to enhance and improve local transit where it does exist, consistent with York Region's transit

service planning process and with approved York Region Transit Service Standards and Guidelines.

2.2.4.8 To accommodate and facilitate the use of **Active Transportation** to and within **Employment Areas** by providing on or off-street bikeways in accordance with the Pedestrian and Bicycle Master Plan, connected **Greenways** and bicycle parking facilities.

2.2.4.9 To achieve an appropriate level of parkland in **Employment Areas** to provide for the casual and recreational needs of people working in the **Employment Areas**. Parkland in Employment Areas is not intended to support parkland needs in **Community Areas** or **Strategic Growth Areas**.

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

2.2.5 New Community Areas and New Employment Areas

New Community Areas and **New Employment Areas** comprise the remainder of the City’s “Whitebelt” lands which are the lands between the City’s previous urban boundary and municipal boundary that are not contained within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan Areas. These areas are intended to support future growth which could not be accommodated within the City’s designated land supply and are illustrated as an overlay on Schedule 1B. Development within **New Community Areas** and **New Employment Areas** is subject to a Secondary Plan process identified in Chapter 5 of this Plan, and 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 Schedule 1B shows the **New Community Areas** and **New Employment Areas** that have been added to the City’s **Urban Area**.

2.2.5.2 That **Development** in **New Community Areas** and **New Employment Areas** will occur in a phased manner pursuant to the conditions of subsection 2.3 of this Plan. **Development** will not proceed until water and wastewater services to those areas become available. Permitted uses shall be limited to those uses legally existing at the time this Plan comes into effect.

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

2.2.5.4 That the preparation of Secondary Plans for **New Community Areas** and **New Employment 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 **New Community Areas** and **New Employment Areas** are adjacent to **Natural Areas** or the **Agricultural System**, including those in neighbouring municipalities identified through cross-jurisdictional coordination and the appropriate transition between development and those lands will be provided as directed by the City-Wide Urban Design Guidelines, including but not limited to:

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

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

2.2.6 Natural Areas and the Agricultural System

Understanding the Urban Structure includes 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 **Table Lands** created the places where humans first settled in this area and remain well established

today. **Natural Areas** contribute to the overall environmental health of the City and wider region, and they form part of a broader **Natural Heritage System** that ultimately extends south through Toronto to Lake Ontario. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

In the north end of 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 Greenbelt Plan and Oak Ridges Moraine Conservation Plan. This Official 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.
- 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, 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 Lands

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

2.3 Phasing Growth

Intensification in **Strategic Growth Areas** and **Greenfield** development in **New Employment Areas** and **New Community Areas** must be strategically phased. To make efficient use of existing City and Regional services and to ensure that services are in place for future growth, certain areas must be prioritized for short-term growth. Phasing strategies will be required through the development application process and will be provided by applicants, pursuant to policies contained in Chapter 5. Phasing strategies may be provided as part of a Terms of Reference for Development Concept Reports and Phasing Plans for **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., the **Vaughan Metropolitan Centre** and Highway 7).

Greenfield development will continue to advance concurrently with **Intensification** efforts but must take place in coordination with **Infrastructure** planning. For example, growth in **New Community Areas** and **New Employment**

Areas cannot proceed until water and wastewater distribution systems to serve those areas becomes available.

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; and
 - iv. bus;
 - b. have existing access to high-quality parks and open space;
 - c. have sufficient drinking water and wastewater services to immediately accommodate the planned **Intensification** for the area, or have planned drinking water and wastewater service to accommodate the planned growth of the area and in areas where this is not in place, ensuring that appropriate services must be addressed by applicants to the satisfaction of the City;
 - d. are currently served, or are forecasted to be 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 growth in any particular **Strategic Growth Area** will be supported by the equitable distribution of costs among benefitting landowners through development charges, cost-sharing requirements, or a combination thereof, to address potential **Infrastructure** upgrades within the **Strategic Growth Area**.
- 2.3.1.4 That **Greenfield** development:

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

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

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

Chapter 3 City-Wide Policies

Chapter 2 of this Plan established where and how growth is intended to occur throughout Vaughan until 2051. This Plan also needs to establish key policy direction for how private development and City initiatives will support various sectors through the planning process. These policies apply City-wide, while Chapter 4 will establish policies specific to land-use designations.

3.1 Climate Change and Sustainability

Climate change is one of the key issues facing the City, along with other municipalities in Canada and worldwide. Through policies in this Plan and other land-use and infrastructure guidance and investment, the City can support climate change mitigation and adaptation, as well as development that contributes to a sustainable Vaughan.

3.1.1 Climate Change

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

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 other agencies, will continue to play an important role in addressing climate change.

The source of Greenhouse Gas 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 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.

Climate change mitigation addresses the causes of climate change by reducing Greenhouse Gas emissions, whereas climate change adaptation responds to the impacts of climate change. While it is important to reduce greenhouse gas emissions, 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.

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 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 2051 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 low- or no-carbon energy alternatives and a targeted progression toward **Net-Zero** emissions by 2051, establishing Vaughan as a leader in greenhouse gas reductions by:

- a. applying high standards of energy performance in new construction and retrofits that implement the City’s Sustainability Metrics Program and Municipal Energy Plan;
- 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, community gardens, 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, such as enhancing community resilience, adopting zero carbon building standards, developing climate dashboards, investing in resilient **Infrastructure**, and implementing collaborative governance structures; and

- i. establishing and monitoring progress to achieve greenhouse gas reduction targets established by the City, Provincial and Federal governments, where appropriate.

3.1.1.3 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 greenhouse gas 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.

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

3.1.1.5 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 **Infrastructure**, structures and buildings.

3.1.1.6 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.

3.1.1.7 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.

3.1.1.8 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.

3.1.1.9 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, protecting the natural environment, and ensuring access to clean air and water.

It is the policy of Council:

- 3.1.2.1 To work with other agencies to develop and implement clean air initiatives, such as **Renewable Energy Systems, Transportation Demand Management** programs, transit upgrades and corporate air quality strategies.
- 3.1.2.2 To work with 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 greenhouse gas emissions and their 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 well as emerging technologies and **Micromobility** devices, such as e-scooters, 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 greenhouse gas emissions and their impacts.

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 City 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** with 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 **Developments** with significant known or potential air emission levels near **Sensitive Land Uses**, such as **Schools**, parks, day care centres, nursing homes, hospitals, and residential communities.

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.

3.1.3 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.

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 shall 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. Plans of Subdivision consisting of eleven or more residential units; and
- b. 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, and the use of water-efficient fixtures;
- g. bird-safe design;
- h. increases in the use of **Renewable Energy**;

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 key categories such as the built environment, mobility and the natural environment. The Sustainability Metrics Program is a mandatory program and a crucial tool to help create a City with a sustainable built form.

- i. dark sky or light pollutant abatement;
- j. features to enhance indoor air quality;
- k. the installation of charging stations for low and zero emission vehicles;
- 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**;
 - iv. considerations regarding the embodied carbon of building materials and their life cycle; and
 - v. 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 by addressing 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, and **Privately Owned Public Spaces**. This includes seeking opportunities to integrate **Green Infrastructure** within City-owned rights-of-way.

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

Energy is an essential part of everyday life, powering heating, lighting, cooking, transportation and more. Common sources like natural gas, electricity, and gasoline are integral to meeting these needs. However, energy use comes with significant costs. Beyond rising prices, it also leads to **Negative Impacts** such as reduced air quality, increased greenhouse gas emissions, and even effects on water quality. Addressing these challenges requires effective solutions, with building retrofits playing a crucial role in improving energy efficiency and reducing emissions.

A comprehensive planning approach to energy conservation and efficiency will enhance the quality of life for Vaughan’s residents, minimize impacts on the natural environment and reduce greenhouse gas 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 Systems**, 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;
- 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 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. Developing 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 and energy storage 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. design guidelines that 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 Lands**, 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 offering 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 to remain here in housing that best meets their needs. **Housing Options** for non-Vaughan residents and newcomers will also provide opportunities for them to live and work in Vaughan. More **Housing Options** will mean that people who work in the City can find housing opportunities here, reducing the need for long commutes.

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 Housing, Community Housing**, housing for seniors, **Supportive Housing**, emergency shelters for at-risk groups, accessible housing that meets the needs of people of varying or different abilities, and housing that makes more efficient use of the existing housing stock.

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

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.
- Housing tenure: adding more rental units, as currently only 10% of Vaughan’s housing stock is rental.

- Housing affordability: adding more **Affordable Housing**, and housing that is affordable to all residents, including students, young families, and seniors.

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

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

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 advance and coordinate **Affordable Housing** needs, policies and targets as follows:
- a. that a minimum of 25% of all new housing units in Vaughan outside of the **Vaughan Metropolitan Centre** and **Protected Major Transit Station Areas** be **Affordable Housing**;
 - b. that a minimum of 35% of new residential units in the **Vaughan Metropolitan Centre** and **Protected Major Transit Station Areas** be **Affordable Housing**;
 - c. that a certain portion of **Affordable Housing** units be accessible for seniors and people of different or varying abilities;
 - d. that all Secondary Plans include provisions to demonstrate how **Affordable Housing** targets will be met;
 - e. assist with the provision of **Affordable Housing**, where appropriate; and

f. implement the City’s Housing Strategy.

3.2.1.2 That the City will consider the development of an **Inclusionary Zoning** program in **Protected Major Transit Station Areas** to increase the supply of **Affordable Housing** in accordance with policies 5.1.3.4 and 5.1.3.5 of this Plan.

3.2.1.3 That, where possible, the City will encourage and assist in the creation of **Affordable Housing** by:

- a. 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.
- b. 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;
- c. applying for grants and/or subsidies to reduce **Development** costs for **Affordable Housing**;
- d. considering the reduction of parking requirements for projects that provide **Affordable Housing** located outside of **Protected Major Transit Station Areas**;
- e. exploring opportunities to co-locate **Affordable Housing** with new **Public Service Facilities**, as well as opportunities within new and existing **Public Service Facilities**; and
- f. implementing the objectives and actions of the City’s Housing Strategy.

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 examined the needs of all residents, including seniors, students, multi-generational families, and other unique and diverse groups. It is this diverse population that makes Vaughan a desirable place to live. Through the policies of this Plan, Vaughan will encourage a broader

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**.

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. a minimum 3-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 various built forms and scales to diversify housing types and tenures as densities increase. The City will support and promote a range of **Intensification** methods and opportunities to include **Affordable Housing** units in **Developments**. These methods include infill of vacant and underutilized lots, the use of **Additional Residential Units**, adaptive reuse, and the renovation and retrofitting of older residential units.
- 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 Housing**, 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 and different abilities in the development of design guidelines and standards for new residential **Development**; and
 - d. allowing **Additional Residential Units** pursuant to policies 3.2.2.13 and 3.2.2.14.

- 3.2.2.7 To monitor, evaluate, and report on changes within the housing market on an annual basis, 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 **Vaughan Metropolitan Centre** and other **Strategic Growth Areas**; and
 - c. vacant **Community Area** lands.
- 3.2.2.8 To monitor the implementation and effectiveness of policies 3.2.2.6 and 3.2.2.7, the City will require that all **Significant Development** 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 Options 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 will 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 community or senior housing or **Additional Residential Units**;
 - e. the number or percentage of units that are **Affordable Housing**, 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 6.1 between 2021 and 2051.

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

2021 to 2031	2031 to 2041	2041 to 2051	2021 to 2051
Total Unit Target	Total Unit Target	Total Unit Target	Total Unit Target

2,750	3,250	2,500	8,500
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- 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 which 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 Housing** in the form of **Rental Housing** are registered on title for those **Developments** which are subject to a development charge deferral and/or exemption for **Affordable Housing**.
- 3.2.2.12 That housing for vulnerable populations is protected by permitting emergency shelters for all 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 increases in density. **Additional Residential Units** can help to diversify **Housing Options** in Vaughan by introducing a different type and tenure of housing, especially in areas where **Single-Detached Houses**, **Semi-Detached Houses** and **Townhouses** predominate. They also provide an opportunity to increase densities in existing neighbourhoods, allowing for more efficient use of the municipal services and **Infrastructure**.

It is the policy of Council:

- 3.2.2.13 That **Additional Residential Units** shall be permitted subject to the following policies:
- a. In addition to the principal dwelling unit, up to three **Additional Residential Units** shall be permitted as-of-right on a lot developed with a **Single-Detached House**, **Semi-Detached House**, or **Townhouse** in the form, or combination, of either:
 - i. up to 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 Single-Detached House, **Semi-Detached House** or townhouse, provided that:

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

3.2.2.14

That notwithstanding the policies of this Section and where there is a **Special Policy Area, Additional Residential Units**, shall be limited subject to the policies of the **Special Policy Areas**, Section 3.6 and 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 the City of Vaughan, this Plan, 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 pedestrian-oriented built forms and **Public Realm**, blocks, neighbourhoods, and districts.

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

The City is committed to working with the private sector to create 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 placemaking.

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

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, access corridors, underground pathways and bus stops;
- g. **Privately Owned Public Spaces**; and
- h. shared and common streets, driveways, walkways and gardens associated with condominium **Developments**.

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 Recreational Uses**;
- g. is useable in all seasons and includes 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 pavers, 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.

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 that, to the greatest extent possible, these functions be provided below grade;
- c. contribute to the urban canopy cover targets established by the City 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;
- f. incorporate public art; and
- g. 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 contributes to a human-scaled **Public Realm**, by encouraging active uses along sidewalks;

- e. encouraging active uses along public streets that can include spillover uses to animate the **Public Realm** and improve transition between the private and **Public Realms**;
- f. requiring pedestrian-scaled lighting near transit-stops and along all pathways, sidewalks and ramps in **Strategic Growth Areas**, **Retail** main streets and heritage districts;
- g. requiring that surface parking areas, loading areas, and utilities be buffered and screened from sidewalks through the use of setbacks and landscaping; and
- h. providing buffer between pedestrians, cyclists, and high levels of vehicular traffic consisting of landscaping and, where appropriate, on-street parking.

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

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

- a. ensure a seamless transition to public space without physical or visual barriers that may imply that the space is private;
- b. be highly visible for pedestrians, with frontage on at least one public street;
- c. include signage identifying the space as being open to the public;
- d. be accessible, have access to sunlight and located on the ground floor level;
- e. incorporate active and passive programs with features such as trees, landscaping, seating, public art, bicycle parking, and waste and recycling receptacles; and

- f. incorporate low-impact development features, wherever possible, to manage stormwater.

3.3.1.8 To recognize that some condominium **Developments** will contain private streets and walkways. In such instances these features should be designed to simulate a public street by following the City-Wide Streetscape Implementation Manual with Complete Street Guidelines and policies 3.3.1.4, 3.3.1.5, and 3.3.1.6. Private streets should be:

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.

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

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 Area and Oak Ridges Moraine Conservation Plan Area 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. maintaining 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 the use of high-maintenance annual species; and

- e. incorporating high-quality, attractive materials with extended life spans and lower maintenance and life-cycle costs.

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’s Inclusive Design Standards 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 are particularly important in creating a seamless transition between private and public space and supporting a vibrant **Public Realm**. To support the **Development** of built form that helps define and strengthen the **Public Realm**, a clear set of intentions and expectations are provided for how buildings should be developed in different parts 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 Development applications shall have regard to City-Wide Urban Design Guidelines for building types.

- 3.3.2.2 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, parks, open spaces and private amenity spaces;
 - b. all elements of the City’s built form will contribute to community wellbeing, sustainable development and environmental resiliency by meeting or exceeding the requirements of the City’s Sustainable Metrics Program and

incorporating a climate change and equity lens described in Section 3.1 of this Plan;

- c. **Development** will include landscaping features that include vegetation and, wherever feasible, contribute to the City's **Tree** canopy target;
- d. effective **Built Form Transitions** will be applied within single buildings, between buildings on a site and between sites, and will reflect site-specific conditions and adjacent context;
- e. buildings will create a comfortable sense of pedestrian scale and enclosure along public and private rights-of-way and open spaces;
- f. the built form will reflect architectural design excellence, exhibit variety and visual interest, and use high-quality and durable materials; and
- g. buildings will frame and define public and private rights-of-way, parks and open spaces to create a comfortable pedestrian scale and sense of enclosure.

Neighbourhood Design

It is the policy of Council:

3.3.2.3

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.

3.3.2.4

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 1C. 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 1C. In addition to those areas identified on Schedule 1C, 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 3.3.2.3. 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 implementing 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 maintain 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 must be of the same type as defined in Section 5.3 of this Plan. To promote the **Missing Middle** dwelling types, low rise dwelling types along all arterial streets and **Townhouse** dwellings along all major collector roads may replace a **Single-Detached House** except for those within Heritage Districts;
- g. 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 **Single-Detached House** may be permitted except in Heritage Conservation Districts, subject to policy 3.3.2.5 and the other urban design policies of this Plan;
- h. building heights and massing: should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for **Community Areas**; and
- i. 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.

3.3.2.5 That notwithstanding policy 3.2.2.3 and 3.2.2.4 and to promote **Missing Middle** dwelling types, limited **Intensification** may be permitted in the form of **Semi-Detached Houses, Townhouses, Stacked** and/or **Back-to-Back Townhouses**, or **Low-Rise Buildings** on lots or parcels composed of multiple lots in designated **Low-Rise Residential** neighbourhoods within a **Community Area** that front an

Arterial street or Major Collector road as identified in Schedule 9A of this Plan. This does not apply to Heritage Conservation Districts and may be subject to the following:

- a. all new dwellings shall front and address a public street, with the exception of **Additional Residential Units** in **Accessory** buildings, which may front onto laneways;
- b. parking for units fronting on an Arterial Street shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;
- c. private laneways or driveways shall not be used to provide frontage for residential dwellings with the exception of **Additional Residential Units** in **Accessory** buildings which may front onto laneways;
- d. the general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements; and
- e. subject to policies 3.3.2.4.a through e., 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.

3.3.2.6 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.

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

3.3.2.8 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** objectives for the **Strategic Growth Areas**; and
- h. contribute to an interesting and attractive skyline through architectural treatment and roof design.

3.3.2.9

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 vehicles within **Developments**, where possible;
- d. providing underground parking, where appropriate, for all new **Development** in **Strategic Growth Areas**;
- e. prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;
- f. ensuring that any surface parking areas are buffered and screened from all property lines and the **Public Realm** through the use of setbacks and landscaping;
- g. encouraging that where a structured parking facility fronts onto a street or public space, the facility should incorporate active at-grade uses and incorporate high quality architectural design; and
- h. consolidating vehicular access to parking, service and loading areas to minimize the number of driveways and curb cuts across public sidewalks.

- 3.3.2.10 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.

- 3.3.2.11 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**.

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

It is the policy of Council:

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

- a. **Residential Buildings**
 - i. **Single-Detached Houses, Semi-Detached Houses, and Townhouses** which form the core of the City’s existing housing stock and will support the inclusion of **Additional Residential Units**;
 - ii. **Duplexes, Triplexes, Fourplexes, Back-to-Back Townhouses, Stacked Townhouses, and Live-Work Units**, which allow more Housing Options per lot, and support the **Missing Middle**;
 - iii. **Low-Rise Buildings**;
 - iv. **Mid-Rise Buildings**;
 - v. **High-Rise Buildings**;
- b. Commercial Buildings;
- c. **Industrial Buildings**, which are exclusively located within **Employment Areas**;
- d. **Mixed Use Buildings**; and
- e. **Public and Private Institutional Buildings** which are occupied by public and private institutional uses such as libraries, community centres, public and private **Schools**, or places of worship and may take on a variety of forms dependant on their use and scale.

- 3.3.2.13 That maximum heights in **Storeys** and maximum densities in **Floor Space Index (FSI)** are indicated for certain sites across the City on Schedule 13 of this Plan.
- 3.3.2.14 That notwithstanding policies 3.3.2.3 through 3.3.2.5 of this Plan, in **Community Areas**, variations of scale, massing, setback and orientation are permitted to minimize the visual impact of projecting garages and extended driveways. Front entrances and porches should be located closer to the street.
- 3.3.2.15 That the site design for low-rise, mid-rise and high-rise buildings shall incorporate features to improve sustainability and **Microclimates**, pedestrian comfort and safety and activation of the **Public Realm**.
- 3.3.2.16 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.
- 3.3.2.17 That **Stacked Townhouses** and **Back-to-Back Townhouses** shall front onto a public or private street. Where the end unit of one of the building types above does not front a public or private street but flanks a public street, the flanking unit(s) shall provide a front-yard and front-door entrance facing the public street.

- 3.3.2.18 That **Stacked Townhouse** and **Back-to-Back Townhouse** corner units that face two public streets shall provide yards on both frontages and consider additional architectural design features and fenestrations along their non-front-door main entrance face to provide additional eyes on the street opportunities along the secondary facade.
- 3.3.2.19 That the facing distance between blocks of **Stacked Townhouses** or **Back-to-Back Townhouses** that are not separated by a public street should be a minimum of 15 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.
- 3.3.2.20 To ensure permeability between groupings of buildings any given block of **Townhouses, Stacked Townhouses** and/or **Back-to-Back Townhouses** shall have a maximum linear length of 40 metres.
- 3.3.2.21 That in order to provide appropriate privacy and daylight/sunlight conditions for any adjacent house form building on a lot that abuts a lot with an existing **Single-Detached House, Semi-Detached House** or **Townhouse**:
- a. **High-Rise Building** podiums shall be setback a minimum of 7.5 metres from the property line if they have habitable windows facing the property line;
 - b. the entirety of a **Mid-Rise Building** shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings that are designated Low-Rise Residential; and
 - c. the first twelve **Storeys** of a **High-Rise Building** shall be contained within a 45-degree angular plane measured from the property line abutting those house form buildings.
- 3.3.2.22 That **Mid-Rise Buildings** over six **Storeys** in height and all **High-Rise Buildings** shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation to enhance the building design and provide an active pedestrian streetscape, which is:
- a. two to six **Storeys** in height; and
 - b. designed to the satisfaction of the City.
- 3.3.2.23 That taller building elements above the podium of a **Mid-Rise** or **High-Rise Buildings** 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.
- 3.3.2.24 That a separation distance of 15 metres will be established between habitable space windows of any two or more podiums. The separation distance between the tower portion of **High-Rise Buildings** will be a minimum of 25 metres.

- 3.3.2.25 That the design of **High-Rise Buildings** will:
- a. incorporate clear distinctions between the base, middle and top of the building;
 - b. be designed to be of architectural interest and contribute to an interesting skyline and cityscape.
 - c. complement the surrounding skyline and have the potential to act as landmarks in the City;
 - d. mitigate wind impacts on the pedestrian environment and maximize the hours of direct sunlight on the **Public Realm**;
 - e. include **Active Frontages** that support **Retail** and other uses that animate the **Public Realm**;
 - f. include podiums that, where possible, in mixed-use areas, allow for non-residential uses that serve the daily needs of residents;
 - g. promote permeability and **Accessibility** at ground level;
 - h. provide unimpeded access to publicly accessible private amenities such as courtyards, rooftop terraces and/or facilities (e.g., access to skyways to allow for climate-controlled pedestrian circulation between buildings);
 - i. integrate all utility equipment in the built form and away from main frontages; and
 - j. attain near or **Net-Zero** greenhouse gas emissions and implement district energy, **Green Infrastructure**, or other innovative sustainability elements.

- 3.3.2.26 That **High-Rise Buildings** should be designed as slender towers and spaced appropriately in order to provide appropriate privacy and daylight conditions for people living and working within them, to minimize shadows created by such buildings and to contribute to overall excellence in the City's urban design, through the following criteria:
- a. the base and/or podium of the building should be no longer than 80 metres in length;
 - b. the floorplate of the building, measured as the total area contained within the exterior face of a building, excluding balconies, for **Storeys** above the podium generally shall be no greater than 750 square metres, except for **High-Rise Buildings** containing office uses above the twelfth **Storey**;
 - c. the portions of **High-Rise Buildings** above twelve **Storeys** shall be setback a minimum of 12.5 metres from any side or rear property line; and

- d. where more than one **High-Rise Building** is located on the same lot, the distance between any portions of the **High-Rise Buildings** above twelve **Storeys** shall generally be at least 25 metres.

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

- a. Incorporate landscaped green space, private outdoor amenity space and/or environmental features, such as solar panels or **Green Roofs**. For Mid-Rise and **High-Rise Buildings** with mechanical systems on the roofs, these features should be included on terraces or roof areas created through step backs at lower levels.

3.3.2.28 That parking ramps, loading areas and services should be incorporated into the building form for **Mid-Rise Buildings** and **High-Rise Buildings**.

3.3.2.29 That for **Mid-Rise Buildings** or **High-Rise Buildings**:

- a. surface parking is not permitted between the building's front or side and a public street;
- b. surface parking elsewhere on the lot will be setback from any property line by a minimum of 3 metres and shall be appropriately screened through landscaping; and
- c. all surface parking areas must provide a high level of landscaping treatment and pedestrian pathways. It is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.

3.3.2.30 That for **Mid-Rise Buildings** and **High-Rise Buildings** in **Strategic Growth Areas**:

- a. parking will be provided in underground facilities or in structured parking above-grade contained within the **Mid-Rise Building** and **High-Rise Building**;
- b. surface parking areas are not permitted, except:
 - i. to provide minimal pick-up/drop-off and/or loading parking spaces intended for short-term use;
 - ii. to provide sufficient resident or visitor parking spaces on an interim basis as part of a phased **Development**; and
- c. where surface parking areas are included on an interim basis it will be demonstrated through a phasing plan submitted with the development application how the interim surface parking area is to be phased-out over time. This will include demonstration of the final intended state of the interim surface parking area.

