

## **OFFICE CONSOLIDATION AND INFORMATION**

This Version Dated: December 2020

The Vaughan Official Plan 2010 is the result of an extensive consultation and review process. The Plan was adopted by City Council on September 7, 2010, and was subsequently modified by City Council on September 27, 2011, March 20, 2012 and April 17, 2012.

After the Plan was adopted by City Council, it was forwarded to the Region of York for consideration in its capacity as approval authority. The Region did not exercise its jurisdiction within the 180-day period prescribed by the *Planning Act* (the "Act"), and accordingly the Plan was appealed to the Local Planning Appeal Tribunal (LPAT) pursuant to Section 17(40) of the Act following the expiry of that period.

The majority of the Volume 1 and 2 policies were approved by LPAT Orders (PL111184) on the following dates:

- August 8, 2013
- December 24, 2013
- February 21, 2014
- October 17, 2014
- March 25, 2015

This is an office consolidation of the Vaughan Official Plan 2010 updated to include Local Planning Appeal Tribunal (LPAT) decisions and City Council approved Official Plan Amendments as of May 29, 2019. It is prepared for the purpose of convenience only.

For accurate reference, the original Plan as approved by the Region, LPAT decisions and amendments to the Plan should be consulted.



# City of Vaughan Official Plan 2010

Volume 1



## A Plan for Transformation

As Partially Approved by the Ontario Municipal Board

2020 Office Consolidation

Vaughan Tomorrow  
OUR CITY. OUR PLAN.



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## **THE VAUGHAN OFFICIAL PLAN 2010 APPEAL PROCESS**

Certain policies of this Plan are subject to appeal at the Ontario Municipal Board and are not yet in-effect. The policies which have not been approved are highlighted in yellow throughout. Some policies and schedules may be subject to a site- or area-specific appeal and therefore not be in-effect for certain areas of the Plan. Information regarding the appealed policies and maps can be obtained from the City of Vaughan Policy Planning and Environmental Sustainability Department.



# 1

## INTRODUCTION

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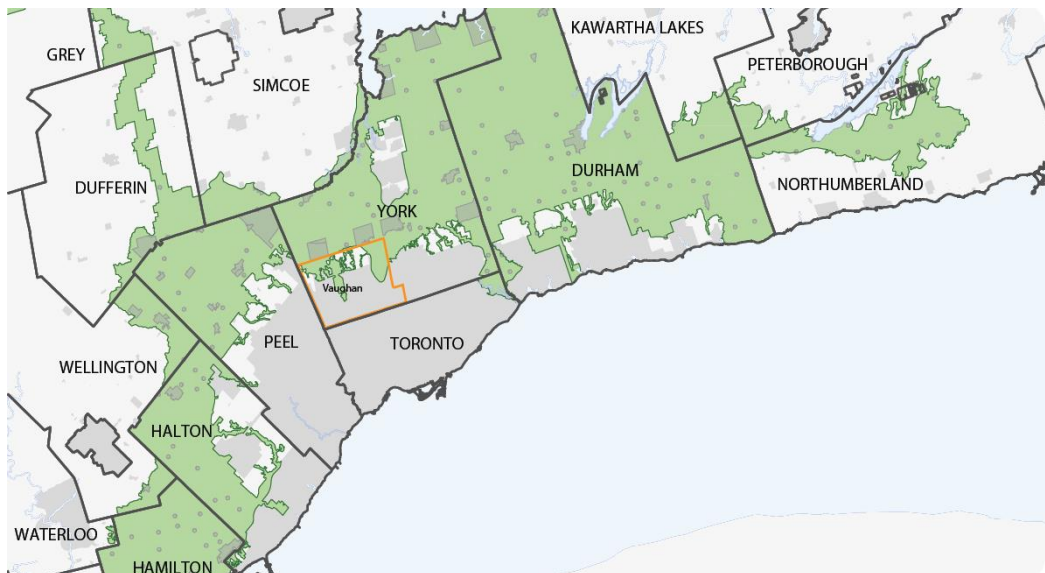
## 1.1 The City of Vaughan in Context

The City of Vaughan, a municipality in York Region, is centrally located within the Greater Golden Horseshoe (GGH). A fast growing urban region that reaches from Niagara to Oshawa, the GGH is the economic engine of Ontario. Vaughan enjoys strong rail and road transportation links to its neighbours and other municipalities across the GGH and beyond. It is also home to the headwaters of both the Humber and Don Rivers. Their *significant* valley systems are a prominent feature on the landscape.

Like the GGH in general, York Region is planning for significant growth through to 2031. It is expected that York Region will grow by over 575,500 people and 318,000 jobs. According to the York Region Official Plan, Vaughan is forecast to accommodate 29% of the Regional population growth and 33% of the Region's employment growth resulting in a growth of approximately 167,300 new residents and 103,900 new jobs between 2006 and 2031 (Vaughan's population in 2006 was 249,300, with 162,200 jobs.)

Vaughan will also be the recipient of tremendous investment in the infrastructure necessary to manage this growth and transform the city in the future. The extension of two subway lines into Vaughan, expansion of the Viva bus rapid transit system, construction of a new hospital, extension of Highway 427, and the opening of a new City Hall and civic square are among the major public investments currently in progress.

**Figure 1**  
*The City of Vaughan is centrally located in the Greater Golden Horseshoe*



## 1.2 Vaughan Tomorrow: The City’s Growth Management Strategy

The Official Plan is part of an overall Growth Management Strategy, initiated by Council, that will shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable City.

The overall Growth Management Strategy consists of three main components:

- **Vision 2020** – the City’s Strategic Plan;
- **Green Directions** – the City’s Sustainability Master Plan; and
- **A Plan for Transformation** – the City’s new Official Plan.

This document constitutes the new Official Plan – A Plan for Transformation. It was prepared as part of a comprehensive three-year exercise, involving a number of concurrent studies and Master Plans:

- The Transportation Master Plan defines the street and public transit infrastructure, and other initiatives, which are needed to accommodate the population and employment growth that will result from the implementation of the Growth Management strategy.
- Active Together is the Master Plan for the provision of Parks, Recreation, Culture, & Libraries - essential contributors to the high quality of life in the City of Vaughan.

### Vaughan Vision 2020:

The updated strategic plan establishes the City’s mission, vision and corporate values. It outlines the Corporation’s strategic goals and initiatives. In turn, these strategic initiatives are implemented through departmental business plans. City programs, such as the Vaughan Tomorrow growth management strategy, are aligned to the organizational strategic goals as outlined in Vaughan Vision. Vaughan Vision 2020 was completed in December, 2007.

### Green Directions Vaughan:

The Community Sustainability and Environmental Master Plan will function as the City’s sustainability plan and will influence virtually all aspects of the City’s operational and regulatory activities, including the growth management strategy. The intent of the Community Sustainability and Environmental Master Plan is to establish the principles of sustainability, which will then be used in the *development* of other plans and master plans to achieve a healthy natural environment, vibrant communities and a strong economy. Green Directions Vaughan was completed in April, 2009.



- The Pedestrian and Bicycle Master Plan guides improvements to existing and proposed pedestrian and cycling infrastructure in order to create a friendlier environment for those choosing to navigate the City by means other than automobile.
- The Built Cultural Heritage Study includes policies to preserve and protect built cultural heritage resources, including designated property and Heritage Conservation Districts. The Cultural Heritage Landscape Plan defines and identifies significant *cultural heritage landscapes* and includes policies for their preservation.
- The Archaeology Study/Plan identifies registered archaeological sites, includes guidelines for the identification of lands of high potential resources and policies that relate to *archaeological resources* in the City of Vaughan.
- The Creative Together Cultural Plan identifies cultural resources and includes policies for the integration of cultural *development* and promotion within the municipality.
- The Commercial Land Use Review analyses the current structure, function and performance of *retail* activities in the City and provides an updated *retail* market analysis identifying and quantifying future *retail* and service commercial space requirements for the City of Vaughan until 2031.
- The Housing and Employment Land Needs Study, provides the background to the growth management and land budgeting exercise that informs the urban expansion and *intensification* policies of the new Official Plan.
- The Employment Sectors Study is a review of at the current and future employment mix in the City to determine how Vaughan can meet the needs of a growing community and encourage good quality employment opportunities.
- The Social Services Study investigates current and future social service needs of the people of Vaughan and provides recommendations for Official Plan policy and Strategic Actions. The recommendations include a broad array of ideas for how the City could become involved in social service provision in the future.
- The Water and Wastewater Master Plan and the Storm Drainage/Stormwater Management Master Plan will be completed in support of the new Official Plan and all related Secondary Plans. The municipal services requirements identified in these documents should guide infrastructure requirements in support of the new Official Plan.

Five Focused Area Studies were also prepared providing additional detail for the planning of specific areas of the City:

- Kleinburg-Nashville **Rural** Areas;
- Yonge Street Area including the Yonge Street and Steeles Avenue West node, as well as the portion of Yonge Street (Vaughan), north of the Thornhill Heritage Conservation District;
- Woodbridge Core Area;
- The Vaughan Metropolitan Centre; and
- The West Vaughan Employment Area.

These studies form part of Volume 2 of this Official Plan.

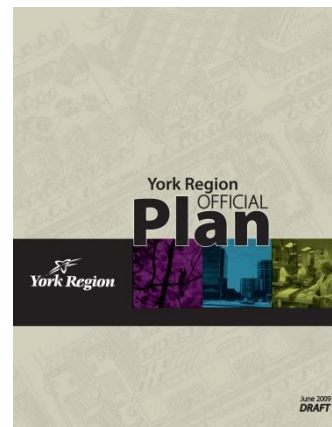
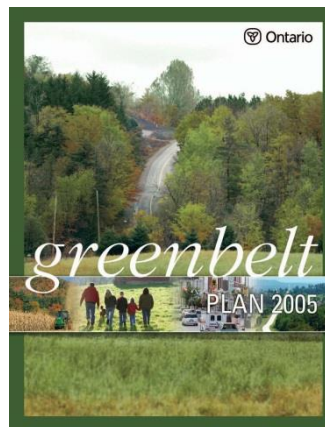
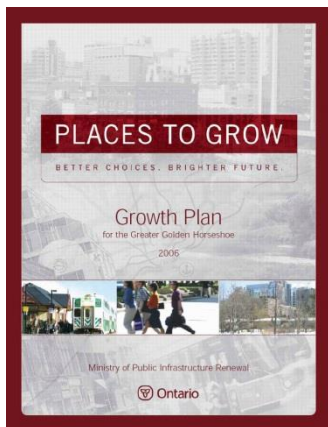
## 1.3 The Provincial and Regional Context

The Official Plan addresses the City’s long-term planning requirements to the year 2031 and, in addition to consolidating all former land use policy into one document, this Plan brings the City into conformity with recent Provincial and Regional land use policy direction.

### The Provincial Policy Context

The Planning Act requires municipalities to prepare an Official Plan to set out the municipality’s general planning goals and policies that will guide future land use. Specifically, 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.” Such plans are also required to be updated every five years, to conform with provincial plans and be consistent with provincial policy statements.

The Provincial Policy Statement (2005) (PPS) requires that municipal official plans be consistent with its policies for the wise management of land in the Province including: support for *intensification* and more compact, transit-supportive land use patterns; providing an appropriate range of housing types and densities required to meet projected requirements of future residents, the protection of employment lands; the *redevelopment of brownfields*; the promotion and *development* of clean energy sources and conservation for improved air quality; among other important policies. The PPS also requires that upper and lower tier municipalities coordinate their land use planning efforts, particularly in the area of allocating population and identifying areas for *intensification*.



The Oak Ridges Moraine Conservation Plan (2002) established the protection of the Oak Ridges Moraine - a *significant* natural heritage feature part of which is in the north east area of Vaughan. The Greenbelt Plan (2005) builds on the legacy of protection established for the Oak Ridges Moraine and protects **agricultural** lands, and lands performing vital ecological features, from urbanization. The policies in these plans generally protect these lands for **agricultural**, passive recreational, and traditional **rural** settlement area uses.

The Growth Plan for the Greater Golden Horseshoe (2006) (“the Growth Plan”) sets growth forecasts to guide planning and growth management across the region and emphasizes *intensification* of already built-up areas, the preservation of designated **Employment Areas** for future economic opportunity; conservation of natural heritage areas; and multiple modes of safe and efficient transportation to move around. The Growth Plan also stipulates that conversions of employment land to other non-employment uses, and expansions to the **Urban Area** can only be made through a *municipal comprehensive review*, such as the statutory five year official plan review.

On January 1, 2007 changes to the Planning Act came into effect as a result of the Planning and Conservation Land Statute Law Amendment Act, 2006 (Bill 51). These changes include policies to further support the Province’s move toward healthy, sustainable communities by making the planning process more accessible for citizens and providing tools to help municipalities achieve their planning goals.

## **The Regional Policy Context**

The York Region Official Plan (YROP) has been updated to recognize recent Regional initiatives and to bring it into conformity with the recent Provincial planning changes described above.

The updated YROP is rooted in the concept of sustainability. The YROP policies will protect important natural features with an emphasis on enhancing the natural systems that shape and support the region, while also managing the growth of the rapidly urbanizing region with a shift toward greater *intensification* of the already built-up areas. The YROP sets *intensification* targets for each of the local municipalities. Community building policies support this shift with a new policy focus on integrated city-building to create sustainable communities with a pedestrian-friendly, transit-supportive, transportation system that will reduce reliance on automobiles.

The YROP was under review while the Vaughan Official Plan was under *development*. Consequently, and in accordance with provincial policy, the two documents are well aligned and share a coordinated policy basis and approach to growth management. Where policies of the Regional Plan conflict with this Plan, the Regional Plan will prevail.

## 1.4 An Extensive Engagement Exercise

A visionary plan that could be supported across the City required extensive input from the public and key stakeholders. In order to gather such input, a new and visionary approach to public consultation was implemented. The innovative approach to consultation, taken under Council direction and described below, garnered Vaughan a 2009 Award for Excellence in Communications and Public Education from the Ontario Professional Planners Institute.

The consultation program ran throughout the Vaughan Tomorrow process and was tailored to the various stages of the program:

- A Speaker's Series kicked-off the consultation program, featuring invited experts speaking on a number of topics to engage and educate the public on issues of city-building.
- Visioning Workshops were held in each of the communities to gather citizen input into the direction that the new Official Plan should take.
- A documentary film, "A Vision for Transformation", was prepared including contributions from experts, City Council, and citizens describing the need for change and a desired future for the City. This film was shown at Vaughan Tomorrow public meetings, was sent to ratepayer associations and community groups and was screened in libraries and at other public events.
- As background reports were prepared, summaries were provided in a series of Citizens' Bulletins, providing information on the various subject areas being studied in preparation of the new Official Plan. These Citizens' Bulletins, as well as the full length reports, were available at the Civic Centre, in libraries and on the dedicated Vaughan Tomorrow website.
- The Vaughan Tomorrow website acted as a clearing house for all Growth Management related news and information, including the interactive VaughanQuest city growth simulation software which allowed citizen's to see the potential impact of many growth management decisions on the quality of life, and shape of their city.
- The youth of Vaughan were also engaged through the preparation of an educational package which was made available to all Public and Catholic secondary schools in Vaughan.
- Workshops on the Vision for Transformation were held with land industry professionals, the general public and rate payers associations. The Vision for Transformation was also shared at smaller community events such as community dinners.

- As detailed analyses were prepared, two comprehensive open houses were held to inform the public and stakeholders of key issues and areas of discussion. At these events, representatives of all supporting studies related to the preparation of the Official Plan were on hand to share findings and solicit feedback.
- The draft Official Plan was released in April, 2010 and open houses were held during the spring of that year.

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

*The Vaughan Tomorrow consultation program included many innovative approaches to gathering public input*



## 1.5 The Vision for Transformation: Goals for the Official Plan

The Vaughan Tomorrow project and Official Plan Review included an extensive visioning process whereby Vaughan residents were engaged to help define the main principles that would guide the *development* of Official Plan policies and land-use planning decisions. The main principles of Vaughan's Vision for Transformation and the resultant policies are summarized through eight key themes, described below. These have become the goals of the Official Plan.

### **Goal 1: Strong and Diverse Communities**

A city's **Community Areas** are among its most important assets. They are where people interact with one another on a daily basis. Distinct and diverse communities make a city an exciting place to live. Vaughan consists of five existing residential communities (Woodbridge, Kleinburg, Maple, Thornhill and Concord) and three developing residential communities (Vellore, Carrville and Nashville). This Official Plan seeks to maintain the stability of existing residential communities, direct well designed, context-sensitive growth to strictly defined areas, and provide for a wide range of housing choices and a full range of community services and amenities within each community. **New Community Areas** have been identified and will undergo a Secondary Plan process.

### **Goal 2: A Robust and Prominent *Countryside***

Despite the incredible scale and pace of growth, the City of Vaughan still has a considerable amount of *countryside* and **Natural Areas** remaining within its municipal boundaries. It is a focus of this Plan to maintain a prominent and accessible *countryside* within Vaughan to allow the City's citizens to realize the many benefits of such a close association with this land. Beyond food production and wildlife habitat, the *countryside* provides a number of valuable functions. Forests and **Watercourses** clean toxins from the air and water, slow stormwater and provide flood protection. Additionally, the *countryside* provides a wide range of opportunities for passive and active recreation. Maintaining these features within the **Municipal Boundary** as the City urbanizes will improve Vaughan's attractiveness as a place to live, work and play.

### **Goal 3: A Diverse Economy**

Vaughan is one of the most successful municipalities in the country in terms of job creation. Employment in the City tripled between 1986 and 2006 and while other municipalities have struggled to maintain manufacturing jobs, Vaughan has become an industrial powerhouse. Building on Vaughan's tremendous economic success in recent history, forward looking policies



aim to diversify the local economy by attracting a wider range of employment including *major office* uses, research, and health and education employment. These uses can be located in mixed-use centres, thereby also supporting transit, and preserving designated employment lands for other forms of economic activities: warehousing, manufacturing and industrial operations.

#### **Goal 4: A Vibrant and Thriving Downtown**

The Province has identified the core of the **Vaughan Metropolitan Centre (VMC)** as a provincially designated Urban Growth Centre, recognizing its location along the Highway 7 rapid transit corridor and at the terminus of the planned Toronto-York **Subway Extension**. The VMC is envisioned to become Vaughan's downtown – the highest density node within the City and a focus for civic activities, business, shopping, entertainment and living. The VMC can accommodate a significant amount of Vaughan's planned residential and employment growth, and it is an appropriate location for **Major Institutional** uses. Through planning, design, programming and investment, the VMC will be the focus of Vaughan's identity: a recognizable and special place at the heart of the City.

#### **Goal 5: Moving Around without a Car**

Reducing car traffic creates cleaner air and more enjoyable streets, and increasing active transportation (walking and cycling) creates a healthier population. However, people will continue to drive cars until there are more viable transportation options. The Toronto-York and Yonge **Subway Extensions**, the Viva bus rapid transit and regional bus network and increased GO Transit service will provide a strong foundation for Vaughan's public transit infrastructure. The new Pedestrian and Cycling Master Plan is also an important step in this direction, making clear that the current state of auto dependency needs to be addressed and changed. With this foundation, the Official Plan will focus on implementing planning and design policies that make walking, cycling and transit use realistic options for moving around.

#### **Goal 6: Design Excellence and Memorable Places**

Vaughan has a number of remarkable assets that define it as a place. The two river valley corridors are the most identifiable placemaking features in Vaughan. With regards to the built areas of the City, the historic village cores, **parks** and community centres are highly valued places. While people in Vaughan cherish their residential neighbourhoods they also understand that the City as a whole has the opportunity to develop the various attributes that make wonderful built landscapes. Cities take time to develop a sense of place and the next phase of Vaughan's evolution, guided by this Official Plan, will focus not only on accommodating growth, but doing so in a manner that contributes to the overall beauty of the City.

### **Goal 7: A Green and Sustainable City**

The City of Vaughan has established the concept of sustainability as a key City-wide objective. This is reflected in Vision 2020 and Green Directions Vaughan, and is therefore embedded in all aspects of the new Vaughan Official Plan. The main principles of sustainable land-use planning relate to the protection of the natural environment, protection of **agricultural** lands, and the ability for people to live in communities that minimize energy use, water consumption and solid waste generation, encouraging the adaptive reuse of older and/or historical buildings in support of sustainable *development* and allow for alternative transportation choices.

### **Goal 8: Directing Growth to Appropriate Locations**

Planning for the attractive, sustainable and prosperous city envisioned by this Plan will in large part be achieved by directing growth to appropriate locations that can support it. This means a shift in emphasis from the *development* of new communities in *greenfield* areas to the promotion of *intensification* in areas of the City with the infrastructure capacity and existing or planned transit service to accommodate growth.

This Plan provides an appropriate balance in this regard by accommodating 45% of new residential growth through *intensification* and the remainder within **New Community Areas**. **Intensification Areas** have been limited to 3% of the overall land base to protect existing **Community Areas** and **Natural Areas**. Similarly, employment growth is being accommodated through a balance of *intensification* within mixed-use centres and through new *development* in **Employment Areas**.

## 1.6 Structure of this Plan

1

### Introduction

Chapter One sets out the overall context within which the Official Plan was created. It describes the geographical context of the City, the policy context for the Official Plan and the Vision that was derived from the Vaughan Tomorrow consultation process.

2

### Managing Growth

Chapter Two provides policies for managing growth and shaping the future of the City. The growth strategy is based on a transformative shift away from reliance on *greenfield development* toward the promotion of *intensification* and reurbanization within the already built-up area of the City. Where new *greenfield* communities are developed, they will be planned and built as compact, complete and transit-supportive neighbourhoods. Such a shift will help promote a more sustainable City by making more efficient use of existing infrastructure, supporting alternative modes of transportation and protecting **Natural Areas**, **rural** areas and existing communities.

3

### Environment

Chapter Three creates a framework for natural heritage and environmental protection. Natural heritage protection is based on establishing a connected Natural Heritage Network that includes important natural features, the open spaces which connect them, as well as opportunities to grow the Network. This chapter also contains policies with respect to the Provincial Oak Ridges Moraine Conservation Plan and Greenbelt Plan. It also contains policies regarding clean air, water and soil in the City.

4

### Transportation

Chapter Four provides policy directions to facilitate a sustainable and balanced transportation system. Recognizing the dominant role the automobile has played in defining patterns of growth and *development* in Vaughan, the focus over the next 25 years is on strengthening the pedestrian, bicycle and transit networks and systems. The policies are based on plans for regional rapid transit investments that will provide the framework for the future transportation network and enhancements to all transportation modes that will provide viable mobility alternatives.

## 5

### **Economy**

Chapter Five provides policy directions to promote economic vitality and support high quality and diverse employment opportunities. To support a strong and diverse economy, the policies provide direction to, among other things, enhance industrial activity, prioritize green industries and services, attract *major offices* and institutions, support the *retail* economy, enhance creativity and culture, and encourage the growth of major institutions such as a new medical centre. Emphasis is placed on long-term economic stability to facilitate a wide variety of job opportunities are available that allow residents to live and work in Vaughan.

## 6

### **Cultural Heritage**

Chapter Six sets out policies that support the protection of Vaughan's cultural heritage resources by outlining a comprehensive approach to identifying, protecting and promoting cultural heritage. The policies focus on built heritage, *cultural heritage landscapes* and archaeological heritage resources. A broad approach to understanding heritage within its context and landscape is encouraged to provide for the comprehensive protection of heritage resources.

## 7

### **Community Infrastructure**

Chapter Seven sets out policies regarding community services and facilities and housing options needed to support strong and healthy communities. Specifically, the policies seek to: plan for appropriate *community facilities* and services to meet the needs of all residents; provide a diversity of **parks** and open spaces in terms of size, function and programming; support local food systems and community agriculture; create a variety of housing opportunities in terms of tenure, affordability, size and form; and advocate for sufficient and appropriate human and social services to be available in Vaughan.

## 8

### **Municipal Services, Utilities, and Infrastructure**

Chapter Eight provides policy directions designed to protect the long-term provision of sustainable infrastructure, utilities, and servicing. With a focus on minimizing environmental impacts, increasing efficiency and supporting sustainability objectives, the policies provide specific direction for the planning and implementation of traditional and emerging utilities and services, provide clear and innovative

approaches for ensuring city-wide energy conservation, and support a wide-range of approaches to reduce waste.