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

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 and private institutional uses, such as libraries, civic buildings, community centres, private or public **Schools** and places of worship, and may take on a variety of forms dependant on their use and scale;

- b. **Public and Private Institutional Buildings** should exhibit high quality architectural and sustainable design;
- 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 include, but not be limited to, public art, benches, lighting and 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 **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 and noise mitigation measures to ensure compatibility with any adjacent **Sensitive Uses** as may be determined by an approved noise study;
- f. where a proposed **Gas Station** contains a **Drive-Through** facility, the **Drive-Through** will be assessed with respect to setbacks, landscaping, fencing, lighting and noise mitigation measures, if required, to ensure compatibility with any adjacent **Sensitive Uses** and the effect on streetscapes. The policies of subsection 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

Vaughan has a diverse economic base that serves both City and regional economies. The City’s economy is multi-faceted, with a strong and historical industrial base, retail, and office uses, as well as growing healthcare, cultural tourism sectors.

3.4.1 Economic Growth and Diversification

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

A strong economic future for Vaughan requires further economic growth and diversification. Forecasted to grow from 243,700 jobs in 2021 to 354,300 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 the 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 **Vaughan Metropolitan Centre** develops into Vaughan’s downtown, it is anticipated to attract new **Major Office Developments** and corporate headquarters, alongside **Protected Major Transit Station Areas** and other **Strategic Growth Areas**. The City’s new hospital at Major Mackenzie Drive and Jane Street provides significant employment opportunities in the healthcare sector, and has the potential to generate a cluster of health science industries and institutions. 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 that:
 - a. support the long-term economic health and financial stability of the City; and
 - b. allow residents and employees the opportunity to both live and work in Vaughan.
- 3.4.1.2 To provide a supportive municipal framework to grow Vaughan’s economy by:
 - a. working with neighbouring local municipalities, the **Province** and other stakeholders in taking a coordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as **Transportation Demand Management** and economic development;
 - b. providing for a wide range, size and mix of available lands for a variety of economic functions;
 - c. constructing, upgrading and maintaining high quality municipal services and **Infrastructure**;
 - d. facilitating efficient and convenient transportation options for people and goods;

- e. providing high quality, advanced, efficient and coordinated utilities, services and telecommunications **Infrastructure**, including broadband, to support a knowledge economy;
- f. supporting community economic development through partnerships, strategies and programs, such as business improvement areas and Community Improvement Plans; and
- g. 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 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 **Vaughan Metropolitan Centre, Protected Major Transit Station Areas**, 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, health tech and life science 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. 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 354,300 jobs in 2051. 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 **Sensitive Land Uses** as directed in policy 3.4.3.2 of this Plan to minimize and mitigate potential impacts on the long-term operations and economic viability of employment uses;
- 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 Section 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 **Protected Major Transit Station Area** 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;
 - 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 types 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 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 proposed to be located or are located within 1000 metres of an **Employment Area**, the applicant will be required to undertake a Land Use Compatibility Study and/or the appropriate studies (e.g., noise, dust, vibration, air quality, etc.), to be identified on a case by case basis, 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 **Major Facilities** and **Sensitive Land Uses** will be planned and developed in accordance with the **Province’s** D-Series guidelines to avoid, or if avoidance is not possible, minimize and mitigate any potential **Adverse Effects** from odour, noise and other contaminants, and minimize risk to public health and safety.
- 3.4.3.4 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.
- 3.4.3.5 To achieve flexible and adaptable **Employment Areas** that include street patterns and building design and siting that allow for **Redevelopment** and **Intensification**.
- 3.4.3.6 To support the **Development** of a safe, desirable, and sustainable built environment in **Employment Areas**.
- 3.4.3.7 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**.
- 3.4.3.8 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.
- 3.4.3.9 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.

3.4.3.10 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.

3.4.3.11 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

Diversifying the City’s economic strategy will maintain the City’s competitive advantage with emerging industries such as the knowledge-based industry to support innovation and entrepreneurship. 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, skills and development of integrated strategies and solutions to harness technology.

It is the policy of Council:

3.4.3.12 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 technology sector, including hardware and software development and information technology;
- b. health and bio-technical research;
- c. aerospace;
- d. robotics; and
- e. sustainable building materials.

3.4.3.13 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**.

3.4.3.14 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.

3.4.3.15 To support the growth of emerging industries by co-locating employment uses with small-scale, entrepreneurial, innovative uses within buildings and lands in **Employment Areas**, for uses such as maker spaces and shared workshops.

3.4.3.16 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.

3.4.3.17 That the development of the West Vaughan and Highway 400 North Employment Areas should take the form of eco-industrial districts, which incorporate sustainable planning principles, wherever possible, including but not limited to:

- a. incorporating district heating, cooling, and energy systems;
- b. provision of charging for personal electric vehicles as well as future electric trucks used for shipping and logistics within the **Employment Area**;

- c. incorporation of **Green Roofs**; and
- d. the physical exchange and re-use of materials, energy, heat or cold, water, and by-products between different businesses.

Attracting Office Uses

Given evolving trends towards knowledge-based sectors, encouraging and accommodating a wide range of business services and office uses, 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 **Protected Major Transit Station Areas**, or along **Intensification Corridors** where **Multi-Modal** transportation and existing or planned frequent transit service will be available is important to achieving sustainable area **Employment Areas** and achieving the Growth Management objectives of this Plan.

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

Office **Development** will generally be directed to **Strategic Growth Areas**, 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:

3.4.3.18 To support growth in Vaughan’s office sector and to direct office uses to appropriate locations in order to achieve the following objectives:

- a. 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**.

3.4.3.19 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 **Protected Major Transit Station Areas**;

- b. promoting the **Vaughan Metropolitan Centre** 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 **Vaughan Metropolitan Centre** or **Protected Major Transit Station Areas**.

3.4.3.20 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.

3.4.3.21 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 **Protected Major Transit Station Areas**, 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.

3.4.3.22 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.

3.4.3.23 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.

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**.

3.4.3.24 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 in **Protected Major Transit Station Areas** 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 Vaughan Metropolitan Centre, the Vaughan Mills Mall, Weston Road and Highway 7 and the Promenade Mall, all of which are regional or super-regional **Retail** centres serving a market area that extends well beyond Vaughan. 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 grocers, 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:

- 3.4.3.25 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 Vaughan.
- 3.4.3.26 To encourage retrofitting, **Intensification** and revitalization, when redeveloping existing **Retail**, including **Major Retail** sites.
- 3.4.3.27 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**.
- 3.4.3.28 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.
- 3.4.3.29 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 metres in **Gross Floor Area**; and
 - c. spaces for pop-up shops and markets.
- 3.4.3.30 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.
- 3.4.3.31 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.

- 3.4.3.32 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.
- 3.4.3.33 That in order to achieve complete, mixed-use communities throughout the City, ground floor-oriented **Retail** uses, or **Retail** uses within the podium, are encouraged in all mixed-use **Developments**.
- 3.4.3.34 That where a mixed-use **Development** in the areas described in policy 3.4.3.31 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 **Gross Floor Area** 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
- 3.4.3.35 any units noted in policy 3.4.3.34.b. that are subject to a plan of condominium must permit future **Retail** commercial uses within all condominium documents and agreements. That where a property containing existing **Retail** uses is proposed to be redeveloped into a mixed-use **Development**, the new **Development** will maintain at a minimum the **Gross Floor Area** of the existing **Retail** uses.
- 3.4.3.36 That notwithstanding policy 3.4.3.35, a reduction of the **Retail Gross Floor Area** of **Redevelopments** of existing stand-alone **Retail** may be permitted provided it is demonstrated through a Commercial Impact Assessment that the future on-site population and surrounding neighbourhoods are adequately served by **Retail**.
- 3.4.3.37 That the primary location for new **Retail** uses is planned for **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. on-street parking should be made available, where feasible, to provide added market support and exposure for street-front retailing.

3.4.3.38 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.

3.4.3.39 That employment-supportive **Retail** uses, are permitted in **Supporting Employment Areas**, where needed, pursuant to policy 3.4.2.5 of this Plan. All **Retail** uses, including **Major Retail** uses, are prohibited in **Core Employment Areas**.

3.4.3.40 That **Major Retail** uses are permitted in the **Vaughan Metropolitan Centre**, **Protected Major Transit Station Areas** and **Primary Centres**, subject to the following criteria:

- a. **Major Retail** uses should be incorporated as part of a mixed-use **Development**; and
- b. buildings 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.

3.4.3.41 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. they will be subject, where applicable, to the more detailed policies contained in **Secondary Plans** and Heritage Conservation District Plans;
- b. it is demonstrated through a Commercial Impact Assessment there will continue to be sufficient market demand to allow **Strategic Growth Areas** to

attract diverse **Retail** opportunities and that such opportunities are not diminished by the proposed **Major Retail** use;

- c. the minimum trade area population required to service the proposed **Major Retail** use exists or will exist when the facility is constructed;
- d. traffic impacts on the local and surrounding street network have been demonstrated to be acceptable through a Traffic Impact Study;
- 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.

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

3.4.3.43 That the following policies apply to **Drive-Through** facilities:

- a. **Drive-Through** facilities shall only be located where they will not adversely affect the goals of this Plan respecting **Intensification**, pedestrianization, attractive streetscapes and transit supportiveness;
- b. in consideration of potential locations for **Drive-Through** facilities, it will need to be demonstrated that the unique sense of place, characteristic of or envisioned for the area, will be maintained and enhanced;
- c. **Drive-Through** facilities will not be located where there will be an **Adverse Effect** on adjacent residential uses;
- d. all new **Drive-Through** facilities shall adhere to the urban design policies and development criteria in Section 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** that includes residential units and/or office uses located in a **Low-Rise Building**, **Mid-Rise Building** or **High-Rise Building**, the proposed use does not:
 - i. conflict with the planned urban design and architectural characteristics of the predominant uses on the development parcel;
 - ii. compromise the use and enjoyment of outdoor amenity areas;
 - iii. impact other uses on the site as a result of noise and odour effects; or

- iv. affect the functional support systems for the other uses on the development parcel, including loading, refuse pick-up, on-site visitor and resident/tenant vehicular and pedestrian circulation, access and egress.

3.4.3.44 That further to policy 3.4.3.43, the following policies shall apply when considering a proposal for **Drive-Through** facilities within the following **Strategic Growth Areas**:

- a. **Drive-Through** facilities proposed for the **Vaughan Metropolitan Centre**, some **Protected Major Transit Station Areas** and within 200 metres of the intersection of Yonge Street and Steeles Avenue (the future Steeles Avenue Subway Station) will only be permitted on the basis of a site-specific amendment to this Plan;
- b. **Drive-Through** facilities in the **Primary Centres, Local Centres** and **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 subsection 3.4.3 of this Plan.

3.4.3.45 That **Drive-Through** facilities in the **Strategic Growth Areas** identified in policy 3.4.3.44 that legally existed as of the date of approval of this Plan are deemed to conform to this Plan.

3.4.3.46 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**, the **Vaughan Metropolitan Centre** 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 3.4.3.46.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 3.4.3.46.b and 3.4.3.46.c above, gas stations that are legally existing as of the date of approval of this Plan and that are located in Heritage Conservation District Plans remain subject to the requirements of the Heritage Conservation District Plan and policies in subsection 5.1.3 of this Plan regarding minor extensions, reductions or expansions of legally existing land uses;
- e. with respect to areas other than those cited in policy 3.4.3.46.a above, the following policies shall apply:
 - i. Gas Stations shall be located on an Arterial street as indicated on Schedule 9B;
 - ii. a maximum of two Gas Stations will be permitted at any intersection; and
 - iii. where two Gas Stations are permitted at an intersection, then such Gas Stations shall preferably be located in the diagonally opposite quadrants of the intersection; and
- f. the type of **Accessory** and/or ancillary services permitted alongside a gas station use, as permitted in accordance with subsection 4.2 of this Plan, will be implemented through the City's Zoning By-Law.

Building a Healthcare 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 **Primary 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:

- 3.4.3.47 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.

- 3.4.3.48 To establish educational and research connections to medical institutions, such as York University’s planned 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. This 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:

- 3.4.3.49 To support and attract new, large-scale institutional uses into **Strategic Growth Areas**, including research, educational, cultural and other institutional uses.
- 3.4.3.50 To encourage post-secondary institutions to be located within **Strategic Growth Areas** currently supported by **Higher Order Transit** and adjacent land uses, including **Retail**, services and higher density residential uses.
- 3.4.3.51 To support and encourage the **Development** of a wide variety of high-intensity education-related employment opportunities in the Steeles 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 **Vaughan Metropolitan Centre** and the hospital campus at the Jane Street and Major Mackenzie Drive **Primary Centre**.
- 3.4.3.52 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

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 **Vaughan Metropolitan Centre** and the Creditstone Bus Rapid Transit Station **Protected Major Transit Station Area**.

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 historic villages attract many 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 **Vaughan Metropolitan Centre**. 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 **Vaughan Metropolitan Centre**, including a space that can be used as a Centre for Performing and Cultural Arts.

It is the policy of Council:

- 3.4.3.53 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.
- 3.4.3.54 To support the provision of tourism, arts and cultural programs, services, events and facilities in new and existing communities.
- 3.4.3.55 To direct local tourism generators, including **Hotels**, theatres and cinemas, to **Strategic Growth Areas** for visitors and business travellers.
- 3.4.3.56 To promote tourism activities in Vaughan’s Heritage Conservation Districts.

- 3.4.3.57 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.
- 3.4.3.58 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 implementation of the City-Wide Public Art Program.
- 3.4.3.59 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.
- 3.4.3.60 To recognize the **Vaughan Metropolitan Centre** as a cultural and creative hub for the City by:
- a. planning for cultural spaces, facilities and activities in its design;
 - b. directing new City-wide arts facilities, new multipurpose event and creative spaces, including a large performing arts theatre or visual arts centre, to locate in the **Vaughan Metropolitan Centre**;
 - c. showcasing examples of cultural expression in public spaces within the **Vaughan Metropolitan Centre**;
 - d. promoting lands within the **Vaughan Metropolitan Centre** for creative cultural industry clusters;
 - e. requiring the implementation of the **Vaughan Metropolitan Centre** Culture and Public Art Framework; and
 - f. enhancing the City’s Community Improvement Plan in the **Vaughan Metropolitan Centre** to support new construction or expanded construction in targeted economic sectors and further position the **Vaughan Metropolitan Centre** as a hub for innovation and creativity.

Cultural mapping is a systematic approach to identifying and recording cultural resources. It can identify and record tangible cultural resources using Geographic Information System 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**.

- 3.4.3.61 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**.
- 3.4.3.62 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.
- 3.4.3.63 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 Units**.
- 3.4.3.64 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.
- 3.4.3.65 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 Uses** 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 Parks and Open Space

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

Realizing and enhancing the full spectrum of open spaces in Vaughan, whether public or private, active or passive, and formal or informal, is essential in

developing an open space network that plays a role in connecting destinations, and encouraging citizens to enjoy a range of outdoor recreational activities.

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

The City's Community Spaces Plan guides the provision of indoor and outdoor recreation, community centres and library facilities. The Community Spaces Plan assesses current levels of service and makes recommendations on policy, service and community spaces and park facility requirements.

Vaughan's parks and open spaces assume many forms throughout the City and together form Vaughan's Greenspace Network. Parks and open spaces provide key functions such as protecting wildlife habitats and their ecological functions, improving human health and well-being, and supporting climate change mitigation and adaptation.

The City's parks support a variety of active and passive uses. The City's open spaces also support active and passive uses, and predominantly include natural heritage features that serve ecological functions, such as sensitive **Wetlands**, valley lands, forests and the Don and Humber River systems. Open space types also include cemeteries, trails, hydro corridors, **Privately Owned Public Spaces**, and the casually tended landscapes around stormwater management ponds.

3.5.1 Vaughan’s Parks and Open Space Network

It is the policy of Council:

- 3.5.1.1 To encourage all stakeholders to work together to achieve a vibrant, accessible, and interconnected City-wide parks and open space network.
- 3.5.1.2 That where there is a conflict between the policies in section 3.5.1, the policies pertaining to the underlying land use designation in this Plan, or the relevant **Secondary Plan**, the more restrictive policies shall apply.
- 3.5.1.3 To implement the parkland objectives and targets of the City’s Greenspace Strategic Plan, and parkland facilities as outlined in the Vaughan Community Spaces Plan, as amended from time to time.
- 3.5.1.4 That over the horizon of this Plan, all residents of Vaughan should have access to parkland located within 500 metres, so as to typically be within a five to ten minute walk.
- 3.5.1.5 That existing parks shall be maintained in public ownership, and that the establishment of new parks shall be prioritized through the parkland dedication policies in subsection 3.5.5. of this Plan prioritizing fee simple land over encumbered lands, stratified lands, **Privately Owned Public Spaces**, or payment-in lieu.

What are Active Recreational Uses?

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

What are Passive Recreational Uses?

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

3.5.2 Parkland System

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

Establishing a parkland hierarchy ensures that a diverse mix of park spaces are provided across the city, depending on the context. The difference in land use goals for **Community Areas** and **Strategic Growth Areas** requires a different approach in park size, design, and programming for each area.

In **Strategic Growth Areas** where there may be fewer opportunities for outdoor amenity space due to lower land availability, a parkland system that is diverse, flexible, and strategically connected to the pedestrian network may be best to serve residents. The City and development partners shall work together with innovative and creative approaches to the design of public space networks to achieve parkland provision targets in **Strategic Growth Areas**.

It is the policy of Council:

- 3.5.2.1 To support a comprehensive parks system that is equitably distributed throughout the city and is integrated with open space types, both public and private, in accordance with the Greenspace Strategic Plan, with the following park classifications:
- a. Destination Parks are signature civic spaces that combine **Significant** natural and **Cultural Heritage Resources** with unique recreational experiences and provide amenities and attractions designed to draw visitors from a broader geographic area. These parks shall serve as major City-wide attractions, offering specialized facilities and flexible spaces for both daily use and large-scale events. Destination Parks shall promote environmental stewardship, protect natural and cultural resources, be used to host educational programs and provide spaces for physical activity and passive recreation. These parks shall be accessible year-round via multiple transportation modes and include the necessary park facilities and amenities to support extended visits, festivals and City-wide events.
 - b. Regional Parks are expansive recreational and natural areas that serve as hubs for sport, recreation, and leisure. These parks are intended to offer planned outdoor and/or indoor premium lit sport facilities for activities that require larger land areas. Regional Parks function as City-wide destinations and shall be capable of accommodating large-scale events and attractions that draw visitors from outside the local area, such as sport tournaments, and passive recreation opportunities, such as multi-use trails. Regional Parks are intended to offer a natural escape while remaining accessible and inclusive to people of diverse interests, ages, and abilities.
 - c. District Parks serve to provide a wide range of outdoor sports, recreation, and community activity space, extending their reach beyond the immediate neighbourhoods and supporting the diverse needs of the larger communities

within which they are located. District Parks are intended to support communities with varying degrees of urban density and foster a sense of community and social connection by providing access to district level amenities and facilities, such as washrooms and large format sports fields.

- d. Neighbourhood Parks serve as the foundation of our parks and greenspace system in **Greenfield** and low-density neighbourhoods. These parks are intended to support local recreation by providing a balance of **Active Recreational Uses** and **Passive Recreational Uses**, promote social gathering and host local community events to foster connections and strengthen community bonds.
- e. Urban Parks are versatile and multifunctional green spaces that shall be designed to serve high-density communities in **Strategic Growth Areas**. These parks shall provide intensively programmed outdoor spaces that facilitate diverse year-round recreational activities and community events. Urban Parks shall incorporate flexible programming spaces that accommodate day-to-day active and passive recreation, medium to large-scale community events, sport courts, playground facilities and supporting park amenities. These parks shall be designed and constructed to support intensive use through durable and sustainable materials, include robust municipal community amenities and facilities, and ensure long-term functionality and maintainability to meet the unique demands of higher-density neighborhoods. Urban Parks shall demonstrate commitment to equitable access and inclusive design, year-round activation and programming, environmental sustainability and community integration.
- f. Public Squares are programmed social and civic spaces that shall be designed to serve **Strategic Growth Areas**. These spaces shall incorporate both passive and active facilities to support diverse community needs and ensure year-round activation. Public Squares shall be strategically located in mixed-use, high-traffic areas adjacent to **Active Frontages** such as **Retail**, food and beverage establishments and public facilities to support neighborhood-oriented social opportunities. These spaces shall be situated in areas of high pedestrian activity and maintain clear visibility from adjacent streets. Public Squares shall be designed and constructed with durable and sustainable materials to support intensive use, incorporating robust municipal community amenities and facilities to ensure long-term functionality. These spaces may include public art, varied seating opportunities, canopy trees, active recreational facilities, and a balanced mix of hardscape and softscape areas. Public Squares shall be designed to respond to micro-climatic conditions, providing year-round weather protection, while supporting flexible programming for both daily use and organized events.

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

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

- a. the surface of the park lands, air rights, and subgrade area containing all park features, structures and utilities are owned by the City;
- b. the encumbered portions of the park (whether surface, above-grade, or below-grade) are privately owned and maintained;
- c. the park shall be publicly accessible at all times in perpetuity;
- d. the park shall be considered part of the City's parkland system and all parts of the park owned by the City will be City-operated and maintained; and
- e. the park shall be given parkland credit for satisfying the parkland dedication requirements for a development or **Redevelopment** in accordance with prevailing City policies and Section 3.5.5 of this Plan.

3.5.2.4 That where a **Strata Park** is conveyed to the City, in addition to meeting all applicable park design requirements in Section 3.5.4 of this Plan, the following requirements shall be met:

- a. Design Requirements:
 - i. total encumbrances shall not exceed 60% of the total surface area of the park;
 - ii. appropriate soil depth and structural support are provided to ensure long-term viability of park elements, with a minimum depth of 1.8 metres over any structural elements for large-canopy **Tree** growth, while accommodating intended park programming, park-specific stormwater management and maintaining flexibility for future park redesign needs;
 - iii. ensure all access points to encumbered areas connect directly to public rights-of-way;
 - iv. prohibit utility access points or other technical elements except where required by applicable building and safety codes; and
 - v. integrate any required access points, ventilation structures, or other technical elements in a manner that minimizes their visual and functional impact on the park.

b. Infrastructure Limitation:

- i. no private **Infrastructure** shall be permitted beneath the park, including but not limited to: private stormwater management **Infrastructure**, including cisterns, storage tanks, and associated mechanical equipment; private water or wastewater **Infrastructure**; electrical **Infrastructure**, including transformer rooms, switchgear and utility panels; mechanical rooms; telecommunication equipment; loading areas; waste storage; service corridors; commercial storage areas; and any other utilities or **Infrastructure** not directly serving the park's operations and maintenance, with the exception of parking stalls; and
- ii. no private **Infrastructure** shall be permitted within the park except as approved by the City through the strata agreements.

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

- a. maintenance responsibilities and standards for all park elements;
- b. cost-sharing agreements for shared **Infrastructure** and repairs;
- c. emergency repair protocols and procedures;
- d. required inspections and reporting;
- e. dispute resolution mechanisms;
- f. insurance and liability requirements;
- g. restoration requirements for park elements impacted by repairs to encumbered areas; and
- h. lifecycle replacement schedules for major components.

3.5.2.6 That notwithstanding any policies in this Plan:

- a. the City maintains the right to require additional studies, reports, or agreements as deemed necessary and may establish additional **Strata Park** criteria or requirements;
- b. **Strata Parks** shall be developed in accordance with all other applicable policies of this Plan; and
- c. parkland dedication credit shall be calculated net of all encumbrances in accordance with Section 3.5.5 of this Plan.

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

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

3.5.2.8 That **Interim Open Space** shall:

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

3.5.3 Open Space Typologies

It is the policy of Council:

3.5.3.1 To accommodate a variety of open space types, which may be publicly or privately owned, over and above parkland dedication, that provide important benefits to and are evenly distributed throughout the City. In accordance with the City's Greenspace Strategic Plan, open space types are as follows:

- a. **Greenways**, such as hydro corridors or other linear open spaces which are typically a minimum of 25 metres in width, provide important linkages for pedestrians and cyclists, can improve connections between significant destinations such as other parks and open spaces and **Community Facilities**, and may provide seating opportunities or shade within the **Greenway** corridor;
- b. Natural Areas, such as nature reserves and woodlots, located on public lands as well as, through partnerships, on private lands where such activities will not have an **Adverse Effect** on **Significant** natural features and ecological functions in accordance with Chapter 3.6 of this Plan. Natural Areas can provide opportunities for **Passive Recreational Uses** and trails, subject to the policies contained in Chapter 3.6 of this Plan;
- c. **Green Infrastructure**, such as open stormwater management facilities, in accordance with Chapter 3.10.4, that can provide opportunities for trails and resting areas and improve **Linkages** to other parks and open spaces;
- d. cemeteries, that can, where appropriate, provide opportunities for **Passive Recreational Uses** such as pedestrian and bicycle routes; and
- e. **Privately Owned Public Spaces**, which are a type of urban open space that, while owned and maintained by private entities such as corporations or individuals, are open for public use without any fees or barriers.

3.5.3.2 That all **Privately Owned Public Spaces** shall:

- a. be publicly accessible at all times without any fees, physical barriers, or other impediments to public use;
- b. be designed, constructed and maintained in accordance with:
 - i. the City of Vaughan’s POPS Guidelines and Standards;
 - ii. the City-wide Urban Design Guidelines; and
 - iii. any other applicable guidelines as amended from time to time;
- c. be secured through appropriate legal agreements and easements registered on title; and
- d. be ineligible for funding from the development charge reserve.

3.5.4 Parks and Open Space Design

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

It is the policy of Council:

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

- g. accommodate **Compatible** uses either on-site or adjacent to the site that can increase the activation of parks and open spaces.

3.5.4.5 Park sizes shall be as follows:

- a. Destination Park: Size will vary
- b. Regional Park: Greater than 15 hectares
- c. District Park: Greater than 5 hectares
- d. Neighbourhood Park: Greater than 0.75 hectares
- e. Urban Park: Greater than 0.75 hectare
- f. Public Square: 0.2 to 0.75 hectare

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

- a. be a positive, attractive, sensitive and integrated element;
- b. protect, enhance and restore existing vegetation and natural heritage features;
- 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.