## 9

### **Building a Great City**

Chapter Nine brings together the various policies in the Official Plan to create the main land-use regulatory section of the Plan. It provides a framework for continuing to build Vaughan as a great City. It includes specific policies and *development* criteria to foster the creation of a wonderful public realm, an attractive and pedestrian-oriented built form and sustainable and green buildings. Most importantly, it includes the land use designations and building typologies that form the basis for ensuring new *development* achieves the transformation anticipated by this Plan.

## 10

### **Implementation**

Chapter Ten sets out the tools and mechanisms to realize the long term growth strategies and policies of this Plan.

## 1.7 How to Read this Plan

This Official Plan (Volume 1 and Volume 2) represents the policy of the Council of the City of Vaughan with respect to land use and related matters. It is intended that the Plan be read in its entirety as policies throughout it may apply to any given parcel of land. Volume 1 contains policies that apply City-wide. Secondary Plans and Site/Area- Specific policies are contained in Volume 2.

The Plan includes both numbered policies (i.e., the operable portions of the Plan) and explanatory text. The explanatory text is provided to bring clarity and intent to the operable numbered policies. Terms that are *italicized* in the text are defined terms found in the Definitions section in Chapter 10 of the Plan. If a term is not defined, the standard meaning is implied. Terms that are **bold** are specific mapping elements found on Schedules to this Plan and defined through the policies of this Plan.

The Plan also includes both illustrative figures and statutory schedules. Illustrative figures are provided to guide interpretation of associated policy. Schedules form part of the policy of this Plan.



# 2

## MANAGING GROWTH

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## 2.1 Planning for Growth

### 2.1.1 Vaughan Yesterday, Vaughan Tomorrow

In less than forty years, Vaughan has undergone a significant transformation. The City of Vaughan originated from a collection of primarily **rural** villages. Woodbridge, Kleinburg/ Nashville, Maple and Thornhill, along with other small settlements and the surrounding *countryside*, were incorporated in 1974 to create the Town of Vaughan. These communities dated back to 19th century settlements, and by the 1970s were still quite **rural** in character.

With the expansion of water and sewer services in the 1970s, the City was quickly transformed from a series of **agricultural** villages in the **rural countryside** of Greater Toronto to one of the largest and most rapidly growing suburban municipalities in Canada.

The population of Vaughan grew from 15,000 in 1971 to over 100,000 in 1991, when it was incorporated as a City. In the 1990s, population growth continued at an incredibly fast pace and Vaughan also became a major centre of economic activity and employment growth. This pace of growth has continued into the 21st century. In 2006 Vaughan had a residential population of 249,300 people and 162,200 people were employed in the City. Provincial and Regional forecasts see Vaughan reaching a population of 416,600 people and 266,100 jobs by 2031.

It is the policy of Council:

- 2.1.1.1. To plan for land uses in Vaughan in order to accommodate a population of 416,600 people and 266,100 jobs by 2031.

*Figure 2  
York Region Population and Employment Forecast - Vaughan*

	2006	2016	2021	2026	2031
Population	249,300	329,100	360,400	388,800	416,600
Employment	162,200	226,000	248,900	257,600	266,100

## 2.1.2 A Plan for Transformation

The dramatic growth of Vaughan since the 1970s has been quite transformative. Over 200,000 people and 150,000 jobs have been accommodated in the City in a very short time period of approximately 30 years.

The result has been the creation of a continually urbanizing municipality made up of numerous diverse communities, historic villages, successful industrial areas, *major retail* centres, emerging mixed-use centres, spectacular **parks** and valley lands, and a substantial *countryside* area in the north, much of which is protected through the Provincial Greenbelt Act and Oak Ridges Moraine Act. Significant expansion of public transit is also planned, including subways and the Viva bus rapid transit system, which will contribute to the further urbanization of the City.

The pace and form of growth in Vaughan has created numerous challenges that must be addressed. The City of Vaughan has actively canvassed and discussed these challenges with its residents and businesses during the course of the Vaughan Tomorrow project and Official Plan Review. The result has been a commitment to create a second transformation that builds on the City's existing strengths, addresses the current challenges, implements Provincial and Regional policies and, most importantly, builds a vibrant and sustainable City for the 21st century.

It is the policy of Council:

- 2.1.2.1. To establish a land-use planning framework and make decisions that will foster the continued transformation of Vaughan into a vibrant and sustainable city as articulated in subsection 2.1.3 of this Official Plan and as specifically outlined in the main objective of the Official Plan contained in policy 2.1.3.2.

## 2.1.3 Defining Vaughan's Transformation: Key Planning Objectives

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

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

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

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

The overarching policies to implement this new direction are articulated in policy 2.1.3.2. This policy establishes the primary objectives of Vaughan's Official Plan. The other policies of the Plan shall be read in conjunction with these policies and future Official Plan Amendments shall be consistent with these policies.

It is the policy of Council:

- 2.1.3.1. To establish policies 2.1.3.2.a through 2.1.3.2.p as the primary objectives of the Official Plan. All Official Plan policies, and any future amendments, shall be consistent with these policies.
- 2.1.3.2. To address the City's main land-use planning challenges and to manage future growth by:
  - a. identifying natural features, agricultural lands and rural areas where urban growth is not to be directed;
  - b. directing a minimum of 29,300 residential units through intensification within the built boundary;
  - c. identifying Intensification Areas, consistent with the intensification objectives of this Plan and the Regional Official Plan, as the primary locations for accommodating intensification;
  - d. requiring that lands within the Urban Area but outside the built boundary be planned to achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the developable area;
  - e. ensuring the character of established communities are maintained;
  - f. ensuring a sufficient supply of New Community Areas are designated in order to meet growth forecasts and these areas are developed as complete communities with a compact urban form that supports transit service and promotes walking, cycling and healthy living;

- g. ensuring a sufficient supply of employment lands are maintained to support economic growth;
- h. identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling;
- i. promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at Viva stations, GO stations and future rapid transit stations;
- j. providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;
- k. establishing a culture of design excellence with an emphasis on providing for a high-quality public realm, appropriate built form and beautiful architecture through all new *development*;
- l. ensuring environmental sustainability through the protection of natural features and *ecological functions* and through the establishment of green *development* standards to be achieved by all new *development*;
- m. developing a linked system of active and passive **parks**, greenways and **Natural Areas** throughout the City;
- n. advocating for the community and social needs of Vaughan residents by working with senior levels of government and social service providers;
- o. 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 City and York Region; and
- p. planning and designing communities in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.

## 2.2 The Shape of Transformation

### 2.2.1 Vaughan's Urban Structure

In keeping with the principles of policy 2.1.3.2, future growth in Vaughan will be directed according to Schedule 1 Urban Structure. The Urban Structure establishes a comprehensive framework for guiding growth in Vaughan. Understanding the organization of the City on a macro level is necessary to achieving the overall objectives of directing growth to appropriate locations while protecting **Stable Areas**. To that end, the Urban Structure identifies locations for residential, mixed-use or employment *intensification* and clearly defines the community, employment and **Natural Areas** where major change is not desirable.

It is the policy of Council:

2.2.1.1. That Schedule 1 illustrates the planned Urban Structure of the City of Vaughan, which achieves the following objectives:

- a. protects the **Natural Areas and Countryside** for environmental, **agricultural** or **rural** purposes, and restricts the encroachment of urban uses into these areas;
- b. maintains the stability of lands shown as **Community Areas** for a variety of **Low-Rise Residential** purposes, including related **parks**, community, institutional and *retail* uses;
- c. maintains the stability of lands shown as **Employment Areas** for a variety of industrial, manufacturing, warehousing, small and medium-sized offices, *ancillary retail* uses and **parks**; and,
- d. establishes a hierarchy of **Intensification Areas** that range in height and intensity of use, as follows:
  - i. the Vaughan Metropolitan Centre will be the major focus for intensification for a wide range of residential, office, retail, cultural and civic uses. The Vaughan Metropolitan Centre will be the location of the tallest buildings and most intense concentration of development.
  - ii. Regional Intensification Corridors will be 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 Intensification Areas in Vaughan and across York Region.

- iii. Primary Centres will be locations for intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
- iv. Local Centres will provide the mixed-use focus for their respective communities, in a manner that is compatible with the local context.
- v. **Primary Intensification Corridors** link together the various centres on transit supportive corridors and will be places to accommodate *intensification* in the form of mid-rise, and limited high-rise and low-rise buildings with a mix of uses.

- 2.2.1.2. That the areas identified on Schedule 1 as the Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors and Primary Intensification Corridors are collectively known within this Plan as *Intensification Areas*. *Intensification Areas* will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in this Plan. The policies related to *Intensification Areas* shall be consistent with policies for such areas as contained in the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan.
- 2.2.1.3. That the **Urban Area** of Vaughan is shown on Schedule 1 and 1-A as those lands within the **Urban Boundary** line. Expansions of the **Urban Area** shall only be initiated by York Region, in consultation with the City of Vaughan, as part of a Regional *municipal comprehensive review* in conformity with Policy 2.2.8 of Places to Grow: Growth Plan for the Greater Golden Horseshoe.
- 2.2.1.4. That the areas subject to the Greenbelt Act and the Oak Ridges Moraine Conservation Act are identified on Schedule 1. The policies related to the Greenbelt and Oak Ridges Moraine shall be consistent with policies for these areas as contained in the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the York Region Official Plan.
- 2.2.1.5. That the areas subject to the Provincial **Parkway Belt West Plan** are identified on Schedule 1 and that policies shall be established to implement land uses that conform to the **Parkway Belt West Plan** or, where such lands may be deemed surplus by the Province. An Official Plan Amendment is required to redesignate the lands and the appropriate studies shall be undertaken to determine their appropriate use. Policies specific to the **Parkway Belt West Lands** are contained in subsection 2.2.6 of this Plan.

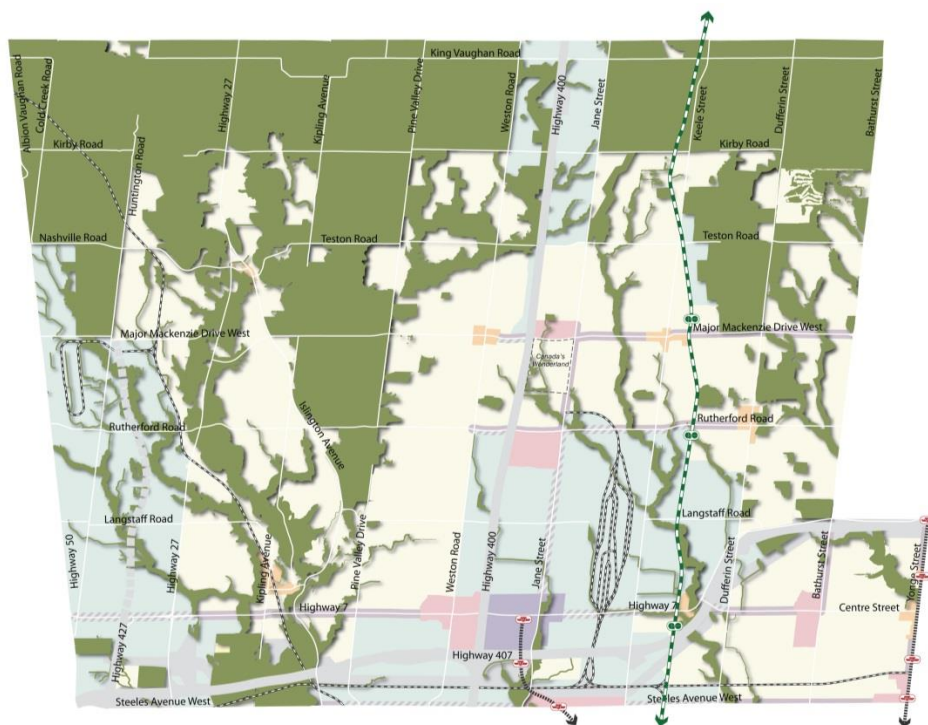
## 2.2.2 Natural Areas and Countryside

Understanding the Urban Structure starts with understanding how Vaughan's **Natural Areas and Countryside** have shaped the City. The valleys of the Humber River and Don River systems and their associated tablelands created the places where humans first settled in this

area and remain well established today. Not only are the **Natural Areas** key features on the landscape but they also contribute to the overall environmental health of the City and wider region: they form part of the larger Regional Greenlands system that ultimately extends south through Toronto to Lake Ontario. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

In the north end of the City, the **Countryside**, made up of predominantly **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. The **Countryside** also includes two historic settlements: the **Hamlets** of Teston and Purpleville.

**Figure 3**  
**Natural Areas and Countryside**



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



It is the policy of Council:

- 2.2.2.1. 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.
- 2.2.2.2. To maintain a significant and productive **Countryside** within the **Municipal Boundary** of the City of Vaughan, and to recognize the important role of the **Countryside** lands for *agricultural uses*, food production, **rural** uses, and in providing open space connections between **Natural Areas**.
- 2.2.2.3. 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.
- 2.2.2.4. 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 Countryside** is discouraged.
- 2.2.2.5. To recognize the historic significance of the **Rural Hamlets** and to maintain their historic character. Specifically, the **Hamlets** of Purpleville and Teston have been recognized on Schedule 1 and Schedule 13. Any future *development* in these areas will be limited in scale and conform to the policies of the Provincial Greenbelt Plan and York Region Official Plan with regard to **Hamlets**.
- 2.2.2.6. To promote the *development* of scenic *countryside* routes along public streets outside of the **Urban Area**, where appropriate.

### 2.2.3 Community Areas

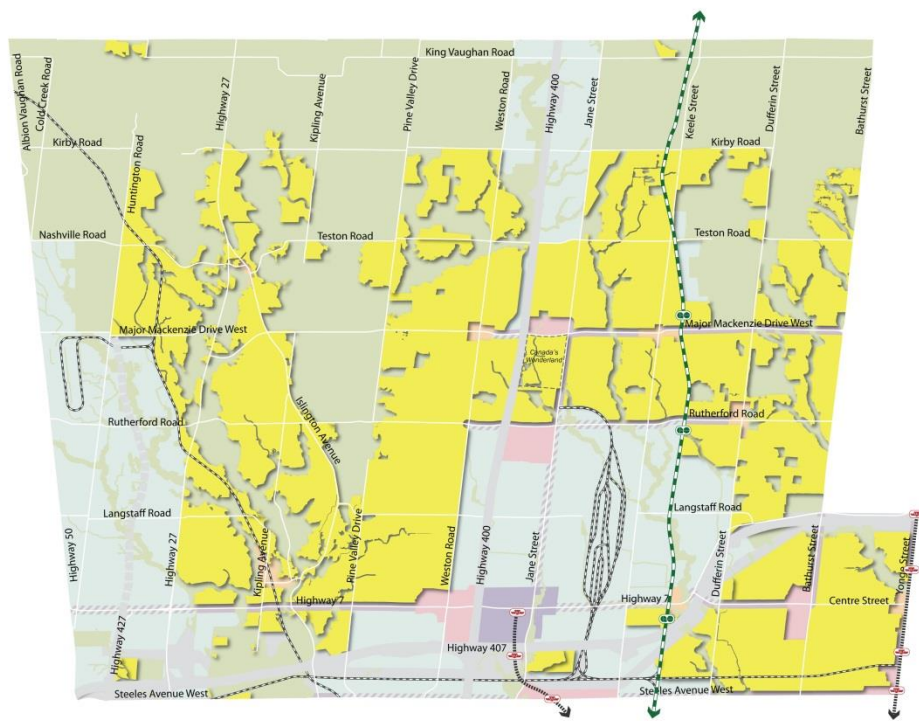
Fundamental to Vaughan's Urban Structure is its communities. Woodbridge, Kleinburg, Maple, Thornhill, Concord, and the new communities of Vellore and Carrville contribute to a unique sense of place for the City and establish the Vaughan identity. New communities will do the same.

Vaughan's existing **Community Areas** are characterized by predominantly **Low-Rise Residential** housing stock, with local amenities including local *retail, community facilities, schools* and **parks**, and they provide access to the City's natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these **Community Areas** will remain mostly stable. However, incremental change

is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area.

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

**Figure 4**  
**Community Areas**



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

It is the policy of Council:

- 2.2.3.1. That **Community Areas** will provide most of the City's low-rise housing stock, as well as local-serving commercial uses and *community facilities* such as *schools*, **parks**, community centres

and libraries. They will function as *complete communities* and encourage walking, cycling and transit use.

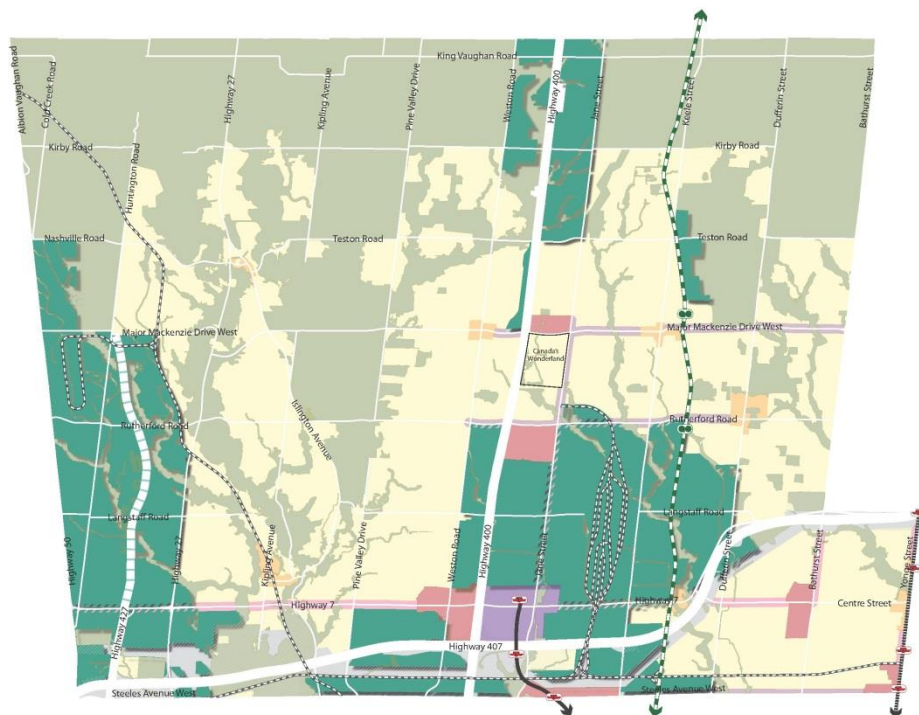
- 2.2.3.2. That **Community Areas** are considered **Stable Areas** and therefore **Community Areas** with existing *development* are not intended to experience significant physical change that would alter the general character of established neighbourhoods. New *development* that respects and reinforces the existing scale, height, massing, lot pattern, building type, orientation, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan. (OPA #15)
- 2.2.3.3. That limited *intensification* may be permitted in **Community Areas** as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 9 of this Plan. The proposed *development* must be sensitive to and compatible with the character, form and planned function of the surrounding context.
- 2.2.3.4. 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 **Intensification Areas**, where applicable.
- 2.2.3.5. 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 YRT service standards and guidelines.
- 2.2.3.6. That new communities are subject to a Secondary Plan process as set out in policy 9.2.2.14 and consistent with the requirements for new communities within the York Region Official Plan.
- 2.2.3.7. That *greenfield* lands within **Community Areas** should be developed to help achieve the average minimum density of 50 residents and jobs per hectare combined as required in policy 2.1.3.2.d. Where appropriate, zoning permissions and plans of subdivision should be reexamined to determine if this target can be met and new *development* should be consistent with the requirements for new communities in the York Region Official Plan.

## 2.2.4 Employment Areas

**Employment Areas** are intended for the use of economic activities that require separation from other uses in order to achieve their maximum potential. While Vaughan is anticipated to see significant job growth in **Employment Areas**, they are considered **Stable Areas** and their planned function for economic activity related to industrial, manufacturing, warehousing and some offices uses is to be maintained. In order to continue Vaughan's success at attracting the kind of economic activity that requires a location in **Employment Areas**, the City's **Employment Areas** must be protected from encroaching non-employment uses that would serve to

destabilize their planned function, including residential and *major retail* uses. Office uses are permitted in **Employment Areas** subject to locational and site criteria as set out in the land use designations of Chapter 9.

**Figure 5**  
**Employment Areas**



Further protection of **Employment Areas** is derived from the Growth Plan policy which only permits conversion of lands within designated **Employment Areas** to allow non-employment uses through a *municipal comprehensive review* (Growth Plan Policy 2.2.6.5). For the purposes of the Growth Plan, **Employment Areas** also include the City's major **Rail Facilities**, identified on Schedule 1. Rail-related policies are included in Section 4.4 **Employment Areas**.

It is the policy of Council:

- 2.2.4.1. That the planned function of the **Employment Areas**, as shown on Schedule 1, is to support economic activity in Vaughan by supplying land for a range of industrial, manufacturing, warehousing and, where appropriate, some office uses. The City also has two major **Rail Facilities**, located within the **Employment Areas**.
- 2.2.4.2. That the lands designated **General Employment**, **Prestige Employment** and **Employment Commercial Mixed-Use** together constitutes the City's "employment area" land supply as defined in the Growth Plan and the PPS.

- 2.2.4.3. That the City's employment area land supply is subject to the conversion policies and provisions of the Planning Act, the Growth Plan, the PPS, the Region of York Official Plan and this Plan.
- 2.2.4.4. That any proposal for additional *retail* permissions that exceed the amount of *retail* space prescribed for the Employment Area by this Plan or the addition of residential uses shall be considered a conversion under the Growth Plan and will only be permitted through a Municipal Comprehensive Review.
- 2.2.4.5. To provide sufficient **Employment Areas** and appropriate land use designations to help achieve the York Region Official Plan target of an average minimum Employment Area density of 40 jobs per hectare in the *developable area* across York Region. This target is expected to be higher for lands adjacent to **Intensification Areas**.
- 2.2.4.6. That, in accordance with Provincial policy, conversion of **Employment Areas** to non-employment uses, which includes any *retail* uses not otherwise permitted in **Employment Areas** by this Plan, may only be considered following a Regional *municipal comprehensive review*, in consultation with the City of Vaughan, and in accordance with the applicable policies, forecasts and land budget of the Region. The criteria for permitting Employment Area conversions will be as contained in the Growth Plan (Growth Plan Policy 2.2.6.5).
- 2.2.4.7. That limited *retail* uses may be located within **Employment Areas** to serve the day-to-day needs of surrounding businesses and their employees, in accordance with the policies of this plan.
- 2.2.4.8. 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*.
- 2.2.4.9. To accommodate and facilitate the provision of local transit to and through **Employment Areas** where such service does not yet exist, and to enhance and improve local transit where it does exist, consistent with York Region's transit service planning process and with approved YRT service standards and guidelines.
- 2.2.4.10. To accommodate and facilitate the use of active transportation to and within **Employment Areas** by providing on or off-street bikeways, connected greenways and bicycle parking facilities.
- 2.2.4.11. To provide an appropriate level of parkland in **Employment Areas** to enhance their attractiveness and provide for the casual and recreational needs of employees and the general public.