3.5.4.7 Where **Development** is proposed adjacent to parks or open spaces, **Development** will proceed in accordance with the **Public Realm** policies in Section 3.3, and it shall:

- a. incorporate appropriate setbacks to accommodate building structures, overhangs, maintenance requirements and private access within the development site;
- b. configure building massing and orientation to optimize access to sunlight in parks throughout the day and seasons;
- c. be designed and oriented to provide comfortable wind conditions to parks throughout the seasons;
- d. locate all service areas, including loading zones, waste collection, and utility areas away from the park;
- e. be oriented to maximize public access and views to such spaces;

- f. encourage and support the co-location of community services and facilities to benefit from greenspaces;
- g. present a primary and active façade to the park or open space; and
- h. provide for casual overlook thereby increasing the passive surveillance and safety of the park or open space.

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

- a. Provide recreational functions and features in accordance with the City of Vaughan’s POPS Guidelines and Standards study, as amended from time to time, that:
 - i. Include both **Active Recreational Uses** and **Passive Recreational Uses** appropriate for the size and location of the **Privately Owned Public Space**;
 - ii. Respond to identified community needs and programming objectives;
- b. Be developed to meet the following base requirements:
 - i. Be of sufficient size and dimensions to support their intended recreational functions and programming requirements, in a regular geometric configuration that facilitates flexible use of the space;
 - ii. Be located entirely outdoors in an unenclosed space at established grade, and not be contained within, above, under or internal to any building or structure;
 - iii. Maintain public street frontage along a minimum of 50 percent of the space’s perimeter, exclusive of private driveways;
 - iv. Incorporate active ground-floor uses along all building frontages adjacent to the space, with no blank facades, service areas, or other non-active uses permitted along these frontages;
 - v. Be encouraged to be constructed and completed in their entirety within a single phase of **Development**, and where part of a multi-phase **Development**, delivered within the early phases to maximize community benefit.

3.5.4.9 That Privately Owned Public Spaces receiving parkland credits shall not:

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

3.5.5 Parkland Dedication

While Vaughan currently provides significant parkland resources for all communities, growth and **Intensification** place increased pressure on existing parks and open spaces and accelerate the demand for new ones. Additional parkland will be required to meet future needs and to maintain current levels of service and parkland provision. Most parkland is established under the provisions of the *Planning Act* by prioritizing land assembly and securement through parkland dedication, or where land conveyance is not feasible, payment-in-lieu of parkland dedication. While these tools 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 Greenspace Strategic Plan, as amended from time to time, in the application of parkland dedication requirements in the development process. Communities that do not meet the active parkland targets are considered priorities for additional parkland resources.
- 3.5.5.2 To require the provision of new parkland for all residential **Development** or **Redevelopment** as:
 - a. a conveyance, at the rate of 5% of the **Net Developable Area**, or 1 hectare of parkland per 600 dwelling units, or a combination of, whichever is the greatest; or
 - b. payment-in-lieu of parkland dedication, at the rate of 5% of the value of the **Net Developable Area**, or one hectare of parkland per 1,000 dwelling units, or a combination, whichever is the greatest.
- 3.5.5.3 Payment-in-lieu of parkland dedication, or a combination of payment-in-lieu and parkland conveyance, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the City’s Greenspace Strategic Plan, such as in **Strategic Growth Areas** where parcels may be too small to result in an effective parkland dedication.

- 3.5.5.4 Notwithstanding the above, such parkland contribution for residential or mixed-use **Development**—whether in the form of parkland conveyance or payment-in-lieu as determined by the City—shall be subject to a cap of:
- a. 10% of the **Gross Developable Area** or its value if the **Gross Developable Area** is 5 hectares or less; or
 - b. 15% of the **Gross Developable Area** or its value, if the **Gross Developable Area** is greater than 5 hectares.
- 3.5.5.5 To require the dedication of parkland for all **Development** or Redevelopment for a commercial purpose or an industrial purpose at the rate of 2% of the **Net Developable Area**. Payment-in-lieu of parkland dedication may be considered by the City where such contributions may be more effective in achieving local parkland targets and objectives identified in the City’s Greenspace Strategic Plan.
- 3.5.5.6 That parklands classified by the City as Destination Parks, Regional Parks, District Parks, Neighbourhood Parks, Urban Parks and Public Squares are eligible for parkland dedication credits through the development process. Open space types shall be established through other means.
- 3.5.5.7 If a proposed park is identified within the limits of a property, the applicable park lands shall be dedicated to the City as a condition of the first residential development approval within the limits of the property and where necessary, be subject to appropriate legal agreements respecting interim use of the land for parking for existing uses, construction access and staging purposes, at a nominal fee to the landowner.
- 3.5.5.8 That **Privately Owned Public Spaces** may be eligible for parkland dedication credit toward satisfying the parkland dedication requirements for a **Development** or **Redevelopment**, subject to meeting all requirements established in Sections 3.5.3.2 and 3.5.4 of this Plan.
- 3.5.5.9 The City will seek to prioritize the conveyance of fee simple lands over lands encumbered by public or private underground parking, utility easements, or utility structures located above or below grade. Encumbered or stratified parkland shall meet City standards, policies, and requirements.
- 3.5.5.10 That lands containing **Core Features** of the **Natural Heritage Network** as defined in Section 3.6.4 or major utilities such as TransCanada PipeLines Limited, Hydro One etc., or rail corridors, including environmental and safety buffers and zones, will not be accepted for the purposes of satisfying parkland dedication requirements.
- 3.5.5.11 That parkland conveyed shall be credited net of all encumbrances, including but not limited to, **Utilities/Utility** boxes, mailboxes and/or access, servicing easements, private structures and easements and building overhangs.

- 3.5.5.12 To maximize the establishment of open space through the development process, by means other than parkland dedication, to complement parkland resources, to provide important **Linkages**, and to contribute to a healthy natural environment.
- 3.5.5.13 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*;
 - 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

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.

3.6.1 A Systems Approach to Environmental Stewardship

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

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

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

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

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

Conservation Authorities are governed under the *Conservation Authorities Act*, which is administered by the **Province**. They regulate development activities in and near river or stream valleys, **Wetlands**, shorelines and watercourses through a permitting process. The Toronto and Region Conservation Authority area regulates construction, alteration, and development activities in and around valleys, streams, and **Wetlands** and along the Lake Ontario shoreline. Prohibited activities, exemptions and permits by Conservation Authorities are identified in Ontario Regulation 41/24.

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** in 2002 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. The Oak Ridges Moraine Conservation Plan area is identified in *Ontario Regulation 140/02*.

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 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 also recognizes the impacts of climate change on our natural environment and must 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** and to maintain critical ecological processes (e.g., groundwater flow) and urban biodiversity as elements of community **Infrastructure** to improve and sustain human health and well-being.

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

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, but are not limited to:

- 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.

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. The City can collaborate with and draw on the knowledge and expertise of including any or all of the following entities, but not limited to:

- The Mississaugas of the Credit First Nation, 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 Mississauga of the Credit First Nation's Aboriginal and Treaty rights, Mississaugas of the Credit First Nation has a responsibility to act as stewards of their treaty lands, including to sustain the lands, waters, and resources for the benefit of generations to come.
- The Province of Ontario, as the legislative authority that requires this Plan's policies to conform to the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan and to be consistent with policy statements made under the *Planning Act*.
- York Region, which together with the City has historically been responsible for various components of environmental management, and remains an important partner despite the removal of Regional planning responsibilities.
- **Toronto and Region Conservation Authority**, whose responsibility under the *Conservation Authorities Act* is to 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*, the **Toronto and Region Conservation Authority** regulates development activities in or near **Hazardous Lands, Wetlands**, river or stream valleys, and shorelines within the authority's area of 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 City's Natural Heritage Network and Vaughan as a whole.

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 Mississaugas of the Credit First Nation 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. Enhancing and restoring as well as maintaining and protecting the existing natural features.
 - b. expanding **Woodlands**;
 - c. enhancing and protecting **Valley and Stream Corridors**;
 - d. restoring and protecting **Wetlands** and watercourses;
 - e. creating habitat **Linkages**;
 - f. naturalizing stormwater ponds; and
 - g. incorporating elements of **Low Impact Development** into streetscapes, rooftops, gardens and parks.
- 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 key stakeholders to define and protect the Natural Heritage Network within Vaughan and enhance the Network over time.

- 3.6.1.10 To work in consultation with the **Toronto and Region Conservation Authority** to identify flood and erosion prone areas of the City and develop 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 creating stronger connections in Vaughan's Natural Heritage Network in a manner that increases overall biodiversity and resilience in the system. This approach shall identify areas for enhancing and linking the Network while allowing for flexibility in how that is achieved.

3.6.2 Developing and Maintaining a Natural Heritage Inventory

A comprehensive inventory of natural heritage features and understanding of their functions is the first step in natural heritage management. Building an inventory is an ongoing process that involves cooperation between the City and all stakeholders. 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 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.

It is the policy of Council:

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

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 Planning Statement. It has been developed through analysis, modelling and review of ongoing and previous work prepared by the City and other agencies, including the Watershed Plans for the Don and Humber Rivers.

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

Schedule 2 shows the Natural Heritage Network. It is important to note that as more detailed studies are undertaken during the development application process, new components of the Natural Heritage Network may be discovered that have

not been mapped. The policies of this Section will apply to newly discovered features and will be updated through amendments to this Plan.

Core Features include key natural heritage features, key hydrological features, key hydrological areas, **Environmentally Significant Areas**, and **Areas of Natural and Scientific Interest** throughout the City of Vaughan, including within the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area. 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.

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, that are the core elements of the Natural Heritage Network to be protected and enhanced;
 - ii. enhancement areas, that reflect the best opportunities on remaining undeveloped land to provide additional habitat and/or ecological

connectivity of the Natural Heritage Network, the precise limits of which are to be determined through appropriate studies to incorporate enhancement areas into the Natural Heritage Network as core features or suitable open space designations; and

iii. lands within the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area, that while subject to the Oak Ridges Moraine Conservation Plan and Greenbelt Plan, are also the focus for enhancement and securement initiatives to further support Vaughan's Natural Heritage Network;

- b. seeking opportunities to expand and better link the Natural Heritage Network;
- c. seeking the dedication of core features and their associated minimum vegetation protection zones through the development approval process to an appropriate public agency at no public expense; and
- d. securing new enhancement areas for improved connectivity of the Natural Heritage Network through the development approvals process, conservation easements, donations or purchases.

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 **Toronto and Region Conservation Authority** and the **Province**. This may occur on a site-by-site basis through the development process or through studies carried out by the City or other government agencies. Unmapped features identified through fieldwork and appropriate technical studies via the planning process, including those for natural hazard management, are part of the Natural Heritage Network and, as such, are subject to applicable policies prior to mapping refinement.

3.6.3.3 That any use lawfully existing within the Natural Heritage Network on the date this Plan comes into effect is permitted to continue as a legally non-conforming use recognized in Chapter 1 of this Plan. Minor alterations or additions to such existing uses are permitted if it is demonstrated through applicable technical studies approved by the City or other respective approval authorities, as required, that there 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 may be refined through consultation with the City and other approval authorities, where necessary. The

Official Plan and the implementing Zoning By law shall be amended to incorporate more detailed mapping when it becomes available.

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 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 toe 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

Core Feature	Minimum Vegetation Protection Zone (Outside Oak Ridges Moraine and Greenbelt Areas)	Minimum Vegetation Protection Zone (Within Oak Ridges Moraine and Greenbelt Areas)
Significant Wildlife Habitat Significant habitat of endangered/threatened/special concern/rare species	Determined by an Environmental Impact Study and/or a natural heritage evaluation	Determined by an Environmental Impact Study and/or a natural heritage evaluation
Fish Habitat	15 metres or 30 metres depending on the thermal regime of the watercourse	30 metres
Environmentally Significant Areas and Areas of Natural and Scientific Interest	Determined by an Environmental Impact Study and/or natural heritage evaluation	Determined by an Environmental Impact Study
Seepage areas and springs Sensitive surface water features (including waterbodies)	30 metres	30 metres
Sand Barrens, Savannahs, and 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 Greenbelt 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;
 - 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 lands adjacent 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 Area or Greenbelt Plan Area 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 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, natural heritage or hydrological evaluations. The delineation of the boundaries of **Core Features** shall be confirmed to the satisfaction of the City and the **Toronto and Region Conservation Authority**, where applicable. 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 re-naturalization 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 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 Areas of Natural and Scientific Interest**, the Oak Ridges Moraine Maple Spur Earth Science Area of Natural Scientific Interest, as well as the McGill Environmental Site Assessment.

The Oak Ridges Moraine Conservation Plan was developed by the **Province** to protect this landform. Vaughan will support the objectives of the Oak Ridges

Moraine Conservation Plan to protect natural heritage and hydrological features and functions.

It is the policy of Council:

- 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 boundary 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 Conservation Plan boundary identified on Schedule 4 is subject to the applicable policies of the Oak Ridges Moraine Conservation Plan, as interpreted throughout this Plan.
- 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 City.
- 3.6.3.27 That notwithstanding policy 3.6.3.8, on lands designated Oak Ridges Moraine Settlement Area on Apr. 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, assessment **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, provided to the satisfaction of the City, and carried out in accordance with:
 - a. this Plan;
 - b. the Oak Ridges Moraine Conservation Plan Technical Papers; or
 - c. updated information from the **Toronto and Region Conservation Authority**, the **Province**, where applicable, the Federal Department of Fisheries and Oceans or their delegate.
- 3.6.3.29 That any change to Schedule 2 of this Plan that affects the boundary of a **Wetland** or an Area of Natural and Scientific Interest (life science) or which confirms the boundaries of a feature not included on Schedule 2, such as habitat of endangered,

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 **Toronto and Region Conservation Authority** 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**. Such confirmation will be undertaken to the satisfaction of the City in consultation with the **Toronto and Region Conservation Authority**, where required.
- 3.6.3.31 That key natural heritage features and **Hydrologically Sensitive Features** identified in the Oak Ridges Moraine Conservation Plan Area but not shown on Schedules to this Official Plan, are subject to the provisions in Sections 3.6.1, 3.6.3 and 3.6.4 of this Plan respecting key natural heritage features and **Hydrologically Sensitive Features**. **Fish Habitat** in the Oak Ridges Moraine Conservation Plan Area are to include but are not limited to, all **Hydrologically Sensitive Features** with surface water characteristics.
- 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, **Hydrologically Sensitive Features** and their associated minimum vegetation protection zone if the lands were not being used for that use on Nov. 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 lands within the Oak Ridges Moraine Conservation Plan boundary, particularly in **Oak Ridges Moraine Natural Core Areas** and **Oak Ridges Moraine Natural Linkage Areas** as identified on Schedule 4, are also a focus for enhancement opportunities and securement initiatives to further support Vaughan's Natural Heritage Network.

- 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** and/or a natural heritage evaluation confirms that a minimum vegetation protection zone should be extended beyond the Oak Ridges Moraine Conservation Plan boundary; and
 - b. where a **Woodland, Wetland, or Life Science Areas of Natural and Scientific Interest** identified for protection is located both within and outside the Oak Ridges Moraine Plan boundary, and more than 50% of the feature is located within that boundary. In this case, the vegetation protection zone that is most protective of the feature shall generally apply to the portion outside of the Oak Ridges Moraine Plan Area unless an **Environmental Impact Study** and/or a natural heritage evaluation demonstrates that a lesser vegetation protection zone is appropriate to the satisfaction of the City.
- 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** 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 polices applicable within each of those areas as well as polices 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 by the Greenbelt Plan Boundary on Schedule 4 of this Plan, and in *Ontario Regulation 59/05* under the *Greenbelt Act*,

2005, is an important feature in Vaughan intended to protect lands for natural heritage and **Agricultural Uses**.

- 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** and/or natural heritage evaluation, prepared to the satisfaction of the City and, if needed, the **Toronto and Region Conservation Authority**, confirms that a minimum vegetation protection zone be extended beyond the Greenbelt Plan Boundary; and
 - b. where a **Woodland, Wetland, or Life Science Areas of Natural and Scientific Interest** identified for protection is located both within and outside the boundary of the **Natural Heritage System** of the Greenbelt Protected Countryside, and more than 50% of the feature is located within that Boundary, the vegetation protection zone that is most protective of the feature shall apply to the portion outside of the Greenbelt Plan Area unless an demonstrates that a lesser vegetation protection zone is appropriate.
- 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 Greenbelt Protected Countryside requires a natural heritage evaluation and hydrological evaluation which meet the requirements of Section 3.2.5(5) of the Greenbelt Plan.
- 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**. However, they may be exempted from the requirement of establishing a condition of **Natural Self-Sustaining Vegetation**, if the land is and

will continue to be, used for agricultural purposes. Despite this exemption, **Agricultural Uses** should pursue best management practices to protect and/or restore **Key Hydrologic Features** and functions.

3.6.3.45 That within the Provincial **Natural Heritage System** in the Greenbelt Plan Boundary identified on Schedule 4, **Agricultural Uses** and rural uses are permitted subject to the applicable policies of this subsection and subsection 4.2.

3.6.3.46 That where non-**Agricultural Uses** are contemplated on lands within the Greenbelt Plan Boundary identified as Provincial **Natural Heritage System**, applicants shall demonstrate that:

- a. at least 30% of the total **Developable Area** of the site will remain or be returned to **Natural Self-Sustaining Vegetation**, recognizing that the policies of subsection 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% 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 **Agricultural Uses, Agriculture-Related Uses** and **On-Farm Diversified Uses** on lands within the Greenbelt Plan Boundary identified as Provincial **Natural Heritage System**, are not subject to policy 3.6.3.48 below, but are subject to the policies on key natural heritage features and feature **Key Hydrologic Features**.

3.6.3.48 That new **Development** or **Site Alteration** on lands within the Greenbelt Plan Boundary identified as Provincial **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** within 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. In the case of **Significant Woodlands** and their vegetation protection zones, the appropriate Provincial policies shall also 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 vegetative protection zones through the development application 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 1B 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; and
 - c. a net gain in **Woodland** area can be provided as measured by attributes such as size, habitat condition and landscape context, to the satisfaction of the City, should all or part of the **Woodland** be modified.

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

- c. any **Woodland** removed from the site is compensated, includes three-year maintenance of the plantings and demonstrates a net gain in **Woodland** area to the satisfaction of the City;
- d. compensation replaces the ecosystem structure and the land base of the **Woodland**, and final plans are approved by the City;
- e. **Development** and **Site Alteration** include an assessment of **Woodland** retention, restoration and/or enhancement through **sensitive** subdivision and site design prepared to the satisfaction of the City;
- f. restoration areas are incorporated into the Natural Heritage Network.

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 by, and to the satisfaction of the City, to replicate **Ecological Functions** associated with **Woodland** loss;
- e. edge management is conducted for trees exposed by removals; and
- f. compensation plans are reviewed and approved by the City.

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.

3.6.4.8 To develop Landscape Design Policies that will guide landscape form and 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 Plan Area Provincial **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 **Toronto and Region Conservation Authority** 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 **Toronto and Region Conservation Authority**;
 - 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 the **Toronto and Region Conservation Authority**, 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 **Toronto and Region Conservation Authority**.
- 3.6.4.15 That public works considered to be generally **Compatible** for location in the **Valley and Stream Corridors** are those associated with flood control, erosion control, reconstruction, repair or maintenance of existing drains approved under the *Drainage Act*, 1990. Public works that must cross the **Valley and Stream Corridors** are permitted following completion of necessary **Environmental Assessments**. Where such structures are deemed to be necessary, they must be properly sited and designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts and shall be identified to maintain habitat area and enhance overall ecological function according to the stormwater management principles defined in the **Province's** "Stormwater Management Planning and Design Manual", as amended from time to time.
- 3.6.4.16 That watercourses may need to be confirmed by the City and the **Toronto and Region Conservation Authority** through field investigation. Headwater drainage features shall be identified and managed based on the standard practices and procedures of the **Toronto and Region Conservation Authority**.
- 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 **Toronto and Region Conservation Authority** 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 **Toronto and Region Conservation Authority** 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 **Redevelopment** in or abutting Urban River Valleys in the Greenbelt Plan Area, including those identified as Built-Up Valley Lands on Schedule 2 of this Plan, shall strive to:
- a. establish or increase the extent or width of vegetation protection zones in **Natural Self-Sustaining Vegetation**, especially in the most ecologically **sensitive** areas (i.e. near the stream and below the stable top of bank);
 - b. increase or improve **Fish Habitat** in streams and in the adjacent riparian lands;
 - c. include landscaping and habitat restoration that increase the ability of native plants and animals to use valley systems as both **Wildlife Habitat** and movement corridors; and
 - d. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into the valley systems.

Wetlands

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

It is the policy of Council:

- 3.6.4.20 To protect and enhance **Wetlands** by:
- a. prohibiting **Development** or **Site Alteration** on **Wetlands** and their minimum vegetation protection zones except as permitted per the provisions of policy 3.6.6.9 and in accordance with Provincial requirements;
 - b. encouraging the rehabilitation of privately-owned **Wetlands** in order to provide for their continued environmental function;
 - c. encouraging environmental farm programs that would direct livestock grazing areas away from **Wetlands** and seek alternative water sources for livestock;
 - d. encouraging alternatives to the placement of drains in **Wetland** areas; and

- e. encouraging the creation of **Wetlands**, where appropriate, to contribute to increased natural heritage functions in the landscape.

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 Plan, prior to **Development** or **Site Alteration** approval, other **Wetlands** that may be impacted shall be assessed through detailed studies that identify their features and **Ecological Functions**, including their hydrological role and natural asset values. Other **Wetlands** and newly identified **Wetlands**:

- a. determined to be provincially **Significant** shall be protected according to Provincial requirements and the policies of this Plan;
- b. within the Oak Ridges Moraine and Greenbelt Plan Areas will be subject to the requirements of those Plans;
- c. evaluated as not provincially **Significant** will be protected, including a vegetation protection zone determined through an **Environmental Impact Study** to the satisfaction of the City and the **Toronto and Region Conservation Authority**;
- d. determined by the **Toronto and Region Conservation Authority** to have natural features to be protected shall be maintained in their current location and their current state. This does not apply if it is demonstrated through technical studies (i.e., **Environmental Impact Study**) completed to the satisfaction of the **Toronto and Region Conservation Authority**, 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 the **Toronto and Region Conservation Authority**, 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** (i.e., timing, volume, and duration of water);
 - b. there will be no loss of contiguous **Wetland** area;
 - c. subsequent demand for **Development** will not cause increased pressure on the **Wetland** in the future; and
 - d. the minimum vegetation protection zone between the **Wetland** and the proposed **Development** is sufficient to address 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:
- a. prohibiting **Development** or **Site Alteration** within the **Significant Habitat of Endangered and Threatened Species** as identified on the Species at Risk in Ontario List, except in accordance with provincial and federal requirements;
 - b. ensuring appropriate buffers from this habitat are provided as identified in provincial guidelines;
 - c. encouraging stewardship measures to protect the habitat of species at risk; and
 - d. working with all stakeholders to develop management plans or recovery strategies for species at risk in Vaughan.
- 3.6.4.24 To protect and enhance Significant Wildlife Habitat by:
- a. identifying **Significant Wildlife Habitat** in accordance with criteria provided by the **Province** through the appropriate study such as a **Watershed** plan, or natural heritage or hydrological evaluations, prior to undertaking any **Development** or **Site Alteration**;

- b. identifying **Significant Wildlife Habitats** where there are concentrations of biodiversity; and
- c. prohibiting **Development** or **Site Alteration** within **Significant Wildlife Habitat** in accordance with the Provincial Planning Statement.

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 Provincial Planning Statement. The City of 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, the City 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 Plan and Greenbelt Plan Areas by:
- a. prohibiting **Development** and **Site Alteration** in areas identified as **Fish Habitat** except in accordance with Provincial and Federal requirements;
 - b. preserving or remediating natural variation in stream flows to maintain healthy aquatic systems and ensuring any permitted **Development** meets the **Toronto and Region Conservation Authority** stormwater management criteria, to the satisfaction of the City, regarding water balance, groundwater direction, infiltration quantities, surface water quality and groundwater quality;
 - c. prohibiting **Development** and **Site Alteration** within **sensitive** surface water features, including **Waterbodies, seepage areas and springs** and their vegetation protection zone, unless it is demonstrated through an **Environmental Impact Study**, natural heritage evaluation or hydrologic evaluation that the **Development** or **Site Alteration** 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 Effects** 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 the **Toronto and Region Conservation Authority**, 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 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** are landscapes that have Provincially or regionally significant ecological and geological features,

respectively. **Environmentally Significant Areas** are identified by the City and **Areas of Natural and Scientific Interest** are identified by the **Province**. Vaughan will protect all **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** from **Development** to preserve their unique landscape, species and habitat features.

It is the policy of Council:

- 3.6.4.31 To protect and enhance **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest**, as identified on Schedule 3, by prohibiting **Development** or **Site Alteration** in both unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
- 3.6.4.32 That an application for Development or **Site Alteration** on lands adjacent to **Environmentally Sensitive Areas** and/or **Areas of Natural and Scientific Interest** must:
- a. identify planning, design and construction practices that will provide for the protection of the ecological attributes for which the environmentally sensitive area or **Areas of Natural and Scientific Interest** was identified;
 - b. determine the appropriate minimum vegetation protection zone, specify the dimensions of that zone and provide for the maintenance and, where possible, improvement or restoration of the natural vegetation within it; and
 - c. assess the potential impact of the **Development** on the **Ecological Functions** and attributes of the **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest** and provide a detailed mitigation strategy.
- 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 **Area of Natural and Scientific Interest** (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 **Area of Natural and Scientific Interest** was identified; and
 - b. determines whether the minimum vegetation protection zone is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of **Natural Self-Sustaining Vegetation** within it.

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 River systems, depend on groundwater discharge to sustain their baseflow. Their broad valleys also provide topographic relief, which is otherwise largely dominated by the broad Halton Till Plain.