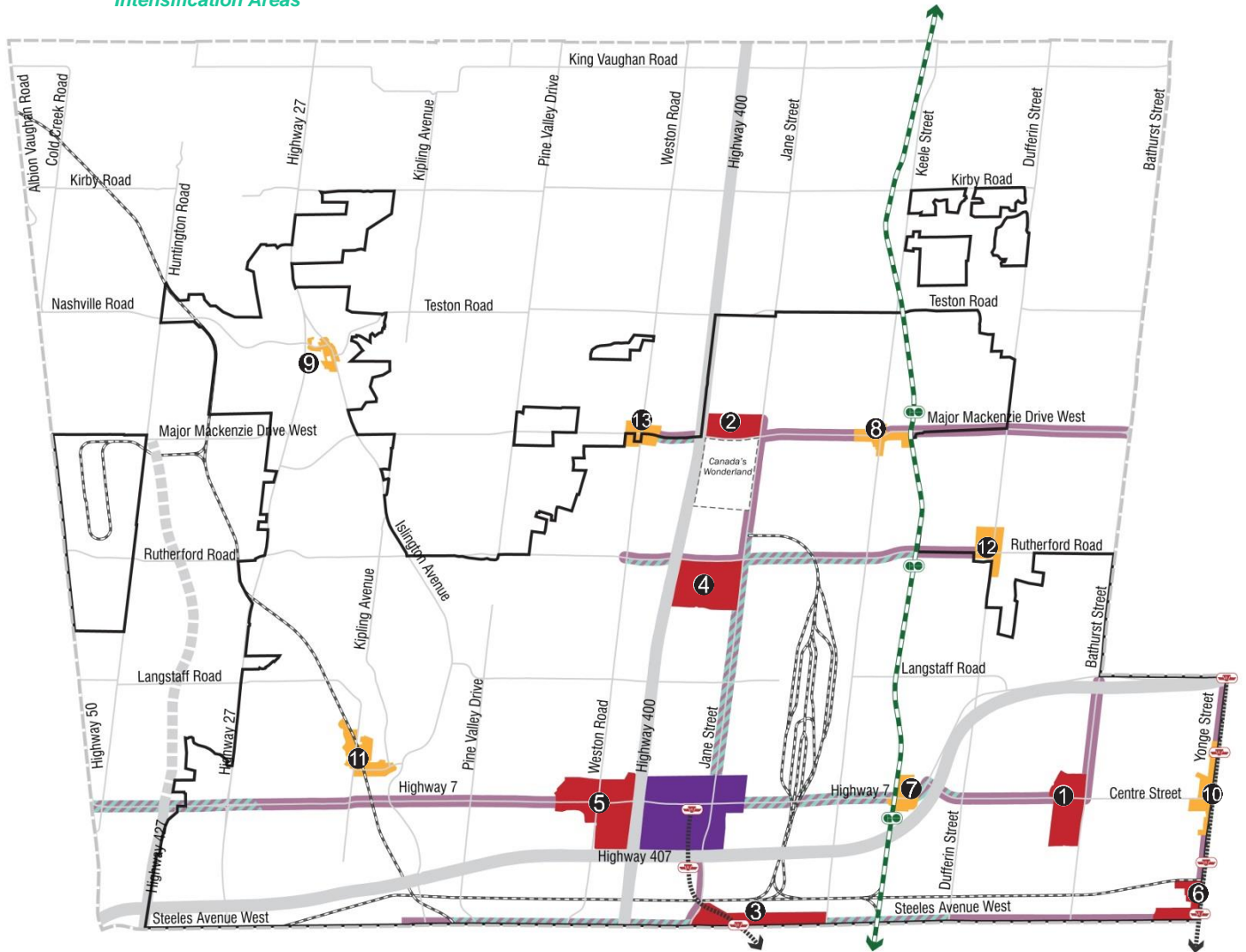
## 2.2.5 Intensification Areas

**Intensification Areas** in Vaughan will be the primary locations for the accommodation of the 45% *intensification* target. They consist of a hierarchy of mixed-use centres and corridors as follows:

- The **Vaughan Metropolitan Centre** will be the City's downtown. It will have the widest range of uses and will have buildings of various sizes, including the tallest buildings in the City.
- **Regional Intensification Corridors** (e.g., Highway 7 and Yonge Street) will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use *intensification* or employment *intensification*.
- **Primary Centres** will accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.
- **Primary Intensification Corridors** (e.g., Jane Street and Major Mackenzie Drive) will link various centres and are linear places of activity in their own right. They may accommodate mixed-use *intensification* or employment *intensification*.
- *Key development areas* are **Intensification Areas** on Regional Corridors that will link and complement the planning for **Primary Centres** and Local Centers.
- **Local Centres** act as the focus for communities, are lower in scale and offer a more limited range of uses.

**Intensification Areas** have been established to make efficient use of underutilized sites served with a high-level of existing or planned transit. They will be developed with a mix of uses and appropriate densities to support transit use and promote walking and cycling. The *development* of **Intensification Areas** will support the policies of this Plan related to **Stable Areas** will be maintained. Specifically, existing **Community Areas** will not see significant physical change as the vast majority of residential *development* within the *built boundary* will take place within **Intensification Areas**. 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 **Intensification Areas**.

**Figure 6**  
**Intensification Areas**



Vaughan Metropolitan Centre	Primary Centres	Local Centres	Primary Intensification Corridors
-----------------------------	-----------------	---------------	-----------------------------------

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 Bathurst &amp; Centre St.</li> <li>2 Jane St. Major Mackenzie Dr.</li> <li>3 Steeles West</li> <li>4 Vaughan Mills</li> <li>5 Weston Rd. &amp; Highway 7</li> <li>6 Yonge St. &amp; Steeles Ave.</li> </ul> | <ul style="list-style-type: none"> <li>7 Concord Centre</li> <li>8 Historic Maple Village</li> <li>9 Historic Kleinburg Village</li> <li>10 Historic Thornhill Village</li> <li>11 Historic Woodbridge Village</li> <li>12 Carrville Centre</li> <li>13 Vellore Centre</li> </ul> |
|--|---|

- Regional:
- Highway 7/Centre Street/ Bathurst Street
  - Yonge Street
- Local:
- Jane Street
  - Major Mackenzie Drive
  - Rutherford Road
  - Steeles Avenue

## Vaughan Metropolitan Centre

The **Vaughan Metropolitan Centre** will become the City's downtown. It will be a place of regional importance centred on the planned **subway station** at Highway 7 and Millway Avenue. 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 distinct *development* precincts including residential neighbourhoods, office districts, **Employment Areas** and mixed-use areas, all linked by a robust system of **parks**, public squares and open spaces, including the Edgeley Pond and Black Creek system, and a fine-grain grid pattern of streets. Since much of the **Vaughan Metropolitan Centre** is undeveloped today, there is an excellent opportunity to require that it develops as a pedestrian-friendly and transit-oriented place, providing a variety of housing options and diverse employment opportunities.

The **Vaughan Metropolitan Centre** includes an Urban Growth Centre, as identified in the Provincial Growth Plan for the Greater Golden Horseshoe. It is also identified as a Regional Centre in the York Region Official Plan. It will be the subject of 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.

It is the policy of Council:

- 2.2.5.1. That the **Vaughan Metropolitan Centre** shall be planned to:
  - a. be the focus of city life and identity for the City as a whole; and
  - b. be developed with the highest intensity and widest mix of uses including but not limited to commercial, office, residential, *retail*, entertainment, hospitality and institutional uses, as well as **parks** and squares.
- 2.2.5.2. That growth within the Provincially-designated Urban Growth Centre area shall be planned to meet or exceed the requirement for a density of 200 people and jobs per hectare as set out in the Growth Plan for the Greater Golden Horseshoe and York Region Official Plan. Consistent with the York Region Official Plan, the **Vaughan Metropolitan Centre** shall be planned to achieve a minimum average *floor space index* of 2.5 per *development* block. The blocks adjacent to the future **subway station** shall be planned to achieve a minimum *floor space index* of 3.5.



- 2.2.5.3. To encourage and facilitate the establishment of the following in the **Vaughan Metropolitan Centre**:
- a. major offices;
  - b. government offices;
  - c. post-secondary educational institutions;
  - d. cultural facilities;
  - e. public institutions;
  - f. *retail* uses;
  - g. major civic public spaces and **parks**; and,
  - h. socially diverse residential neighbourhoods that contain a mix of housing types, including housing suitable for seniors and families with children.
- 2.2.5.4. To require, consistent with the York Region Official Plan, that at least 35% of housing units in the **Vaughan Metropolitan Centre** satisfy the criteria for *affordable* housing according to the policies in Chapter 7 of this Plan.
- 2.2.5.5. To facilitate a high standard of design in the **Vaughan Metropolitan Centre**, in part by:
- a. preparing a Secondary Plan to determine the detailed land uses, built form and urban design policies for the various precincts within the **Vaughan Metropolitan Centre**;
  - b. working with York Region, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the **Vaughan Metropolitan Centre**; and
  - c. by convening a Design Review Panel to review, at the discretion of the City, private and public *development* applications in the **Vaughan Metropolitan Centre**.

### **Primary Centres**

In addition to the **Vaughan Metropolitan Centre**, the main places where transformation will occur in Vaughan are the **Primary Centres**, which will evolve as distinct places of major activity around planned **subway stations** and existing regional shopping destinations. The proposed hospital site is also positioned to evolve as a **Primary Centre** within the City given the city-wide importance of the services that will be provided there.

The **Primary Centres** will become mixed-use areas with residential *development* as well as a wide range of other uses that will serve the residents of the **Primary Centre**, the surrounding **Community Areas** and the City as a whole, including *retail* uses, institutional uses, office uses, *community facilities* and human services. They will be designed as transit-oriented, pedestrian-friendly places.

Vaughan Mills, Bathurst Street & Centre Street, and Weston Road & Regional Road 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, out-parcels and eventual *redevelopment* or *intensification* of the Vaughan Mills and Promenade Malls.

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

Jane Street & Major Mackenzie Drive: As the proposed site of a 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.

It is the policy of Council:

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

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

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

## Local Centres

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

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, as befits the local context. *Development* within these areas is also subject to 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 and may include mid-rise or high-rise buildings as appropriate.

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. The Concord Centre and may include mid-rise or high-rise buildings as appropriate.

It is the policy of Council:

2.2.5.7. 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 and *affordable* housing;
- b. be predominantly residential in character but include a mix of uses including *retail*, office and *community facilities* intended to serve the local population and attract activity throughout the day;
- 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 of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the **Local Centre** and links to the surrounding **Community Areas**;
- g. include well designed public open spaces that are either landscaped **parks**, or public plazas or both in a manner that is appropriate to the local context;
- h. encourage a pedestrian-friendly built form by locating active uses at grade; and
- i. be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent **Employment Areas**.

### Key Development Areas

*Key development areas* are provided for in the York Region Official Plan and are **Intensification Areas** on Regional Corridors, which are to be identified and planned by the local municipalities as part of their *intensification* strategies. In the City of Vaughan's *intensification* hierarchy, *Key development areas* will inform and complement the planning for **Primary Centres** and **Local Centres** identified along the Regional Corridors and support the long-term density, land use and urban design objectives for the Corridors. Specific *Key development areas* beyond those provided for in the York Region Official Plan have not been identified.

It is the policy of Council:

- 2.2.5.8. That Council may identify *Key development areas* and require the preparation of a Secondary Plan for the *Key development areas* consistent with the requirements of the York Region Official Plan and Policy 10.1.1.1 hereto.
- 2.2.5.9. That for the purposes of interpreting, and in addition to, the York Region Official Plan, *Key development areas* in the City of Vaughan may include properties that front directly on the street forming the Regional Corridor. For clarity, properties that are rear-lotted against a Regional Corridor, or those that have frontage on a window street parallel to a Regional Corridor, are generally not considered appropriate for *intensification* and the and the *Key development areas* policies do not apply, unless a secondary plan has been prepared to recognize land consolidation opportunities.
- 2.2.5.10. That in identifying *Key development areas*, planned locations and densities of such areas will be consistent with the policies of Section 5.4 (Regional Centres and Corridors), paragraphs 31-33 of the York Region Official Plan.

- 2.2.5.11. That *Key development areas* shall be planned to provide for densities that contribute to an overall long-term density target of a *floor space index* of 2.5 for the Regional Corridor.

### **Intensification Corridors**

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

The **Regional Intensification Corridors**, together with the **Vaughan Metropolitan Centre**, provide the locations for the most intensive and greatest mix of *development* in the City. **Regional Intensification Corridors** are Regional Roads which have been identified for major higher-order transit investments, such as Viva Rapid Transit on Highway 7 and Yonge Street. *Development* on the lands fronting on to these roads will serve to support the transit investments by creating urban main streets connecting Regional Centers and other **Intensification Areas** in Vaughan and across York Region. The **Regional Intensification Corridors** will also safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.

The **Regional Intensification Corridors** will evolve over time, both for mixed-use and employment-related *intensification* as per the land use designations in Chapter 9. Schedule 1 illustrates which **Regional Intensification Corridors** are within **Employment Areas**. Policies for **Regional Intensification Corridors** areas are set out in the *Key development areas* policies.

The **Primary Intensification Corridors** are also more than just transportation routes: they will evolve as active and unique places in their own right, supporting a range of uses. They are a focus for future transit investment in recognition of their function as activity generators, and they will also be designed to comfortably and safely accommodate pedestrians and cyclists, as well as motor vehicles. The **Primary Intensification Corridors** are places for growth over time, both for mixed-use and employment-related *intensification* as per the land use designations in Chapter 9. Schedule 1 illustrates which **Primary Intensification Corridors** are within **Employment Areas**. Policies for **Primary Intensification Corridors** are set out below.

- 2.2.5.12. That **Primary Intensification Corridors** are **Intensification Areas** that are planned to evolve with either mixed-use or employment *intensification* over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking **Intensification Areas**.
- 2.2.5.13. That Primary Intensification Corridors shall be planned to:
- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and *affordable* housing;

- b. include a mix of non-residential uses including *retail*, office, institutional, commercial, *community facilities* and human services intended to serve both the local population and the City as a whole, and attract activity throughout the day;
- c. develop at densities supportive of planned public transit;
- d. include well designed public open spaces that are either landscaped **parks**, or public plazas or both in a manner that is appropriate to the local context;
- e. encourage 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**.

2.2.5.14. That only properties with frontage directly on the street forming a Primary *Intensification* Corridor shall be considered appropriate for *intensification*. For clarity, properties that are rear-lotted against a Primary *Intensification* Corridor, or those that have frontage on a window street parallel to a Primary *Intensification* Corridor, are generally not considered appropriate for *intensification*.

## 2.2.6 Parkway Belt West

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

It is the policy of Council:

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



# 3

## ENVIRONMENT

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## 3.1 Environmental Management

### 3.1.1 A Commitment to Environmental Stewardship

The natural environment is among Vaughan’s most important and cherished assets. The Humber and western Don Valley systems are prominent on the City’s landscape and the overall health of those systems is reliant on the stewardship provided by Vaughan. The **watercourses**, *woodlands*, *wetlands* and related open spaces and **agricultural** lands each have an important function in maintaining ecological vitality and diversity in the City. Protecting flood prone areas from inappropriate *development* is critical to ensuring public safety. Ensuring the quality of our air, water and soil is fundamental to maintaining overall environmental health. We must also recognize the impacts of climate change on our environment and plan for both mitigation and adaptation.

Environmental management is a multi-jurisdictional effort. Vaughan must work in consultation with the Toronto and Region Conservation Authority, whose mandate it is to further the conservation and restoration of the Humber and Don watersheds in Vaughan. York Region is also a significant partner as together the City and Region are responsible for various components of environmental management. Finally the Province has a major role to play. Numerous Provincial regulations and requirements are incorporated into the policies of this Plan. Additionally, the Provincial Greenbelt Plan and Oak Ridges Moraine Conservation Plan establish specific policies for large areas of Vaughan.

This Chapter provides policy direction for managing Vaughan’s natural environment and establishing a legacy of stewardship that it will remain healthy and robust for generations to come. The growth management strategy set out in Chapter 2 is a major part of that legacy as it designates approximately 40% of the overall City as **Natural Areas and Countryside**. This Chapter provides the framework for protecting and enhancing those areas and others throughout the City.

It is the policy of Council:

- 3.1.1.1. To provide for the long-term health of Vaughan’s natural environment for the benefit of present and future generations.
- 3.1.1.2. To support the ability of Vaughan’s residents to live in a manner that has a low impact on the natural environment.

- 3.1.1.3. To work with the Toronto and Region Conservation Authority, the Region, the Province and landowners to define and protect the Natural Heritage Network within Vaughan and provide policies to enhance that Network over time.
- 3.1.1.4. To work in consultation with the Toronto Region and Conservation Authority to identify flood and erosion prone areas of the City and provide policies that provide for public safety within those areas.
- 3.1.1.5. To enhance and maintain the quality of air, water and soil.
- 3.1.1.6. To recognize the impacts of global climate change on the natural environment and to plan for mitigation of and adaptation to such impacts.

## 3.2 Vaughan's Natural Heritage Network

### 3.2.1 Building a Network based on Ecosystem Function

The natural environment performs many functions that benefit ecological and human health. Trees clean excess pollutants from the air; *wetlands* filter the water that enters our drinking supply; vegetated areas provide natural flood control by allowing water to infiltrate the ground; and, **Natural Areas** provide habitat for a wide variety of species that create a healthy biodiversity in the City. By also providing recreational opportunities and visual respite the natural environment contributes to a high quality of living for Vaughan residents.

The Natural Heritage Network defined in this Plan, and the related policies, are built on an understanding of the functions that each identified natural heritage feature performs independently and as part of a connected system. The intent is to protect the specific natural within the overall Natural Heritage Network, and ensure *ecological functions* are maintained and enhanced. This approach protects the defined Natural Heritage Network while allowing flexibility in how to promote enhancement and improved connectivity to better link the Network.

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

- Natural water filtration – a higher amount of forest cover, and/or an increase in *wetlands* will reduce the cost of water treatment
- Carbon sequestration – vegetation, soil and other natural elements naturally absorb atmospheric carbon dioxide and other pollutants, cleaning the air we breathe
- Flood control – both *wetlands* and other vegetated areas allow stormwater to attenuate, infiltrate, and evapotranspire
- Food production – most food crops require pollination by bees to produce future generations of the crop. The bees themselves require **Natural Areas** as a habitat

An ecosystem function approach considers the biodiversity contribution of **Natural Areas** as well as the added benefits of nature for people, such as clean air, clean water and flood protection. This approach to planning not only seeks to sustain *ecological function* for wildlife habitat, but also to maintain critical ecological processes (e.g., groundwater flow) and urban biodiversity as an element of community infrastructure to improve human health and well-being.

It is the policy of Council:

- 3.2.1.1. To recognize the various 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.
- 3.2.1.2. To maintain the long-term *ecological function* and biodiversity of the Natural Heritage Network by utilizing an ecosystem function approach to planning that protects, restores and, where possible, enhances natural features and their functions.
- 3.2.1.3. To utilize an ecosystem function approach to enhancing and better linking Vaughan's Natural Heritage Network. Such an approach will clearly indicate areas for enhancing and linking the Network but allow for some flexibility in how that is achieved.

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

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

It is the policy of Council:

- 3.2.2.1. To use environmental data gathered through land-use planning studies, Environmental Assessments, infrastructure *development*, *development* applications, and other means, to maintain and update Vaughan's natural heritage inventory and Schedule 2 of this Plan, as appropriate.
- 3.2.2.2. To evaluate Vaughan's natural heritage inventory from time to time to maintain effective natural heritage management is being achieved. Such a review may be coordinated with a comprehensive review of this Plan.

### **3.2.3 Components of 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 York Regional Greenlands System. The Natural Heritage Network is represented on Schedule 2. It has been developed through analysis, modelling and review of previous work prepared by the Toronto and Region Conservation

Authority, including the Watershed Plans for the Don and Humber Rivers, and other agencies. The Natural Heritage Network is consistent with the Provincial Policy Statement, which requires that “the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.” Furthermore, the Provincial Policy Statement defines a natural heritage system to include lands that have been restored and areas with the potential to be restored to a natural state.

The Natural Heritage Network represents an interconnected system of natural 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. To support these features and create the connections that establish a strong network, **Enhancement Areas** are identified that either add to or connect the **Core Features**. The Natural Heritage Network also includes the Provincial Greenbelt and Oak Ridges Moraine lands and specific policies are provided for these areas consistent with Provincial Plans and York Region policies. **Natural Areas** also exist in Vaughan where past *development* has taken place and buildings currently exist. These uses may continue with minor alterations but no new such uses will be allowed in order to maintain the integrity of the Network.

In determining the Natural Heritage Network the policy text prevails over the mapping shown on Schedule 2. As more detailed studies are undertaken, either through the *development* process or by other agencies such as the TRCA, Region of York or the Province new instances of Natural Heritage Network components may be found than were able to be determined at the City-wide scale of the Official Plan Review. For example, the Province has recently evaluated the East Humber *Wetland Complex* but this mapping has not been released.

**Core Features** include *valley and stream corridors; woodlands; wetlands; fish and wildlife habitat; significant habitat of endangered and threatened species;* and **Environmentally Significant Areas** and **Areas of Natural and Scientific Interest**. **Core Features** also include key natural heritage features and key hydrological features within the Greenbelt and **Oak Ridges Moraine Conservation Plan Areas**. 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, *development* and/or *site alteration* will not be permitted in such areas. Significant alteration or expansion of any existing *development* in such areas will not be permitted except as specifically set out in this Plan.

**Enhancement Area** opportunities have been identified consistent with the York Region Official Plan policies to identify potential **Enhancement Area** and linkages that complement the Regional Greenlands System. In consultation with the Toronto and Region Conservation Authority, the potential Enhancement Area reflect the best opportunities on remaining undeveloped land to provide additional habitat and/or ecological connectivity of the Natural Heritage Network through restoration or renaturalization of specific natural features. **Enhancement Area** have been identified conceptually on Schedule 2. The request for and precise limits of **Enhancement Area** to add to the Natural Heritage Network will be determined through appropriate studies to be initiated by the City or prepared as part of the *development* approvals process.

**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 and contribute to the overall Natural Heritage Network. Minor modifications or additions within these areas may be permitted with restrictions.

**Oak Ridges Moraine and Greenbelt** include those areas 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 to complete their life cycles, such as Eastern Meadowlark, or rare vegetation communities. These areas are identified on Schedule 2 as an overlay. Where lands within these areas are also identified as **Core Features**, they will be subject to those policies of the Plan. Otherwise, specific policies have been developed for these areas that are in conformity with the Provincial Plans and York Region policies.

It is the policy of Council:

- 3.2.3.1. 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** are the core elements of the Natural Heritage Network to be protected and enhanced;
    - ii. **Enhancement Areas** 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;
    - iii. **Built-Up Valley Lands** recognize existing developed lands located below the physical top of bank, such that minor alterations and/or limited new *development* may be permitted with restrictions; and
    - iv. Oak Ridges Moraine Lands and Greenbelt Lands, while subject to the Oak Ridges Moraine Conservation Plan and Greenbelt Plan as interpreted in this 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 natural and open space linkages for improved connectivity of the Natural Heritage Network through the *development* approvals process, conservation easements, donations or purchases.
- 3.2.3.2. That the policy text prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. Identification of elements comprising the Natural Heritage Network is an ongoing process and as such the Natural Heritage Network identified on Schedule 2 is based on the best information available. Schedule 2 may not identify all the natural heritage features in Vaughan. The precise limits of mapped natural heritage features, and any additions 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, Region, Toronto and Region Conservation Authority or other government agencies.

- 3.2.3.3. That any *development* lawfully existing within the Natural Heritage Network on the date this Plan is approved is permitted to remain as recognized in policy 10.2.1.4. Minor alterations or additions to such existing *development* are permitted subject to the policies of this Plan and which may include consultation with the Toronto and Region Conservation Authority, York Region, or Province as required.

### **Core Features**

- 3.2.3.4. That **Core Features**, as identified on Schedule 2, provide critical ecosystem functions, and consist of the following natural heritage components and their minimum vegetation protection zones:
- a. *valley and stream corridors*, including provincially *significant* valleylands and permanent and intermittent streams, with a minimum 10 metre vegetation protection zone, or a 30 metre vegetation protection zone for those *valley and stream corridors* within the Oak Ridges Moraine and **Greenbelt Plan Areas**;
  - b. *wetlands*, including those identified as provincially *significant*, with a minimum 30 metre vegetation protection zone;
  - c. *woodlands* including those identified as *significant*, with a minimum vegetation protection zone as measured from the *woodlands* dripline of 10 metres, or 30 metres for those *woodlands* within the Oak Ridges Moraine and **Greenbelt Plan Areas**;
  - d. *significant wildlife habitat* and *significant habitat of endangered and threatened species*, including *significant* habitat of special concern species in the Natural Heritage System of the Greenbelt Plan and *significant* habitat of rare species in the **Oak Ridges Moraine Conservation Plan Area**, and the minimum vegetation protection zone as determined by an Environmental Impact Study and/or a natural heritage evaluation, such as carried out under section 23 of the Oak Ridges Moraine Conservation Plan;
  - e. fish habitat including a minimum vegetation protection zone of 15 metres or 30 metres depending on the thermal regime of the **Watercourse**, or a minimum 30 metre vegetation protection zone in the Oak Ridges Moraine and **Greenbelt Plan Areas**;
  - f. Environmentally Significant Areas and Areas of Natural and Scientific Interest;

- g. kettle lakes not already captured in *valley and stream corridors*, and a 30 metre minimum vegetation protection zone for those kettle lakes in the Oak Ridges Moraine; and
  - h. seepage areas and springs not already captured in *valley and stream corridors* and a 30 metre minimum vegetation protection zone for those seepage areas and springs in the Oak Ridges Moraine Conservation and **Greenbelt Plan Areas**.
  - i. sand barrens, savannahs, and tall grass prairies in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan areas, and a minimum vegetation protection zone as determined in accordance with those Provincial Plans.
- 3.2.3.5. That specific requirements related to the protection and enhancement of the various elements of **Core Features** are included in Section 3.3 of this Plan.
- 3.2.3.6. That **Core Features**, as identified on Schedule 2, represent key natural heritage features and hydrologically sensitive features in the **Oak Ridges Moraine Conservation Plan Area**, key hydrologic features in the Protected *Countryside* of the Greenbelt Plan, and key natural heritage features within the Natural Heritage System of the Greenbelt Plan, as defined by those Provincial Plans.
- 3.2.3.7. 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. conservation and flood or erosion control projects, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and where such projects will not result in a negative impact on the **Core Features** and will not have a negative impact on the ecosystem function;
  - c. transportation, infrastructure and utilities, where such projects are necessary and deemed in the public interest after all alternatives have been considered, and where such projects will minimize negative impacts on the **Core Features** and measures shall be identified to maintain habitat area and enhance overall ecosystem function; and
  - d. 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 ecosystem function.

- 3.2.3.8. That *development* or *site alteration* on lands *adjacent* to **Core Features** shall not be permitted unless it is demonstrated through an environmental impact study that the *development* or *site alteration* will not result in a negative impact on the feature or its functions.
- 3.2.3.9. That unauthorized removal or alteration of natural features or functions within areas identified as **Core Features** is prohibited, and will result in the features and functions being restored to their previous state at no expense to the City of Vaughan and other public agencies. In the case of a *development* application, the application will not proceed until restoration works have been undertaken to the satisfaction of the City and TRCA and/or York Region, as needed.
- 3.2.3.10. That **Core Features** and their related vegetation protection zone will be conveyed to the City and/or Toronto and Region Conservation Authority 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.
- 3.2.3.11. That minor modifications to the boundaries and alignment of **Core Features**, as identified on Schedule 2, may be considered if environmental studies, submitted as part of the *development* process to the satisfaction of the City and in consultation with the Toronto and Region Conservation Authority, provide appropriate rationale for such minor modifications and include measures to maintain overall habitat area and enhance ecosystem function. Minor modifications to **Core Features** from such site-specific studies and/or in accordance with requirements in the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and updated information from the Province, and deemed acceptable by the City in consultation with the Toronto and Region Conservation Authority do not require amendment to this Plan. Minor modifications are not permitted in provincially *significant wetland* and threatened or endangered species habitat, unless authorized by the Ministry of Natural Resources pursuant to the Endangered Species Act.
- 3.2.3.12. 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**

- 3.2.3.13. That **Enhancement Areas** are 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
- g. improve the likelihood of maintaining self-sustaining vegetation.

3.2.3.14. That **Enhancement Areas** shown on Schedule 2 are approximate and as part of the *development* process environmental studies will be conducted to determine the final location and boundary of the Enhancement Area. An Environmental Impact Study may be required.

3.2.3.15. That **Enhancement Areas** as determined by policy 3.2.3.14 above will be incorporated into the Natural Heritage Network as **Core Features** or suitable open space designations. Such changes do not require amendment to this Plan.

### **Built-Up Valley Lands**

3.2.3.16. 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. As per policy 3.2.3.3 and policy 10.2.1.4 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 Province as required.

3.2.3.17. 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 alteration* will not: create unacceptable risk to public health or safety or of property damage; or affect the control of flooding, erosion, pollution or the conservation of land. The proposed *development* and/or *site alteration* must minimize impacts on natural heritage features and identify enhancement and/or restoration opportunities.

### **Oak Ridges Moraine and Greenbelt Lands**

3.2.3.18. That the Oak Ridges Moraine Lands, as identified on Schedule 2, form part of the Natural Heritage Network and are regulated by the Oak Ridges Moraine Conservation Plan Act. These lands are further defined on Schedule 4 and Schedule 13 and are subject to the policies of subsection 3.3.8, Section 3.4 and subsection 9.2.2 of this Plan. Oak Ridges Moraine lands, particularly in Natural Core Areas and Natural Linkage Areas, are also a focus for enhancement opportunities and securement initiatives to further support Vaughan's Natural Heritage Network.

3.2.3.19. That the Greenbelt Lands, as identified on Schedule 2, form part of the Natural Heritage Network and are regulated by the Greenbelt Act. These lands are further defined on Schedule 4 and Schedule 13 and are subject to the policies of subsection 3.3.8 , Section 3.5 and subsection 9.2.2 of this Plan. Lands in the Natural Heritage System of the Protected *Countryside* are a focus for enhancement and securement initiatives to further support Vaughan’s Natural Heritage Network.

## 3.3 Features of the Natural Heritage Network

The various features of the Natural Heritage Network may be located in lands also identified as part of a Provincial plan: either the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan. Policies applicable to natural heritage features in those Provincial Plan areas are included in the subsections of this chapter devoted to each of those plans, respectively. Policies applicable to natural heritage features located elsewhere in the City are subject to the policies of this Section.

### 3.3.1 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 Ministry of Environment 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:

- 3.3.1.1. 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 3.2.3.7 and policy 3.3.1.4, 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.

- 3.3.1.2. That *valley and stream corridors* are defined according to the *Valley and stream corridor Management Program*, prepared by TRCA, and as may be amended from time to time.
- 3.3.1.3. 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.
- 3.3.1.4. That those public works considered to be generally compatible for location in the valleys are those associated with flood control, erosion control, reconstruction, repair or maintenance of existing drains approved under the Drainage Act. Public works which because of their linear nature, such as roadways, must cross the valleys at some point are permitted following completion of necessary environmental assessments. Where such structures are necessary, they must be properly sited, designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts and measures shall be identified to maintain habitat area and enhance overall ecosystem function. This will include consideration of the implementation of enhanced, or “Level 1” stormwater management principles, as defined in the Ministry of Environment’s “Stormwater Management Planning and Design Manual”.
- 3.3.1.5. 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, address the considerations outlined in the Environmental Management Guideline, and demonstrate improvement of the *ecological function* of the **watercourse**. For modifications to **watercourses** where dewatering of more than 50,000 litres of water per day is expected, a Permit to Take Water from the Ministry of the Environment is required.
- 3.3.1.6. To support the ongoing efforts of the Ministry of Natural Resources and the Toronto and Region Conservation Authority to protect *valley and stream corridors*, and to work cooperatively with these agencies to successfully achieve the goals of this Plan. River valleys that run through existing or approved **Urban Areas** and connect the Greenbelt to the Great Lakes are generally depicted on Schedules 1 and 4 of the Greenbelt Plan, but are not within the regulated boundary of the Greenbelt Plan. These urban river valleys are identified as external connections in the Greenbelt Plan. Land conversions or *redevelopments* in or abutting such urban river valleys, particularly in those areas identified as **Built-Up Valley Lands** on Schedule 2 of this Plan, shall strive for planning approaches that:

- 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.

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

It is the policy of Council:

#### 3.3.2.1. 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 3.2.3.7 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; and
- d. encouraging the creation of *wetlands*, where appropriate, to contribute to increased natural heritage functions in the landscape.

#### 3.3.2.2. That all known *wetlands* evaluated as provincially *significant* and their minimum vegetation protection zone of 30 metres are included as **Core Features**. Notwithstanding policy 3.3.2.1.a,



prior to *development* or *site alteration* approval, non-evaluated *wetlands* that may be impacted shall be assessed for their significance, in accordance with criteria provided by the Province, and to determine their importance, functions and means of protection to the satisfaction of the City.

- 3.3.2.3. That an application for *development* or *site alteration* on lands *adjacent* to *wetlands* must demonstrate that:
- a. there will be no loss of *wetland* features and functions, including the hydroperiod of the *wetland* (timing, volume, and duration of water);
  - b. there will be no loss of contiguous *wetland* area;
  - c. subsequent demand for *development* will not cause increased pressure on the *wetland* in the future; and
  - d. the minimum vegetation protection zone between the *wetland* and the proposed *development* is sufficient to address items (a) through (c) above.

### 3.3.3 Woodlands

*Woodlands* are comprised of **Natural Areas** of vegetation in the landscape and their associated wildlife populations. Those *woodlands* on table lands are smaller and disconnected, but provide important *ecological functions* that will be preserved. The variety of available *woodland* resources influences the range of native biodiversity in Vaughan.

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:

- 3.3.3.1. 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 policy 3.2.3.7 and, in the case of *significant woodlands* and their vegetation protection zones, the appropriate Regional or Provincial policies shall apply;
  - b. encouraging that minimum vegetation protection zones be restored using a diversity of native tree species that are sensitive to the realities of the impact of invasive species and invasive destructive pests in new *development*;
  - c. seeking public ownership of *woodlands* and their ecological buffers through the *development* process; and

- d. using sound *woodland* management practices that will maintain or enhance existing functions, attributes and linkages, including entering into heritage conservation and other easement agreements, where *woodland* resources remain in private ownership.
- 3.3.3.2. 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*.
- 3.3.3.3. That notwithstanding policy 3.3.3.1 and policy 3.3.3.2, outside of the **Natural Areas and Countryside** on Schedule 1 and within the **Urban Area** on Schedule 1A, 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* in the York Region Official Plan:
    - 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 4 hectares or larger in size; or
    - v. is over 2 hectares and:
      - A. is within 100 metres of another Core Feature; or
      - B. occurs within the Natural Heritage Network;
  - b. the *woodland* is considered to be *early successional* or the *woodland* is dominated by invasive non-native tree species as determined by a *Woodland Dominance Study* to the satisfaction of the City and York Region;
  - c. the *woodland* does not contain species or communities listed in policy 3.3.3.3.a.i or policy 3.3.3.3.a.ii; and

- d. the *woodland* is located outside of and is not connected to the Natural Heritage Network.
- 3.3.3.4. That should policy 3.3.3.3 apply, *development* and *site alteration* may be permitted within all or part of the *woodland* if *development* or *site alteration* does not affect the ability of the retained portion of the *woodland* and/or *adjacent woodlands* to remain *significant* in accordance with the criteria in policy 3.3.3.3.a of this Plan. A *woodland* enhancement plan shall be completed to the satisfaction of the City and York Region. *Woodland* enhancement will provide ecological gains in areas on or *adjacent* to the site, *adjacent* to the Natural Heritage Network, or in areas within the Regional Greenlands System.
  - 3.3.3.5. To prepare an urban forest inventory with the objective of creating a forest management plan for Vaughan to include the urban forest (which is a forest resource that occurs within the **Urban Area**, both in and out of the Natural Heritage Network) and support the active management and long term health of the forest for its intrinsic biodiversity and ecosystem function.
  - 3.3.3.6. That *woodlands* in the **Oak Ridges Moraine Conservation Plan Area** and the **Greenbelt Natural Heritage System** will be evaluated for significance and protected based on the requirements of the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan and associated technical papers.

### 3.3.4 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. Certain 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:

- 3.3.4.1. 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;
  - 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 landowners, developers, York Region, the Toronto and Region Conservation Authority and other government agencies to develop management plans or recovery strategies for species at risk in Vaughan.

3.3.4.2. 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, environmental impact study, or natural heritage or hydrological evaluations, prior to undertaking any *development* or *site alteration*;
- b. working with the Toronto and Region Conservation Authority and other government agencies to identify *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 Policy Statement.

3.3.4.3. That *development* or *site alteration* are not permitted on *adjacent* lands to *significant habitat of endangered and threatened species* or *significant wildlife habitat* unless it is demonstrated that there will be no negative impacts on the feature or its *ecological function*.

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

It is the policy of Council:

3.3.5.1. To protect aquatic biodiversity by:

- a. prohibiting *development* and *site alteration* in areas identified as fish habitat except in accordance with provincial and federal requirements;
- b. preserving or remediating natural variation in stream flows to maintain healthy aquatic systems ensuring any permitted *development* maintains pre-*development* water balance, groundwater direction, infiltration quantities, surface water quality and groundwater quality;
- c. encouraging consistency with the framework for fisheries management outlined in the Humber River Fisheries Management Plan (2005) and Don

River Fisheries Management Plan, particularly with respect to rehabilitation activities;

- d. encouraging the protection and improvement of in-stream habitat for target species identified for each fisheries management zone in the Humber River Fisheries Management Plan and Don River Fisheries Management Plan; and
- e. requiring any *development* proposal on lands *adjacent* to existing fish habitat to consider the best management practices for new *development* as documented in the Humber River Watershed Based Fisheries Management Plan and the Don River Watershed Based Fisheries Management Plan.

3.3.5.2. That any *development* application will be reviewed by the City and appropriate agencies with respect to its potential impact on fish habitat to determine if it will result in a reduction of the *ecological functions*, attributes, or linkages of the stream which could impair aquatic health. Where adverse impacts are confirmed, authorizations will be consistent with the Fish Habitat Referral Protocol for Ontario (2009).

3.3.5.3. That *development* and associated servicing infrastructure that has an impact on streams identified as habitat for 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 the endangered species recovery plan.

3.3.5.4. That, where permitted by the City and 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.

3.3.5.5. 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*.

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

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

will protect all ESAs and ANSIs from *development* to preserve their unique landscape, species and habitat features.

It is the policy of Council:

- 3.3.6.1. To protect and enhance **Environmentally Significant Areas** (ESAs) and both Earth and Life Science **Areas of Natural and Scientific Interest** (ANSIs), as identified on Schedule 3, by prohibiting *development* or *site alteration* in ESAs and ANSIs.
- 3.3.6.2. That an application for *development* or *site alteration* on lands *adjacent* to ESAs and or ANSIs must:
  - a. identify planning, design and construction practices that will provide for the protection of the ecological attributes for which the ESA or ANSI was identified;
  - b. determine the appropriate minimum vegetation protection zone and specify the dimensions of that zone and provide for the maintenance and, where possible, improvement or restoration of the natural vegetation within it; and
  - c. assess the potential impact of the *development* on the *ecological functions* and attributes of the ESA and ANSI and provide a detailed mitigation strategy.

### 3.3.7 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 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 Moraine, including the Humber and Don systems, depend on groundwater discharge to sustain their baseflow. Their broad valleys also provide topographic relief in the City, which is otherwise largely dominated by the broad Halton Till Plain.

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

It is the policy of Council:

- 3.3.7.1. That landform conservation planning will be undertaken to the satisfaction of the City in consultation with York Region and Toronto and Region Conservation Authority. Landform conservation planning will demonstrate that the landform character of the site will be maintained.

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

- a. demonstrating approaches to land use planning, siting and design which 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.

3.3.7.3. To preserve *significant* landform features and landscape character by:

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

3.3.7.4. To prohibit *site alteration* prior to the approval of *development* applications.

### 3.3.8 Provincial Plan Lands: The Oak Ridges Moraine and Greenbelt

Certain lands within the Vaughan have been identified as part of the Provincial Oak Ridges Moraine Conservation Plan and **Greenbelt Plan Area**. These lands are an important component of Vaughan's Natural Heritage Network as they include many of the features described in the foregoing subsections. The Plans each provide specific policy direction for the protection of natural heritage resources within their respective areas, as well as policies addressing the use of land within the areas. The policies applicable to the Provincial Oak Ridges Moraine Conservation Plan and **Greenbelt Plan Area**, identified on Schedule 4, are located in Sections 3.4 and 3.5 , respectively. Land use polices related to the Oak Ridges Moraine are located in Chapter 9.

It is the policy of Council:

3.3.8.1. That the **Oak Ridges Moraine Conservation Plan Area** and **Greenbelt Plan Area** are components of the City's natural heritage network and shall be protected according to the policies of Section 3.4 or 3.5 as appropriate.

## 3.4 The Oak Ridges Moraine

### 3.4.1 General

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

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

It is the policy of Council:

- 3.4.1.1. To recognize the Oak Ridges Moraine as a Provincially *significant* natural feature that requires special regard and protection.
- 3.4.1.2. That the Provincial **Oak Ridges Moraine Conservation Plan Area** applicable to the City of Vaughan is identified on Schedule 4.
- 3.4.1.3. That the use of land within the Oak Ridges Moraine identified on Schedule 4 is subject to the applicable policies of this subsection and subsection 9.2.2 as written to be in conformity with the Oak Ridges Moraine Conservation Plan.
- 3.4.1.4. That where there is a conflict between the policies of this subsection and the policies in the remainder of this Plan, the policies of this subsection shall prevail.
- 3.4.1.5. To assist in the implementation of the Oak Ridges Moraine Conservation Plan by working with the Province in the implementation of tree cutting and *site alteration* by-laws required by the Oak Ridges Moraine Conservation Act and any subsequent regulations.



### 3.4.2 Key Natural Heritage Features and Hydrologically Sensitive Features in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.2.1. That the key natural heritage features and hydrologically sensitive features and their minimum vegetation protection zones, identified in the Oak Ridges Moraine Conservation Plan, are **Core Features** of the Natural Heritage Network and are subject to the policies of this Plan applicable to **Core Features**. The key natural heritage features in the **Oak Ridges Moraine Conservation Plan Area** include *wetlands*, *significant* portions of habitat of endangered, rare and threatened species, fish habitat, **Areas of Natural and Scientific Interest** (life science), *significant* valleylands, *significant woodlands*, *significant wildlife habitat*, sandbarrens, savannahs and tallgrass prairies. The hydrologically sensitive features in the **Oak Ridges Moraine Conservation Plan Area** include permanent and intermittent streams, *wetlands* and kettle lakes and seepage areas and springs.
- 3.4.2.2. That notwithstanding policy 3.4.2.1, on lands designated **Oak Ridges Moraine Settlement Area** on April 22, 2002, a minimum vegetation protection zone less than that specified in policy 3.2.3.4 may be permitted where it is adopted on the basis of environmental studies or infrastructure planning, environmental assessments, infrastructure servicing studies or through Master Environment and Servicing Plans in accordance with subsection 3.9.3 of this Plan.
- 3.4.2.3. That no amendment to this Plan is required where minor changes to the boundary of the key natural heritage features or hydrologically sensitive features are based on studies carried out in accordance with this Plan or the Oak Ridges Moraine Conservation Plan technical papers, or updated information from the Toronto and Region Conservation Authority, Province of Ontario, Department of Fisheries and Oceans or their delegate is provided to the satisfaction of the City of Vaughan.
- 3.4.2.4. That any change to Schedule 2 which affects the boundary of a *wetland* or an area of natural and scientific interest (life science) or confirmation of the boundaries of a feature not included on Schedule 2 including habitat of endangered, rare and threatened species or fish habitat, will only be made after consultation with the District office of the Ministry of Natural Resources and in the case of fish habitat, with the Toronto and Region Conservation Authority as the delegate for the Department of Fisheries and Oceans.
- 3.4.2.5. 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 of Ontario, to the satisfaction of the City of Vaughan in consultation with the Toronto and Region and Conservation Authority, York Region and Provincial Ministries.

- 3.4.2.6. Key natural heritage features and hydrologically sensitive features identified on the Oak Ridges Moraine but not shown on Schedules to this Plan, are subject to the provisions in Sections 3.2 , 3.3 and 3.4 of this Plan respecting key natural heritage features and hydrologically sensitive features. Fish habitat on the Oak Ridges Moraine are to include but are not limited to all hydrologically sensitive features with surface water characteristics.
- 3.4.2.7. That no *development* or *site alteration* is permitted within key natural heritage features or hydrologically sensitive features or their related minimum vegetation protection zones except for the following activities:
- a. forest, fish and wildlife management;
  - b. conservation and flood erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;
  - c. transportation, **Infrastructure and Utilities** as described in subsection 3.4.10 , but only if the need for the project has been demonstrated and there is no reasonable alternative, and
  - d. low intensity recreational uses described in subsection 3.4.5 .
- 3.4.2.8. That applications for *development* or *site alteration* with respect to land within 120 metres of a key natural heritage feature or hydrologically sensitive feature, shall be accompanied by a natural heritage and/or hydrologic evaluation.
- 3.4.2.9. That the evaluation referenced in policy 3.4.2.8 shall:
- a. demonstrate that the *development* or *site alteration* applied for will have no adverse effects on the key natural heritage feature or hydrologically sensitive feature or on the related *ecological functions*;
  - b. identify planning, design and construction practices that will restore the health, diversity and size of the key natural heritage feature or hydrologically sensitive feature and its connectivity with other key natural heritage and hydrologically sensitive features;
  - c. in the case of an application relating to land in a Natural Core Area, Natural Linkage Area or *Countryside Area*, demonstrate how connectivity within and between key natural heritage features or hydrologically sensitive features will be maintained and, where possible, improved or restored before, during and after construction;
  - d. determine whether the specified minimum vegetation protection zone is sufficient, and if it is not sufficient, specify the dimensions of the required

minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;

- e. if no minimum vegetation protection zone is specified, determine whether one is required, and if one is required, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of *natural self-sustaining vegetation* within it;
- f. in the case of a key natural heritage feature that is also fish habitat, ensure compliance with the requirements of the Department of Fisheries and Oceans;
- g. in the case of **Areas of Natural and Scientific Interest** (Life Science), the basis on which the determination and specification in policy 3.4.2.9.e. is undertaken shall include, without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Government of Ontario, as amended from time to time; and
- h. in the case of permanent and intermittent streams and seepage areas and springs, the basis on which the determination and specification mentioned in policy 3.4.2.9.d, is undertaken shall include, without limitation, an analysis of land use, soil type and slope class, using criteria established by the Government of Ontario, as amended from time to time.

3.4.2.10. That within the Oak Ridges Moraine Conservation Plan, no new *agricultural uses, agriculture-related uses*, or accessory uses shall be permitted within key natural heritage features and hydrologically sensitive features and their associated minimum vegetation protection zone if the lands were not being used for that use on November 15, 2001.

3.4.2.11. 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.

### 3.4.3 Major Development on the Oak Ridges Moraine

It is the policy of Council:

3.4.3.1. That major *development* in Section 3.4 of this Plan means *development* consisting of:

- a. the creation of four or more lots;

- b. the construction of a building or buildings with a ground floor area of 500 m<sup>2</sup> or greater; or
- c. the establishment of a *major recreational use* as described in policy 3.4.4.1.

3.4.3.2. That for every application in the Oak Ridges Moraine Natural Core Area, Oak Ridges Moraine Natural Linkage Area, Oak Ridges Moraine Countryside Area and Oak Ridges Moraine Settlement Area, commenced on or after April 23, 2007 major *development* as defined in policy 3.4.3.1 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.

3.4.3.3. That an application for major *development* commenced prior to April 23, 2007, shall not be approved unless the applicant:

- a. identifies any hydrologically sensitive features and related hydrological functions on the site and how they will be protected;
- b. demonstrates that an adequate water supply is available for the *development* without compromising the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**; and
- c. provides, with respect to the site and such other land as the approval authority considers necessary, a water budget and water conservation plan that:
  - i. characterizes groundwater and surface water flow systems by means of modeling;
  - ii. identifies the availability, quantity and quality of water sources; and
  - iii. identifies water conservation measures.

3.4.3.4. That the City will incorporate through an Official Plan Amendment, the applicable objectives and requirements that have been established through the Humber River Watershed Plan and the Don River Watershed Plan.