Mass grading and other extensive land alteration activities are a significant threat to the City's distinctive landscape features. The City of 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. 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, 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 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 **Areas of Natural and Scientific Interest** in accordance with policy 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 and 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 the City of Vaughan there is a complex system of both underground and surface water features, including **Recharge Management Areas**, which form an integral part of the Natural Heritage Network and act as a source of water for human activities, particularly drinking water. Urban development activities impact ground and surface waters that eventually drain into the major tributaries of the Humber and Don River systems, ultimately ending up in Lake Ontario. Mitigating these impacts requires integrated planning on a **Watershed** basis. Vaughan will

promote water quality and maintain natural stream flows, to the extent possible. Vaughan will also work with neighbouring municipalities 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 the City of Vaughan and to provide long-term protection of **Key Hydrologic Features** and areas and their functions in collaboration with the **Toronto and Region Conservation Authority**, 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 any 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 Apr. 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 Apr. 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** designations identified on Schedule 4, 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 identified on Schedule 4, 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 identified on Schedule 4, 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 impervious surfaces to a minimum.

- 3.6.5.12 That in **Significant Groundwater Recharge Areas, Highly Vulnerable Aquifers** and **Significant Surface Water Contribution Areas** identified on Schedules 6 and 11, that best management practices are encouraged for all **Development** proposals that involve:
- a. manufacturing, handling, and/or storage of organic solvents and dense non-aqueous phase liquids; and
 - b. application, storage, and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount.
- 3.6.5.13 That major **Development** may be permitted within key hydrologic areas of the Protected Countryside designation within the Greenbelt Plan where it has been demonstrated that the hydrologic functions, including groundwater and surface water quality and quantity, of these areas shall be protected and, where possible, improved or restored through:
- a. the identification of planning, design and construction practices and techniques;
 - b. meeting other criteria and direction set out in the applicable **Watershed Planning** or **Subwatershed Plan**; and
 - c. meeting any applicable provincial standards, guidelines and procedures.
- 3.6.5.14 That major **Development** may be permitted within key hydrologic areas of the Protected Countryside designation within the Greenbelt Plan when major **Development** is a new or expanding building or structure for **Agricultural Uses, Agriculture-Related Uses** or **On-Farm Diversified Uses** where the total impervious surface does not exceed 10% of the lot.

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.

These water resources are vulnerable to contamination, particularly from urban uses, posing a threat to the Natural Heritage Network and the health of Vaughan's residents. In addition to the policies protecting key natural heritage and

hydrological features, source protection is achieved through the implementation of source protection plans required under the Provincial *Clean Water Act, 2006*. Source protection plans are intended to protect the quality and quantity of the local water supply.

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

- **Significant Groundwater Recharge Areas;**
- **Highly Vulnerable Aquifers;** and
- **Wellhead Protection Areas.**

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

It is the policy of Council:

- 3.6.5.15 To implement the policies of the Central Lake Ontario Source Protection Plan as required by the *Clean Water Act* and that key hydrologic areas shall be updated periodically through revisions to the Plan and shall not require an amendment to the Plan.
- 3.6.5.16 To recognize that the following **Vulnerable** areas, as defined by the *Clean Water Act*, exist in the City of Vaughan:
- a. Significant Groundwater Recharge Areas, shown on Schedule 11;
 - b. **Highly Vulnerable Aquifers**, shown on Schedule 6; and
 - c. **Wellhead Protection Areas**, shown on Schedule 11.
- 3.6.5.17 That the location and boundaries of the **Vulnerable** areas listed in policy 3.6.5.16 will be updated periodically in consultation with the **Toronto and Region Conservation Authority** and York Region as well as through the development process and will not require amendment to this Plan.
- 3.6.5.18 To recognize that there exists a variety of threats to the **Vulnerable** areas listed in policy 3.6.5.16, 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.
- 3.6.5.19 That where an activity requires a **Risk Management Plan** under the *Clean Water Act* inspections will be conducted on a basis deemed appropriate by the York Region Risk Management Official and Risk Management Inspector.
- 3.6.5.20 To consider incentive programs to encourage actions to reduce the risk to source water.
- 3.6.5.21 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 **Toronto and Region Conservation Authority** and the City during the development process.
- 3.6.5.22 That low-impact development techniques, as described in the **Toronto and Region Conservation Authority'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.
- 3.6.5.23 That, where **Development** occurs in **Significant Groundwater Recharge Areas**, the Master Environment and Servicing Plan will include a hydrogeological study to define the local **Redevelopment** water balance, establish site-specific water balance criteria that maintain **Ecological Functions** and demonstrate how the appropriate proportion of infiltration and evaporation/reuse measures for stormwater management will achieve the water balance objectives established through the Master Environment and Servicing Plan.
- 3.6.5.24 That significant groundwater infiltration functions be maintained at the **Redevelopment** levels or enhanced, where practical, particularly in those areas identified as **Sensitive** hydrogeological areas. In such areas, appropriate source and conveyance controls, may be required by the City to maintain or enhance **Redevelopment** groundwater infiltration levels.
- 3.6.5.25 That transportation and **Infrastructure** projects should minimize interference with **Significant Groundwater Recharge Areas** and should be located in the least **sensitive** locations for **Infrastructure**.
- 3.6.5.26 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 **Toronto and Region Conservation Authority**, may approve a mitigation plan where it can be demonstrated that interference and dewatering can be mitigated.

- 3.6.5.27 To work with York Region, the **Toronto and Region Conservation Authority** and the **Province** to ensure safe drinking water conditions for areas of Vaughan serviced by water wells.
- 3.6.5.28 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.
- 3.6.5.29 To recognize the York Region **Wellhead Protection Areas**, as shown on Schedule 11, which are based on **Time of Travel** zones as follows:
- a. a 100-metre **Wellhead Protection Area-A** zone around each wellhead; and
 - b. Time of Travel zones of 0 to 2 years for **Wellhead Protection Area-B**, **Wellhead Protection Area-C** Time of Travel zones of 2 to 5 years and 5 to 25 years for **Wellhead Protection Area-D**.
- 3.6.5.30 That in **Wellhead Protection Areas** outside of the Oak Ridges Moraine Conservation Plan Area, a **Risk Assessment** shall be conducted, as prescribed by the *Clean Water Act*, and a **Source Water Impact Assessment and Mitigation Plan** developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:
- a. petroleum-based fuels and/or solvents;
 - b. pesticides, herbicides, fungicides or fertilizers;
 - c. construction equipment;
 - d. inorganic chemicals;
 - e. chlorinated solvents;
 - f. tailings from mines;
 - g. dense non-aqueous phase liquids;
 - h. road salt and contaminants as identified by the **Province**;
 - i. hazardous waste or liquid industrial waste and waste disposal sites and facilities;
 - j. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and
 - k. snow storage and disposal facilities.

- 3.6.5.31 That notwithstanding policy 3.6.5.30 new land uses which involve the storage, manufacture of materials or uses detailed in 3.6.5.30 are prohibited within **Wellhead Protection Areas** where they pose a **Significant Drinking Water Threat** in accordance with the requirements of the Central Lake Ontario Source Protection Plan.
- 3.6.5.32 That outside the Oak Ridges Moraine Conservation Plan Area, where existing land uses in **Wellhead Protection Areas** and areas with high potential for groundwater contamination, involve the storage, manufacture or use of materials detailed in policy 3.6.5.30, a **Risk Assessment** and a **Source Water Impact Assessment and Mitigation Plan** be required.
- 3.6.5.33 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.
- 3.6.5.34 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**.
- 3.6.5.35 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 3.6.5.30 in **Wellhead Protection Areas**.
- 3.6.5.36 That areas of **Highly Vulnerable Aquifers** within the City of Vaughan shown on Schedule 6 are based on mapping provided by the **Province** and the **Toronto and Region Conservation Authority** and are subject to policies 3.6.5.12 through 3.6.5.26 respecting groundwater. In addition, notwithstanding other policies in this Plan, the following uses are prohibited with respect to land in areas of **Highly Vulnerable Aquifers**:
- a. generation and storage of hazardous waste or liquid industrial waste;
 - b. waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;
 - c. underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and

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

3.6.5.37 That the restrictions in 3.6.5.36 do not apply to lands designated **Prime Agriculture** if the owner or operator of the agricultural operation is carrying out operations that are regulated under the *Nutrient Management Act*, and complies with all the standards established under that *Act*.

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

3.6.5.39 That proposed geothermal systems are subject to the following:

- a. geothermal systems are prohibited within **Wellhead Protection Areas** A and B as identified on Schedule 11 with a vulnerability score of 8 or higher;
- b. only horizontal closed-loop geothermal systems are permitted within the **Wellhead Protection Area** B as identified on Schedule 11, where the vulnerability score is 6 or less, subject to Regional approval;
- c. notwithstanding policies a and b, within **Wellhead Protection Areas**, the entirety of the geothermal systems shall be above the municipal aquifer;
- d. notwithstanding policies a and b, geothermal systems are permitted in **Wellhead Protection Areas** and future planned municipal water systems where potable drinking water site condition standards can be demonstrated to the satisfaction of York Region; and
- e. notwithstanding policies a and b, within **Wellhead Protection Areas** and where future planned municipal water systems have been identified by York Region, proposed geothermal systems as part of a *Planning Act*, *Condominium Act*, and/or *Building Code Act* application, shall only be permitted if approved by York Region.

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 Provincial Planning Statement requires that **Development** be directed away from these areas. Permission for **Development** or **Site Alteration** in these areas is regulated by the **Toronto and Region Conservation Authority**.

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 by considering factors, including but not limited to:
- a. risk to life and property;
 - b. upstream and downstream impacts and the cumulative impacts of **Development** on the overall hazard level;
 - c. climate change effects on the overall hazard level; and
 - d. impacts to natural features and areas, including their ecological and hydrologic functions.
- 3.6.6.3 To prohibit new lot creation in **Hazardous Lands** and **Hazardous Sites** except in accordance with an approved **Special Policy Area** as shown on Schedule 8.
- 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 **Toronto and Region Conservation Authority**, 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 Provincial Planning Statement, the following uses shall not be permitted to be 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 **Toronto and Region Conservation Authority** 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 **Toronto and Region Conservation Authority**. This will occur prior to any affected development applications being submitted. Where flood plain limits are required and not available, or where existing flood plain information is outdated, the City may require the regulatory flood plain to be mapped by a qualified professional at the expense of the proponent, to the satisfaction of the City and the **Toronto and Region Conservation Authority**.
- 3.6.6.12 That **Development** within the floodplain is regulated in accordance with Provincial floodplain management policies and the regulations of the **Toronto and Region Conservation Authority** and that:
- a. new **Development** below the top of bank of **Valley and Stream Corridors**, which are included in **Core Features** identified on Schedule 2, is prohibited; and
 - b. applications for **Development** and/or **Site Alteration** in Built-Up Valley Lands as shown on Schedule 2 shall also conform to policy 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 **Toronto and Region Conservation Authority**.

- 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 Provincial Planning Statement generally prohibits **Development** or **Redevelopment** below the Regulatory Floodplain as determined by the **Toronto and Region Conservation Authority**.

However, the Provincial Planning Statement also recognizes that parts of certain **Urban Areas** have historically developed within floodplains. In accordance with the **Special Policy Area** provisions of the Provincial Planning Statement certain lands within the Regulatory Floodplain of the Humber River in the Woodbridge community have been identified as **Special Policy Areas** on Schedule 8. The continued viability of these areas depends on a reasoned application of the Provincial standards for flood plain management.

The Provincial Planning Statement 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 **Toronto and Region Conservation Authority**.

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** boundaries are identified on Schedule 8 to this 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 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 **Toronto and Region Conservation Authority**, York Region, or the **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 **Special Policy Area** 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 Alterations** will not:

- a. create unacceptable risk to public health or safety or property damage; or
- b. affect the control of flooding, erosion, pollution or the conservation of land; and
- c. the proposed **Development** and/or **Site Alterations** 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** as well as **Development** on or adjacent to **Brownfield Sites** to incorporate these sites into the urban fabric when the lands are safe and sufficiently remediated.

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

Erosion and Sediment Control

It is the policy of Council:

- 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 **Toronto and Region Conservation Authority** 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 is granted. Topsoil removal and grading at that time shall require that construction practices for erosion and sediment controls are to the satisfaction of the City in consultation with the **Toronto and Region Conservation Authority** 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 **Toronto and Region Conservation Authority** 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 Sites** and other contaminated sites for a variety of uses.
- 3.6.7.7 That **Brownfield Sites** and other contaminated sites are a legacy of past or current use which 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 Sites**. 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 Sites** 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 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 require an **Environment Impact Study**. In the case of a Block Plan application, a more significant study called a Master Environment and Servicing Plan is required, regardless of proximity to the Natural Heritage Network. The Master Environment and Servicing Plan will examine the complete range of environmental resources with which the environmental policies of this Plan are concerned and align new **Development, Infrastructure** and municipal service provision with the protection and enhancement of natural heritage features and 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 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 **Toronto and Region Conservation Authority** 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 **Toronto and Region Conservation Authority**, and 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 subwatershed.
- 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 **Toronto and Region Conservation Authority**, the cost of which shall be borne by the affected landowners within the subject block.

3.7 Cultural Heritage

As noted in Chapter 1 of this Plan, the City is the site of significant cultural and historical meaning, with a broad variety of **Cultural Heritage Resources** and **Archaeological Resources**. In conjunction with other Provincial legislation, this Plan establishes key processes for protecting these resources through the planning process.

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 through the 18 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 and 19 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.

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.

Twentieth century **Developments** in the City have also added to the **Cultural Heritage Resources** of the community.

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**, and 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**, Significant **Cultural Heritage Landscapes**, and Archaeological Resources, and 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, which 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**, 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** pursuant to the *Ontario Heritage Act* that identifies properties that are of cultural heritage value. These properties have been identified for:

- a. designation under Parts IV or V or VI or Listed under Part IV of the *Ontario Heritage Act*;
- b. protection through a heritage easement, entered into under Parts II to IV of the *Ontario Heritage Act*;
- c. recognition by Council as having cultural heritage value;
- d. recognition by the **Province** as a Provincial Heritage Property under the Standards and Guidelines for Conservation of Provincial Heritage; or
- e. protection under Federal legislation or as United Nations Educational, Scientific and Cultural Organization World Heritage Sites.

- 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 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 and 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 **Conserve**, 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 form accompanied by a **Cultural Heritage Impact Assessment** 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 **Cultural Heritage Impact Assessment** to be undertaken by proponents for development approvals. The **Cultural Heritage Impact Assessment** 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**, inventory of **Cultural Heritage Landscapes**, local information and other appropriate documentation will be consulted to determine if a **Cultural Heritage Impact Assessment** 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 inclusion in the **Heritage Inventory** and for designation under Part IV of the *Ontario Heritage Act*. The City may further refine these criteria and provide guidelines for their use through the Guidelines for **Cultural Heritage Impact Assessments**.
- 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 that they may object to the property's inclusion by serving to the City Clerk a notice of objection setting out the reasons for the objection and all the relevant facts; and
 - d. an explanation of the restrictions concerning the demolition or removal, or the permitting of the demolition or removal, of a building or structure on the property.
- 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 *Ontario Regulation 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.
- **Cultural Heritage Impact Assessment**, 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**.

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 insensitive 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

Cultural Heritage Impact Assessment 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 Practices.
- 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 Practices**. 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 **Cultural Heritage Impact Assessment**, as set out in this Plan and in the Terms of Reference for **Cultural Heritage Impact Assessments**, when:

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

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

- 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.
- 3.7.5.11 To provide financial incentives to partially offset the cost of approved repairs for certain properties designated under Part IV and Part V of the *Ontario Heritage Act* through a **Heritage Grant Program**.

3.7.6 Non-Designated Heritage Properties

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

It is the policy of Council:

- 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 **Cultural Heritage Impact Assessment** when:
 - i. the proposal requires an Official Plan amendment, a Zoning By-Law amendment, a Plan of Subdivision, a Plan of Condominium, a Minor Variance, Consent, or a Site Plan application;
 - ii. the proposal involves the demolition of a building, or the removal of a building or part thereof, or a heritage landscape feature; or
 - iii. there is potential for adverse impact to a **Cultural Heritage Resource** from the proposed **Development** activities.
- 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 **Cultural Heritage Impact Assessment** if through the development approval process it is determined that there is the potential for adverse impact on the adjacent heritage resource from the proposed **Development**.

3.7.7 Cultural Heritage Impact Assessments

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

It is the policy of Council:

- 3.7.7.1 That **Cultural Heritage Impact Assessments** shall be prepared by a qualified heritage conservation professional in accordance with the requirements of this Plan. The **Cultural Heritage Impact Assessments**:
 - 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 **Cultural Heritage Impact Assessments** are subject to City review. In review of **Cultural Heritage Impact Assessments**, 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 **Cultural Heritage Impact Assessment**, the City may require that the applicant submit additional cultural heritage information, including a revised **Cultural Heritage Impact Assessments**.

3.7.7.4 That, in the event a **Cultural Heritage Resource** is to be demolished, the **Cultural Heritage Impact Assessment** 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 Planning 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 14B to this Plan and are guided by the *Ontario Heritage Act*, as well as the policies of this Plan and applicable Provincial, Regional, and Conservation Authority policies.

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

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:

- 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 Planning 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 a delegate or City staff, including any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the applicable Heritage Conservation District Guidelines and the policies of this Plan.
- 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 **Cultural Heritage Assessment** 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** upon completion of a Cultural Heritage 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.

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.

3.7.10.2 That the City may require a **Cultural Heritage Impact Assessment** 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.

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 **Cultural Heritage Impact Assessment**. Council shall require **Archaeological Assessments** to be 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, 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**:
- a. the area subject to **In Situ Conservation** shall be excluded from the calculation of the **Developable Area** of the site;
 - b. the area subject to **In Situ Conservation** may be included, at the discretion of the City, in required open space land dedications;
 - c. that **Development** will occur according to the heritage **Conservation** principles as specified in policy 3.7.5.7 and in the Guidelines for **Cultural Heritage Impact Assessment**;
 - d. the **Conservation** of the **Significant Archaeological Resources In Situ** will be included within the relevant development agreement; and
 - e. the City will explore the use of additional regulatory tools such as heritage easements to protect the resources.

3.8 Protecting the Agricultural System 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, 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 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 providing access to local food options for Vaughan's residents, incorporating wind turbines and solar panels to generate **Renewable Energy**, and adopting biological and soil-based practices that can support carbon sequestration.

Increasing interest in locally grown food, **On-Farm Diversified Uses** and **Agriculture-Related Uses** in the **Agricultural System** points to the continued economic viability of the agricultural industry. The agricultural industry, in alignment with the City’s commitment to sustainability, will promote a healthy natural environment while facilitating access to nutritious food for Vaughan’s residents. The remaining **Agricultural System** and its **Agricultural Uses** and **Agriculture-Related Uses** will be preserved as important and valued components of Vaughan’s economy and climate change resiliency. 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:

- a. Lands designated **Prime Agriculture** and **Rural** on Schedule 13, including **Prime Agricultural Lands**, that create a continuous productive land base for sustained agricultural operations; and
- b. The **Agri-Food Network**, which includes **Infrastructure**, services and assets important to the viability of the agri-food sector.

The Greenbelt Plan and Oak Ridges Moraine Conservation Plan geographically cover and provide direction for the **Agricultural System** to support the viability of the agricultural sector. 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:

3.8.1.2 That the **Agricultural System** is an overlay to the **Prime Agriculture** and **Rural** land use designations established in this Plan and that the land use policies for the **Prime Agriculture** land use designation are contained in Section 4.2 of this Plan.

3.8.1.3 That notwithstanding policy 3.8.1.2, Oak Ridges Moraine Conservation Plan and Greenbelt Plan land uses shall prevail.

In Vaughan, the **Agricultural System** is comprised of agricultural and lands designated rural as well as the **Agri-Food Network**. The **Agricultural System** maintains connections to the broader agricultural and natural areas across Ontario.

- 3.8.1.4 That the **Greenbelt Protected Countryside**, as identified on Schedule 4, and **Prime Agriculture** and **Rural** land use designations identified on Schedule 13 are subject to the applicable policies of Section 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 Agriculture** or the **Rural** 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 lands designated **Prime Agriculture** for uses other than **Agricultural Uses**, **Agriculture-Related Uses** and **On-Farm Diversified 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, as identified on Schedule 13 to this Plan;
 - d. no new parcels will be created, unless expressly permitted in accordance with Provincial guidance;
 - e. the **Redevelopment** does not hinder surrounding agricultural operations and complies with the Provincial Minimum Distance Separation Formula;
 - f. an **Agricultural Impact Assessment** is submitted to the satisfaction of the City; and
 - g. the Natural Heritage Network's **Ecological Integrity** is preserved.
- 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 **Prime Agriculture** on Schedule 13
 - c. measures for mitigation and conservation are implemented to preserve ecological, integrity; and

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

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 lands designated **Prime Agriculture**;
- 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 Uses** that build on agricultural and/or natural heritage assets;
- b. small scale, innovative food production and packaging initiatives;
- c. energy generation initiatives in the **Agricultural System** that make use of available resources, such as animal waste and crop by-products, in accordance with the energy generation policies of Section 3.1 of this Plan; and

- d. cooperation on projects with agricultural and Natural Heritage Network co-benefits.

3.8.1.13 That an Agricultural Community Improvement Plan is considered to support local industries, businesses and **On-Farm Diversified Uses**, including **Agri-Tourism Uses**.

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

- a. may be in an existing **Accessory** building on the farm that is designed and located to be **Compatible** or otherwise blend in with the farm operation;
- b. is not co-located in a building with any **Agricultural Use** or a use which produces noise, odour, or any other **Adverse Effect**; and
- c. is safe, comfortable, and meets all health and fire code requirements for human habitation.

Prime Agricultural Lands

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

In 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 Agriculture** in the City of Vaughan are **Prime Agricultural Areas** as defined by the **Province** through the Provincial Planning Statement

3.8.1.16 That **Prime 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 Provincial Planning Statement;
- b. requiring that new aggregate operations will maintain or improve connectivity of the **Agricultural System** on lands designated **Prime Agriculture**, 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 Areas**.

3.8.1.17 That limited existing, non-**Agricultural Uses** will be permitted to continue on lands designated **Prime Agriculture**. 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 lands designated **Prime Agriculture** are implemented. Strategies should be consistent with the Provincial Guidelines on Permitted Uses in Ontario's **Prime Agricultural Areas**.

3.8.1.19 That the City encourages and may require applicants to prepare a scoped **Agricultural Impact Assessment**, inclusive of a **Minimum Distance Separation**

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

The City is required to designate these lands in this 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

Formulae Report, to the satisfaction of the City, to address the requirements listed in policy 3.8.1.16 c).

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 Areas**. 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 farm-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:

- 3.8.1.20 That the **Rural** designation shown on Schedule 13, is comprised of lands that are outside the **Urban Area** but do not contain **Prime Agricultural Lands**.
- 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** encompasses agricultural operations, **Infrastructure**, services, and assets that are essential to the agri-food sector’s viability.

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.

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.

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 the community of Bolton in the Town of Caledon and the community of Nobleton in 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:
 - a. implementing an Agriculture and Agri-Food Strategy;
 - b. improving access to healthy, local and affordable food;
 - c. supporting food processing activities and demonstrations;
 - d. promoting **Urban Agriculture** and near-urban agriculture;
 - e. implementing food systems planning;
 - f. protecting agricultural resources while minimizing land use conflicts; and
 - g. reducing food waste and promoting circular food economy.

3.8.2 **Agriculture and Food Production**

Most of the food we enjoy comes from areas 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, the effects of climate change, such as drought, fire and increased precipitation, have placed increased pressure on food sources around the world. Moving forward, the City has an important role to play in promoting 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 refers to food grown, raised or processed in York Region, including products produced in York Region and sold across Canada, or internationally. 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, such as grocery stores and farmer’s markets 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 with objectives and targets for the support of local and diverse food production;
 - b. supporting ‘buy local’ food programs for municipal facilities and events and developing a marketing program for local food;
 - c. creating incentives for food and herb gardens, harvesting, and **Urban Agriculture**;
 - d. supporting, promoting, and collaborating with local farms that have farm stands, pick your own produce markets, seasonal activities, markets; and
 - e. 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 **Vaughan Metropolitan Centre**.
- 3.8.2.4 To leverage new development and **Redevelopment** opportunities to ensure the integration of culturally-appropriate, local food opportunities that reflect the diverse communities of the City and sites for food storage, growing, harvesting, educational and community programming, sheltered picnicking facilities, and designing spaces that can be used for community 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 in **Prime Agricultural Areas**, and are also permitted on lands designated rural, where viable. **Agricultural Uses** typically comprise the farms and farmland that produce agricultural products consumed and used within and beyond Vaughan.

It is the policy of Council:

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, agri-forestry, maple syrup production, and associated on-farm buildings and structures.

- 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 near farming operations, in accordance with the Provincial Guidelines on Permitted Uses in Ontario's **Prime Agricultural Areas**. They provide products and/or services to farm operations as a primary activity.

It is the policy of Council:

- 3.8.2.9 That **Agriculture-Related Uses** may be considered in the **Prime Agriculture** designation provided the City is satisfied that the proposed use is necessary and the proposed location is appropriate, subject to the provisions in the Zoning By-law, to regulate the nature and the scale of the use.

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, as defined in the Canada Land Inventory;
- d. use the minimal amount of agricultural land required for the purpose of the use;
- e. have no **Adverse Effects**; and
- f. have adequate service levels for rural areas, landscaped areas and buffers and site access.

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 distribution and 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 System**.

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

- a. be located on a **Farm Property** that is actively in **Agricultural Use**, as defined by this Plan and the Provincial Guidelines on Permitted Uses in Ontario’s **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 sites are accessible by public transit, where possible;
- i. 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
- j. ensure that setbacks from existing livestock facilities, manure storage and anaerobic digesters are in accordance with the Provincial **Minimum Distance Separation Formulae**.