### 3.4.4 Major Recreational Uses in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.4.1. That *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:
  - a. golf courses;
  - b. serviced playing fields;
  - c. parks;
  - d. playgrounds; and
  - e. buildings and structures accessory to the uses listed in policy 3.4.4.1.a. though d. above.
- 3.4.4.2. That an application to establish a new or expansion to an existing *major recreational use* in the **Oak Ridges Moraine Countryside** Area designation, shall:
  - a. be accompanied by a recreation plan demonstrating that:
    - i. water use for maintenance will be kept to a minimum;
    - ii. grassed, watered and manicured areas will be limited to sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures;
    - iii. crossings of intermittent and permanent streams will be kept to a minimum;
    - iv. water-conserving technologies will be used in clubhouses and restaurants;
    - v. water-conserving technologies will be used in irrigation and watering of sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures; and
    - vi. stormwater treatment facilities will be used to capture and treat runoff from areas with impervious surfaces.
  - b. be accompanied by a vegetation management plan demonstrating that:
    - i. the application of fertilizers, pesticides, herbicides and fungicides will be limited to sports field surfaces, golf fairways, tees, greens and landscaped areas around buildings and structures, and, in those locations, will be kept to a minimum;

- ii. grass mixtures that require minimal watering and upkeep will be used for sports field surfaces and golf fairways; and
  - iii. wherever possible, intermittent stream channels and drainage swales will be kept in a free to grow, low maintenance condition.
- c. demonstrate that:
- i. the recreational activities on the site:
    - A. will be compatible with the natural character of the surrounding area; and
    - B. will be designed and located so as not to conflict with *adjacent* land uses
  - ii. new technologies relating to construction, grounds maintenance and water conservation will be explored and incorporated, as they become available, to help maintain, and where possible improve or restore the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**.

### 3.4.5 Low-Intensity Recreational Uses in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.5.1. That low intensity recreational uses are recreational uses that have minimal impact on the natural environment, and require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to the following:
- a. non-motorized trail uses;
  - b. natural heritage appreciation;
  - c. unserviced camping on public and institutional land; and
  - d. accessory uses.
- 3.4.5.2. That small-scale structures accessory to low-intensity recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area** will be kept to a minimum by:
- a. keeping disturbed areas to a minimum; and
  - b. avoiding the most sensitive portions of the site, such as steep slopes, organic soils and *significant* portions of the habitat of endangered, rare or threatened species.

### 3.4.6 Mineral Aggregate Operations in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.6.1. That active and inactive mineral aggregate extraction areas in Vaughan are shown on Schedule 5.
- 3.4.6.2. 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 the Official Plan and the applicable policies of this Plan, and
  - b. an application for a wayside pit may be permitted subject to an amendment to the zoning by-law.
- 3.4.6.3. That the City of Vaughan, 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.
- 3.4.6.4. That the City of Vaughan will encourage the Ministry of Natural Resources in their review of applications for licences or permits for *mineral aggregate operations* and *wayside pits* under the Aggregate Resources Act, that the requirements of the Oak Ridges Moraine Conservation Plan, including Sections 35 and 36, be complied with prior to the Ministry of Natural Resources issuing the licence or permit.

### 3.4.7 Connectivity in the Oak Ridges Moraine

It is the policy of Council:

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

### 3.4.8 Subwatersheds in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.8.1. That with respect to land in the **Oak Ridges Moraine Natural Core Area**, **Oak Ridges Moraine Natural Linkage Area** and **Oak Ridges Moraine Countryside Area** designations, all *development* and *site alteration* with respect to land in a subwatershed are prohibited if they would cause the total percentage of the area of the subwatershed that has impervious surfaces to exceed:
  - a. 10 percent; or
  - b. any lower percentage specified in the applicable watershed plan.
- 3.4.8.2. That with respect to land in the **Oak Ridges Moraine Natural Core Area**, **Oak Ridges Moraine Natural Linkage Area** and **Oak Ridges Moraine Countryside Area** designations, in considering applications for *development* or *site alteration* with respect to land in a subwatershed, the approval authority shall take into account the desirability of ensuring that at least 30 percent of the area of the subwatershed has self-sustaining vegetation.
- 3.4.8.3. That with respect to land in the **Oak Ridges Moraine Settlement Area** designation, in considering applications for *development* or *site alteration* with respect to land in a subwatershed, the approval authority shall consider the importance of:
  - a. ensuring that natural vegetation is maintained, and where possible improved or restored; and
  - b. keeping to a minimum impervious surfaces.

### 3.4.9 Trails in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.9.1. That a recreational trail system shall be established, which is accessible to all including persons with disabilities, to provide continuous access and travel throughout the **Oak Ridges Moraine Conservation Plan Area** and to provide connections to existing open space and park lands, as well as trails identified in City of Vaughan and York Region Pedestrian and Bicycle Master Plans. The Oak Ridges Moraine Trail, or trails connecting to it, may be permitted in all Oak Ridges Moraine designations shown on Schedule 4, subject to the provisions of Section 39 of the Oak Ridges Moraine Conservation Plan.



### 3.4.10 Transportation, Infrastructure and Utilities in the Oak Ridges Moraine

It is the policy of Council:

3.4.10.1. That transportation, **Infrastructure and Utilities** in the **Oak Ridges Moraine Conservation Plan Area** shown on Schedule 4, include the following:

- a. public highways;
- b. transit lines, **railways** and related facilities;
- c. gas and oil pipelines;
- d. sewage and water service systems and lines and stormwater management facilities;
- e. power transmission lines;
- f. telecommunications lines and facilities, including broadcasting towers;
- g. bridges, interchanges, stations and other structures, above and below ground, that are required for the construction, operation or use of the facilities listed in policy 3.4.10.1.a. through f. inclusive; and
- h. rights of way required for the facilities listed in policy 3.4.10.1.a. through g. inclusive.

3.4.10.2. That in the **Oak Ridges Moraine Natural Linkage Area**, an application for transportation, infrastructure or utilities use shall not be approved unless the applicant demonstrates that:

- a. the need for the project has been demonstrated and there is no reasonable alternative; and
- b. the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:
  - i. the area of construction disturbance is kept to a minimum;
  - ii. right-of-way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure and utility uses within a single corridor as possible;
  - iii. the project will allow for wildlife movement;
  - iv. lighting will be focused downwards and away from **Oak Ridges Moraine Natural Core Areas**;

- v. the planning, design and construction practices adopted will keep any adverse effects on the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area** to a minimum.

3.4.10.3. That in the **Oak Ridges Moraine Natural Core** Area an application for transportation, infrastructure or utilities use, shall not be approved unless the applicant demonstrates that:

- a. the requirements of policy 3.4.10.2 have been met;
- b. the project does not include and will not in the future require a highway interchange or a transit or **railway** station in an **Oak Ridges Moraine Natural Core** Area; and,
- c. the project is located as close to the edge of the **Oak Ridges Moraine Natural Core** Area as possible.

3.4.10.4. That within the **Oak Ridges Moraine Conservation Plan Area** shown on Schedule 4, all new transportation, **Infrastructure and Utilities** uses and all upgrading or extension of existing transportation, **Infrastructure and Utilities** uses, including the opening of a road within an unopened road allowance such as Kirby Road and Teston Road, but not including a stormwater management pond, may be permitted to cross a key natural heritage feature or a hydrologically sensitive feature only if the applicant demonstrates that:

- a. the need for the project has been demonstrated and there is no reasonable alternative;
- b. the planning, and design and construction practices adopted will keep any adverse effects on the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area** to a minimum;
- c. the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system in policy 3.4.9.1.
- d. the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights-of-way; and
- e. the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature or hydrologically sensitive feature.

3.4.10.5. 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 transportation, **Infrastructure and Utilities** where permitted in accordance with policies 3.4.10.2 through 3.4.10.4, shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

- 3.4.10.6. That all new undertakings for transportation, **Infrastructure and Utilities** shall address the provisions of subsection 3.4.10 of this Plan.

### 3.4.11 Sewage and Water Services in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.11.1. 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 demonstrates:
- a. that the *ecological integrity* of hydrologically sensitive features and key natural heritage features will be maintained;
  - b. that the quantity and quality of groundwater and surface water will be maintained;
  - c. that stream baseflows will be maintained;
  - d. that the project will comply with the applicable Humber River Watershed Plan and Don River Watershed Plan and water budget and conservation plan prepared in accordance with sections 24 and 25 of the Oak Ridges Moraine Conservation Plan, Ontario Regulation 140/02; and
  - e. that the water use projected for the *development* will be sustainable.
- 3.4.11.2. That water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.
- 3.4.11.3. That the construction or expansion of partial services are prohibited except where the construction or expansion of partial services is necessary to address a serious health concern or environmental concern.
- 3.4.11.4. That policy 3.4.11.3 does not apply to prevent the connection to municipal water for existing lots and for lots in plan of subdivision applications which received draft plan approval prior to November 16, 2001 in the *Woodland Acres Area*, where the lots have been approved for *development* on the basis of private sewage disposal systems and a municipal water supply.

### 3.4.12 Stormwater Management in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.12.1. That within the **Oak Ridges Moraine Conservation Plan Area** shown on Schedule 4, an application for major *development* as defined in policy 3.4.3.1 of this Plan, shall be accompanied by a stormwater management plan which shall:

- a. have the following objectives:
  - i. maintain groundwater quantity and flow and stream baseflow;
  - ii. protect groundwater quality;
  - iii. protect aquatic species and their habitat;
  - iv. prevent increases in stream channel erosion; and
  - v. prevent any increase in flood risk.
- b. provide for an integrated treatment train approach that uses a planned sequence of methods of controlling stormwater in keeping its impact to a minimum by techniques including, without limitation:
  - i. lot level controls such as devices and designs that direct roof discharge to rear yard ponding areas;
  - ii. conveyance controls such as grassed swales; and
  - iii. end-of-pipe controls such as wet ponds at the final discharge stage.
- c. be prepared in accordance with the applicable Watershed Plan prepared in accordance with Section 24 of the Oak Ridges Moraine Conservation Plan, Ontario Regulation 140/02.

3.4.12.2. That every application for *development* or *site alteration* shall demonstrate that planning, design and construction practices that protect water resources will be used, including:

- a. keeping the removal of vegetation, grading and soil compaction to a minimum;
- b. keeping all sediment that is eroded during construction within the site;
- c. seeding or sodding exposed soils as soon as possible after construction; and
- d. keeping chemical applications to suppress dust and control pests and vegetation to a minimum.

3.4.12.3. That in considering an application for *development* or *site alteration*, the municipality shall seek to reduce areas with impervious surfaces and increase areas retained in a natural undisturbed state, in order to minimize stormwater volumes and contaminant loads.

3.4.12.4. That municipal *development* standards shall incorporate planning, design and construction practices that will:

- a. reduce the portions of lots and sites that have impervious surfaces; and
- b. provide the flexibility to use alternative stormwater management techniques such as directing roof discharge to rear yard ponding areas and using grassed swales.

- 3.4.12.5. That policies 3.4.12.2 through 3.4.12.3 do not apply to applications for *mineral aggregate operations*.
- 3.4.12.6. That for the purposes of stormwater management, the minimum standard for water quality is that 80 percent of suspended solids shall be removed from stormwater runoff as a long-term average, or as recommended in the latest applicable Ministry of the Environment Guidelines.
- 3.4.12.7. That despite anything else in this Plan, disposal of stormwater into a kettle lake is prohibited.
- 3.4.12.8. That despite anything else in this Plan, new stormwater management ponds are prohibited with respect to land in key natural heritage features and hydrologically sensitive features.
- 3.4.12.9. That despite anything else in 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.

### 3.4.13 Aquifer Vulnerability in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.13.1. Areas of high *aquifer vulnerability* on the Oak Ridges Moraine are shown on Schedule 6, based on mapping provided by the Province of Ontario and are subject to the policies of subsection 3.6.2 respecting groundwater. In addition, notwithstanding anything else in this Plan, the following uses are prohibited with respect to land in areas of high *aquifer vulnerability*:
- a. generation and storage of hazardous waste or liquid industrial waste;
  - b. waste disposal facilities, organic soil conditioning sites, and snow storage and disposal facilities;
  - c. underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and
  - d. storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

### 3.4.14 Landform Conservation in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.14.1. 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**.

3.4.14.2. That an application for *development* or *site alteration*, excluding major *development* as described in policy 3.4.3.1, 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** (earth science) in accordance with subsection 3.4.15 .

3.4.14.3. That an application for major *development*, as defined in policy 3.4.3.1, or *site alteration* on lands designated **Oak Ridges Moraine Natural Core**, **Oak Ridges Moraine Natural Linkage**, and **Oak Ridges Moraine Countryside** in a **Landform Conservation Area** of either **Category 1** or **Category 2** as identified on Schedule 7, shall be accompanied by a landform conservation plan that:

- a. Shows, on one or more maps:
  - i. elevation contours in sufficient detail to show the basic topographic character of the site, with an interval of not more than two metres;
  - ii. analysis of the site by slope type (for example, moderate or steep);
  - iii. *significant* landform features such as kames, kettles, ravines and ridges; and
  - iv. all water bodies including intermittent streams and ponds.
- b. Includes a *development* strategy that identifies appropriate planning, design and construction practices to minimize disruption to landform character, including:
  - i. retention of *significant* landform features in an open, undisturbed form;
  - ii. road alignment and building placement to minimize grading requirements;
  - iii. concentration of *development* on portions of the site that are not *significant*;
  - iv. use of innovative building design to minimize grading requirements; and
  - v. use of selective grading techniques.

3.4.14.4. In considering applications for *development* or *site alteration* within **Landform Conservation Areas Category 1** or **Category 2** identified on Schedule 7, on land in the **Oak Ridges Moraine Settlement Area** on Schedule 4, the City will consider the importance of adopting planning, design and construction practices that will keep disturbance to landform character to a minimum, so as to satisfy the requirements of subsection 3.3.7 and if possible to satisfy the requirements of policies 3.4.14.1 through 3.4.14.3.

### 3.4.15 Areas of Natural and Scientific Interest in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.15.1. 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.

### 3.4.16 Existing Uses

It is the policy of Council:

3.4.16.1. That for the purposes of policies 3.4.16.2 through 3.4.16.7:

- a. “existing” means lawfully in existence on November 15, 2001, and for greater certainty does not include a use, building or structure that is in existence on that date without being lawful; and
- b. “institutional use” includes, without limitation, a long-term care facility, hospital, *school*, university or college.

3.4.16.2. That nothing in this Plan applies to prevent:

- a. the use of any land, building, or structure for a purpose, prohibited by Section 3.4 or subsection 9.2.2 of this Plan, if the land, building or structure was lawfully used for that purpose on November 15, 2001 and continues to be used for that purpose; or
- b. the erection or use for a purpose prohibited by Section 3.4 or subsection 9.2.2 of this Plan of a building or structure for which a permit has been issued under subsection 8(2) of the Building Code Act, 1992 on or before November 15, 2001 if:
  - i. the permit has not been revoked under subsection 8(10) of the Building Code Act, 1992; and
  - ii. the building or structure when erected is used and continues to be used for the purpose for which it was erected.

3.4.16.3. That nothing in Section 3.4 or subsection 9.2.2 of 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:

- a. there will be no change in use; and
- b. the expansion will not adversely affect the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**.



- 3.4.16.4. That despite policy 3.4.16.3, an existing *mineral aggregate operation* or an existing wayside pit within an area designated **Oak Ridges Moraine Natural Core Area** on Schedule 4 shall not be expanded beyond the boundary of the area under licence or permit.
- 3.4.16.5. That nothing in Section 3.4 or subsection 9.2.2 of 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.
- 3.4.16.6. That nothing in Section 3.4 or subsection 9.2.2 of this Plan applies to prevent the conversion of an existing use to a similar use, if the applicant demonstrates that the conversion:
- a. will bring the use into closer conformity with this Plan and the Oak Ridges Moraine Conservation Plan; and
  - b. will not adversely affect the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**.
- 3.4.16.7. 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.

### 3.4.17 Previously Authorized Single Dwellings in the Oak Ridges Moraine

It is the policy of Council:

- 3.4.17.1. That in accordance with Section 7 of the Oak Ridges Moraine Conservation Plan nothing in Section 3.4 of this Plan applies to prevent the use, erection or location of a single dwelling if:
- a. the use, erection and location would have been permitted by the applicable zoning by-law on November 15, 2001; and
  - b. 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**.

### 3.4.18 Buildings and Structures Authorized under Section 17 of the Oak Ridges Moraine Conservation Act

It is the policy of Council:

- 3.4.18.1. That in accordance with Section 8 of the Oak Ridges Moraine Conservation Plan, nothing in Section 3.4 of this Plan applies to prevent the use, erection or location of a building or structure if:
- a. the use, erection and location were authorized by the approval of an application that was commenced before November 17, 2001 and approved after that date; or
  - b. the use, erection and location were authorized by the approval of an application that was commenced after November 17, 2001 and decided in accordance with subsection 17(1) of the Oak Ridges Moraine Conservation Act.

### 3.4.19 Site Plan Applications

It is the policy of Council:

- 3.4.19.1. That an application for Site Plan Approval under the Planning Act is not required to comply with Section 3.4 of this Plan where the application:
- a. is on lands located in the **Oak Ridges Moraine Settlement Area** identified on Schedule 4 and the lands subject to the application do not include a key natural heritage feature or a hydrologically sensitive feature;
  - b. relates to land in respect of which any of the following was commenced before November 17, 2001 and approved after that date:
    - i. an application for an amendment to a zoning by-law;
    - ii. an application for approval of a plan of subdivision under section 51 of the Planning Act;
    - iii. an application for approval or exemption from approval for a plan of condominium under section 9 of the Condominium Act, 1998.

## 3.5 The Greenbelt

### 3.5.1 General

- 3.5.1.1. 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*. This Section outlines the policies applicable within each of those areas as well as policies applicable to natural heritage features that may be found throughout the **Greenbelt Plan Area**.

It is the policy of Council:

- 3.5.1.2. That the Provincial **Greenbelt Plan Area**, as identified on Schedule 4, is an important feature in Vaughan intended to protect lands for natural heritage and *agricultural uses*.

### 3.5.2 Key Natural Heritage Features and Key Hydrologic Features in the Greenbelt

It is the policy of Council:

- 3.5.2.1. That key natural heritage features in the **Greenbelt Plan Area** include *significant* habitat of endangered species, threatened species and special concern species, fish habitat, *wetlands*, Life Science **Areas of Natural and Scientific Interest** (Life Science ANSIs), *significant* valleylands, *significant woodlands*, *significant wildlife habitat*, sandbarrens, savannahs and tallgrass prairies.
- 3.5.2.2. That key hydrologic features in the **Greenbelt Plan Area** include permanent and intermittent streams, lakes, seepage areas and springs, and *wetlands*.
- 3.5.2.3. That key hydrologic features in the Protected *Countryside* of the Greenbelt plan and key natural heritage features within the Natural Heritage System of the Greenbelt Plan, including any associated vegetation protection zone, are **Core Features** of the Natural Heritage Network and are subject to the policies of this Plan applicable to **Core Features**.

- 3.5.2.4. That *development* or *site alteration* is not permitted in key hydrologic features and key natural heritage features within the Natural Heritage System, including any associated vegetation protection zone, with the exception of:
- a. Forest, fish and wildlife management;
  - b. Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered; or
  - c. Infrastructure, aggregate, recreational, shoreline and *existing uses*, as described by and subject to the general policies of section 4 of the Greenbelt Plan and interpreted in Section 3.5 of this Plan.
- 3.5.2.5. That, in the case of *wetlands*, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes, and *significant woodlands*, the minimum vegetation protection zone shall be a minimum of 30 metres wide measured from the outside boundary of the key natural heritage feature or key hydrologic feature.
- 3.5.2.6. That a proposal for new *development* or *site alteration* within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected *Countryside* of the Greenbelt Plan requires a natural heritage evaluation and hydrological evaluation, which identify a vegetation protection zone which:
- a. is of sufficient width to protect the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during, and after, construction, and where possible, restore or enhance the feature and/or its function; and
  - b. is established to achieve, and be maintained as *natural self-sustaining vegetation*.
- 3.5.2.7. That 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 as interpreted in Section 3.5 of this Plan.
- 3.5.2.8. That within the **Greenbelt Plan Area**, no new *agricultural uses*, *agriculture-related uses*, or accessory uses shall be permitted within key natural heritage features and key hydrologic features and their associated minimum vegetation protection zone if the lands were not being used for that use on February 28, 2005.

- 3.5.2.9. That notwithstanding the **Core Features** policies of subsection 3.2.3 of this Plan, new buildings and structures for *agricultural uses* will be required to provide a 30 metre vegetation protection zone from a key natural heritage feature or key hydrologic feature, but may be exempted from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is, and will continue to be, used for **agricultural** purposes. Despite this exemption, *agricultural uses* should pursue best management practices to protect and/or restore key hydrologic features and functions.

### 3.5.3 The Greenbelt Natural Heritage System

It is the policy of Council:

- 3.5.3.1. That within the **Greenbelt Natural Heritage System** identified on Schedule 4, in addition to **Natural Areas, Agricultural** and **Rural** uses are permitted as identified on Schedule 13 and subject to the applicable policies of this subsection, and subsection 9.2.2.
- 3.5.3.2. That where non-*agricultural uses* are contemplated on lands identified as **Greenbelt Natural Heritage System**, applicants shall demonstrate that:
- a. at least 30 percent of the total *developable area* of the site will remain or be returned to *natural self-sustaining vegetation*, recognizing that the policies of subsection 3.5.10 establish specific standards for the non-renewable resource uses;
  - b. connectivity along the system and between key natural heritage features or key hydrologic features located within 240 metres of each other is maintained or enhanced; and
  - c. buildings or structures do not occupy more than 25 percent of the total *developable area* and are planned to optimize the compatibility of the project with the natural surroundings.
- 3.5.3.3. That new buildings or structures for agriculture, agricultural-related and secondary uses within lands identified as **Greenbelt Natural Heritage System** on Schedule 4 are not subject to policy 3.5.3.4 below, but are subject to the policies on key natural heritage features and key hydrologic features.
- 3.5.3.4. That new *development* or *site alteration* on lands identified as **Greenbelt Natural Heritage System** on Schedule 4 (as permitted by the policies of this Plan) shall demonstrate that:
- a. there will be no negative effects on key natural heritage features or key hydrologic features or their functions;

- b. connectivity between key natural heritage features and key hydrologic features is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;
- c. the removal of other natural features not identified as key natural heritage features and key hydrologic features shall be avoided. Such features shall be incorporated into the planning and design of the proposed use wherever possible; and
- d. the disturbed area of any site does not exceed 25 percent, and the impervious surface does not exceed 10 percent, of the total *developable area*, except for *major recreational uses* described in subsection 3.5.5 or non-renewable resources described in subsection 3.5.10 . With respect to golf courses, the disturbed area shall not exceed 40 percent of the site.

### 3.5.4 Greenbelt Protected Countryside

It is the policy of Council:

- 3.5.4.1. That, within the Protected *Countryside* of the Greenbelt, as identified on Schedule 4, **Agricultural** and **Rural** uses are permitted as identified on Schedule 13 and subject to the applicable policies of subsection 9.2.2 of this Plan.

### 3.5.5 Recreational Uses in the Greenbelt

It is the policy of Council:

- 3.5.5.1. That residential dwelling units, other than for an employee, shall not be permitted in association with recreational uses.
- 3.5.5.2. That *major recreational uses* are defined in Chapter 10.
- 3.5.5.3. That an application to establish or expand a *major recreational use* in the **Greenbelt Natural Heritage System** will be accompanied by a vegetation enhancement plan that incorporates planning, design, landscaping, and construction measures that:
  - a. maintain or, where possible, enhance the amount of natural self-sustaining vegetation on the site and the connectivity between *adjacent* key natural heritage features or key hydrologic features;
  - b. wherever possible, keep intermittent stream channels and drainage swales in a free-to-grow, low-maintenance condition;
  - c. minimize the application and use of pesticides and fertilizers; and

- d. locate new *natural self-sustaining vegetation* in areas that maximize the ecological value of the area.
- 3.5.5.4. That an application to expand or establish a *major recreational use* shall be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.
- 3.5.5.5. That small-scale structures for recreational uses (such as boardwalks, footbridges, fences, docks and picnic facilities) are permitted within key natural heritage features and key hydrologic features; however, the negative impacts on these features shall be minimized.
- 3.5.5.6. Notwithstanding the above, *major recreational uses* are not permitted on **Agricultural** designated lands as identified on Schedule 13 of this Plan.