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

3.8.2.15 That the City may require applicants to prepare a scoped **Agricultural Impact Assessment**, inclusive of a **Minimum Distance Separation Formulae** Report, to the satisfaction of the City to address the requirements listed in policy 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, the City 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 **Employment Areas**, 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 neighbouring 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 appropriate land use designations, except **Natural Areas**, subject to the following:
 - i. the location is suitable based on safety, access to water and wastewater services and may require fencing, as determined by the City;
 - ii. there is no **Adverse Effect** on the surrounding area, such as a community garden's appearance, function, rodent infestation, or high volumes of vehicular traffic; and
 - iii. where there is potential risk of **Adverse Effect**, it can be demonstrated through mitigation that the risk is minimized to the satisfaction of the City.

- b. 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, **Privately Owned Public Spaces**, 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 processes;
- 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 **Schoolyards** as ideal locations for community gardens, small orchards or edible food forests 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 maintaining and enhancing 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 Area, renewable resources are those non-agriculture-based natural resources that support uses and activities, such as forestry, water taking, fisheries, conservation and wildlife management.
- 3.8.3.2 That activities related to the use of renewable resources are permitted in the Protected Countryside of the Greenbelt Area, subject to the policies of the Greenbelt Plan and all other applicable legislation, regulations and municipal planning documents, including the Provincial Planning Statement. All such uses shall be undertaken in accordance with the applicable recommendations, standards or targets of the Humber River Watershed Plan, Don River Watershed Plan and/or water budget.
- 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 Area, 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 Provincial Planning Statement, except as provided below.
- 3.8.3.6 That notwithstanding policies of subsection 3.6.3, within the Greenbelt Plan Area, the Provincial **Natural Heritage System**, **Mineral Aggregate Operations** and **Wayside Pits And Quarries** are subject to the following:
- a. no new **Mineral Aggregate Operations** and no **Wayside Pits and Quarries**, or any ancillary or **Accessory** use thereto will be permitted in the following key natural heritage features and **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 Operations** 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 lost habitat with equivalent habitat on-site or on **Adjacent Lands**, ensuring it maintains the same **Ecological Functions**, including habitat diversity and species richness, through the completion of a vegetation plan as part of a scoped **Agricultural Impact Assessment**; 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 Provincial Planning Statement.

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

3.8.3.8 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:

3.8.3.9 That areas Aggregate Resource Areas and Secondary Sand and Gravel Resource Areas in Vaughan are shown on Schedule 5 of this Plan.

3.8.3.10 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;
- b. an application for a **Wayside Pit** may be permitted subject to an amendment to this Plan and the Zoning By-law; and
- c. wayside pits and/or quarries are licenced in pursuant to the *Aggregate Resources Act*.

3.8.3.11 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.

3.8.3.12 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*, to comply with the requirements of the Oak Ridges

Moraine Conservation Plan, including Sections 35 and 36, prior to the **Province** issuing the licence or permit.

3.9 Transportation and Mobility

Vaughan has and continues to experience a transformation in how people move. As the need for and investment in public transit increases, the City will continue to work with York Region and Metrolinx 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 **Vision Zero** Traveller Safety Plan 2024-2028.

3.9.1 Transforming the Transportation Network

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 for connectivity across residential neighbourhoods, **Employment Areas**, mixed-use communities, including

Protected Major Transit Station Areas. Infill and **Intensification** will bring new

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.

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:

- 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, and cycling, as well as educates, enforces and provides 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.
- 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, while 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 and pedestrian facilities, as well as cycling and **Micromobility Infrastructure**. Cycling facilities within the existing right-of-way should be designed to be safer 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 Bicycle Master Plan and York Region's Transportation Master Plan.
- 3.9.1.7 To implement the **Multi-Modal** Transportation Network in accordance with the City of Vaughan Transportation Master Plan, 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 that encourages site access via public transit and **Active Transportation** routes.

- 3.9.1.8 To update the City of Vaughan Transportation Master Plan and Pedestrian and Bicycle Master Plan.
- 3.9.1.9 That all transportation and transit **Infrastructure** initiatives within the Oak Ridges Moraine Conservation Plan 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. These are 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 worship, 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 5 to 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 **Protected Major Transit Station Areas** and other **Strategic Growth Areas** with the aim to complete connections to the City's broader **Active Transportation** network.
- 3.9.1.13 To introduce **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 and driveways 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;
 - b. providing enhanced and secure bicycle and **Micromobility** parking at local and regional transit stops, in accordance with the policies of this Section; and
 - c. encouraging transit connections as part of all new developments near **Protected Major Transit Station Areas** and other **Strategic Growth Areas**.

Emerging Technologies

Transportation technologies continue to evolve, changing how residents and visitors move within and across Vaughan. 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

The term **Micromobility** encompasses a broad range of mobility devices, including but not limited to electric scooters, skateboards, bicycles, and shared bicycles. **Micromobility** devices may play an important role in offering communities more options for getting around the City.

practices for safety and risk management, including **Vision Zero**, to support 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.
- 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 stations in **Strategic Growth Areas** and where high density development may not be able to accommodate electric vehicle charging stations 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 freight 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 all typologies of residential units, including condominiums and rental apartments, through the development application review process.

Transportation Data

Transportation data collection is central to the City's ability to make informed 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 Management Strategy projects, traffic studies/programs/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, Toronto Transit Commission, 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 reduce transportation related greenhouse gas emissions due to the 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. supporting safe travel for vulnerable users, including children and seniors, by providing safe **School** routes and accessible roads and intersections through the use of enhanced signage and traffic calming measures;
 - d. ensuring safe and convenient pedestrian and bicycle travel within the street network and other rights-of-way, such as Hydro corridors and mid-block connections, to facilitate movement and contribute to healthy communities;
 - 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,
- 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 **Protected Major Transit Station Areas**; 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 room 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 important elements of Vaughan’s **Active Transportation** Network. The policies of this Section, in addition to the Natural Heritage and Parks and Open Space policies of this Plan, identify opportunities to support walking as the preferred and primary method of mobility across Vaughan to achieve walkable neighbourhoods.

It is the policy of Council:

- 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 all streets in accordance with City guidelines and engineering requirements; and
 - b. all sidewalks shall be designed in accordance with City guidelines and standards, as well as compliance with Provincial requirements under the *Accessibility for Ontarians with Disabilities Act*, to accommodate and encourage safe travel by pedestrians.
- 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 Active Transportation Network

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

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

It is the policy of Council:

- 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 separated bicycle lanes along arterial and collector streets, at a minimum one-way travel of at least 1.5 metres wide or wider in the **Urban Area**, and with physical buffers.
- 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.
- 3.9.2.12 To encourage the reduction of traffic speeds along collector and arterial streets to add to a safer pedestrian and cycling network. 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 and long-term spaces in new 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, Protected Major Transit Station Areas** 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** and community centres/libraries 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 should be continuously edited and updated, as required, 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 **Vaughan Metropolitan Centre, 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 members of the private sector 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 working towards improving the Transit Network, through Transit Oriented Development and other

measures, 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 Vaughan’s growing population. At the same time, this Plan directs higher density development to areas well-served by transit. 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 **Protected Major Transit Station Areas** 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 York Region Transit/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 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, which set out the appropriate

development hierarchy. **Higher Order Transit** investments that serve **Strategic Growth Areas** and **Protected Major Transit Station Areas** 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, consistent with approved York Region Transit 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 **Protected Major Transit Station Areas**, to promote increased transit mobility for all residents and particularly those that are dependent on transit.
- 3.9.3.8 To take into consideration 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 accommodates efficient transit movement, provides 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 Major Transit Network, shown on Schedule 10 of this Plan. The planning and implementation of

regional and local transit requires input and coordination from several key partners, including the **Province**, York Region, the City and Metrolinx.

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

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

It is the policy of Council:

- 3.9.3.13 To support and encourage the implementation of the Major Transit Network shown on Schedule 10 to this Plan and working with York Region and other transit authorities, to secure lands, where appropriate, through the development approval process for facilities such as:
- a. transit stations, including intermodal terminals, mobility hubs, subways, bus and light rail stations and related passenger drop-off and commuter parking areas;
 - b. related **Infrastructure**, including vent shafts, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic **Infrastructure** and passenger safety facilities; and
 - c. pedestrian and cycling facilities.
- 3.9.3.14 To support the implementation of the planned Yonge North Subway Extension to north of Highway 407 in Richmond Hill as follows:
- a. support any interim phasing necessary;
 - b. support **Infrastructure** for the future Bus Rapid Transit along Steeles Avenue;
 - c. consider the planned extension in land-use planning decisions; and
 - d. plan for an underground pedestrian system with direct access to each of the following subway stations:
 - i. Steeles Subway Station;

- ii. Clark Subway Station; and
 - iii. Royal Orchard Subway Station.
- 3.9.3.15 To support the possible further extension of the Toronto-York Spadina Subway, generally within 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 and 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 Caledon-Vaughan GO railway 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 benefit from the Regional transportation **Infrastructure**.
- 3.9.3.21 To maximize utilization of GO railway corridors by:
 - a. directing higher density growth to areas surrounding GO stations, specifically **Protected Major Transit Station Areas**, to achieve the minimum gross density targets established in Table 2.2;
 - 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 a maximum of two lanes and accommodate pedestrians, cyclists and may support community-oriented transit, as well as local businesses, where required. Both local and collector streets shall have **Active Transportation** connections, and where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient **Active Transportation** access to adjacent neighbourhoods and community amenities.

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 designations. Street design shall be planned to be in accordance with the latest version of applicable plans, guidelines and standards, including but not limited to, the Pedestrian and Bicycle Master Plan, **Complete Streets** Guidelines and City engineering standards.
- 3.9.4.5 To protect for and implement the **Multi-Modal** Transportation Network and its associated right-of-way requirements, as shown on Schedules 9A and 9B to this Plan.
- 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 the Draft Plan of Subdivision application process, shall be planned to support a grid-like street network with multiple connections to collector and arterial streets.
- 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. Additionally, to secure land for such purposes through the development approval process. Improvements include:
- a. widening, as per the right-of ways identified on Schedule 9B;
 - b. completion of incomplete grid connections, such as Langstaff Road over the rail corridor, Kirby Road and Teston Road;
 - c. jog eliminations at intersections and new and improved interchanges with 400-series highways;
 - d. mid-block crossings of 400-series highways; 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.

- 3.9.4.9 That on emerging infill areas within secondary, block and tertiary plans, the City will require new local streets and shared private roadway systems to:
- a. consolidate access along Regional roads;
 - b. implement a street network that supports the delivery of emergency services; and
 - c. minimizes the use of cul-de-sacs and dead-ends.

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:

- 3.9.4.10 That the development of **Complete Streets** will be based on the City of Vaughan Complete Streets Guidelines, Traffic Calming Policy and Traffic Calming Toolbox and Guidelines.
- 3.9.4.11 That the design of all roads will give consideration to the provision of adequate space and safety measures for pedestrians and cyclists in alignment with **Vision Zero** strategies, and to safe transfers on and off transit vehicles. Specific road requirements will be determined through the detailed design stage.
- 3.9.4.12 To consider the needs of travelers of all ages and abilities in the planning, programming, design, construction, operations, maintenance activities and services on the public road network.

Provincial Highways

Provincial highways play a major structuring role in Vaughan, acting as significant movement corridors and focal points for regionally serving uses. Despite congestion challenges, Provincial highway corridors present significant opportunities for transportation capacity improvements. Vaughan supports the

use of Provincial highways and their corridors for **High-Occupancy Vehicle Lanes**, carpool lots and/or other rapid transit initiatives.

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

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

- 3.9.4.13 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 10. The City will seek to secure land for such purposes, where appropriate, through the development approval process.
- 3.9.4.14 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. In particular at Highway 400 and Steeles, Langstaff and King-Vaughan Road, Kirby Road and at Highway 7 within the **Vaughan Metropolitan Centre**. The City will seek to secure land for such purposes, where warranted, through the development approval process.
- 3.9.4.15 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.
- 3.9.4.16 To encourage and support the early implementation of transit in a dedicated transitway within the Highway 407 and 427 corridors, inclusive to the appropriate higher-order transitway stations and, where warranted, encourage the provision of high occupancy vehicle lanes, and carpool lots along all Provincial highways.
- 3.9.4.17 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.

- 3.9.4.18 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 enhance pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping and other place-making initiatives to improve the quality of place, especially in **Strategic Growth Areas**. York Region is responsible for major arterials and Vaughan will work with the Region to design major arterial streets that best meet the needs of the city.

- 3.9.4.19 To work with York Region to design arterial streets under Regional jurisdiction that respond appropriately to Vaughan’s urban structure, including the development of guidelines for increased connections to arterials, permissions for on-street parking and support for a broad range of mobility options.
- 3.9.4.20 To work with the York Region to create more pedestrian and transit-friendly street cross-sections, including reduced curb radii requirements, increased daylight triangles and reduced on-street parking on Regional arterials.
- 3.9.4.21 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.
- 3.9.4.22 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.
- 3.9.4.23 That direct access of individual residential lots to City arterial streets will be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher development density and reduced walking distances. Access to Regional and City arterial streets from blocks for mid- and high-rise developments, parks and open space, institutional, industrial and office and **Retail** uses will be controlled but not prohibited.

Collector Streets

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

It is the policy of Council:

- 3.9.4.24 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.
- 3.9.4.25 That Major Collector streets shall:
- a. serve as primary connections and prioritize the movement of pedestrians, cyclists, **Micromobility** devices and transit;
 - b. generally have a maximum of four through-travel lanes and projected traffic volumes shall generally be in the range of 5,000 to 8,000 vehicles per day during peak periods; and
 - c. be designed to include sidewalks, separated cycling facilities and automobile lanes.
- 3.9.4.26 That Minor Collector streets shall:
- a. serve as secondary connections to and from arterial streets, and as primary connections from local roads to other collectors;
 - b. generally have a maximum of two travel lanes and projected traffic volumes shall be less than 5,000 vehicles per day.
 - c. accommodate all modes of travel through the provision of sidewalks, separated cycling facilities and automobile lanes; and
 - d. will not permit direct car access to individual dwelling units.
- 3.9.4.27 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.

- 3.9.4.28 To provide a minimum of two north/south and two east/west collector streets in new block development, where feasible, including grade-separated crossings of 400-series highways and rail corridors. The purpose of these streets will be to provide for local travel between and within concession blocks without the necessity of traveling on arterial streets, and to provide effective routing for transit vehicles.
- 3.9.4.29 That all collector streets are considered potential transit routes and planned to be able to accommodate conventional bus-based transit service consistent with York Region’s transit service planning process and with approved York Region Transit service standards and guidelines.
- 3.9.4.30 To support the provision of **Active Transportation** Paths on all collector streets.
- 3.9.4.31 That the ultimate rights-of-way for collector streets that traverse through cultural heritage districts and/or have impacts on heritage properties may require deviation from Schedule 9B in this Plan due to existing heritage properties and constraints.

Local Streets

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

It is the policy of Council:

- 3.9.4.32 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.
- 3.9.4.33 That local streets may accommodate community-oriented transit service, where required, consistent with York Region’s transit service planning process and with approved York Region Transit service standards and guidelines.
- 3.9.4.34 To design local streets for lower traffic speeds and volumes that enable safe sharing of the road right-of-way for all road users, including pedestrian, cyclists,

and vehicles. Separated cycling facilities should be prioritized on local streets, where this is not feasible cyclists are encouraged to share the road-right-of-way with other users.

3.9.4.35 To discourage the elimination or privatization of local streets, especially where the local street strengthens the overall connectivity and continuity of the street network.

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

Street Construction, Improvements and Maintenance

Street construction and improvements provide opportunities to implement the Transportation Network and Vaughan Transportation Plan 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:

3.9.4.37 That the primary consideration for enhancements to the street network is 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 rights-of-way that supports the needs of pedestrians, cyclists, transit vehicles and automobiles.

3.9.4.38 To evaluate changes to streets that 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.

3.9.4.39 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.

- 3.9.4.40 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 that provide adequate connectivity include the arterial and collector street networks of the block and mid-block crossings of 400-series highways and rail corridors.
- 3.9.4.41 To support a street network that is generally consistent across jurisdictional boundaries within Vaughan and between adjacent municipalities to enhance connectivity for transit, walking, cycling and placemaking initiatives.
- 3.9.4.42 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.
- 3.9.4.43 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, such as street design criteria, 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 and 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, where applicable, 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:
 - a. review and manage on-street parking policies;
 - b. provide and manage an appropriate parking supply;

- c. 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 **Vaughan Metropolitan Centre** and other **Strategic Growth Areas**;
- d. provide shared, central parking facilities in high-demand locations; and
- e. support alternative modes of travel.

3.9.5.6 To reduce parking requirements, where feasible, by:

- a. establishing minimum and maximum parking standards in Zoning By-Laws for all types of **Development**;
- b. establishing context-sensitive parking requirements that respond to diverse settings, including **Strategic Growth Areas**, historic places and other settings;
- c. reducing parking requirements in **Strategic Growth Areas** where transit, walking and cycling alternatives exist;
- d. supporting parking for carpool, carshare and zero emission vehicles through preferential designated parking spots and/or reduced parking fees, where charged by a municipal parking authority and as part of new development, as appropriate;
- e. considering the variability of peak parking periods throughout the day for different types of uses for the purposes of sharing parking between such uses when developing parking standards in mixed-use areas;
- 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; and
- g. 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 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 that are coordinated with the City’s Zoning By-law and Provincial standards developed under the *Accessibility for Ontarians with Disabilities Act*, as amended. Further, to monitor the utilization of accessible parking to determine its adequacy relative to demand, recognizing the aging population.
- 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 and bicycles and charging options for 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 uses or rail corridors.
- 3.9.5.13 To use the City’s Parking Design Guidelines to evaluate and provide guidance on proposals for parking facilities.
- 3.9.5.14 To consider increasing bicycle parking requirements, where appropriate, especially in **Strategic Growth Areas** and in accordance with the bicycle parking policies of this Section.
- 3.9.5.15 To eliminate minimum vehicular parking requirements in a **Protected Major Transit Station Area** other than short-term and long-term parking facilities for bicycles.
- 3.9.5.16 To consider eliminating minimum vehicular parking requirements for dwelling units while maintaining visitor parking, including amending applicable by-laws as necessary, for multi-unit **Developments** within **Strategic Growth Areas** that do not overlap with a **Protected Major Transit Station Area**.
- 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 **Transportation Demand Management** strategies at a number of scales, ranging from building-specific efforts to regional initiatives, such as the existing Smart Commute program and **Protected Major Transit Station Areas**, will assist in reducing single-occupant vehicle travel and reducing congestion as a whole.

It is the policy of Council:

- 3.9.5.19 That **Transportation Demand Management** measures will be required as part of 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 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 encourage developers to provide all new homebuyers with information on available pedestrian, cycling and transit facilities and car-sharing 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:

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.

- a. encouraging the inclusion and integration of **Multi-Modal** transit and ridesharing facilities in new **Development** projects;
- b. encouraging, through the implementation of this Plan, the viability of pedestrian, bicycle and transit **Infrastructure** and services as alternatives to driving;
- 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. encouraging new condominiums to include cubicles in common areas to promote telecommuting and provide alternatives to telecommuters from interfering with each other in smaller units;
- e. supporting carpooling and car-sharing programs; and
- f. 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 York Region and the private sector to pursue shared use opportunities for park-and-ride facilities related to existing or future higher-order transit stations.
- 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** plan or program for all applications, 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 **Transportation Demand Management** plan and/or program; and
- e. identify shared parking between land uses to reduce 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 usage, and encourage greater use of sustainable modes of transportation.

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 is important for 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 and to provide for land use compatibility and an established **Employment Area** to support an expanded and thriving industry.

It is the policy of Council:

- 3.9.6.1 To support the long-term protection of rail **Infrastructure** in Vaughan.
- 3.9.6.2 Direct Industrial development that relies on the rail corridor for business operations, high-volume goods movement, and/or large inputs and outputs to be located adjacent to rail corridors and Rail Facilities within **Employment Areas** identified on Schedule 1 to this Plan.
- 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, environmental, or land use compatibility concerns. Specifically, **Development** adjacent to a railway rights-of-way or in proximity to a Rail Yard or Rail Facilities shall provide:
 - a. appropriate land use compatibility, as may be set out in the Province’s D-Series Land Use Compatibility guidelines;
 - b. appropriate noise and vibration levels for the adjacent **Development**, as may be set out in the Province’s 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.

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

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, air pollution, noise and truck traffic. These impacts are especially of concern in the **Vaughan Metropolitan Centre**, where Vaughan’s largest **Strategic Growth Area** is surrounded by **Employment Areas**.

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 related 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.

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.

- 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:
- a. support efficient truck movement City-wide and specifically throughout **Employment Areas**;
 - b. minimize heavy trucks travelling through **Strategic Growth Areas**, **Community Areas** and **Sensitive Land Uses** through monitoring, education and enforcement;
 - c. minimize adverse impacts on **Sensitive Land Uses**;
 - d. minimize risks posed by potentially hazardous goods; and
 - e. explore the creation of research centres, vocational training, or post-secondary opportunities related to the goods movement sector to support the sector’s continued success.
- 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 **Vaughan Metropolitan Centre** 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 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 and 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 the Urban Structure sections of this Plan; and

- b. the orderly progression of **Development** within **Strategic Growth Areas** and the timely provision of the **Infrastructure** and **Public Service Facilities** required to meet current and projected needs.

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, community gardening, Pollinator gardens and support biodiversity initiatives.

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, which will be established through the Secondary and Block Plan processes, as detailed in Chapter 5 of this Plan. This is to ensure that the delivery and planning of **Infrastructure** is coordinated, through the master planning process, with the growth management objectives of this Plan in terms of **Intensification**, phasing of new communities and completion of existing communities.

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

The City of Vaughan’s water system is dependent on Lake Ontario municipal drinking water supply which is conveyed through a network of watermains regulated and owned by both York Region and the City of Vaughan. There are limits to available water resources and the City is prioritizing water conservation

and sustainability. Vaughan’s water system will provide access to water while maximizing efficiency to protect this valuable resource. Similarly, Vaughan’s system is a vital component of protecting lakes and streams and managing the City’s wastewater.

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

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

It is the policy of Council:

- 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, 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 required 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 rights-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 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 designated **Prime Agriculture** or **Rural** on Schedule 13 may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no **Negative Impacts**; and
 - d. in accordance with this Plan, the extension of **Partial Services** into lands designated **Prime Agriculture** or **Rural** is only permitted to address failed individual on-site services for existing development.
- 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 sized to consider the potential for expansion of the service area, **Intensification**

and increased servicing allocation where permitted by this Plan, York Region Master Plans and Provincial plans, based on planning horizons, as determined by the City of Vaughan, into areas designated for urban **Development** and to accommodate all natural tributary areas subject to:

- 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 inflow and infiltration 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 Area the construction or expansion of **Partial Services** is prohibited, 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 area water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.
- 3.10.2.26 That within the Oak Ridges Moraine Conservation Plan area, 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 Nov. 16, 2001, in the Woodland Acres Area, where the lots have been approved for **Development** based on private sewage disposal systems and a municipal water supply.
- 3.10.2.27 That proposals for **Infrastructure** within or crossing the Protected Countryside of the Greenbelt Area 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 Area, where settlements that do not currently have Great Lake or Lake Simcoe-based water and sewage services, extensions to or expansions of existing Great Lake or Lake Simcoe-based services to such settlements is not permitted, unless such servicing is required to address failed individual on-site sewage or water services or to ensure the protection of public health where it has been determined by a Medical Officer of Health (or health authority) that there is a public health concern associated with existing services within the settlement. The capacity of the services provided in these circumstances will be restricted to that required to service the affected existing settlement plus the capacity for potential **Development** within the approved settlement boundary as it existed on the date the Greenbelt Plan came into effect.

Where site conditions are suitable for the long-term provision of such services, it is only permitted in the following circumstances:

- a. where such servicing is necessary to address failed individual on-site sewage or water services serving existing development; or
- b. to allow for infill and **Intensification** within settlement areas served by **Partial Services** as of the date this Plan came into effect.

3.10.2.29 That where settlements currently have approvals for Great Lake based water and/or sewer services as of Dec. 16, 2004, the date the Greenbelt Plan came into effect, such services may be extended and expanded to service growth within an approved settlement boundary as it existed on the date the Greenbelt Plan came into effect. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by the Greenbelt Plan.

3.10.2.30 That within the Greenbelt Plan Area, the extension of municipal or **Private Communal Sewage Services** or **Private Communal Water Services** outside of a settlement boundary shall only be permitted in the case of health issues or to service **Existing Uses** and the expansion thereof adjacent to the settlement. Notwithstanding the above, where municipal water services exist outside of settlements areas, **Existing Uses** within the service area boundary as defined by the **Environmental Assessment** may be connected to such a service.