### 3.5.6 General Infrastructure in the Greenbelt

It is the policy of Council:

- 3.5.6.1. That all existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act, the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected *Countryside* of the Greenbelt Plan, subject to the policies of this section and provided it meets one of the following two objectives:
- a. It supports agriculture, recreation and tourism, **rural** settlement areas, resource use or the **rural** economic activity that exists and is permitted within the Greenbelt; or
  - b. It serves the significant growth and economic *development* expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.
- 3.5.6.2. That the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected *Countryside* of the Greenbelt Plan, are subject to the following:
- a. planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such infrastructure;

- b. planning, design and construction practices shall minimize, wherever possible, the negative impacts and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
  - c. where practicable, existing capacity and coordination with different infrastructure services is optimized so that the **rural** and existing character of the Protected *Countryside* and the overall urban structure for southern Ontario established by Greenbelt and any provincial growth management initiatives are supported and reinforced;
  - d. new or expanding infrastructure shall avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative; and
  - e. where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key natural heritage feature or key hydrologic feature, including related landform features, planning, design and construction practices shall minimize negative impacts and disturbance on the features or their related functions, and where reasonable, maintain or improve connectivity.
- 3.5.6.3. That infrastructure serving the **agricultural** sector, such as **agricultural** irrigation systems, may need certain elements to be located within the vegetation protection zone of a key natural heritage feature or key hydrologic feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated vegetation protection zone but all reasonable efforts shall be made to keep such infrastructure out of key natural heritage features or key hydrologic features or the vegetation protection zones.

### 3.5.7 Sewage and Water Infrastructure in the Greenbelt

It is the policy of Council:

- 3.5.7.1. That proposals for infrastructure within or crossing the Protected *Countryside* of the Greenbelt Plan shall demonstrate that:
- a. sewage and water servicing can be provided in a manner that does not negatively impact ecological features and functions, quality and quantity of ground and surface water, including stream baseflow, and is sufficient to accommodate the proposed use(s);
  - b. applicable recommendations, standards or targets within the Humber River Watershed Plan, Don River Watershed Plan, and water budgets are reflected; and



- c. any sewage and water servicing installation is planned, designed and constructed to minimize surface and groundwater disruption.
- 3.5.7.2. That where settlements 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.
- 3.5.7.3. That where settlements currently have approvals for Great Lake based water and/or sewer services as of December 16, 2004, the date the Greenbelt Plan came into effect, such services may be extended and expanded to service growth within an approved settlement boundary as it existed on the date the Greenbelt Plan came into effect. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by the Greenbelt Plan.
- 3.5.7.4. That the extension of municipal or private communal sewage or water services outside of a settlement boundary shall only be permitted in the case of health issues or to service *existing uses* and the expansion thereof adjacent to the settlement. Notwithstanding the above, where municipal water services exist outside of settlements areas, *existing uses* within the service area boundary as defined by the environmental assessment may be connected to such a service.
- 3.5.7.5. That new or expanded partial servicing, where site conditions are suitable for the long-term provision of such services, is only permitted in the following circumstances:
- a. where such servicing is necessary to address failed individual on-site sewage or water services serving existing *development*, or
  - b. to allow for infilling and *intensification* within settlement areas served by partial services as of the date this Plan came into effect.
- 3.5.7.6. That in the siting of new municipal and other wells, consideration shall be given to the location of *vulnerable* areas.

### 3.5.8 Stormwater Management Infrastructure in the Greenbelt

It is the policy of Council:

- 3.5.8.1. That stormwater management ponds are prohibited in key natural heritage features or key hydrologic features or their vegetation protection zones.
- 3.5.8.2. That applications for *development* or *site alteration* in the Protected *Countryside* of the Greenbelt Plan shall be accompanied by a stormwater management plan which demonstrates that:
  - a. planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;
  - b. where appropriate, an integrated treatment approach shall be used to minimize stormwater management flows and structures through such measures as lot level controls and conveyance techniques such as grass swales; and
  - c. applicable recommendations, standards or targets within the Humber River Watershed Plan and/or Don River Watershed Plan and water budgets are complied with.
- 3.5.8.3. That the objectives of a stormwater management plan are to avoid, minimize and/or mitigate stormwater volume, contaminant loads and impacts to receiving water courses in order to:
  - a. maintain groundwater quality and flow and stream baseflow;
  - b. protect water quality;
  - c. minimize the disruption of pre-existing (natural) drainage patterns wherever possible;
  - d. prevent increases in stream channel erosion;
  - e. prevent any increase in flood risk; and
  - f. protect aquatic species and their habitat.

### 3.5.9 Renewable Resources in the Greenbelt

It is the policy of Council:

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

- 3.5.9.2. That activities related to the use of renewable resources are permitted in the Protected *Countryside* of the Greenbelt Plan, subject to the policies of the Greenbelt Plan and all other applicable legislation, regulations and municipal planning documents, including the Provincial Policy 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.
- 3.5.9.3. 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.

### 3.5.10 Non-renewable Resources in the Greenbelt

It is the policy of Council:

- 3.5.10.1. For lands within the Protected *Countryside* of the Greenbelt Plan non-renewable resources are those non-agriculture based natural resources that have a finite supply, including mineral aggregate resources.
- 3.5.10.2. That activities related to the use of non-renewable resources are permitted in the area shown on Schedule 4 as Greenbelt Protected *Countryside*, subject to all other policies of this Plan, applicable legislation, regulations and by-laws. The availability of mineral aggregate resources for long-term use will be determined in accordance with the PPS, except as provided below.
- 3.5.10.3. That notwithstanding policies of subsections 3.5.2 and 3.5.3 , within the **Greenbelt Natural Heritage System**, *mineral aggregate operations* and *wayside pits and quarries* are subject to the following:
- a. no new *mineral aggregate operation* and no *wayside pits and quarries*, or any ancillary or accessory use thereto will be permitted in the following key natural heritage features and key hydrologic features:
    - i. significant wetlands;
    - ii. *significant* habitat of endangered and threatened species; and
    - iii. *significant woodlands* unless the *woodland* is occupied by young plantation or *early successional* habitat (as defined by the Ministry of Natural Resources). In this case, the application must demonstrate that the specific provisions of policy 3.5.10.5.c, 3.5.10.5.d and 3.5.10.6.c have been addressed, and that they will be met by the operation;
  - b. an application for a new *mineral aggregate operation* or new *wayside pits and quarries* may only be permitted in other key natural heritage features and key

hydrologic features not identified in policy 3.5.10.5.a 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 policy 3.5.10.5.c, 3.5.10.5.d and 3.5.10.6.c have been addressed, and that they will be met by the operation;
- c. any application for a new *mineral aggregate operation*, or the expansion of an existing *mineral aggregate operation* shall be required to demonstrate:
- i. how the connectivity between key natural heritage features and key hydrologic features will be maintained before, during and after the extraction of mineral aggregates;
  - ii. how the operator could immediately replace any habitat that would be lost from the site with equivalent habitat on another part of the site or on *adjacent* lands; and
  - iii. how the Water Resource System will be protected or enhanced; and
- d. an application for the expansion of an existing *mineral aggregate operation* may be permitted in the Natural Heritage System, including key natural heritage features and key hydrologic features, and in any associated vegetation protection zone only if the related decision is consistent with the Provincial Policy Statement.

3.5.10.4. That within the Protected *Countryside* of the **Greenbelt Plan Area**, existing and new *mineral aggregate operations* and *wayside pits* shall comply with the Aggregate Resources Act as directed by the Ministry of Natural Resources and the provisions of the applicable Provincial Plan.

3.5.10.5. When operators are undertaking rehabilitation of *mineral aggregate operation* sites in the Greenbelt Protected *Countryside*, the following provisions apply:

- a. they shall work with the Ministry of Natural Resources to consider the *development* and implementation of comprehensive rehabilitation plans in areas of high concentration of *mineral aggregate operations*;
- b. the disturbed area of a site will be rehabilitated to a state of equal or greater ecological value, and for the entire site, long-term *ecological integrity* will be maintained or restored, and to the extent possible, improved;
- c. if there are key natural heritage features or key hydrologic features on the site, or if such features existed on the site at the time of application:

- i. the health, diversity and size of these key natural heritage features and key hydrologic features will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health; and
  - ii. any permitted extraction of mineral aggregates that occurs in a feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation;
- d. aquatic areas remaining after extraction are to be rehabilitated to aquatic enhancement, which shall be representative of the natural ecosystem in that particular setting or ecodistrict, and the combined terrestrial and aquatic rehabilitation shall meet the intent of policy 3.5.10.5.c; and
- e. outside the **Greenbelt Natural Heritage System**, and except as provided in policy 3.5.10.5.b through d. final rehabilitation will appropriately reflect the long-term land use of the general area, taking into account applicable policies of this Plan and, to the extent permitted under this Plan, existing municipal and provincial policies.

3.5.10.6. That final rehabilitation in the **Greenbelt Natural Heritage System** will meet these additional provisions:

- a. where there is no underwater extraction, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35% of each license, is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict;
- b. where there is underwater extraction, no less than 35% of the non-aquatic lands of each license is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict; and
- c. rehabilitation will be implemented so that the connectivity of the key natural heritage features and the key hydrologic features on the site and on *adjacent* lands will be maintained or restored, and to the extent possible, improved.

3.5.10.7. To encourage operators to consider providing for public access to former aggregate sites upon final rehabilitation.

3.5.10.8. 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.

### 3.5.11 Cultural Heritage Resources in the Greenbelt

It is the policy of Council:

- 3.5.11.1. That protection of cultural heritage resources is provided for in the policies of Section 6 of this Plan, including creating inventories of cultural heritage resources and planning for their ongoing protection and appropriate use.
- 3.5.11.2. That the City will collaborate with York Region in implementing the York Region Archaeological Management Plan, including developing and implementing a consultation protocol with aboriginal groups and other stakeholders to identify and protect cultural heritage resources and plan toward maintaining, developing and using these resources in a manner that will benefit the local community and be compatible with the Greenbelt's vision and goals.

### 3.5.12 Existing uses in the Greenbelt

It is the policy of Council:

- 3.5.12.1. All *existing uses* lawfully used for such purpose on the day before December 16, 2004, being the day the Greenbelt Plan came into force, are permitted.
- 3.5.12.2. Single dwellings are permitted on existing lots of record, provided they were zoned for such as of December 16, 2004, or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003 but which application did not proceed.
- 3.5.12.3. Outside of **Community Areas**, expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally *existing uses* which bring the use more into conformity with the Greenbelt Plan, are permitted subject to a demonstration of the following:
  - a. notwithstanding policy 3.5.7.5 regarding new or expanded partial servicing, new municipal services are not required; and
  - b. 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.
- 3.5.12.4. 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:

- a. there is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and
- b. the impact of the expansion or alteration on the feature and its functions is minimized to the maximum extent possible.

3.5.12.5. Expansion, maintenance and/or replacement of existing infrastructure is permitted, subject to the infrastructure policies of subsections 3.5.6 through 3.5.8 .

## 3.6 Protecting Water Resources

While the Natural Heritage Network described in Section 3.2 protects the lands that encompass Vaughan's rivers, streams and *wetlands*, urban *development* activities beyond the Natural Heritage Network have impacts on the surface and ground water that eventually drains into the major tributaries of the Humber and Don River systems, ultimately ending up in Lake Ontario. Vaughan will promote water quality and maintain natural stream flows, to the extent possible. Vaughan will also work with neighbouring municipalities and partners such as the Toronto Region and Conservation Authority to monitor and enhance water quality and natural stream flows throughout the Humber and Don watersheds.

### 3.6.1 Watershed Planning

It is the policy of Council:

- 3.6.1.1. That the goals and objectives of watershed plans shall be supported through the implementation of this Plan.
- 3.6.1.2. 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.
- 3.6.1.3. To work with York Region in the preparation of source water protection plans to protect the quality and quantity of Regional water supply from incompatible uses and sources of contamination.

### 3.6.2 Protecting Groundwater

It is the policy of Council:

- 3.6.2.1. To direct compatible land uses with low imperviousness, including **Natural Areas, parks** and open spaces, to potentially *significant* 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.
- 3.6.2.2. That low-impact development techniques, as described in the Toronto and Region Conservation Authority's Low Impact *Development* Stormwater Management Planning and Design Guide (2010), 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.

- 3.6.2.3. That, where *development* occurs in *significant* recharge areas, the Master Environment and Servicing Plan will include a hydrogeological study to define the local *predevelopment* water balance, establish site-specific water balance criteria that maintain *ecological functions* and demonstrate how the appropriate proportion of infiltration and evaporation/reuse measures for stormwater management will achieve the water balance objectives established through the Master Environment and Servicing Plan study.
- 3.6.2.4. That *significant* groundwater infiltration functions be maintained at the *predevelopment* levels or enhanced where practical, particularly in those areas identified as hydrogeologically sensitive areas. In such areas, source and conveyance controls as may be appropriate, may be required by the City to maintain or enhance *predevelopment* groundwater infiltration levels.
- 3.6.2.5. That transportation and infrastructure projects should minimize interference with recharge areas and should be located in the least sensitive locations for infrastructure.
- 3.6.2.6. 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 dewatering. 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.

### 3.6.3 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 Drainage Study Report as amended from time to time, or areas with unstable slopes or erosion issues. Accordingly, the Provincial Policy 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:

- 3.6.3.1. To protect the safety of the public by directing *development* to locations outside of *hazardous lands* and *hazardous sites*.

- 3.6.3.2. To take a comprehensive approach to natural hazard management for all *development* and *site alteration* proposals considering factors including but not limited to:
- a. risk to life and property;
  - b. upstream and downstream impacts and the cumulative impacts of *development* on the overall hazard level;
  - c. climate change effects on the overall hazard level; and
  - d. impacts to natural features and areas including their ecological and hydrologic functions.
- 3.6.3.3. To prohibit new lot creation in *hazardous lands* and *hazardous sites* except in accordance with an approved **Special Policy Area**.
- 3.6.3.4. To seek public ownership of *hazardous lands* and *hazardous sites* through the *development* process.
- 3.6.3.5. 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.
- 3.6.3.6. To promote and encourage mitigation and remediation works for existing *development* within *hazardous lands* and *hazardous sites*.
- 3.6.3.7. That, in accordance with the Provincial Policy Statement, the following uses shall not be permitted to locate 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.
- 3.6.3.8. That all *development* shall be set back a minimum of 10 metres from the stable top of bank and may require greater setbacks based on geotechnical review.

- 3.6.3.9. 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.

### 3.6.4 Flooding Hazards

It is the policy of Council:

- 3.6.4.1. 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**.
- 3.6.4.2. The limits of the flood plain will be determined in accordance with Provincial standards, to the satisfaction of the Toronto and Region Conservation Authority. 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.
- 3.6.4.3. That *development* within the flood plains 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** 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 3.2.3.16 and policy 3.2.3.17.
- 3.6.4.4. 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.
- 3.6.4.5. To update the City's Emergency Response Plan on a regular basis to reflect best practices for disaster response.

### 3.6.5 Special Policy Areas

The Provincial Policy Statement generally prohibits *development* or *redevelopment* below the Regulatory Flood as determined by the Toronto and Region Conservation Authority.

However, the Provincial Policy 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 Policy Statement, certain lands within the Regulatory Floodplain of the Humber River in the Woodbridge community have been identified as **Special Policy Area** on Schedule 8. The continued viability of these areas depends on a reasoned application of the Provincial standards for flood plain management.

The Provincial Policy 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 TRCA.

It is the policy of Council:

- 3.6.5.1. That the **Special Policy Area** (SPA) boundaries are identified on Schedule 8 to this Plan and on Schedule 9 of the Woodbridge Centre Secondary Plan in Volume 2. The SPA policies form Section 7.3 of the Woodbridge Centre Secondary Plan. The SPA policies and schedules were approved by the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources on November 3, 2014.

### 3.6.6 Stormwater Management

It is the policy of Council:

- 3.6.6.1. 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.
- 3.6.6.2. To recognize stormwater management facilities as a functioning part of Vaughan's natural water system and ecosystem. New *development* will employ stormwater management practices that are sensitive to the natural environment and natural heritage features.
- 3.6.6.3. That new *development* must satisfy the City and demonstrate consistency with the Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria for water quantity (flood flow) control, water quality control, erosion control, groundwater recharge and water balance, for the protection of hydrologically sensitive features. TRCA Stormwater Management

Criteria are based on current research, watershed planning and hydrology studies, therefore the criteria is subject to change based on the approval and adoption of updated studies.

- 3.6.6.4. To satisfy the City and demonstrate consistency with the Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria, innovative stormwater management approaches must be implemented and designed in accordance with the Ministry of Environment Stormwater Management Practices Planning and Design Manual and with reference to TRCA's Low Impact *Development* Stormwater Management Planning and Design Guide (2010), as may be updated from time to time. For all *development*, a treatment train approach to stormwater must be considered consisting of source controls (for example, green roofs, permeable paving, improved urban tree canopy), conveyance controls (for example, bioswales and permeable pipes), and end of pipe treatment (for example, *wetlands* and ponds). Consideration of the suitable treatment train approach will be determined by local studies. Such studies should also include direction regarding the short and long term maintenance needs for the recommended source controls, conveyance controls, and/or end of pipe treatment.
- 3.6.6.5. 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 Ministry of the Environment; and
  - b. integrated into the design of the proposed *development* to positively contribute to the overall character of the *development*.
- 3.6.6.6. To require new stormwater management facilities to be designed as local amenities while also providing a utilitarian function, in part by:
- a. locating stormwater facilities adjacent to open spaces, **parks** and/or natural heritage areas contributing to a connected system and to encourage public access to these facilities, where appropriate;
  - b. integrating stormwater facilities into surrounding *developments* as publically accessible open space; and
  - c. designing stormwater facilities as naturalized or formal landscapes that are complementary to *adjacent* features, including *adjacent* landscapes or natural heritage features.
- 3.6.6.7. 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.

- 3.6.6.8. That the Master Environment and Servicing Plan will apply a range of stormwater management practices, including Low Impact *Development*, to address water quality control, baseflow management, temperature moderation and aquatic habitat protection. The selection of stormwater management techniques will be governed by flood and erosion conditions, the type of fisheries present, soil conditions and local groundwater conditions. Preliminary and final design will be to the satisfaction of the City and the Toronto and Region Conservation Authority, in consultation with the Ministry of the Environment. Potential stormwater management practices to be considered in *development* are identified in the TRCA's Low Impact *Development* Stormwater Management Planning and Design Guide (2010) and will consider innovative naturalized approaches to stormwater management and maximize opportunities to enhance open space and natural heritage resources.
- 3.6.6.9. To require that road, transit and other infrastructure projects that entail expansion of an existing service provide full stormwater management for new and existing infrastructure, where practically feasible.
- 3.6.6.10. To require that stormwater be treated as close to the source as possible. Roof leaders will not be directly connected to the storm sewer system, in conformity with City of Vaughan policy. In highly sensitive sub-watershed areas, alternative, innovative stormwater management approaches will be considered if such approaches will improve stormwater quality and quantity.
- 3.6.6.11. To require the use of source controls in parking lots and other large paved surfaces such as oil/grit separators where deemed necessary by the City in consultation with the Ministry of the Environment.
- 3.6.6.12. To encourage, where existing *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.
- 3.6.6.13. To implement end-of-pipe stormwater retrofits as outlined in the City's stormwater management retrofit study (as updated).
- 3.6.6.14. To require that all *significant development* provide *post-development* stormwater quantity control to *pre-development* levels for the 2 through 100 year storm events and stormwater quantity control in accordance with current guidelines in consultation with the Toronto and Region Conservation Authority and the Ministry of the Environment. Should a subsequent Toronto and Region Conservation Authority-approved watershed hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City in consultation with the Toronto and Region Conservation Authority.

- 3.6.6.15. That all *development* will undertake stormwater management on a volume control basis that maintains recharge rates, flow paths and water quality to the extent possible, in addition to peak flow control, and to maintain pre-*development* water balance. Particular emphasis will be placed on areas confirmed as *significant* recharge areas.
- 3.6.6.16. To support the Toronto and Region Conservation Authority in establishing programs for ongoing monitoring of ambient conditions as part of the Regional Watershed Monitoring Program, including evaporation, stream flow, channel form, groundwater levels, water quality and terrestrial communities and species to provide baseline data to facilitate an adaptive management approach.
- 3.6.6.17. To work with the Toronto and Region Conservation Authority to monitor the effects of new *development* and *redevelopment* in **Urban Areas** 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.

### 3.6.7 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 Ministry of the Environment before topsoil removal and grading of lands.
- 3.6.7.2. To prohibit top soil removal and grading until approval of a draft Plan of Subdivision or a Site Plan for large sites that are not subject to Plan of Subdivision, and to require that construction practices for erosion and sediment controls are to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority and Ministry of the Environment.
- 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 Ministry of the Environment.
- 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.

## 3.7 Air Quality and Climate Change

### 3.7.1 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 global climate change, such as carbon dioxide. Vaughan can play an important role in changing how these day-to-day activities occur in order to reduce air quality impacts, by supporting and encouraging emissions reductions from major sources of pollution. The policies of this Plan work in conjunction with those in Green Directions Vaughan to improve air quality in the City.

It is the policy of Council:

- 3.7.1.1. To work with York Region and other agencies to develop and implement clean air initiatives.
- 3.7.1.2. To reduce air emissions and impacts from air emissions by:
  - a. increasing opportunities for natural carbon sequestration by establishing annual targets to grow the urban forest through tree planting programs;
  - b. encouraging energy efficient *development* and energy efficient retrofitting;
  - c. supporting alternatives to single occupant vehicle use and automobile travel;
  - d. encouraging emissions reductions in industries;
  - e. directing the location of industrial and other activities with high emissions such that they reduce impacts on *sensitive uses* such as residential areas; and
  - f. supporting programs and initiatives that aim to reduce air emissions.
- 3.7.1.3. To support the adoption and use of zero emissions vehicles by:
  - a. supporting the establishment of fuelling and recharging stations for zero emissions vehicles; and
  - b. exploring opportunities to include low and zero emissions vehicles in Vaughan's vehicular fleet to showcase available technologies.
- 3.7.1.4. To support reductions in emissions from travel by:
  - a. planning for and supporting a compact pattern of urban growth that is designed to support pedestrian, cyclist and transit use;



- b. supporting transportation initiatives that encourage the use of low or zero emissions vehicles to the extent possible; and
  - c. supporting measures to reduce unnecessary automobile and truck travel and enforcement of regulations to reduce vehicular idling.
- 3.7.1.5. To require health, environmental and cumulative air quality impact studies that assess the impact on human health for *development* with significant known or potential air emission levels near *sensitive uses* such as *schools*, daycares and seniors' facilities.
- 3.7.1.6. That *sensitive uses* such as *schools*, daycares and seniors' facilities not be located near significant known air emissions sources such as controlled access provincial 400-series highways.

### 3.7.2 Responding to Climate Change

In addition to local environmental impacts, the effects of global climate change will also be felt in Vaughan. Human-induced climate change, through carbon dioxide and greenhouse gas emissions, is expected to cause more extreme hot days, changes to wildlife habitat and natural heritage, changes to farming yields, more extreme weather events, decreased water levels, and increased infrastructure issues such as electricity supply and transmission. Vaughan will play an important local role in the global effort to reduce carbon dioxide and other greenhouse gas emissions, and will respond to the reality of climate change through mitigation and adaptation. This will be achieved through a comprehensive approach to environmental protection. Vaughan will be a leader in ensuring clean air, pure water, healthy soil, preserving natural heritage features and supporting climate stability.

This Plan outlines a pattern of compact growth and *development* that supports energy efficient transportation options and protects natural heritage features, which will contribute significantly to reducing greenhouse gas emissions which are the leading cause of climate change. In addition, Vaughan will encourage energy efficient *development* and retrofitting of existing *development* to significantly reduce air emissions while ensuring saving on heating and cooling costs. Consistent with the policies of Green Directions Vaughan the City will also prepare a climate change action plan, which will target reductions in greenhouse gas emissions from a variety of sources and will identify adaptation measures to respond to impacts from climate change.

It is the policy of Council:

- 3.7.2.1. To implement the climate change actions in Green Directions Vaughan in coordination with York Region and other agencies to:
- a. undertake a *risk assessment* with respect to Vaughan's need for adaptation to climate change;

- b. develop targets for greenhouse gas reductions;
- c. identify adaptation measures to respond to impacts from climate change; and
- d. establish a long-term target of carbon neutrality for Vaughan’s facilities, infrastructure and operations.