3.10.2.31 That within the Greenbelt Plan Area, 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 support 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 climate change 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 the **Toronto and Region Conservation Authority** guidance documents, as applicable.
- 3.10.3.7 For all **Development**, a treatment train approach to stormwater be considered, consisting of source controls (e.g., **Green Roofs**, permeable paving, soak away pit), conveyance controls (e.g., bioswales and permeable pipes), and end of pipe treatment (e.g., **Wetlands** and ponds). 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 stormwater 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 that 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 and exploring opportunities for pedestrian access around at grade stormwater ponds to create views of the natural landscape and support connectivity to the City's greenspace; and
 - e. encouraging the orientation, design and construction of these facilities as naturalized or formal landscapes that are complementary to adjacent features, functions and **Linkages**, including adjacent landscapes or natural heritage features. These facilities will be naturalized to complement the adjacent natural features/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. 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 Greenbelt Plan Area is to conform 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 Environment, Conservation and Parks.
- 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** and 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 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 and retrofit study, the City Pond Retrofit Study, as may be amended from time to time.
- 3.10.3.25 To require that all **Significant Developments** provide post-development stormwater quantity control to pre-development levels for all storm events and stormwater quantity control in accordance with current guidelines in consultation with the **Toronto and Region Conservation Authority** and the Ministry of Environment, Conservation and Parks. 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 **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 Area, 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. This 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** opportunities and best practices that minimize the risks associated with **Natural Hazards**.
- 3.10.4.2 To create a framework for the development and 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, such as surface water, **Wetlands** and 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, and 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 for:
- a. City roads and other municipal facilities within road rights-of-way, or to the City’s transportation network and municipal facilities; and
 - b. integrating **Green Infrastructure** within the City-owner parks, open spaces, and recreational facilities 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 Area, 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 rights-of-way, such as high voltage electricity transmission corridors, can also provide placemaking benefits. Transmission corridors represent large contiguous open spaces rivaling only valley corridors in size and connectivity. As such, they should be designed and planned to maximize their usefulness for a variety of uses and to contribute positively to the urban landscape. Major utility corridors may support connectivity by offering trail networks, wildlife **Linkage** areas and offer places for recreation activities, including **Urban Agriculture** and gardening. Respect shall be given to the primary intended use of transmission and distribution of energy while considering these secondary uses.

Vaughan has two high voltage electricity transmission lines and associated distribution facilities, and a TransCanada PipeLines Limited natural gas pipeline, identified as the Pipeline Corridor, which crosses Vaughan south of Kirby Road and includes a compressor station. TransCanada PipeLines Limited Facilities are identified on Schedule 12. As large-scale investments, major utility corridors should be protected from activities and **Development** that may threaten their long-term viability.

It is the policy of Council:

- 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.
- 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 Federal legislation, 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 boundary of 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 to 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 this Plan.
- 3.10.6.9 To support energy conservation and efficiency through effective land use planning and the policies as referenced in this Plan.

3.10.7 Natural Gas

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

It is the policy of Council:

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

- 3.10.7.2 That new **Development** in proximity to a TransCanada PipeLines Limited pipeline rights-of-way shall incorporate appropriate setbacks in accordance with TransCanada PipeLines Limited’s development standards and the Zoning By-law.
- 3.10.7.3 That regard shall be given to noise levels where **Development** is proposed in close proximity to the TransCanada PipeLine Limited compressor station. A noise and vibration study, to be carried out by the proponent, may be required for **Development** proposals within 750 metres of the compressor station. The study will determine if Provincial guidelines can be achieved, and if necessary, recommend appropriate mitigation measures.
- 3.10.7.4 That, where appropriate, the City will encourage the use of TransCanada Pipelines Limited’s pipeline rights-of-way for passive open space and trail purposes, including an east-west open space link, subject to TransCanada PipeLine Limited’s easement rights.
- 3.10.7.5 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.

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, and 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 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 is accomplished through City-wide three-stream waste collection (waste, recycling and compost) and programs to achieve ambitious reduction and diversion targets, so 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 and 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 York Region and the private sector to ensure new **Development** includes systems that allow for the sorting of solid waste at the unit level, building level and in every neighbourhood, including recyclables, organic material, textiles, and residual garbage.
- 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, 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

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

3.11.1 General Policies

It is the policy of Council:

- 3.11.1.1 To support consistent levels of investment to successfully implement the City of Vaughan Parks, Recreation, Libraries Master Plan, known as the Vaughan Community Spaces Plan for Parks Recreation and Libraries, 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 Vaughan Community Spaces Plan for Parks Recreation and Libraries, Age Friendly Community Action Plan, Asset Management Plans, 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 facilities 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 for community services and facilities, 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. The Vaughan Community Spaces 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 **Strategic Growth Areas**. In addition to programming and service requirements, **Community Facilities** should be accessible by bike and transit, as well as walking and other modes of **Active Transportation** and developed for the community according to high quality standards of safety, sustainability and design.

It is the policy of Council:

- 3.11.2.1 To support new and renovated community service and recreation facilities that are appropriately designed, and:
- a. conveniently accessible by transit, by wheel and on foot;
 - b. centrally located in the area in which they provide service;
 - c. supportive of **Active Frontages**;
 - d. in proximity to other community services and facilities and places of gathering, where possible;
 - e. designed to support the Sustainability Metrics Program, as set out in subsection 3.1 of this Plan;
 - f. designed to implement **Universal Design** standards;
 - g. designed to include public art, where appropriate;
 - h. in proximity to accessible green spaces, parks and open spaces, natural areas and trails, bike lanes and multi-use paths, where possible and appropriate; and
 - i. are located outside of **Hazardous Lands**.
- 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 that the services available are appropriate and equitable to the community, supporting both the improvement and addition of **Community Facilities** in underserved communities to encourage the creation of a **Complete Community**.
- 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 To require, at the discretion of the City, that a Community Services and Facilities Impact Study be prepared to accompany development applications or the preparation of planning studies, such as a Block Plans or a Draft Plan of Subdivision.

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 and improvement of existing community services, such as 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 libraries 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 Vaughan Community Spaces Plan for Parks Recreation and Libraries, as amended from time to time, by ensuring the per-capita targets for indoor community centres and indoor recreation facilities are met and that planned facilities are sufficient to meet the needs of projected residential populations.
- 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, in consultation 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 **Strategic Growth Areas**, including the Vaughan Metropolitan Centre, and Primary Centres;
- b. in coordination with other **Community Facilities**;
- c. in residential areas as a neighbourhood supportive use;
- d. as an ancillary use or adjacent to area **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 (such as bollards around outside playgrounds), size, location, orientation and comfort, as regulated by school boards, in addition to the specific standards in the implementing Zoning By-Law to regulate the appropriate size, configuration, siting, sunlight exposure, landscaping, setbacks and buffering provisions for the associated outdoor play area.

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 Vaughan Community Service Plan, including targets for neighbourhood, community and resource libraries, through per-capita targets for library facilities and that existing and planned library facilities are sufficient to meet the needs of projected residential populations.

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, by wheel and on foot;
- b. centrally located, highly visible and accessible in the community which they serve;
- c. designed to support the Sustainability Metrics Program, as set out in subsection 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 **Strategic Growth Areas**;
- f. designed to implement **Universal Design** standards;
- g. designed to include an outdoor library component, where appropriate; and
- h. designed to include public art, where appropriate.

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 application process.
- 3.11.6.3 To strategically locate public safety services:
 - a. with access to arterial streets to support the effective and efficient delivery of emergency management services; and
 - b. outside of **Hazardous Lands** and **Hazardous Sites**.
- 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 social determinants of health and strengthen communities. These services can provide stabilization, such as those addressing healthcare, social and safety needs, as well as opportunities to enhance quality of life, including learning and recreation.

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, and 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**, implementing **Universal Design** standards.
- 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

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 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 any lands shown on Schedule 4, located within the boundary of the Oak Ridges Moraine Conservation Plan Area or Greenbelt Plan Area, are also subject to the policies of the those Plans and, where conflict exists between Provincial Plans and this Plan, in all instances the policies of the Provincial Plans shall prevail.
- 4.1.1.3 That no building or structure shall exceed the height in **Storeys** indicated on Schedule 13 by the number following the letter “H”.
- 4.1.1.4 That no **Development** shall exceed the density indicated on Schedule 13 by the number following the letter “D”.
- 4.1.1.5 That where no height or density is indicated on Schedule 13, the maximum height and density shall be established through a Secondary Plan or Area-Specific policy and pursuant to the policies of Section 5.1.1 of this Plan.
- 4.1.1.6 That for lands designated **Mid-Rise Residential, Mid-Rise Mixed Use, High-Rise Residential, and High-Rise Mixed Use**, Official Plan and Zoning By-law amendments that would have the effect of reducing the density of a site are not supported unless the need has been identified through a City-initiated Secondary Plan, Area-Specific policy, or Site-Specific policy.
- 4.1.1.7 To permit the following uses in all land use designations except **Core Features**, Natural **Linkages**, **Hazardous Lands** and/or **Hazardous Sites**, **Prime Agriculture**, **Theme Park and Entertainment**, and **Infrastructure and Utilities**, unless specifically permitted in those designations:
 - a. Schools, except in **Employment Areas** on lands designated **General Employment** and **Prestige Employment**;
 - b. parks and open space;

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

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

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

- a. active 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.

4.1.1.10 That on lands within the boundary of 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 Dec. 16, 2004, being the day the Greenbelt Plan came into force, are permitted;
- b. single dwellings are permitted on existing lots of record, provided they were zoned for such as of Dec. 16, 2004, or where an application for an amendment to a Zoning By-Law is required as a condition of a severance granted prior to Dec. 16, 2003, but which application did not proceed;
- c. 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;
- 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; and
- f. active parkland and recreational uses are permitted within the linear river valleys, which may include playing fields and golf courses.

4.1.1.11 That on lands within the boundary of the Oak Ridges Moraine Conservation Plan area shown on Schedule 4, the following policies apply in addition to those in subsection 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 Nov. 15, 2001, and continues to be used for that purpose; or
 - ii. the erection or use for a purpose prohibited by this Plan of a building or structure for which a permit has been issued under subsection 8(2) of the *Building Code Act, 1992* on or before Nov. 15, 2001, if:

the permit has not been revoked under subsection 8(10) of the *Building Code Act, 1992*; and

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 lands within the Oak Ridges Moraine Conservation Plan Area.

- c. an existing **Mineral Aggregate Operation** or an existing **Wayside Pit** within lands designated **Oak Ridges Moraine Natural Core** Area on Schedule 4 shall not be expanded beyond the boundary of the area under licence or permit;
- d. that nothing in this Plan applies to prevent the reconstruction, within the same locations and dimensions, of an existing building or structure that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall be deemed to be an existing building or structure if there is no change in use and no **Intensification** of the use;
- e. that nothing in this Plan applies to prevent the conversion of an existing use to a similar use, if the applicant demonstrates that the conversion:
 - i. will bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and
 - ii. will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area;
- f. that, if an existing use has **Adverse Effects** on the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan area, any application to expand the building, structure or use, or to convert the existing use to a similar use, shall be considered with the objective of bringing the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan;
- g. that in accordance with Section 7 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection or location of a single dwelling if:
 - i. the use, erection and location would have been permitted by the applicable Zoning By-Law on Nov. 15, 2001; and
 - ii. the applicant demonstrates, to the extent possible, that the use, erection and location will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area;
- h. that in accordance with Section 8 of the Oak Ridges Moraine Conservation Plan, nothing in this Plan applies to prevent the use, erection or location of a building or structure if:
 - i. the use, erection and location were authorized by the approval of an application that was commenced before Nov. 17, 2001, and approved after that date; or
 - ii. the use, erection and location were authorized by the approval of an application that was commenced after Nov. 17, 2001, and decided in accordance with subsection 17(1) of the *Oak Ridges Moraine Conservation Act*; and

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

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

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

It is the policy of Council:

- 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;
 - ii. **Additional Residential Units**, pursuant to subsection 3.2.2 of this Plan;
 - iii. **Home Occupations**;
 - iv. **private day care**; and

Urban Structure vs. Land Use Designations: What is 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, indicate 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.

- v. small-scale stand-alone convenience **Retail**, provided the use is located on a corner lot where at least one of the sides is on a collector or arterial street as indicated on Schedule 9B; and
- 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;
 - ii. **Additional Residential Units**, pursuant to subsection 3.2.2 of this Plan;
 - iii. **Home Occupations**;

- iv. **Small-Scale Convenience Retail**, provided the use is located on the ground floor of a **Mid-Rise Building**; and
- v. Community Facilities;
- d. the following building types are permitted pursuant to the policies in subsection 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 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. **Small-Scale Convenience Retail**, provided the use is located on the ground floor of a **Mid-Rise** or **High-Rise Building**; and
- iv. 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. 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**, and Transitional 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 non-residential 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 streets on the periphery of **Low-Rise Residential** areas and provide **Retail**, community services, and employment opportunities within a short distance of residents of adjacent neighbourhoods. The **Low-Rise Mixed-Use** designation can also be used in **Strategic Growth Areas** to achieve a gradual transition between higher-density uses and adjacent **Community Areas**.

It is the policy of Council:

- 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;
 - 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, together with non-residential uses, including:
one primary residential unit; and
Additional Residential Units, pursuant to subsection 3.2.2 of this Plan;
 - ii. **Home Occupations**;
 - iii. Hotels;
 - iv. **Retail** uses subject to the policies of subsection 3.4.3; and
 - v. office uses;

- c. in areas designated as **Low-Rise Mixed-Use** on Schedule 13 and located in a **Strategic Growth Area** identified on Schedule 1A, a maximum of 30% of a building's **Gross Floor Area** will be **Retail**;
- d. in areas designated as **Low-Rise Mixed-Use** on Schedule 13 and located in a **Community Area** identified on Schedule 1, **Retail** and office uses will be limited to a maximum of 500 square metres of **Gross Floor Area** each if located on a collector street as indicated on Schedule 9B;
- e. the following building types are permitted pursuant to policies in subsection 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 uses. A **Home Occupation** use may not be considered a non-residential use for the purposes of satisfying this policy.

Mid-Rise Mixed-Use

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

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, including **Accessory Home Occupations**;
 - ii. Community Facilities;
 - iii. cultural uses, including commercial galleries and theatres;
 - iv. **Retail** uses subject to the policies of subsection 3.4.3;
 - v. office uses, up to a maximum of 4,000 square metres on lands outside **Strategic Growth Areas**;
 - vi. parking structure, if integrated with a mixed-use building;
 - vii. **Hotels**; and
 - viii. gas stations, subject to subsections 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 4.2.2.3.b, while contributing to street activation, street animation, and a mix of residential and non-residential uses, subject to the provisions of the City's Zoning By-Law;
- d. the following building types are permitted, pursuant to policies in subsection 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 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**.

4.2.2.4 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** and how they will be appropriately mitigated;
- d. where the existing use on a property to be redeveloped is **Major Retail**, the new **Development** will retain, at minimum, the existing **Gross Floor Area of Retail** space;
- e. development will 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 **Vaughan Metropolitan Centre, Primary Centres, Protected Major Transit Station Areas**, and **Intensification Corridors**. Where feasible and appropriate, **High-Rise Mixed-Use** buildings can assist in achieving density targets in **Strategic Growth Areas** and support a broad range of uses that are transit supportive and walkable.

It is the policy of Council:

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 **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, including **Accessory Home Occupations**;
 - ii. Community Facilities;
 - iii. cultural uses, including commercial galleries and theatres;
 - iv. **Retail** uses subject to the policies of subsection 3.4 of this Plan;
 - v. office uses, up to a maximum of 4,000 square metres outside **Strategic Growth Areas** and over 4,000 square metres in **Strategic Growth Areas**;
 - vi. parking structure, if integrated with a mixed-use building and located below grade;
 - vii. **Hotels**; and
 - viii. Gas Stations, subject to subsections 3.3 and 3.4 of this Plan;
- c. development within **Strategic Growth Areas** will be required to incorporate, at a minimum, two of the permitted uses (that provide residential and non-residential uses on the same lot), listed in policies 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-Rise Buildings** with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of employment uses. Office and **Retail** uses on **General Employment** lands are to be limited to those directly serving 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 amenities to serve the daily employee population and to facilitate access to public transit, while accommodating vehicles and trucks, through the provision of sidewalks, shade via a **Tree** canopy, wayfinding, and other appropriate elements of the **Public Realm** pursuant to policies in Section 3.3 of this Plan;
- b. the following uses are permitted in addition to those uses permitted through policy 4.1.1.8:
 - i. industrial uses, including manufacturing, warehousing (excluding **Retail** warehouses), processing, transportation, distribution, any of which may or may not include outdoor storage; and
 - ii. 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 3.4.3 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 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 **Retail** warehousing), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted on lands designated **Prestige Employment**;

- ii. office and/or **Retail** uses **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 4.2.3.3.c.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:

the **employment-supportive use** must be located along a Major or Minor Arterial street as shown on Schedule 9B;

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 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 of this Plan;
- 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; and
- iv. contribute to an urban environment with a strong pedestrian orientation and attractive streetscapes;

b. the following uses shall be permitted in addition to the uses permitted in policy 4.1.1.8:

i. in **Strategic Growth Areas** as shown on Schedule 1A to this Plan:

office uses, including **Major Office**;

Hotels;

cultural and entertainment uses;

Retail uses, provided that no **Retail** unit shall exceed a **GFA** of 3,500 square metres; and

gas stations subject to subsections 3.3 and 3.4 of this Plan;

ii. outside **Strategic Growth Areas** as shown on Schedule 1A to this Plan:

office uses to a maximum of 4,000 square metres **GFA** per lot;

cultural and entertainment uses;

Retail uses, provided that no **Retail** unit shall exceed a **GFA** of 3,500 square metres; and

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 1A;
- 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. As large sites of institutional activity, they are highly walkable with an internal road network and a high-quality **Public Realm** that offer opportunities for passive 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:
 - i. small scale **Retail**; and
 - ii. residential uses directly related to the **Major Institutional** use, such as student residences;
 - 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 to Canada’s Wonderland theme park, which is one of Vaughan’s largest trip generators. The theme park occupies a large site at the intersection of two **Primary Intensification Corridors** (Jane Street and Major Mackenzie Drive), and is in close proximity to two **Primary Centres** in Vaughan Mills and the new Cortellucci Vaughan 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 the **Theme Park and Entertainment** designation, building types are not prescribed; and
- h. any new theme park rides proposed within the **Theme Park and Entertainment** designation will not be reviewed through the City's zoning process but through the Technical Standards and Safety Authority, however, all other buildings and structures are subject to zoning and building permit review.

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 Recreational Uses**;
 - 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 that currently support or have the potential to support the City’s Open Space Network and that 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:

mausoleums;

columbaria or other such structures for the storage of funerary urns;

chapels;

caretakers' residences; and

crematoria, in cemeteries which are greater than four hectares in area and have frontage onto an arterial street;

- ii. golf courses, including club house facilities, event spaces, and driving ranges;
 - iii. public and private open spaces;
 - iv. **passive** 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 Area 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**, **Oak Ridges Moraine Natural Linkage**, 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 Area and Oak Ridges Moraine Conservation Plan Area 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 that 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.

Oak Ridges Moraine Natural Core Area

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

It is the policy of Council:

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

- a. the following uses shall be permitted:
 - i. fish, wildlife and forest management;
 - ii. conservation projects and flood and erosion control projects;
 - iii. **Agricultural Uses**;
 - iv. transportation, **Infrastructure**, and utilities, pursuant to the requirements of Section 41 of the Oak Ridges Moraine Conservation Plan;
 - v. **Home Occupations**;
 - vi. **Home Industries**;
 - vii. **Bed and Breakfasts**;
 - viii. **Agriculture-Related Uses** and **On-Farm Diversified Uses**, on **Prime Agricultural Lands** only;
 - ix. low-intensity recreational uses as described in the Oak Ridges Moraine Conservation Plan;
 - x. Unserviced Parks;
 - xi. uses **Accessory** to the uses set out in paragraphs i. to viii; and
 - xii. an additional dwelling unit (as defined in the Oak Ridges Moraine Conservation Plan) that is a temporary, mobile or portable unit, if the applicant demonstrates that the dwelling:
 - xiii. is required to house help that is needed on the farm operation on a seasonal or full-time basis;
 - xiv. does not require consent under Section 50 or 53 of the *Planning Act*; and
 - xv. will not adversely affect the **Ecological Integrity** of the Oak Ridges Moraine Conservation Plan Area; and
- b. notwithstanding policy 4.2.7.2.a above, lands within the Oak Ridges Moraine Conservation Plan Area designated **Natural Core Area** 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; and
 - ii. major **Development** on the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.

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 Area

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

It is the policy of Council:

4.2.7.4 That on lands within the Oak Ridges Moraine Conservation Plan Area, designated on Schedule 13 as **Natural Linkage Area**, 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 **Natural Linkage Area** 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; and
 - ii. major **Development** on the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.

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

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

It is the policy of Council:

- 4.2.7.6 That on lands designated on Schedule 13 as **Countryside** within the Oak Ridges Moraine Conservation Plan Area, the following policies shall apply:
- a. the following uses are permitted in addition to those uses permitted through policies 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** use.
 - b. notwithstanding 4.2.7.6.a, above, lands designated **Countryside** 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; and
 - ii. major **Development** within the Oak Ridges Moraine, transportation, **Infrastructure** and utilities in the Oak Ridges Moraine.
- 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 Agriculture and Rural

The **Prime Agriculture** 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 that existed in the **Agricultural System** at the time of the initial adoption of this Plan, and are not intended for **Redevelopment**, nor is the expansion of that designation contemplated by the City.

Prime Agriculture

It is the policy of Council:

- 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 Agriculture**. Temporary permissions for non-agricultural purposes shall not be permitted.
- 4.2.8.2 That on lands designated on Schedule 13 as **Prime Agriculture**, the following policies shall apply:
- a. the following uses are permitted:
 - i. **Agricultural Uses**;
 - ii. **Agriculture-Related Uses**; and
 - iii. **On-Farm Diversified Uses**;
 - b. development is required to comply with the 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 that 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:

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

where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Planning Statement, 2024;

- 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** that would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

the proposed Land Use would not significantly preclude future extraction of **Mineral Aggregate Resources**;

the proposed Land Use would serve the long-term interest of the public better than would aggregate extraction; and

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;
 - 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 that 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.a, the following applies to the high-pressure natural gas pipelines operated by TransCanada PipeLines Limited and identified on Schedule 12, as agreed by TransCanada PipeLines Limited and to the satisfaction of the City:
 - i. New **Development** in proximity to a TransCanada Pipelines Limited pipeline rights-of-way shall incorporate appropriate setbacks in accordance with TransCanada PipeLines Limited's development standards and the City's Zoning By-law.
 - ii. where **Development** is proposed within 750 metres of a TransCanada PipeLines Limited compressor station or within 200 metres of a TransCanada PipeLines Limited 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 TransCanada PipeLines Limited's facilities, and/or to users of the proposed **Development** and that any potential impacts will be mitigated;
 - c. given the specialized nature of **Infrastructure and Utilities**, building types are not prescribed.

Chapter 5 Implementation and Monitoring

Chapters 1 through 4 of this Plan establish the vision, guiding principles, and policies for land-use planning in Vaughan to the year 2051. Achieving these goals and policies requires implementation through a variety of detailed planning tools, the development process, and engagement and consultation. These tools and processes are laid out in Chapter 5.

5.1 Implementing the Plan

Implementation of this Plan's policies involve further work on the part of both the City and proponents of development. This work includes more detailed planning beyond this Plan through Secondary Plans, Block Plans, and Site or Area Specific Policies, through the consultation process, and through other planning tools such as zoning.

5.1.1 Detailed Planning

Volume 1 of this Plan represents the Land Use policy for the whole City. Certain areas of the City, that are expected to undergo significant change, may require a more detailed planning framework. Council may pass Secondary Plans, to be included in Volume 2 of this Plan, to provide additional structure for the development of **New Community Areas, New Employment Areas, Employment Areas** or **Strategic Growth Areas**, 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 a Secondary Plan, a Block Plan may 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 Plan serves 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, that may or may 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 are part of this Plan and will address, but are not limited to, the following policy aspects:
 - a. overall capacity for **Development**, including projections for residential population and/or jobs;
 - b. street and block patterns;
 - c. defining a community core for the Secondary Plan Area, within a five-minute walking distance from the majority of the population, that will be the focus of local **Retail**, commercial and community services, and will provide connections to rapid transit;
 - d. Land Use designations, building typologies, 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 and tenures, including opportunities for **Affordable Housing**;
 - h. employment mix (predominantly supportive employment uses as permitted in the Plan) 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 that prioritizes **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 that are generally located no more than 500 metres for 90% of the population, and no more than 200 metres for 50% of the population to access;
 - iv. the integration of all **Schools**, parks, 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 management requirements;
 - iv. a multi-use recreational trail system that 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 directing **Development** away from these areas as well as the required provision of an appropriate buffer or access allowance;
- m. consideration of local community gardening plots where appropriate, located outside of the lands dedicated for parkland;
 - n. cultural heritage features of the area, including **Built Heritage Resources** 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 examines 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: rainwater harvesting;
 - b. runoff reduction of solids and materials at the source;
 - c. phosphorus reduction;
 - d. constructed Wetlands;
 - e. bioretention swales;
 - f. Green Roofs and blue roofs;
 - g. permeable surfaces;
 - h. clean water collection systems;
 - i. soft landscaping; and
 - j. 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 5.1.1.2j, in the case of Secondary Plans for the **Vaughan Metropolitan Centre**, Primary Centres and **Protected Major Transit Station Areas**, Secondary Plans shall also include the following:

- a. minimum density requirements and targets established by 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. where implemented through **Inclusionary Zoning**, 35% of all new housing units provided within these areas shall be **Affordable Housing**. This may occur through negotiations with the development community and, if applicable, land owner groups, through a secondary-plan that is equitable across all landowners, subject to subsection 3.2 of this Plan;

- e. policies that phase **Development** in an orderly manner, coordinated with the provision of municipal services and **Community Facilities**, parks, transit and other **Infrastructure**;
- f. policies to promote excellence in urban design and sustainable construction methods, including consideration for designs and methods for all seasons;
- g. policies that establish urban greening targets, which may be achieved through **Urban Forest** canopy, green walls and/or requirements for on-site greening;
- h. provisions for an urban **Public Realm**, including **passive and active** parks and meeting places that contribute to a sense of place and clear identity;
- i. policies that encourage the inclusion of public art in all significant private sector **Developments** and that require the dedication of 1% of the capital budget of all major Regional and Local municipal buildings to public art;
- j. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, low-impact development, **Green Roofs**, and water capture and reuse;
- k. a **Mobility Plan** with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and blue roofs facilities; and
- l. requirements for new **School** sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-**Storey** buildings and shared facilities.

5.1.1.5 That Secondary Plans shall be prepared by the City in consultation with the public, pursuant to the policies of Section 5.1.2 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 and bicycle-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 any required 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 multi-use recreational trail system;
- k. location, dimensions and character of **Privately Owned Public Spaces** 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, and 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 a 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. subways;
- d. multi-use recreational trail systems;
- e. availability of water and wastewater **Infrastructure**; and
- f. 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 conditional on the completion of a tertiary plan.

Block Plans

It is the policy of Council:

- 5.1.1.14 That the City may, at its discretion, 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** measures;
 - the provision of public transit, pedestrian and cycling facilities and connections 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 Resources** 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 so that they 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**, parks 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 **Active Transportation**, new traffic signals and pedestrian crossings and both internal and external roads 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 new school site design shall follow the City's Safer School Zone design guidelines; and
- g. parks, community centres, associated facilities and multi-use recreational trail systems shall be developed within a timeframe 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 as outlined in the Sustainability Metrics Program.

- 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**, and that adequate capacity 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, both 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, represent an improvement, conform to the policies of this Plan and represent good planning.

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.

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 Indigenous Peoples living and lived 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 a starting point for the City to develop meaningful collaborative relationships and jobs that work to 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 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 commit to 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 in accordance with the statutory requirements outlined in the *Planning Act* 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 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 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, at 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 site 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. posted to the City's website; or
 - c. prepaid first class mail to personal service to every landowner within 150 metres of the land to which the proposal applies and a posted notice sign on the proposed property that includes the date and time of the meeting.
- 5.1.2.18 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 or email 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 development **Developments** or **Redevelopment** within a **Protected Major Transit Station Area** as delineated in Appendix 2.

The City will consider implementing **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 Housing Solutions Plan.

It is the policy of Council:

- 5.1.3.4 To consider establishing, through a municipal by-law, an **Inclusionary Zoning** program pursuant to the *Planning Act*, Ontario Regulation 232/18, to require the **Development of Affordable Housing** within **Protected Major Transit Station Areas** shown in Appendix 2 to this Plan.
- 5.1.3.5 That on the completion of the City's Housing Strategy, additional policies authorizing the use of **Inclusionary Zoning** will be considered for inclusion 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 that are relevant to the specific application:
- a. is temporary in nature;
 - b. is satisfactory in mitigating negative impact on adjacent land uses;
 - c. sufficient servicing and transportation capacity exists for the temporary use; and
 - d. 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 of up to three years, except in the case of a **Garden Suite** that may be permitted for up to twenty years, in accordance with the provisions of the *Planning Act*. An extension may be granted 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 also premature until one or more of the following have been addressed:

- a. the necessary wastewater, water and stormwater services;
- b. the necessary transportation facilities;
- c. the necessary **Community Facilities**, public **Infrastructure** and public parks;
- d. special design features, as required;
- e. completion of specific studies related to traffic, **Infrastructure**, drainage and/or environmental issues, urban design and/or archaeological as it pertains to development;
- f. the necessary remedial activities and confirmation of environmental suitability through the submission of regulatory documents, as required, for contaminated lands;
- g. the necessary technical studies to ensure Land Use compatibility such as a Land Use Compatibility study, noise and air quality impact assessments;
- h. approval of a Site Plan application;
- i. any required approvals from external agencies have been obtained; or
- j. the required agreements, as appropriate, are entered into.

5.1.3.15 That where a Development Concept and/or Phasing Plan 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, transportation **Infrastructure**, parks, multi-use 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 has been satisfied.

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 4% of the value of the land on which the **Development** or **Redevelopment** is located.
- 5.1.3.19 That, notwithstanding policies 5.1.3.18 and 5.1.3.22, 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 Housing**;
 - 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* that 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 Sites**). 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 the City’s Urban Structure;
- i. underdeveloped properties which have potential for **Redevelopment** or expansion to better utilize the land base to achieve the City’s Urban Structure;
- j. development at densities that are too low to support planned transit facilities;
- k. barriers to the improvement or **Development** of vacant or underutilized lands or buildings such as lots that are **Brownfield Sites**, contaminated soil, fragmented ownership or financial disincentive to private investment;
- l. conservation of heritage resources through restoration, rehabilitation and adaptive re-use; and/or
- m. any other reason as provided for under the *Planning Act*.

5.1.3.23 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 or planned uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating **Adverse**

Effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use 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 this Plan and the Zoning By-law.
- 5.1.3.28 That the Committee of Adjustment may permit, at their discretion, the extension or enlargement of non-conforming uses, subject to the following considerations:
 - a. the length of time that the use has been in operation;
 - b. 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
 - c. the neighbouring conforming uses will be protected, through the provision, where necessary, of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, measures to increase compatibility of character and planned function and reduce nuisances and regulations for

alleviating **Adverse Effects** caused by outside storage, lighting, advertising signs.

Site Plan Control

- 5.1.3.29 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 Jan. 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. **Single-Detached Houses** and **Semi-Detached Houses** and **Townhouses** with 10 residential units or less in a block are exempt from Site Plan Control.
- 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, watermains, 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. the 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, cycling facilities, streets and public transit rights-of-way be dedicated as necessary;
- c. land be dedicated for commuter parking lots and transit stations, including related facilities and **Infrastructure** for the use of the general public, as necessary;
- d. 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 the 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, perpetuating an undesirable pattern of **Development** or prejudicing the layout of future **Development** shall be considered acceptable;
 - b. where a parcel of land is located within an existing settlement or is designated by this Plan for **Development**, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other similar applications on the original parcel, such individual severances from that parcel shall not be permitted but may be considered through an application for a Plan of Subdivision; and
 - c. where existing developed lots have the potential for **Redevelopment** on a more comprehensive scale, a proposed severance(s) which might block potential points of access or further fragment ownership of these lands, shall not be approved unless such severance is determined to be appropriate

following a Council approved comprehensive study of the area such as through a Secondary Plan or Block Plan process.

- 5.1.3.56 That a consent, or consents, to sever land designated on Schedule 13 as **Natural Area** and **Prime Agriculture**, 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 1B;
 - 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 that 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 within the Oak Ridges Moraine Conservation Plan Area boundary, designated on Schedule 13 **Natural Core Area**, **Natural Linkage Area**, or **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, Jan. 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, 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 serviced by a municipal water system and/or sanitary sewer, the Committee of Adjustment shall obtain confirmation from the appropriate City and/or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated **Development** by Plan of Subdivision; 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. **Toronto and Region Conservation Authority** and/or qualified consulting services retained by the City of Vaughan shall be consulted in respect of applications for consent which are subject to flooding, wind or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or **Fish Habitat**, mature **Tree** stands and areas of high aggregate potential; and

e. financial implications:

- i. the creation of lots shall not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility.

Community Planning Permit System

The City's Community Planning Permit System is enabled through 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.

5.1.4 Pre-Application Consultation and Complete Application Submission Requirements

This 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 may be requested by an applicant and be held prior to the submission of development applications for Official Plan Amendments, Zoning By-law Amendments, Draft Plans of Subdivision, Draft Plans of Condominium (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 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 consultations will include pertinent City departments and external review agencies, and will be supported by the following:
- a. any fees that may be prescribed by the City for the pre-application consultation;
 - b. authorization from the owner of the subject lands, except where the application type involves non-participating landowners;
 - 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 Ontario Land Tribunal appeals on the subject lands which may impact the proposal;
 - e. conceptual plans illustrating the proposed **Development**;
 - f. preliminary elevations if 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 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 following the pre-application consultation meeting.

- 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, that 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 in preparation of their development application(s). Where Terms of Reference are not available from the City, applicants may be required to prepare a Terms of Reference for any information, reports, studies and materials that are identified as being required 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 should provide a pre-application submission to the City, along with the prescribed fee(s), of the materials identified through the pre-application consultation that 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 may accompany the formal submission of a development applications(s). The clearance shall only be valid for 180 days from the date of its issuance.
- 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. Where a pre-application consultation has been conducted, a confirmation of a pre-application consultation meeting with the City, in the form of a signed and valid Pre-Application Consultation Understanding, for the purposes of confirming the required application(s) and submission information, reports, studies and materials; and to confirm the other external review agencies for which the applicant was required to consult. The Pre-Application Consultation Understanding shall be valid for 180 days from the date of the pre-application consultation meeting. If the Pre-Application Consultation Understanding has expired, it is no longer considered valid. The applicant will be required to make a pre-application consultation extension request with the City in writing and pay the required fee(s) prior to the expiration of the Pre-Application Consultation Understanding should an extension be required;
 - 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 pre-application consultation meeting(s), including the requirements of external review agencies, with content and in a form satisfactory to the City. The City may deem incomplete information and materials submitted if it is determined the quality of the submission does not meet the standards prescribed in the Terms of Reference, Standards and Guidelines, where available, prepared by the City. Further, the

City requires a confirmation from commenting agencies that studies, reports and plans are acceptable and that all required fees have been paid;

- 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, if applicable, the **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

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, if one was conducted; 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 5.1.4.6 and 5.1.4.7, the City, upon review of the submission, may in its sole discretion, deem the submission as incomplete.

5.1.4.9 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.

5.1.4.10 That, through the pre-application consultation meeting, the following information, reports, studies and materials, listed in this 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:
- ii. where an application(s) proposes **Development** adjacent to natural heritage features and/or **Natural Hazards**, the applicant shall submit the studies identified as being required in support of a complete application 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, and the **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 may be submitted in the form of a plan/survey and/or 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 Region Conservation Authority**, to the satisfaction of the appropriate authority;
- iii. Other Development Limits:

application(s) for **Development** on or adjacent to lands regulated by other authorities, including but not limited to, TransCanada PipeLines Limited, Hydro One Limited and the Ontario Ministry of Transportation are required to have development limits established to the satisfaction of the appropriate authority and identified in the appropriate plans and reports required for submission prior to the application being deemed complete by the City;

- 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 (if a pre-application consultation meeting was held);
 - ii. application form(s);
 - iii. description of the **Development** proposal;
 - iv. context map 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;
 - xix. comprehensive **Development** plan and phasing plan;
 - xx. sustainability performance 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 the **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 (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. streetscape perspective drawings (large scale drawings of building elevations relative to the **Public Realm**);
 - ix. landscape plans and details (including exterior lighting), including landscape costs estimate;
 - x. 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);
 - xi. landscape grading plans (including the architectural ground floor)
 - xii. signage design and lighting plan (including dimensions, materials and colours);
 - xiii. exterior photometric lighting plan (in lux);
 - xiv. context plan, showing existing and approved **Developments** on adjacent lots (scaled); and
 - xv. 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. architectural control architect review;
 - v. landscape and open space master plan;
 - vi. detailed wind tunnel model analysis (6-**Storeys** or greater);
 - vii. digital 3D Model;
 - viii. **Green Roof** and rooftop amenity area plans (if applicable);
 - ix. digital material board with high resolution images and manufacturer's information;
 - x. pedestrian level wind study (desktop model) (6-**Storeys** or greater);
 - xi. **Public Utilities** plan (shadowed on the landscape plan);
 - xii. design review panel package (applications within Vaughan Metropolitan Centre only);
 - xiii. arborist report (if no trees are present, letter from ISA certified arborist is required);
 - xiv. **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)
 - xv. Public Realm plan;
 - xvi. streetscape plan;
 - xvii. computer generated georeferenced building mass model; and
 - xviii. sun/shadow study (6-**Storeys** or greater);
 - xix. public art plan;
- e. 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 the **Toronto and Region Conservation Authority**;
 - iii. natural heritage and/or hydrologic evaluation with applicant developed terms of reference approved by the City and the **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 the **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;
- f. 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. Air quality assessment report;

- ii. draft reference plan;
 - iii. site plan engineering fee;
 - iv. Master Environment and Servicing Plan;
 - v. functional servicing report;
 - vi. stormwater management report;
 - vii. site servicing and grading plans, cross-sections and supporting drawings;
 - viii. erosion and Sediment Control Report and Plans;
 - ix. phasing plan;
 - x. metadata table;
 - xi. water supply analysis report;
 - xii. Wellhead Protection Area Risk Assessment;
 - xiii. Wellhead Protection Area risk management plan;
 - xiv. noise and vibration report;
 - xv. geotechnical/soils report;
 - xvi. slope stability study;
 - xvii. supplementary stability analysis;
 - xviii. phase 1 environmental site assessment report;
 - xix. phase 2 or 3 environmental site assessment report;
 - xx. record of site condition;
 - xxi. hydrogeological report;
 - xxii. water balance assessment report;
 - xxiii. **Wetland** water balance risk evaluation;
 - xxiv. topsoil stripping/pre-grading plans;
 - xxv. water and wastewater servicing plan; and
 - xxvi. dewatering/unwatering plans and details;
- g. 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(s);
 - viii. pedestrian and bicycle circulation plan;
 - ix. transportation **Mobility Plan**; and
 - x. transit facilities plan;
- h. 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. **Archaeological Assessment**;
 - ii. Conservation plan for heritage resources;
 - iii. Cultural heritage impact assessment;
 - iv. cultural heritage survey;
 - v. cultural heritage management plan;
 - vi. heritage conservation district conformity report;
 - vii. community services and facilities impact study;
 - viii. parks and open space master plan;
 - ix. parks detailed facility fit plan;
 - x. parkland dedication summary chart;
 - xi. trails feasibility study;
 - xii. trails master plan;
 - xiii. Land Use Compatibility study;
 - xiv. Land Use Compatibility study (railway) required where a **sensitive** use is proposed within 1000 metres of a railyard and 500 metres of a railway;

- xv. BLEVE (Boiling Liquid Expanding Vapour Explosion) Models;
- xvi. Plume study;
- xvii. odour studies;
- xviii. development viability assessments (or crash wall studies);
- xix. hazard impact assessments;
- xx. employment area compatibility assessment report;
- xxi. market impact study;
- xxii. commercial impact statement;
- xxiii. precinct plan/study;
- xxiv. Housing Options statement;
- xxv. **Affordable Housing** contribution plan;
- xxvi. crime prevention through environmental design (CPTED) study;
- xxvii. health impact assessment;
- xxviii. air quality assessment;
- xxix. **Agricultural Impact Assessment**;
- xxx. emergency response plan/**Risk Management Plan**; and
- xxxi. 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.

i. 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.

5.1.4.11 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.

- 5.1.4.12 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.
- 5.1.4.13 That the City, at its discretion, may strongly encourage 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 the Block Plan or other comprehensive planning measures process.
- 5.1.4.14 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.
- 5.1.4.15 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.

5.1.4.16 That the policies in Section 5.1.4 shall prevail over any conflicting policies in this Plan.

5.2 Monitoring and Review

The Plan is a high-level policy document intended to manage and direct the city’s physical growth and change over the next 25 years and beyond. It is important 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 imperative 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 **Province**, 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 **Vaughan Metropolitan Centre** and in **Protected Major Transit Station Areas**;
- d. the total land supply in **Employment Areas** and any change from previous years;
- e. the development status of certain Secondary Plan areas, including but not limited to:
 - i. types of buildings and uses proposed, approved, and/or built within the Secondary Plan Area;
 - ii. achieved housing supply and typology mix within the Secondary Plan area; and
 - iii. provision and/or conveyance of parkland pursuant to the Secondary Plan process and Section 3.5 of this Plan;
- f. progress made in implementing required Land Use studies as directed by the policies or schedules of this Plan, such as Secondary Plans;
- g. transportation indicators, including:
 - i. linear kilometres of new cycling **Infrastructure**;
 - ii. modal shifts in transit; and
 - iii. any changes in transportation-related Greenhouse gas emissions per capita; and
- h. overall progress toward City-wide greenhouse gas reduction targets.

5.3 Glossary

Certain words throughout the Plan have been bolded in blue. Words that have been bolded in blue have been defined in Table 5.1 below. 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

ACCESSIBILITY	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 <i>Accessibility for Ontarians with Disabilities Act (AODA)</i> , the Ontario Human Rights Code, and the Ontario Building Code.
ACCESSORY	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.
ACTIVE FRONTAGES	Building frontages or edges that allow a visual or physical engagement between the street users and the ground floors of buildings. Frequent openings and windows with few blank walls; narrow-frontage buildings that give vertical rhythm to the street edge; facade articulation; transparency that promotes eyes on the street; and uses spilling onto the street contribute to active frontages.
ACTIVE RECREATIONAL USES	Active Recreational Uses are sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, racquet sports, aquatics, basketball and multi-use courts, volleyball, ice skating, skateboarding, bocce, hockey, off-leash dog areas and similar uses.
ACTIVE TRANSPORTATION	Human-powered travel, including but not limited to, walking, cycling, rolling (inline skating, scootering) and travel with the use of a mobility aid, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.
ADDITIONAL RESIDENTIAL UNIT	A self-contained residential unit with a private kitchen, bathroom and sleeping area in a house, or building accessory to a house.

<p>ADJACENT LANDS</p>	<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>
<p>ADVERSE EFFECT</p>	<p>One or more of:</p> <ul style="list-style-type: none"> a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or to plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and h) interference with the normal conduct of business.
<p>AFFORDABLE HOUSING</p>	<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"> a) Households with incomes in the lowest 60% of the income distribution for the Regional Market Area or; b) Households with incomes in the lowest 60% of the income distribution for the local market area.
<p>AGRICULTURAL AREA</p>	<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>

AGRICULTURAL IMPACT ASSESSMENT	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.
AGRICULTURAL SYSTEM	<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"> 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 b) An agri-food network which includes Infrastructure, services and assets important to the viability of the agri-food sector.
AGRICULTURAL USES	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.
AGRICULTURE-RELATED USES	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.
AGRI-FOOD NETWORK	Within the Agricultural System, a network that includes elements important to the viability of the agri-food sector such as regional Infrastructure and transportation networks; on farm buildings and Infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.
AGRI-TOURISM USES	Farm-related tourism uses, including limited accommodation such as a bed and breakfast, which promote enjoyment, education or activities related to the farm operation.
ALTERNATIVE ENERGY SYSTEMS	A system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the number of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

AQUIFER VULNERABILITY	An aquifer’s intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.
ARCHAEOLOGICAL ASSESSMENT	A survey undertaken by a Provincially licensed archaeologist to identify an archaeological site and, to the extent required, the cultural heritage value or interest of the site and applicable mitigation measures. There are four levels of 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.
ARCHAEOLOGICAL FIELDWORK	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.
ARCHAEOLOGICAL POTENTIAL	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.
ARCHAEOLOGICAL RESOURCES	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.
ARCHEOLOGICAL SITES	Any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest.
ARTIFACT	Any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value interest.

<p>ATTAINABLE HOUSING</p>	<p>A residential unit that meets the following criteria:</p> <ul style="list-style-type: none"> a) The residential unit is not an affordable residential unit; b) The residential unit is not intended for use as a rented residential premises; c) The residential unit was developed as part of a prescribed development or class of developments; d) The residential unit is sold to a person who is dealing at an arm’s length with the seller; e) Such other criteria as may be prescribed.
<p>BACK-TO-BACK TOWNHOUSE</p>	<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>
<p>BALANCED DENSITY</p>	<p>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.</p>
<p>BED AND BREAKFAST</p>	<p>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.</p>
<p>BROWNFIELD SITES</p>	<p>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.</p>
<p>BUILT FORM TRANSITION</p>	<p>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).</p>

BUILT HERITAGE RESOURCES	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.
BUILT-UP AREA	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.
COMMUNITY AREA	Areas where most of the housing required to accommodate the forecast population will be located, as well as most population-related jobs and most office jobs and employment land employment jobs. Community Areas include delineated Built-up Areas and Designated Greenfield Areas.
COMMUNITY FACILITIES	Public facilities for recreation, social and cultural activities, which may be further defined as small-scale community facilities.
COMMUNITY HOUSING	Affordable housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of-market rents.
COMMUNITY HUB	Community hubs serve as a central access point, which offer services in collaboration with different community agencies and service providers, reduce administrative duplication, improve services for residents and are responsive to the needs of their communities. Whether in a high-density urban neighbourhood or an isolated rural community, each hub is as unique as the community it serves and is defined by local needs, services and resources related to health, social, cultural, and recreational matters.
COMPATIBLE	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

<p>COMPLETE COMMUNITY/COMMUNITIES</p>	<p>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.</p>
<p>COMPLETE STREETS</p>	<p>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.</p>
<p>CONSERVE (Also: Conserved, Conserves, Conserving, Conservation)</p>	<p>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.</p>
<p>CONTAMINANT MANAGEMENT PLAN</p>	<p>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.</p>
<p>COWORKING SPACE</p>	<p>A space where people from different teams, companies, or organizations come together to work in a single shared space.</p>
<p>CULTURAL HERITAGE CHARACTER AREA</p>	<p>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.</p>

**CULTURAL HERITAGE
IMPACT ASSESSMENT**

A document prepared by a qualified professional with appropriate expertise comprising text and graphic material, including plans, drawings and photographs that contains the results of historical research, field work, survey, and analysis, and descriptions of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures. 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
RESOURCES**

Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

<p>CULTURAL HERITAGE SURVEY</p>	<p>A document prepared by a qualified professional with appropriate expertise that:</p> <ul style="list-style-type: none"> a) identifies any cultural heritage resources on or in close proximity to the subject lands and the significance of those resources; and b) makes recommendations for conserving the cultural heritage resources, including whether a Cultural Heritage Impact Assessment should be prepared.
<p>DAYCARE</p>	<p>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.</p>
<p>DESIGNATED GREENFIELD AREA</p>	<p>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.</p>
<p>DESIGNATED HERITAGE PROPERTY</p>	<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>
<p>DEVELOPABLE AREA</p>	<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"> a) Environmental features and areas, where development is prohibited, according to criteria identified in A Place to Grow: Growth Plan for the Greater Golden Horseshoe; b) The Regional Greenlands System and approved local municipal natural heritage systems where development is prohibited; c) Key natural heritage features and Key Hydrologic Features and any required buffers; d) Major Infrastructure rights-of-way (i.e., existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); e) Land that is being conveyed to the City for parkland; and f) Existing uses (e.g., cemeteries, estate subdivisions).

DEVELOPMENT

When applicable to the Oak Ridges Moraine Conservation Area:

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:

- 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
- b) for greater certainty:
 - i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on Nov. 15, 2001, or
 - ii. the carrying out of agricultural practices on land that was being used for agricultural uses on Nov. 15, 2001.

When applicable to the Greenbelt Plan Area:

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:

- a) the construction of facilities for transportation, Infrastructure and Utilities used by a public body;
- b) activities or works under the Drainage Act; or,
- c) the carrying out of agricultural practices on land that was being used for agricultural uses on the date the Plan came into effect.

When applicable to lands outside of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan:

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:

- a) activities that create or maintain Infrastructure authorized under an environmental assessment, Planning Act, or Condominium Act process; or
- b) works subject to the Drainage Act.

DRIVE-THROUGH

The land and structures accessory to a principal use that is used to provide a service to patrons while remaining in their motor vehicle.

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 Ash	<i>Fraxinus nigra</i> – Black Ash
<i>Acer pensylvanicum</i> – Striped Maple Butternut	<i>Juglans cinerea</i> –
<i>Larix laricina</i> – Tamarack Walnut	<i>Juglans nigra</i> – Black
<i>Ostrya virginiana</i> – Hop-hornbeam Spruce	<i>Picea mariana</i> – Black
<i>Picea glauca</i> – White Spruce	<i>Pinus resinosa</i> – Red Pine
<i>Acer rubrum</i> – Red Maple Pine	<i>Pinus strobus</i> – White
<i>Acer saccharinum</i> – Silver Maple Oak	<i>Quercus alba</i> – White
<i>Acer saccharum</i> – Sugar Maple Bur Oak	<i>Quercus macrocarpa</i> –
<i>Betula alleghaniensis</i> – Yellow Birch	<i>Quercus rubra</i> – Red Oak
<i>Carpinus caroliniana</i> – Blue-beech Oak	<i>Quercus velutina</i> – Black
<i>Carya cordiformis</i> – Bitternut Hickory American	<i>Sorbus americana</i> – Mountain-ash
<i>Carya ovata</i> – Shagbark Hickory Basswood	<i>Tilia americana</i> –
<i>Cephalanthus occidentalis</i> – Buttonbush Hemlock	<i>Tsuga canadensis</i> –
<i>Fagus grandifolia</i> – Beech Elm	<i>Ulmus thomasi</i> – Rock

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
ECOLOGICAL INTEGRITY	Areas which include hydrological integrity, the condition of ecosystems in which: <ul style="list-style-type: none"> a) The structure, composition and function of the ecosystems are unimpaired by the stresses from human activity, b) Natural ecological processes are intact and self-sustaining, and c) The ecosystems evolve naturally.
EMPLOYMENT AREA	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.
EMPLOYMENT-SUPPORTIVE USES	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.
ENDANGERED AND THREATENED SPECIES	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.
ENVIRONMENTAL ASSESSMENT	An Environmental Assessment undertaken in accordance with the Environmental Assessment Act of Ontario, RSO 1990, as amended.
ENVIRONMENTAL IMPACT STUDY	A study to confirm the presence and/or significance of natural features, the extent of the feature(s) and/or to determine the potential direct and indirect impacts, of a proposed development on the Natural Heritage Network and/or on a key natural heritage feature or key hydrologic feature and their functions. 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.

ENVIRONMENTALLY SIGNIFICANT AREA (ESA)	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.
EQUITY-DESERVING GROUP	A group of people who, because of systemic discrimination, face barriers that prevent them from having the same access to the resources and opportunities that are available to other members of society, and that are necessary for them to attain just outcomes. The emphasis on deserving recognizes that groups' barriers to equal access, opportunities and resources are due to marginalization created by attitudinal, historical and environmental barriers. This term is not limited to racialized groups and can be applicable to other marginalized groups.
EXCESS SOIL	Naturally occurring soil or soil mixed with rock, commonly known as earth, topsoil, loam, subsoil, clay, sand or gravel, or any combination thereof, that has been excavated as part of a project and removed from the project area, typically as a result of construction activities, and cannot or will not be reused at the site where the soil was excavated and must be moved off site.
EXISTING USES (GREENBELT ONLY)	When applicable to the Greenbelt Plan, uses legally established prior to the date that the Greenbelt Plan came into force. 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.
FARM PROPERTY	Land that is actively in agricultural use, as described and defined by the Province's Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas.
FARM RETIREMENT LOT (OAK RIDGES MORAINÉ CONSERVATION PLAN ONLY)	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: <ul style="list-style-type: none"> a) owned and operated the farm operation, as a full-time farmer, for a substantial number of years b) was engaged in farming on Jan. 1, 1994 and c) has reached retirement age and is retiring from active working life.
FISH HABITAT	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.