3.7.2.2. To establish Vaughan as a leader in greenhouse gas reductions by:

- a. applying high standards of energy performance in new construction and retrofits;
- b. reducing demand for single-occupant vehicle trips and supporting alternative transportation means;
- c. supporting **agricultural** practices that reduce greenhouse gas emissions from farm vehicles, livestock and waste;
- d. undertaking carbon sequestration and storage audits for the existing forest and urban forest and establish targets for forest renewal and expansion;
- e. supporting the use of low-impact alternative energy sources;
- f. pursuing and supporting pilot projects to reduce industrial greenhouse gas emissions; and
- g. establishing and achieving greenhouse gas reduction targets or meeting international, national, provincial and/or regional targets, where appropriate.

## 3.8 Soil Quality and Site Remediation

Clean air and water are vital to the health of the environment and human health. 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 **Intensification Areas**, where a significant portion of new growth must occur. *Brownfield* sites are an important part of the urban fabric and an environmental legacy for which solutions must be identified and implemented. Vaughan will support their reuse and *redevelopment*, and will support *development* on or adjacent to *brownfields* to incorporate these sites into the urban fabric.

### 3.8.1 Soil Quality and Site Remediation

It is the policy of Council:

- 3.8.1.1. To support and encourage the cleanup, renewal and *redevelopment* of *brownfield* and other contaminated sites for a variety of uses.
- 3.8.1.2. That *brownfields* and other contaminated sites are a legacy of past or current use that must be addressed when new *development* or a change in land use is proposed. New *development* on or adjacent to *brownfield* sites must plan for the *redevelopment* and reintegration of the *brownfield* site. Secondary plans and other planning exercises will also be required to plan for the *redevelopment* of *brownfield* sites.
- 3.8.1.3. To encourage the use of municipal funding mechanisms and funding sources from other tiers of government to support the cleanup, renewal and *redevelopment* of *brownfield* and other contaminated sites. Potential municipal funding mechanisms are identified in Chapter 10 of this Plan.
- 3.8.1.4. 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 assessment reports are required to be submitted in accordance with provincial regulations and guidelines.
- 3.8.1.5. To require that, prior to considering 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; and
- 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*.

## 3.9 Environmental Reporting Related to the Natural Heritage Network

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

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

### 3.9.1 Environmental Management Guideline

It is the policy of Council:

- 3.9.1.1. That the City of Vaughan Environmental Management Guideline identifies key management issues and provides guidance in support of the policies of Chapter 3 for the preparation of environmental reporting, to be confirmed based on area-specific issues, in support of *development* applications.
- 3.9.1.2. To review, update and refine the Environmental Management Guideline from time to time to:
  - a. facilitate the successful implementation of the ecosystem function approach;
  - 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.

### 3.9.2 Environmental Impact Studies

It is the policy of Council:

- 3.9.2.1. 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.
- 3.9.2.2. 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.

### 3.9.3 Master Environment and Servicing Plan

It is the policy of Council:

- 3.9.3.1. 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, and York Region prior to the approval of the Block Plan.
- 3.9.3.2. 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, pursuant to the policies of this Plan and the detailed requirements of the Environmental Management Guideline.
- 3.9.3.3. That the study area boundaries for the Master Environment and Servicing Plan may be required to extend beyond the boundaries of the Block Plan, or *development* application site, in order to properly identify the existing functions and the extent of impact related to the Natural Heritage Network within the context of its watershed or sub-watershed.

- 3.9.3.4. 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.
- 3.9.3.5. 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.
- 3.9.3.6. 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 on the 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.
- 3.9.3.7. 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.





# 4

# TRANSPORTATION

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## 4.1 Transforming Transportation

### 4.1.1 Transforming Transportation

This Official Plan calls for a transformation in how people move around Vaughan. Land use and transportation are inextricably linked, and a sustainable transportation network is critical to supporting the City's approach to growth and *development*. Significant investments in public transit are currently being made through York Region (according to the York Region Transportation Master Plan, 2009) and Metrolinx Regional Transportation Plan and will be the framework for Vaughan's future transportation network. Areas well-served by transit will be the focus for growth and *intensification*, providing a higher density of residents, jobs and activities to make use of transit investments. With a comprehensive transit system, as well as widespread bicycle and pedestrian networks, movement in Vaughan will become more balanced and will provide real mobility options.

The future transportation network will be built on today's system. The existing street network will serve as the framework for enhancements to transit, walking and cycling systems, making efficient use of existing and future infrastructure investments. However, some of today's streets will look very different in the future. Infill and *intensification* will bring new growth to **Intensification Areas**; streetscape investments will make streets enjoyable and safe places; and all modes of travel will be accommodated in an integrated and linked fashion.

It is the policy of Council:

- 4.1.1.1. To establish a comprehensive transportation network that allows a full range of mobility options, including walking, cycling and transit.
- 4.1.1.2. That public transit shall be the primary focus for expanding Vaughan's transportation network capacity to 2031. Consistent with the York Region Official Plan, an overall transit modal split of 30% during peak periods is targeted for the City as a whole and a transit modal split of 50% is targeted for the **Vaughan Metropolitan Centre** and the **Regional Intensification Corridors** by 2031. A 40% transit modal split during peak periods is targeted for all other **Intensification Areas** by 2031.
- 4.1.1.3. To recognize the integrated nature of land use, urban design, and transportation in land use planning decisions that support a full range of transportation options, and specifically prioritize opportunities to enhance walking, cycling and transit options.
- 4.1.1.4. That **Intensification Areas** are priorities for transit investments. Land-use planning decisions within **Intensification Areas** should maximize the use of existing and planned transit infrastructure in accordance with the policies of this plan, taking into account the existing and planned level of transit service and potential impacts on nearby neighbourhoods.

- 4.1.1.5. That the street network will be the basis for enhanced transportation opportunities, including transit, walking, cycling, and placemaking initiatives. Existing rights-of way should be designed to optimize the efficient movement for a variety of modes, potentially resulting in reduced capacity for cars where overall capacity increases can be achieved.
- 4.1.1.6. To support the *development* of a comprehensive network of on-street and off-street pedestrian and bicycle routes, through the implementation of the City's Pedestrian and Cycling Master Plan and York Region's Pedestrian and Cycling Master Plan, to facilitate walking and cycling and to promote convenience and connectivity. Opportunities to improve the connectivity of the City's street system shall be identified through the *development* process.
- 4.1.1.7. To implement the long-term transportation and transit networks, as identified on Schedule 9 and Schedule 10 respectively, in coordination with the appropriate agencies and adjacent municipalities and secure land for such purposes through the *development* approval process. Transportation corridors shall be protected from *development* that could preclude or negatively affect the use of the corridor(s) for the purpose(s) for which they are identified.
- 4.1.1.8. To update the City of Vaughan Transportation Master Plan and Pedestrian and Bicycle Master Plan every five years at minimum.
- 4.1.1.9. That all transportation and transit infrastructure initiatives within the Oak Ridges Moraine and **Greenbelt Plan Areas** identified on Schedule 4 shall be in accordance with the policies of those Plans and the applicable policies of Section 3.4 and 3.5 of this Plan.

## 4.2 The Transportation Network

### 4.2.1 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, support rapid and local transit, 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 better 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 can support local transit and pedestrian and bicycle facilities. **Major Collector** and **Minor Collector** streets generally have a maximum of four through lanes and two lanes, respectively.
- **Local** streets have low traffic volumes, and a maximum of two lanes. They accommodate pedestrians and cyclists, and may support community-oriented transit, where required.

Having established the appropriate hierarchy of streets in the network to meet a variety of transportation needs, greater connectivity between the elements of the network 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:

- 4.2.1.1. 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.

- 4.2.1.2. 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.
- 4.2.1.3. To design streets that enhance Vaughan’s overall public realm as outlined in subsection 9.1.1 of this Plan.
- 4.2.1.4. To recognize a hierarchy of streets including arterials, collectors and local streets, based on functional classification, traffic volume, access, transit service, pedestrian and bicycle activity and *development* density. Street design shall be planned to be in accordance with City engineering standards for each street class and the street network should clearly indicate the characteristics and nature of the street functions as local, collector or arterial. Planned right-of-way widths are identified on Schedule 9.
- 4.2.1.5. 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* shall be planned to support a grid-like street network with multiple connections to collector and arterial streets.
- 4.2.1.6. To implement the various improvements to the street network identified on Schedule 9 in coordination with the York Region, appropriate agencies, utility providers and adjacent municipalities and secure land for such purposes through the *development* approvals process, improvements include widening as per the right-of ways identified on Schedule 9; completion of incomplete grid connections such as Langstaff Road over the rail corridor, Kirby Road and Teston Road; **jog eliminations** at intersections; new and improved interchanges with 400-series highways; mid-block crossings of 400-series highways; and, grade separated rail and highway crossings.
- 4.2.1.7. 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**.

### **Provincial Highways**

Provincial highways play a major structuring role in Vaughan, acting as significant movement corridors and focal points for regionally-serving uses. Despite congestion issues, Provincial highway corridors present significant opportunities for transportation capacity improvements. Vaughan supports the use of Provincial highways and their corridors for high-occupancy vehicle lanes, car pool lots and/or other rapid transit initiatives.

The City recognizes the importance of protecting future transportation corridors as identified on Schedule 9 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.

- 4.2.1.8. To support the timely construction of the approved **Highway 427 Extension** north of Highway 7 to Major Mackenzie Drive.
- 4.2.1.9. To work with York Region and the Province to plan for and protect corridors and rights-of-way for transportation and transit facilities, as shown on Schedule 9, to meet current and projected needs and not permit *development* in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned. To this end, secondary plans or official plan amendments shall include more detailed official plan policy and mapping to provide for corridor protection. Such amendments shall be prepared in consultation with the Region of York and the Province. Policies shall ensure that *development* applications neither preclude nor predetermine the above noted transportation corridors both during the Environmental Assessment process and after a final alignment is determined. Where Environmental Assessments are being undertaken by the Province, these policies and mapping shall be prepared to the satisfaction of the Province.
- 4.2.1.10. To work with York Region and the Province to secure improvements to, and **new interchanges** with, 400-series highways as identified on Schedule 9 and in particular at Highway 400 and Steeles, Langstaff, and King-Vaughan 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.
- 4.2.1.11. 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.
- 4.2.1.12. To encourage and support the early implementation of transit in a dedicated transitway within the Highway 407 and 427 corridors and, where warranted, encourage the provision of high occupancy vehicle lanes, and car pool lots along all Provincial highways.
- 4.2.1.13. 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 pedestrian and bicycle crossings of Provincial highways in areas of high demand or strategic need.

The City will seek to secure land for such purposes, where warranted, through the *development* approval process.

- 4.2.1.14. That due to noise, environmental and truck traffic concerns, areas directly adjacent to Provincial highways should generally 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 the **Intensification Areas**. In addition to enhanced pedestrian, bicycle and transit capacity, arterials will be the focus for streetscaping and other place-making initiatives to improve the quality of place, especially in **Intensification 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.

- 4.2.1.15. To work with York Region to design arterial streets that are under Regional jurisdiction that respond appropriately to Vaughan's Urban Structure, including the *development* of guidelines for increased connections to arterials, permissions for on-street parking and support for a broad range of mobility options.
- 4.2.1.16. To work with the Region to create more pedestrian and transit-friendly street cross-sections including reduced daylight triangle and curb radii requirements and on-street parking on Regional arterials.
- 4.2.1.17. That arterial streets be designed to accommodate all types of movement, including pedestrians, cyclists, transit and automobiles, and, where necessary and feasible, to accommodate high-occupancy-vehicle or bus lanes and separate bike lanes.
- 4.2.1.18. 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.
- 4.2.1.19. Direct access of individual residential lots to City arterial roads will be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher *development* density and reduced walking distances. Access to Regional and City arterial roads from blocks for mid- and high-rise *developments*, **parks** and open space, institutional, industrial, and office and *retail* uses will be controlled but not prohibited.



## Collector Streets

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

- 4.2.1.20. 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.
- 4.2.1.21. That **Major Collector** streets shall generally have a maximum of four through-travel lanes and projected traffic volumes shall generally be in the range of 500 to 800 vehicles per hour in the peak hour and 5,000 to 8,000 vehicles per day. **Minor Collector** streets shall generally have a maximum of two travel lanes and projected traffic volumes shall be less than 500 vehicles in the peak hour and 5,000 vehicles per day.
- 4.2.1.22. Direct residential 4.2.1.22. 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.
- 4.2.1.23. To provide a minimum of 2 north / south and 2 east / west collector streets in new *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.
- 4.2.1.24. That all collector streets are considered potential transit routes and planned to be able to accommodate conventional bus-based transit service consistent with York Region’s transit service planning process and with approved YRT service standards and guidelines.
- 4.2.1.25. To support the provision of dedicated bicycle lanes, where feasible, on collector streets.

## Local Streets

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

- 4.2.1.26. That local streets are oriented to the collector street system in a grid-like manner, while taking into account 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.
- 4.2.1.27. That local streets may accommodate community-oriented transit service, where required, consistent with York Region’s transit service planning process and with approved YRT service standards and guidelines.
- 4.2.1.28. To design local streets for lower traffic speeds and volumes. Dedicated bicycle lanes will not be required on local streets, but signed bicycle routes may be identified on local streets.

### **Street Construction, Improvements and Maintenance**

Street construction and improvements provide opportunities to advance a progressive transportation agenda in Vaughan. New construction and street rebuilding will respond to Vaughan’s priorities, including better integration of transit, pedestrian and bicycle users, and enhanced streetscaping that provides high quality public space within street rights-of-way. Section 9.1 of this Plan provides additional direction on streetscaping and street design.

- 4.2.1.29. That the primary consideration for enhancements to the street network are to support transit and rapid transit, cycling, walking and other alternatives to automobile use. All new streets and the redesign of existing streets should be designed to have a balanced right-of-way that supports the needs of pedestrians, cyclists, transit vehicles and automobiles.
- 4.2.1.30. To consider reducing the number of lanes or curb-to-curb width of streets, especially where such reductions provide opportunities to enhance the pedestrian and bicycle network. The long term right-of-way widths for major streets are shown on Schedule 9.
- 4.2.1.31. To consider the natural heritage policies of this Plan, located in Chapter 3, 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.
- 4.2.1.32. To co-ordinate street system improvements with Block Plan and Plan of Subdivision approvals so that adequate street system capacity is in place, particularly on the arterial, and collector street networks including mid-block crossings of 400-series highways and rail corridors, to accommodate the projected traffic volumes concurrent with the *development* of the block.
- 4.2.1.33. 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.

## 4.2.2 Supporting a Comprehensive Transit System

High quality and convenient transit service will be the primary means for expanding Vaughan's transportation network capacity. Key investments have been identified in the Metrolinx Regional Transportation Plan, and the York Region Transportation Master Plan to enhance the transit network, including the Toronto-York **Subway Extension** (to be operational in 2015), which will provide three **subway stations** in Vaughan, the planned Yonge **Subway Extension** into Vaughan, and enhancements to the Viva bus rapid transit system.

Land use and transportation are interrelated. Future growth and *intensification* in Vaughan will be dependent on transportation capacity increases through investment in transit systems and services. **Intensification Areas** must be supported by efficient and effective transit to serve the expected population increases. Conversely, higher density *development* should be directed to areas well-served by transit, and all areas of the City should be developed with a street pattern and densities that support transit use.

It is the policy of Council:

- 4.2.2.1. To facilitate the planning of a comprehensive transit system for the City in consultation and cooperation with all appropriate agencies, such as YRT/Viva, Metrolinx and Smart Commute.
- 4.2.2.2. To encourage service and fare integration and other opportunities to coordinate transit travel across municipal boundaries, consistent with Regional transit policies or guidelines.
- 4.2.2.3. 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.

### Rapid and Local Transit

- 4.2.2.4. To support and encourage the implementation of the transit network shown on Schedule 10 and, working with York Region, 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.
- 4.2.2.5. That the **subway extensions** and enhanced Viva service corridors and stations are planned to be in the areas of high *development* densities in the City in accordance with the policies of this Plan.

- 4.2.2.6. To support the early funding and implementation of the planned Yonge **Subway Extension** to Highway 7 and any interim phasing infrastructure necessary including bus rapid transit, and to consider the planned extension in land-use planning decisions.
- 4.2.2.7. To support the possible further extension of the Toronto-York Spadina Subway in the Jane Street right-of-way and adjacent properties.
- 4.2.2.8. To support and encourage service enhancements to transit service, especially in **Intensification Areas**, including busways, higher order transit and transit priority measures (such as high occupancy vehicle lanes, queue-jump lanes, signal pre-emption systems) aimed at improving the efficiency of transit.
- 4.2.2.9. To ensure that sidewalks, street lighting and other pedestrian amenities are provided on all streets serviced by transit.

### **GO Transit**

- 4.2.2.10. 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.
- 4.2.2.11. To encourage the implementation of new GO train stations in Vaughan, and expanded service along the proposed Bolton and the existing Barrie GO **railway** corridor as shown on Schedule 10.
- 4.2.2.12. To plan areas surrounding GO stations for higher density *development* and a mix of uses to take advantage of regional transportation infrastructure.

### **Transit-Oriented *Development***

- 4.2.2.13. That the highest intensity uses be planned so that they are directed to areas served by higher-order transit, including **subway stations** and Viva bus rapid transit corridors, in accordance with Chapter 2 of this Plan and the York Region Official Plan, which set out the appropriate *development* hierarchy. Higher-order transit investments that serve the **Intensification Areas** should be prioritized in order to meet the mobility needs of these high-intensity growth areas.

- 4.2.2.14. To encourage the provision of transit service within 500 metres of at least 90% of residences and the majority of jobs, and consistent with approved YRT service standards and guidelines, and within 200 metres of at least 50% of residents in the **Urban Area**.
- 4.2.2.15. To direct major trip-generators, institutional uses and generally intensive land uses to **Intensification Areas** in order to promote increased transit mobility for all residents and particularly those that are dependent on transit.
- 4.2.2.16. To utilize the York Region Transit-Oriented *Development* Guidelines, and Provincial Transit-Supportive Land Use Guidelines, in the review and evaluation of *development* applications and related studies.
- 4.2.2.17. 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.
- 4.2.2.18. 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.
- 4.2.2.19. To plan for the *development* of street networks that accommodate efficient transit movement, provide convenient access to transit stops, and can accommodate a range of uses over time, and to:
  - a. divide larger parcels into a more walkable and connected street and block pattern;
  - b. form *development* parcels that are flexible and supportive of a range of uses over time; and
  - c. align with and extend into adjacent neighbourhoods to provide connectivity.
- 4.2.2.20. 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 subsection 10.1.3 of this Plan.

### 4.2.3 Supporting Active Transportation

Improvements to the networks that support active transportation will increase mobility alternatives for all people in Vaughan. With more and better pedestrian and bicycle facilities, movement will be diversified and equitable, and will contribute to healthy communities. *Intensification* and mixed-use *development* will make active transportation more viable, bringing people and amenities closer together. In addition to commuter and utilitarian travel, complete active transportation networks will support increased recreational opportunities and encourage active living and healthy communities.

It is the policy of Council:

- 4.2.3.1. To support walking and cycling as viable modes of transportation for commuter, recreational and other travel. City-wide active transportation will be supported through:
  - a. the provision of appropriate facilities and infrastructure, 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 **Intensification Areas**, employment clusters, *schools* and institutions, **parks** and open spaces, and other key public places;
  - c. ensuring safe and convenient pedestrian and bicycle travel within the street network to facilitate movement and contribute to healthy communities;
  - d. implementing and regularly updating the Pedestrian and Bicycle Master Plan, consistent with York Region's Pedestrian and Cycling Master Plan, to meet the needs of users of pedestrian and bicycle facilities.
  - e. 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; and
  - f. establishing annual targets for the provision of bicycle lanes and routes, multi-use pathways, and trails and including them in the City's capital plan.
- 4.2.3.2. To support a comprehensive pedestrian and bicycle network that addresses the needs of all Vaughan's residents and employees, including children, seniors and people with disabilities, and that bicycle and pedestrian facilities are supported through appropriate design, signage and consistent safety enforcement.
- 4.2.3.3. 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;
  - 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; 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.
- 4.2.3.4. In order to promote increased pedestrian activity and enhance access to transit services and *community facilities*, sidewalks shall be provided on both sides of the street on all arterial and collector streets, and streets in **Intensification Areas**. Within areas in proximity to *schools*, **parks**, transit stops and stations, and other public facilities, sidewalks on both sides of the street may be considered through the Block Plan approval process. Where sidewalks are currently not provided on both sides of the street, sidewalks will be considered during major *redevelopment* or substantial reconstruction of the right-of-way. All sidewalks shall be provided and located in accordance with City guidelines and standards to accommodate and encourage safe travel by pedestrians.
- 4.2.3.5. To plan for dedicated bicycle lanes, where feasible, on arterial and collector streets.
- 4.2.3.6. 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.
- 4.2.3.7. To encourage a comprehensive network of connected **parks** and multi-use trails within utility and abandoned rail corridors to support pedestrians and cyclists and augment the on-street network.

### **Cycling Facilities**

- 4.2.3.8. To plan for the provision of cycling facilities in mixed-use buildings, residential apartment buildings, institutions, and office buildings by developing bicycle parking and facilities standards within zoning by-laws.
- 4.2.3.9. 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 are encouraged to be provided in **Intensification Areas** and at other public gathering places.
- 4.2.3.10. To require bicycle parking at all secondary *schools* to promote cycling to *school* by both students and staff.
- 4.2.3.11. 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.
- 4.2.3.12. To consider the coordination of central bicycle parking facilities, which may also include supporting amenities such as lockers, showers 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*.

- 4.2.3.13. To consider developing a bike-share program that would increase cycling in Vaughan through the provision of a shared fleet of bicycles stationed at hubs throughout the City.



## 4.3 Managing Movement

### 4.3.1 Traffic Calming

Vaughan's streets should be safe for all users, including pedestrians, cyclists and drivers. 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.

It is the policy of Council:

- 4.3.1.1. To design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures.
- 4.3.1.2. 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
- 4.3.1.3. That traffic calming measures shall not impact walking, cycling and transit use. York Region Transit shall be consulted in this regard.
- 4.3.1.4. That traffic calming measures be designed and implemented in accordance with the City of Vaughan Traffic Calming Guidelines and Warrants in order to minimize the impacts on emergency, transit and maintenance vehicles.

### 4.3.2 Parking

Vehicle parking is an important part of transportation systems, but must be managed properly to minimize adverse impacts. 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 does not threaten the quality and attractiveness of other means of transportation. 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. Generally, parking will reflect Vaughan's status as a major, growing, transit-supportive and pedestrian-friendly city, and will be responsive to all types of movement.

It is the policy of Council:

- 4.3.2.1. 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. develop a pay-for-parking system for on-street parking in high parking demand locations throughout the City, including **Intensification Areas**;
  - d. provide shared, central parking facilities in high-demand locations; and
  - e. support alternative modes of travel.
- 4.3.2.2. 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 **Intensification Areas**, historic places and other settings;
  - c. reducing parking requirements in **Intensification 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, 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;
  - g. considering the availability of on-street parking on collector and local streets when determining parking requirements; and
  - h. regularly reviewing and evaluating city-wide parking standards to meet parking needs while minimizing the provision of excess parking.
- 4.3.2.3. To consider developing guidelines for cash-in-lieu of parking in **Intensification Areas** where it can be demonstrated that any parking reductions beyond those established in Policy 4.3.2.2 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 would be used to support facilities for parking, transit, bicycling and walking.

- 4.3.2.4. To encourage and support the *development* of central, shared parking facilities in the **Intensification Areas**, which may result in greater parking and land use efficiencies. Such facilities are encouraged to be provided below grade.
- 4.3.2.5. To work with York Region, and, with respect to Steeles Avenue, the City of Toronto, to permit on-street parking on arterial streets where appropriate and where it may support *retail* and economic *development*, contribute to a high quality streetscape and a more active street life. Such on-street parking spaces shall not be counted towards any on-site parking requirements as established through zoning.
- 4.3.2.6. To plan for an accessible parking supply and design requirements are coordinated with provincial standards developed under the Accessibility for Ontarians with Disabilities Act, as amended, and to monitor the utilization of accessible parking to determine its adequacy relative to demand, recognizing the aging population.
- 4.3.2.7. To require that parking lots and structures be developed as high-quality examples of good urban design and sustainability, with particular emphasis placed on permeability and safety for pedestrians and cyclists, landscaping and vegetation, stormwater management, high quality lighting, signage and materials and a range of parking space types, including parking for smaller fuel efficient vehicles and bicycles.
- 4.3.2.8. 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.
- 4.3.2.9. That municipal design guidelines for parking lots and structures shall be established to guide the *development* of parking facilities.