FLOOR SPACE INDEX	The quotient obtained by dividing the total Gross Floor Area of all buildings on the lot, by the lot area.
GARDEN SUITE	A one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable.
GENTLE INTENSIFICATION	Residential Intensification within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single family (or low density), in a way that is compatible with the existing neighbourhood.
 Globally or Provincially Rare Plants, Animals or Communities	Plant or animal species or communities that have been assigned a Provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of: <ul style="list-style-type: none"> a) S1 – Extremely rare; b) S2 – Very rare; c) S3 – Rare to uncommon; d) G1 – Extremely rare; e) G2 – Very rare; or f) G3 – rare or rare to uncommon.
GOOD HERITAGE CONSERVATION PRACTICE	Is the approach to conserving a cultural heritage resource accepted by professionals engaged in the work and is set out in the following documents: <ul style="list-style-type: none"> a) United Nations Educational, Scientific and Cultural Organization (UNESCO) and International Council on Monuments and Sites (ICOMOS) Conventions and Charters – Venice, Appleton, Washington and Burra; b) Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada; c) The Ontario Ministry of Culture’s eight guiding principles in the conservation of built heritage properties; and d) The respective Heritage Conservation District Plan or guidelines in which the property is located, if the property is designated under Part V of the Ontario Heritage Act.
GREEN INFRASTRUCTURE	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.

GREEN ROOF	An extension of an above grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium.
GREENFIELD	Lands designated for urban use in an Official Plan, but not yet developed for such uses.
GREENWAY	Trail corridors which are typically a minimum of 25 metres in width and provide linkages for pedestrians and cyclists between significant designations such as parks, open spaces, and community facilities.
GROSS DEVELOPABLE AREA	All lands available for development for both private and public uses, including residential, and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds).
GROSS FLOOR AREA	The aggregate of the floor areas of all storeys of a building measured from the outside of the exterior walls, but excluding any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade.
GROUNDWATER FEATURES	Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.
HABITAT OF ENDANGERED AND THREATENED SPECIES	The habitat, as approved by the Ontario Ministry of 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.
HAZARDOUS LANDS	Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means that land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

HAZARDOUS SITES	Property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography).
HEAT ISLAND EFFECT	Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other Infrastructure absorb and re-emit the sun’s heat more than natural landscapes such as forests and water bodies. Urban Areas, where these structures are highly concentrated and greenery is limited, become “islands” of higher temperatures relative to outlying areas.
HERITAGE ATTRIBUTES	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).
HERITAGE INVENTORY	See Register of Cultural Properties of Heritage Significance (RCPHV).
HERITAGE PERMIT APPLICATION	<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"> a) municipal and legal address of the property; b) name and address of the property owner; c) property survey of the affected property; d) current photographs of the buildings and landscape features of the property that will be affected by the proposal; e) a description of the proposed work, including: <ul style="list-style-type: none"> i. Site Plan; ii. sketches or architectural drawings of the proposed work showing materials, dimensions and scope of the work to be undertaken; f) any research or documentation in support of the proposal, including: <ul style="list-style-type: none"> i. archival photographs of the property; ii. pictures or plans of similarly styled heritage buildings in the community; and iii. signed statement by the owner authorizing the application and permitting staff to inspect the property.

HIGHER ORDER TRANSIT	Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed-traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.
HIGHLY VULNERABLE AQUIFER (HVA)	Aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant adverse effect.
HIGH-OCCUPANCY VEHICLE LANES	Reserved rights-of-way for public transit vehicles and other vehicles such as emergency vehicles, taxis or multiple-person vehicles.
HIGH-RISE BUILDING	A building over twelve storeys in height with a range of heights and densities appropriate for the surrounding context pursuant to Schedule 13 of this Plan, applicable Secondary Plans, and the Zoning By-law;
HOME INDUSTRY	<p>An industry that is carried out in the home or in a building that is accessory to the home or, if the home is located on a farm, to the agricultural operation and:</p> <ul style="list-style-type: none"> a) If the home is not located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the home as a single dwelling, provides a service such as carpentry, metalworking, welding, electrical work or blacksmithing, primarily to the farming community, and does not include uses such as auto repair or paint shop or furniture stripping; or b) If the home is located on a farm, the use is carried on as a small-scale use that is secondary to the principal use of the farm as an agricultural operation and may include, but is not limited to, a sawmill, welding or woodworking shop, manufacturing or fabrication shop, equipment repair and seasonal storage of boats or trailers.
HOME OCCUPATION	A small-scale privately operated business which provides a service as an accessory use within a residential dwelling unit, or an accessory building to a residential dwelling unit, and is performed by one or more of the permanent residents of that dwelling unit and is compatible with the character of the surrounding area. Permitted home occupation uses will be defined and development standards established in the Zoning By-Law.
HOTEL	A building(s), or part thereof, used to accommodate the travelling public for gain or profit, by supplying them with sleeping accommodation but do not include full kitchen facilities.

HOUSING OPTIONS	A range of housing types and unit sizes, such as, but not limited to single detached and semi-detached dwellings, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes and 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.
HUMAN SERVICES	Supports for people in every stage of their life that positively influence social determinants of health and strengthen communities. Human services can help provide stabilization, such as those addressing healthcare, social and safety needs, as well as opportunities to enhance quality of life, including learning and recreation.
HYDROLOGICAL FUNCTION	The functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water’s interaction with the environment, including its relation to living things.
HYDROLOGICALLY SENSITIVE FEATURE	See Key hydrological feature.
IN SITU	In Situ means remaining in place in the original location where something was found.
INCLUSIONARY ZONING	Regulatory tool that allows municipalities to require affordable housing units to be provided in new residential developments located within Protected Major Transit Station Areas.
INFRASTRUCTURE	Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.
INTENSIFICATION	The development of a property, site or area at a higher density than currently exists through: <ul style="list-style-type: none"> a) Redevelopment, including reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and d) the expansion or conversion of existing buildings.

INTERIM OPEN SPACE	A temporary public space created to enhance Urban Areas for a limited time, providing recreational and community benefits until park and recreation facilities are developed.
INTERMITTENT STREAM	Stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year.
KETTLE LAKES	A depression formed by glacial action and permanently filled with water.
KEY HYDROLOGIC FEATURE	Key Hydrologic Features are described in Section 3.6 of this Plan and include Wetlands, Lakes And Their Littoral Zones, permanent and Intermittent Streams, Kettle Lakes, seepage areas and springs.
LAKES AND THEIR LITTORAL ZONES	Means any inland body of standing water larger than a pool or pond or a body of water filling a depression in the earth's surface. The littoral zone refers to the area of shallow water in a lake that extends from the shoreline lakeward to limit occupancy of rooted aquatic plants.
LIFE SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST	An area that has been 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.
LINKAGE	Connections between natural areas that provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage Network.
LIVE-WORK UNIT	A building, or part of a building, containing a business that is operated by at least one resident of an associated dwelling unit comprising a non-residential use component located on the ground floor, with a residential use component located above the ground floor.
LOW IMPACT DEVELOPMENT	An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It 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.

LOW-RISE BUILDING	A building up to a maximum of five storeys in height.
MAJOR DEVELOPMENT	<p>Consists of:</p> <ul style="list-style-type: none"> a) the creation of four or more lots; b) the construction of a building or buildings with a ground floor area of 500 square metres or more; or c) the establishment of a major recreational use.
MAJOR FACILITIES	Facilities which may require separation from sensitive Land Uses, including but not limited to, airports, manufacturing uses, transportation Infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems and resource extraction activities.
MAJOR OFFICE	Office uses greater than 4,000 square metres per lot or with approximately 200 jobs or more.
MAJOR RECREATIONAL USE (GREENBELT ONLY)	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.
MAJOR RETAIL	<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>
MASS TIMBER DEVELOPMENT	Development constructed from wood that has been bonded together in layers to create strong and sustainable planks, posts, beams and other structural elements.
MICROCLIMATE	The climate of a very small or restricted area, especially when this differs from the climate of the surrounding area.
MICROMOBILITY	Transportation over short distances provided by eco-friendly, usually single-person vehicles, such as electric bicycles and scooters
MID-RISE BUILDING	A building, generally over five storeys in height, up to a maximum of twelve storeys in height.

<p>MINERAL AGGREGATE OPERATION</p>	<p>When applicable to the Oak Ridges Moraine Conservation Area:</p> <ul style="list-style-type: none"> a) an operation, other than a wayside pit, conducted under a license or permit under the Aggregate Resources Act, and a) associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related by-products; <p>When applicable to the Greenbelt Plan Area:</p> <ul style="list-style-type: none"> b) an operation, other than Wayside Pits and Quarries, conducted under a license or permit under the Aggregate Resources Act, or successors thereto; and c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.
<p>MINERAL AGGREGATE RESOURCE CONSERVATION</p>	<p>Both:</p> <ul style="list-style-type: none"> a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.) for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and b) the wise use of mineral aggregates, including utilization or extraction of on-site mineral aggregate resources prior to development occurring.
<p>MINERAL AGGREGATE RESOURCES</p>	<p>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.</p>
<p>MINIMUM DISTANCE SEPARATION FORMULAE</p>	<p>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.</p>
<p>MINISTERIAL ZONING ORDER</p>	<p>An order of the Minister of Municipal Affairs and Housing issued pursuant to Section 47 of the Planning Act.</p>
<p>MISSING MIDDLE</p>	<p>Residential buildings of a higher density than a single detached house but lower density than a mid-rise building, ideally at different thresholds of affordability so as to deliver a full range and mix of housing options.</p>

MOBILITY PLAN	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.
MULTI-MODAL	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.
NATURAL HAZARDS	Hazards due to flooding, erosion, dynamic beaches, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.
NATURAL SELF-SUSTAINING VEGETATION	Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.
NEGATIVE IMPACT(S)	<ul style="list-style-type: none"> 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; 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 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.

<p>NET DEVELOPABLE AREA</p>	<p>All lands available for development for both private and public uses, including residential and employment uses, private open space and Infrastructure (e.g., local and Regional streets and stormwater management ponds). The developable area excludes:</p> <ul style="list-style-type: none"> a) Environmental features and areas identified in policy 3.6.3, unless such areas have been utilized for associated servicing Infrastructure; b) The Regional Greenlands System and approved local municipal natural heritage systems where development is prohibited; c) Key natural heritage features and Key Hydrologic Features and any required buffers; d) Major Infrastructure rights-of way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and e) Existing uses (e.g., cemeteries, estate subdivisions).
<p>NET-ZERO</p>	<p>Refers to a state in which the greenhouse gas emissions amount to zero when considering carbon offsets like renewable energy production.</p>
<p>NEW COMMUNITY AREAS</p>	<p>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.</p>
<p>NON-FARM RESIDENCE</p>	<p>A single residential unit, unrelated to a farm operation located in the Agricultural or Rural Land Use designations.</p>
<p>NORMAL FARM PRACTICES</p>	<p>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.</p>
<p>ON-FARM DIVERSIFIED USES</p>	<p>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.</p>

OUTPARCEL	A plot of land in a commercial shopping center development reserved for the later construction of smaller buildings, often restaurants.
PARTIAL SERVICES	With respect to sewage and water services to a property, that either of the following situations exists: <ul style="list-style-type: none"> a) Municipal sewage services or private communal sewage services combined with individual on-site water services; or b) Municipal water services or private communal water services combined with individual on-site sewage services.
PASSIVE RECREATIONAL USES	Activities characterized by low-intensity outdoor pastimes, using unstructured social and recreation facilities such as seating areas, picnic areas, allotment/community gardens, outdoor classrooms and amphitheatres, and similar uses.
PETROLEUM RESOURCES	Oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons.
PORTABLE ASPHALT PLANT	A facility: <ul style="list-style-type: none"> a) With equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and b) Which is not of permanent construction, but which is to be dismantled at the completion of the construction project.
PRIME AGRICULTURAL LANDS	Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.
PRIVATE COMMUNAL SEWAGE SERVICES	Sewage works within the meaning of Section 1 of the Ontario Water Resources Act; that serves six or more lots or private residences and is not owned by a municipality.
PRIVATE COMMUNAL WATER SERVICES	Non-municipal drinking-water system within the meaning of Section 2 of the Safe Drinking Water Act, 2002 that serves six or more lots or private residences.
PRIVATELY OWNED PUBLIC SPACES (POPS)	Open space that is privately owned and maintained but is a publicly accessible space complementing public parks or offering other public programming purposes secured by an easement with the City.

PROTECTED HERITAGE PROPERTY	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 United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.
PROTECTED MAJOR TRANSIT STATION AREAS (PMTSAs)	Areas of land identified in on Schedule 1A and Appendix 2 surrounding higher order transit stations or stops and include a minimum density target of people and jobs per hectare, as identified in Table 2.2 of this Plan.
PROVINCE	The Province of Ontario
PUBLIC EMERGENCY SERVICES	Fire, police, or ambulance services.
PUBLIC REALM	Publicly owned places and spaces that belong to, and are accessible by, everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and conservation areas.
PUBLIC SERVICE FACILITIES	Land, buildings and structures, including but not limited to, Schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.
PUBLIC UTILITY/UTILITIES	A public body or private corporation providing Infrastructure to the public such as hydro, natural gas, communications/telecommunications, cable, sewer and water.
RAPID INFILTRATION BASIN	A basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
RAPID INFILTRATION COLUMN	A column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

REAR-LOTING	Lot layout where the rear yard of the development faces anything other than another rear lot or a laneway.
RECHARGE MANAGEMENT AREA	An area that includes Wellhead Protection Area-Q1 and Wellhead Protection Area-Q2 where the aquifers in the area are susceptible to impacts where activities take water without returning it to the same source and where these activities that reduce recharge may be a threat to water quantity.
REDEVELOPMENT	The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. This process involves, but is not limited to, redeveloping existing buildings, exterior additions, or increases in Gross Floor Area.
REGIONAL MARKET AREA	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.
REGISTER OF CULTURAL PROPERTIES OF HERITAGE SIGNIFICANCE (RCPHV)	The register of cultural heritage resources as established under Section 27 of the Ontario Heritage Act. Also known as the Heritage Inventory.
RENEWABLE ENERGY SOURCE	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.
RENEWABLE ENERGY SYSTEMS	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.
RENTAL HOUSING	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.

<p>RESIDENCE SURPLUS TO A FARMING OPERATION</p>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area:</p> <ul style="list-style-type: none"> a) if there are two or more farm residences, all built before 1978, on a lot that is being used in a farming operation, one of those residences that is surplus to the farming operation, or b) if the owner and operator of a farming operation acquires an additional lot and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation. <p>When applicable outside the Oak Ridges Moraine Conservation Plan Area:</p> <ul style="list-style-type: none"> 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).
<p>RETAIL</p>	<p>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.</p>
<p>RISK ASSESSMENT</p>	<p>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.</p>
<p>RISK MANAGEMENT PLAN</p>	<p>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.</p>
<p>RURAL AREA</p>	<p>Lands in the Agricultural System, which are located outside settlement areas and outside prime agricultural areas.</p>
<p>RURAL LOT</p>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area, a lot that is at least 97.5% 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"> a) conveyed at any time for transportation, utilities and Infrastructure as described in Section 41 of the Oak Ridges Moraine Conservation Plan, whether before, on or after Nov. 16, 2001, or b) validly conveyed before June 27, 1970.

<p>SAND BARRENS</p>	<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"> a) Has sparse or patchy vegetation that is dominated by plants that are: <ul style="list-style-type: none"> i. adapted to severe drought and low nutrient levels; and, ii. maintained by severe environmental limitations such as drought, low nutrient levels and periodic disturbances such as fire; b) Has less than 25% Tree cover; c) Has sandy soils (other than shorelines) exposed by natural erosion, depositional process or both; and, d) Has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
<p>SAVANNAH</p>	<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"> a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has from 25% to 60% Tree cover; c) has mineral soils; and d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
<p>SCHOOL</p>	<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>
<p>SECONDARY PLANS</p>	<p>Land Use plan for a particular area of the City that is prepared as an amendment to this Official Plan.</p>
<p>SEEPAGE AREAS AND SPRINGS</p>	<p>Sites of emergence of groundwater where the water table is present at the ground surface.</p>

SEMI-DETACHED HOUSE

A Low-Rise Residential building, up to three storeys in height, situated on a single lot and attached to no more than one other residential building situated on a separate parcel

SENSITIVE USES/SENSITIVE LAND USES

Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by 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:

- 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;
- b) a permanent structure for non-facility related use, particularly of an institutional nature (e.g., Schools, churches, community centres, day care centres);
- c) certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g., trailer park, picnic area, etc.);
- d) certain agricultural operations (e.g., cattle raising, mink farming, cash crops and orchards); or
- e) bird/Wildlife Habitats or sanctuaries.

SIGNIFICANT

- a) In regard to Wetlands and Areas of Natural and Scientific Interest, an area identified as Provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time;
- b) In regard to 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;
- 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; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province; and
- d) In regard to other features and areas in policy 4.1 of the Provincial Planning 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.
- e) While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

**SIGNIFICANT
ARCHAEOLOGICAL
RESOURCES**

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.

**SIGNIFICANT BUILT
HERITAGE RESOURCES,
SIGNIFICANT CULTURAL
HERITAGE RESOURCES**

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.

SIGNIFICANT DEVELOPMENT	A development with 100 or more residential dwelling units or a total Gross Floor Area of all uses of 12,500 m ² or greater.
SIGNIFICANT DRINKING WATER THREAT	A condition or activity that has a high potential to have a negative impact on the quantity and/or quality of groundwater that supplies a municipal well.
SIGNIFICANT GROUNDWATER RECHARGE AREA	<p>A significant groundwater recharge area identified:</p> <ul style="list-style-type: none"> a) as a significant groundwater recharge area by any public body for the purposes of implementing the Provincial Planning Statement; b) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, or c) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent in accordance with Provincial guidelines. <p>Ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and Wetlands.</p>
SIGNIFICANT SURFACE WATER CONTRIBUTION AREAS	Areas, generally associated with headwater catchments, that contribute to baseflow volumes which are significant to the overall surface water flow volumes within a Watershed.
SIGNIFICANT VALLEYLANDS	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.
SIGNIFICANT WETLAND	A wetland that has been identified as provincially significant by the Province.

<p>SIGNIFICANT WILDLIFE HABITAT</p>	<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 Province’s Significant Wildlife Habitat Technical Guide should be referenced to determine significant Wildlife Habitat.</p>
<p>SINGLE-DETACHED HOUSE</p>	<p>A Low-Rise Residential building, up to three storeys in height, situated on a single lot and not attached to any other residential building.</p>
<p>SITE ALTERATION</p>	<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"> a) the construction of facilities for transportation, Infrastructure and Utilities used by a public body; or b) for greater certainty: <ul style="list-style-type: none"> i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on Nov. 15, 2001, or ii. the carrying out of agricultural practices on land that was being used for agricultural uses on Nov. 15, 2001. <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>
<p>SMALL-SCALE COMMUNITY FACILITY/FACILITIES</p>	<p>Community or Neighbourhood library as defined in the Vaughan Community Spaces Plan, or a community centre.</p>
<p>SMALL-SCALE CONVENIENCE RETAIL</p>	<p>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.</p>

SOCIAL HOUSING	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.
SOURCE WATER IMPACT ASSESSMENT AND MITIGATION PLAN	A report completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with the Land Uses or Land Use activities that may pose a threat to the quantity or quality of a municipal drinking water supply. It proposes a plan for the mitigation and management of the identified risks and outlines an emergency response to be executed in the event that a risk is realized.
SPECIAL CONCERN SPECIES	A species that is classified as a special concern species in Ontario Regulation 230/08 (Species at Risk in Ontario List) made under the Endangered Species Act.
SPECIAL POLICY AREA	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 of a Special Policy Area are established by the Province. A Special Policy Area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the flood plain.
STACKED TOWNHOUSE	<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>
STOREY	A level of a building located between the surface of a floor and the ceiling or roof immediately above it, but shall not include a basement, attic, mezzanine, or mechanical penthouse. Any portion of a building partially below grade shall be deemed a storey where its ceiling is at least 1.8 m above the established grade.

<p>STRATA PARK</p>	<p>A park with horizontal delineation of legal ownership between public and private uses as described in the <i>Condominium Act, 1998, SO 1998, c 19</i>, for example, a public park located on top of privately owned parking structure.</p>
<p>STRATEGIC GROWTH AREAS</p>	<p>Areas identified on Schedule 1A as Vaughan Metropolitan Centre (VMC), Primary Centres, Protected Major Transit Station Areas, Local Centres, Regional Intensification Corridors, Regional Intensification Corridors within Employment Areas, Primary Intensification Corridors and Primary Intensification Corridors within Employment Areas.</p>
<p>SUBWATERSHED PLAN</p>	<p>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.</p>
<p>SUPPORTING EMPLOYMENT AREA</p>	<p>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 Strategic Growth Areas. This generally includes Employment Areas that:</p> <ul style="list-style-type: none"> a) are adjacent to major Regional arterial or on the fringe of Employment Areas; b) have significant portions of commercial, retail, and/or other service or knowledge-based uses; c) are directly abutting or in close proximity to residential or other Sensitive Usessensitive 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.

SUPPORTIVE HOUSING	Affordable housing linked to support services for populations in need of assistance. Such support services may be offered on site or through outreach programs and may include accessible mental health, substance addiction, employment, and other support services.
SURFACE WATER FEATURES	Water-related features on the earth’s surface, including headwaters, rivers, 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.
SUSTAINABILITY	Decisions and actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations.
TABLE LANDS	Lands in the City of Vaughan which are not contained within the defined valleys of watercourses, including rivers and streams.
TALLGRASS PRAIRIES	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"> a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25% Tree cover; c) has mineral soils; and d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time.
TIME OF TRAVEL	The estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A Wellhead Protection Area is typically divided into several time of travel zones.
TORONTO AND REGION CONSERVATION AUTHORITY	The Toronto and Region Conservation Authority
TOWNHOUSE	A Low-Rise Residential building, up to three storeys in height, situated on a single parcel and part of a row of at least three, but no more than six, attached residential units
TRADITIONAL TERRITORIES	The geographic area traditionally occupied or used regularly by a First Nation and/or their ancestors.

TRANSIT OPERATION AND MAINTENANCE FACILITY	Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. These facilities may also include offices and other accommodations for on-site workers and transit vehicle operators
TRANSIT-SUPPORTIVE	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.
TRANSPORTATION DEMAND MANAGEMENT	A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.
TREE	Any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of trees shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground.
UNIVERSAL DESIGN	The design of buildings and public places, and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.
UNSERVICED PARK	Only applicable to the Oak Ridges Moraine Conservation Area: A park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking lots or permanent water or sewer facilities.
URBAN AGRICULTURE	Food production in urban and settlement areas for personal consumption, commercial sale, education or therapy. It includes, but is not limited to, gardening and livestock raised in backyards, container gardening on balconies or rooftops, community gardening, vertical farming, and urban composting.
URBAN AREA	Lands identified on Schedule 1 Urban Structure as having an urban designation, including Employment Area, Protected Major Transit Station Areas, Community Area, Vaughan Metropolitan Centre, Primary Centre, Local Centre, Regional Intensification Corridor and Primary Intensification Corridor.
URBAN EXPANSION AREA	Areas identified through the land needs assessment as being required to accommodate population and employment growth to the planning horizon.

URBAN FOREST	A treed area that occurs within the Urban Area, both in and out of the Natural Heritage Network, which does not meet the criteria for Woodland and where trees are less than 20 metres apart.
VALLEY AND STREAM CORRIDOR	<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 (i.e. it is well-defined). The physical landform of a stream corridor cannot be visually identified from its surrounding landscape (i.e. it is ill-defined). Therefore, valley corridors are distinguished from stream corridors by the presence of a distinct landform.</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 ten 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>
VALLEYLANDS	A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.
VEGETATION PROTECTION ZONE	A vegetated buffer area surrounding a key natural heritage feature or Key Hydrologic Feature.
VISION ZERO	A strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The strategy includes a focus on system-wide changes to the way streets are designed and operated to eliminate serious injuries and deaths on roadways.
VULNERABLE	A condition of surface and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater.

WASTE MANAGEMENT SYSTEM	Sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.
WATER RESOURCE SYSTEM	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.
WATERBODY	Lakes, Woodland ponds, etc. which provide ecological functions. For the purposes of determining significant Woodlands, Waterbody generally does not include small surface water features such as farm ponds or stormwater management ponds, which would have limited ecological function.
WATERSHED	An area that is drained by a river and its tributaries.
WATERSHED PLANNING	Planning that provides a framework for establishing 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.
WAYSIDE PITS AND QUARRIES	A temporary pit or quarry that is established and utilized by or for a public authority exclusively for a specific project or contract related to road construction. Site extraction is a key operation and must be situated away from the road right-of-way

<p>WELLHEAD PROTECTION AREA</p>	<p>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.</p>
<p>WETLAND</p>	<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>
<p>WILDLIFE HABITAT</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.</p>

WOODLAND

An area of land at least 0.2 hectares in area with at least:

- a) 1,000 trees of any size, per hectare;
- b) 750 trees measuring over 5 centimetres diameter at breast height, per hectare;
- c) 500 trees measuring over 12 centimetres diameter at breast height, per hectare; or
- d) 250 trees measuring over 20 centimetres diameter at breast height, per hectare

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.

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.