### 4.3.3 Travel Demand Management

As Vaughan's population and travel needs grow, travel demand management will be increasingly necessary to promote efficient movement. A variety of travel demand management strategies at a number of scales, ranging from building-specific efforts to regional initiatives such as the existing Smart Commute program and Metrolinx's proposed Mobility Hubs, will assist in reducing single-occupant vehicle travel and reducing congestion as a whole.

It is the policy of Council:

- 4.3.3.1. To encourage and support City-wide and local travel demand management programs that reduce single-occupant vehicle travel.
- 4.3.3.2. To initiate a travel demand management program for City of Vaughan employees.

- 4.3.3.3. To work with York Region, Metrolinx and other stakeholders to support Smart Commute and other travel demand management organizations.
- 4.3.3.4. To work with *school* boards, the police department 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.
- 4.3.3.5. To work with developers to provide all new homebuyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.
- 4.3.3.6. To facilitate choice and flexibility in mobility options by:
  - a. encouraging, through the implementation of this Plan, the viability of pedestrian, bicycle and transit infrastructure and services as alternatives to driving;
  - b. 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;
  - c. supporting carpooling and ridesharing programs; and,
  - d. adopting a recognition and/or awards program to highlight successful travel demand management initiatives and best practices in Vaughan.
- 4.3.3.7. To facilitate seamless connections between different modes of travel, where appropriate. The City will support:
  - a. park-and-ride lots and passenger pick-up and drop-off facilities at existing and future rapid transit and GO stations;
  - b. working with the Region and the private sector to pursue shared use opportunities for park-and-ride facilities related to the Spadina subway.
  - 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.
- 4.3.3.8. To require the preparation and implementation of a travel demand management program for all Site Plan approval applications for office uses greater than 2,000 square metres or residential apartment or mixed use buildings with greater than 50 residential units. The travel demand management program 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; and
  - d. identify the operational and financial roles and responsibilities of the landowner including, but not limited to, program *development*, implementation and ongoing management and operations of the travel demand management plan and/or program.
- 4.3.3.9. To support the *development* of car-sharing and bike-sharing programs in Vaughan and to recognize car-sharing as an effective means for reducing parking demand.

## 4.4 Rail and Goods Movement

### 4.4.1 Enhancing Rail Transportation

Vaughan's urban structure has been shaped in large part by rail infrastructure that was in place long before Vaughan became a city. Owned by CN and CP, rail lines cross Vaughan's southern boundary and extend north in both the eastern and western portions of the City. CN and CP have major rail yards in Vaughan, including CN's classification yard east of the **Vaughan Metropolitan Centre** and CP's intermodal yard in northwest Vaughan, both of which play a critical role in continental rail transportation and goods movement. These are shown as **Rail Facilities** on Schedule 1.

Vaughan's rail infrastructure plays an important role in safely and efficiently moving people and goods, and is a foundational part of Vaughan's economy. This role will continue. 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.

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 **Intensification Areas** develop to capitalize on the presence of significant transit infrastructure. GO ridership is expected to grow significantly, with plans for a number of additional stations in western Vaughan on the potential Bolton GO line.

It is the policy of Council:

- 4.4.1.1. To support the long term protection of rail infrastructure in Vaughan.
- 4.4.1.2. To maximize utilization of rail infrastructure for goods movement by directing industrial *development* that requires locations adjacent to the rail corridor for business operations, and/or that utilizes rail lines for moving goods and have large volume inputs and outputs, to locations adjacent to rail corridors and **Rail Facilities** within **Employment Areas** shown on Schedule 1.
- 4.4.1.3. To maximize utilization of GO rail corridors by:
  - a. directing higher density growth to areas surrounding GO stations;
  - 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 and effective transit service and connections to GO stations.
- 4.4.1.4. To support rail infrastructure improvements that will allow for faster and more convenient movement of people and goods by rail.
- 4.4.1.5. To protect rail infrastructure from encroaching adjacent *development* that may impede operations due to noise or environmental concerns. Specifically, *development* adjacent to a **railway** right-of-way shall provide:
- a. appropriate land use compatibility, as may be set out in Ministry of Environment Land Use Compatibility guidelines;
  - b. appropriate noise and vibration levels for the adjacent *development*, as may be set out in Ministry of Environment guidelines on noise and vibration; and
  - c. appropriate separation distances and/or safety barriers, as may be prescribed by Provincial guidelines or **railway** operators.
- 4.4.1.6. To require **grade separations** between the street and rail systems as needed at arterial and collector street/rail junctions without amendment to this Plan.
- 4.4.1.7. To encourage electrification of rail corridors, where feasible, to promote clean air and community and environmental health.

#### 4.4.2 Supporting 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. 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.

Despite the significant economic benefits of goods movement, there are also adverse impacts, including emissions, noise and truck traffic. This may create additional conflicts as Vaughan grows and intensifies. These impacts are especially of concern in the **Vaughan Metropolitan Centre**, where Vaughan's largest **Intensification Area** (a provincially-designated Urban Growth Centre) is surrounded by **Employment Areas**. The impact of this can be mitigated by providing direct access

from **Employment Areas** to Provincial highways and limiting heavy truck traffic-generating uses near **Intensification Areas**.

It is the policy of Council:

- 4.4.2.1. To support an integrated and efficient transportation network for goods movement, including rail, truck and air travel.
- 4.4.2.2. To work with York Region, Metrolinx, the Province and other agencies to plan for a comprehensive and integrated goods movement system.
- 4.4.2.3. To support convenient access to rail and highway networks from **Employment Areas** and fast and convenient interchanges for transferring goods between truck and rail.
- 4.4.2.4. To encourage employment uses that generate heavy truck traffic to locate in areas near and adjacent to access to Provincial highways.
- 4.4.2.5. To work with York Region and the Province to develop and implement a comprehensive truck management strategy to:
  - a. support efficient truck movement City-wide and specifically throughout **Employment Areas**;
  - b. minimize heavy trucks travelling through **Intensification Areas** and **Community Areas**;
  - c. minimize adverse impacts on non-employment land uses; and
  - d. minimize risks posed by potentially hazardous goods.
- 4.4.2.6. To minimize truck activity outside of **Employment Areas** and to reduce adverse impacts from truck traffic on **Community Areas** and **Intensification Areas**.
- 4.4.2.7. To plan for **Employment Areas** with sufficient truck access in order to support operations.
- 4.4.2.8. 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.





# 5

## ECONOMY

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## 5.1 Supporting Vaughan's Economy

### 5.1.1 Economic Growth and Diversification

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

A strong economic future for Vaughan requires further economic growth and diversification. Forecast to grow from 162,200 jobs in 2006 to 266,100 jobs by 2031, economic growth will occur within strong and established sectors. However, new growth will also occur in a variety of emerging sectors that together have potential for significant expansion. With a diverse economic base, Vaughan will promote a welcoming environment for a variety of new employers and job opportunities, where residents and employees can both live and work in Vaughan.

**Employment Areas** will continue to be protected to promote the long-term health of the industrial, manufacturing, and warehousing sectors, with a focus on 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. The planned hospital at Major Mackenzie Drive and Highway 400 will provide significant employment opportunities 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. Protection of **agricultural** lands and innovation in *urban agriculture* will create new opportunities for local food production.

It is the policy of Council:

- 5.1.1.1. To promote economic growth and diverse employment opportunities in order to:
- a. support the long-term economic health and financial stability of the City; and
  - b. allow residents and employees the opportunity to both live and work in Vaughan.
- 5.1.1.2. To provide a supportive municipal framework to grow Vaughan's economy by:
- a. providing for a wide range, size and mix of available lands for a variety of economic functions;
  - b. constructing, upgrading and maintaining high quality municipal services and infrastructure;
  - c. facilitating efficient and convenient transportation options for people and goods;
  - d. providing high quality, efficient and coordinated utilities, services and telecommunications infrastructure;
  - e. supporting community economic *development* through partnerships, strategies and programs, such as business improvement areas; and
  - f. 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.
- 5.1.1.3. 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, and protecting a sufficient supply of land for these functions;
  - b. promoting and supporting the *development* of new office uses within the **Vaughan Metropolitan Centre**, other **Intensification Areas** and, where appropriate, **Employment Areas**;
  - c. attracting senior level government office and services;
  - d. supporting the growth of *retail* activities within **Intensification 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;
- g. promoting and supporting the *development* of a cluster of health-care related activities in relation to the new hospital;
- h. promoting and supporting the *development* of post-secondary education programs, buildings and institutions;
- i. encouraging tourism;
- j. enhancing Vaughan’s role in the creative and cultural industries; and
- k. supporting local agriculture and food production.

### 5.1.2 Directing Economic Activity

Large and accessible **Employment Areas**, for the provision of industrial, manufacturing and warehousing uses, supported Vaughan’s emergence as an employment leader in the Greater Golden Horseshoe. These **Employment Areas** will continue to play a critical role in Vaughan’s economic base, especially as the Highway 400 North lands and the West Vaughan Employment Area lands are developed. **Employment Areas** accommodate uses that are not appropriate in **Intensification Areas** or **Community Areas**, 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 ancillary 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 **Intensification Areas**, due to increasingly dense populations, significant transit and infrastructure investments, and large capacity for growth. **Intensification 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* and cultural industries.

It is the policy of Council:

- 5.1.2.1. To encourage a 20-year supply of land is designated to accommodate the forecast of 266,100 jobs as contained in the York Region Official Plan. Such lands include **Employment Areas** and **Intensification Areas**, as identified on Schedule 1.
- 5.1.2.2. To direct economic activities in a manner that supports the Growth Management Strategy set out in Chapter 2 of this plan. Specifically, industrial, manufacturing, warehousing and, where

appropriate, targeted office uses should be directed to **Employment Areas**. Other economic activities, including *retail* activities and *major offices* should be directed to **Intensification Areas**, where they can be better served by transit and help create vibrant mixed-use centres and corridors.

- 5.1.2.3. To support the long-term flexibility, vitality and competitiveness of **Employment Areas** by:
- a. maintaining **Employment Areas** as large and cohesive areas for industrial, manufacturing, warehousing and, where appropriate targeted office uses;
  - b. requiring that sensitive land-uses outside of **Employment Areas**, as defined by the Ministry of Environment Guidelines for Land-Use Compatibility, are designed and located so as not to create adverse impacts on businesses within **Employment Areas** and that such compatibility, including any required mitigation, be addressed in an Employment Area Compatibility Assessment report;
  - c. limiting *retail* uses within **Employment Areas** to *ancillary retail* uses primarily for the purposes of serving businesses and employees in the **Employment Areas** while recognizing the role of **Intensification Areas** within **Employment Areas** in providing such services in greater concentrations and at higher densities;
  - d. supporting a broad mix of lot sizes that support a diversity of employment opportunities related to the primary function of **Employment Areas** to support industrial, manufacturing, warehousing and some office uses;
  - e. facilitating efficient goods movement systems, in accordance with the policies in Section 4.4 of this Plan;
  - f. encouraging and supporting the remediation and reuse of contaminated lands and *brownfield* sites in **Employment Areas**, in accordance with the policies of subsection 3.7.3 of this Plan; and
  - g. supporting the reuse and/or repurposing of older industrial buildings and/or **Employment Areas** for cleaner and more *affordable* employment uses.

## 5.2 Diversifying Vaughan's Economy

### 5.2.1 Growing Industry

Vaughan's economy has always been reliant on the City's strong industrial, manufacturing and warehousing base. This 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.

It is the policy of Council:

- 5.2.1.1. To support the growth and modernization of Vaughan's manufacturing, industrial and warehousing sectors by:
  - a. encouraging a transition from traditional manufacturing industries to advanced manufacturing;
  - b. supporting Vaughan's emergence as a leader in green industries and technology; and
  - c. expanding Vaughan's leading role in the Greater Golden Horseshoe construction and *development* industry.
- 5.2.1.2. To protect Vaughan's manufacturing, industrial and warehousing sectors from potential impacts, any *development* or *redevelopment* of lands for more *sensitive land uses* located within 500 metres of an **Employment Area**, will be required to undertake appropriate environmental studies (e.g., noise, dust, vibration, 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 or off-site mitigation measures may be required prior to *development* at the expense of the applicant for the more sensitive land use.
- 5.2.1.3. 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.
- 5.2.1.4. 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.
- 5.2.1.5. 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. supporting clusters of related industries and services to encourage partnerships and innovation, and allow for efficiencies of resource and service sharing;
  - c. supporting the continued implementation of green building and *development* standards by Vaughan's established land *development*, construction and building products sectors;
  - d. promoting and supporting the continued *development* of green building expertise in Vaughan's construction and *development* sectors; and
  - e. supporting the *development* of eco-industrial **parks** that maximize synergistic relationships between industries through resource sharing, re-use of industrial byproducts, shared services and facilities, and district energy systems.
- 5.2.1.6. To attract government programs and investments in infrastructure that supports Vaughan's manufacturing base and creates long-term stability in manufacturing industries and jobs.

## 5.2.2 Attracting Office Uses

Vaughan is home to a variety of office uses. Establishing a concentration of offices in any particular location or a clear pattern of office distribution is important to achieving the Growth Management strategy set out in Chapter 2 of this Plan, by directing appropriate scales of office uses to appropriate locations, supporting transit use by providing appropriate densities along transit routes and stations, and protecting **Employment Areas** for primarily industrial,

manufacturing and warehousing by excluding non-accessory office uses in some areas. By permitting smaller-scale campus-style office buildings in some areas and targeting appropriately scaled offices to **Intensification Areas**, adjacent to planned transit stations and to other highly visible and accessible sites will help to achieve the City's *intensification* objective.

The emergence of the **Vaughan Metropolitan Centre** creates an opportunity and need for a large office cluster around the future **subway station**, providing direct access to the regional labour market. *Major office* uses will be encouraged to locate in the **Vaughan Metropolitan Centre**, providing a mix of uses to complement the significant residential growth planned for the area. Other office uses will be encouraged in the **Vaughan Metropolitan Centre** but will also be permitted in **Intensification Areas** and along arterials and transit corridors in **Employment Areas**.

It is the policy of Council:

- 5.2.2.1. 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 management strategy 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 **Intensification Areas**.
- 5.2.2.2. To direct major office developments by:
  - a. encouraging all office uses greater than 12,500 square metres per lot to locate in the **Vaughan Metropolitan Centre**, within 500 metres of an existing or planned **subway station**, or where permitted through a Secondary Plan;
  - 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**.
- 5.2.2.3. To attract a wide variety of office uses to **Intensification Areas**, including professional, service, scientific and technical offices, and to encourage clusters of related uses to allow increased efficiency and shared support services. Office uses in **Intensification Areas** will be targeted at facilities of up to 12,500 square metres per lot with the actual permissions being reflective of the type of **Intensification Area** in which it is located, the transit service available and the surrounding context.

- 5.2.2.4. To allow accessory office uses, directly associated with another employment use, in all **Employment Areas** and to direct any non-accessory 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. The maximum size of a non-accessory office use in a **Prestige Employment Area** shall be 10,000 square metres, provided that sites located at higher profile locations or in proximity to planned transit stations may be considered for higher densities, at the time of consideration of a Secondary Plan, Block Plan approval and/or the implementing zoning by-law amendment.

“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”.

### 5.2.3 Supporting and Transforming the Retail Sector

Vaughan is committed to supporting the *retail* sector and ensuring that there is an appropriate amount of *retail* activities in suitable locations. *Retail* uses are key components of mixed-use communities. Well-designed and appropriately located *retail* uses allow residents and employees to purchase goods and services by walking, cycling or taking public transit.

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 & 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.

Despite the predominance of stand-alone *retail* uses, Vaughan continues to nurture several existing and successful main street and 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.

Creating a sustainable City will require the leveraging of Vaughan’s strong *retail* sector to help create and strengthen mixed-use communities throughout Vaughan. 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 **Intensification Areas** will be developed as part of mixed-use centres and corridors, will be transit-oriented and will be integrated with their surrounding communities.

*Major retail* uses – *retail* uses over 10,000 square metres – will be designed and located to serve the needs of residents and support the growth management strategy 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 **Intensification Areas**.

It is the policy of Council:

- 5.2.3.1. To support the continued *development* of a diverse *retail* sector that provides:
  - a. a broad range of shopping opportunities for local residents and employees;
  - 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 **Intensification Areas**.
- 5.2.3.2. 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.
- 5.2.3.3. 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.
- 5.2.3.4. That the primary location for new *retail* uses is planned to be **Intensification Areas**, where they will benefit from transit service and help build mixed-use communities. *Retail developments* within **Intensification 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*;
  - b. *retail* uses will be sited and oriented to support walking, cycling and transit use;
  - c. building scale and orientation should provide extensive sunlight penetration onto pedestrian areas;

- d. a mix of *retail* spaces is encouraged, including both larger format stores that can act as commercial anchors for the street and smaller stores and services that can create a diversity of *retail* experiences;
  - e. accommodating large food stores, including supermarkets, which are essential to serve the day-to-day shopping within communities and help to attract residential *development* to an area; and
  - f. where feasible, on-street parking should be available to provide added market support and exposure for street-front retailing.
- 5.2.3.5. 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.
- 5.2.3.6. That *major retail* uses (those *retail* uses over 10,000 square metres on any single lot) are not permitted in **Employment Areas**. These uses are permitted in the **Vaughan Metropolitan Centre** and **Primary Centres**. *Major retail* uses are also permitted through a Zoning By-law Amendment, in **Local Centres**, **Regional Intensification Corridors** and **Primary Intensification Corridors** subject to the following criteria:
- a. where applicable, they will be subject to the more detailed policies contained in Secondary Plans and Heritage Conservation District Plans;
  - b. there will continue to be sufficient market demand to allow **Intensification Areas** to attract *retail* opportunities and that such opportunities are not diminished by the proposed *major retail* use;
  - c. the minimum trade area population required to service the proposed *major retail* use exists or will exist when the facility is constructed;
  - d. the local and surrounding street network is not adversely impacted by traffic;
  - e. sufficient water, sewer and stormwater capacity exists;
  - f. the *development* is sited and oriented to support walking, cycling and transit use; and
  - g. urban design guidelines are established for *major retail development* to promote a high-quality public realm and high-quality built form.
- 5.2.3.7. That new *retail* facilities in excess of 30,000 gross leasable square metres shall require a Regional Impact Analysis that addresses the criteria listed in Regional Official Plan policy 4.4.9 a.-d.
- 5.2.3.8. Drive-through facilities are a complement to some types of *retail* activity, typically in an auto-oriented environment. Such facilities shall only be located where they will not adversely affect

the goals of this Plan respecting *intensification*, pedestrianization, attractive streetscapes and transit supportiveness. 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. Drive-through facilities will not be located where there will be an adverse impact on adjacent residential uses. All new drive-through facilities shall adhere to specific design guidelines, as developed by the City.

- 5.2.3.9. **Intensification Areas** have been designed to fulfill a specific role in the City's structural hierarchy. Consisting of centres and corridors, shown on Schedule 1, they are intended to be the primary locations for accommodating the City's 45% residential *intensification* target. **Intensification Areas**, as described in Policy 2.2.5 of this Plan, provide for mixed-use *development* at a range of higher densities, primarily in recognition of their location adjacent to planned and existing rapid transit facilities. Achieving the desired densities and mix of uses requires the use of transit supportive *development* forms and the avoidance of land consumptive *development* forms. A main goal is to take advantage of major public investments in rapid transit services and promote more sustainable *development* by shifting the transportation modal split toward transit. General design criteria for **Intensification Areas** are set out in Policies 9.1.2.5 and 9.1.2.6. More detailed guidance may be provided by individual secondary plans or site or area specific amendments in Volume 2 of this Plan, which respond to the conditions of the individual **Intensification Area**.
- 5.2.3.10. The **Vaughan Metropolitan Centre**, the **Primary Centres**, the **Local Centres** and **Regional Intensification Corridors** comprise a relatively small proportion of the City's total area, but will account for much of the City's *intensification*. Care will need to be taken to ensure that any proposed use in these areas is compatible with the intent of this Plan. The following policies shall apply when considering a proposal for drive-through facilities within the following **Intensification Areas**:
- a. Drive-through facilities proposed for the **Vaughan Metropolitan Centre** 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.
  - 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:

- i. Can maintain consistency with the objectives of the Official Plan;
  - ii. Does not preclude the planned function and *intensification* of the site;
  - iii. Conforms to the Urban Design Policies of this Plan;
  - iv. Does not conflict with the planned character of the area by accommodating the operational and functional requirements of the drive-through use;
  - v. Does not conflict with the planned urban design and architectural characteristics of the predominant uses on the *development* parcel if located in a mixed-use *development*;
  - vi. Ensures that if co-located in a mixed-use *development*, which includes residential units and/or office uses located in a Low-Rise Building, Mid-Rise Building or High-Rise Building, the proposed use does not: Compromise the use and enjoyment of outdoor amenity areas; impact other uses on the site as a result of noise and odour effects; and, does not 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.
  - vii. Maintains the planned scale of the urban environment; and
  - viii. Gives priority to the comfort, safety and efficient movement of pedestrians and cyclists.
- d. Detailed Urban Design Guidelines for drive-through facilities in **Intensification Areas** may be prepared by the City in accordance with the objectives of Policies 9.1.2.7 and 9.1.2.8 for application during the *development* review process.
- 5.2.3.11. Drive-through facilities in the areas identified in Policy 5.2.3.8 a., b. and c. that legally existed as of the date of approval of this Plan are deemed to conform to this Plan in accordance with Policy 10.2.1.4.
- 5.2.3.12. Gas Stations are another form of automotive oriented retail activity, which provides an important service to the travelling public. As such, they tend to be located on high volume arterial streets. Over the years the range of services provided by gas stations has evolved from gasoline sales and vehicle servicing to a model that generally provides self-serve vehicle fuel sales, with the addition of a number of accessory and ancillary services, depending on the location and nature of the site. These include convenience retail, food services with or without drive-through facilities and automated car washes. Gas Stations, being space intensive, should be located and designed in a manner that does not adversely affect the goals of this Plan respecting intensification, pedestrianization, attractive streetscapes and transit supportiveness or the

objective of maintaining attractive arterial streetscapes. The following policies shall apply to the location and development of Gas Stations:

- a. New Gas Stations are not permitted in Regional Intensification Corridors, Regional Intensification Corridors within Employment Areas, the Vaughan Metropolitan Centre and in Primary and Local Centres abutting Highway 7, Bathurst Street and Yonge Street, as shown on Schedule 1 – Urban Structure, or in Heritage Conservation Districts, as shown on Schedule 14-B – Areas Subject to Area Specific Plans.
- 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 9.2.3.9. 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 Policy 9.2.3.9.a. of this Plan.
- c. Notwithstanding Policy 10.2.1.8, Gas Stations that are legally existing as of the date of approval of this Plan and that are located in areas subject to Volume 2 policies are permitted to redevelop in accordance with paragraph “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 paragraphs “b” and “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 Policy 10.2.1.4 of this Plan regarding minor extensions, reductions or expansions of legally existing land uses.
- e. With respect to areas other than those cited in paragraph “a” above, the following policies shall apply:
  - i. Gas Stations shall be located on an arterial street as indicated on Schedule 9;
  - 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.



- f. The type of accessory and/or ancillary services, as permitted in accordance with Section 9.2.3.9.a. of this Plan, will be implemented through the zoning by-law.

#### 5.2.4 Building a Medical Health Sector

The planned hospital at Highway 400 and Major Mackenzie Drive will have positive impacts on the local economy, but can also be leveraged to create a significant medical health cluster at this location. The hospital investment represents only a portion of the employment and economic potential of the Jane Street & Major Mackenzie Centre. Medical and paramedical clinics, research and supporting uses will be encouraged to locate at this site to create a critical mass of activity and economic growth.

It is the policy of Council:

- 5.2.4.1. To support the *development* of a new hospital in the Jane Street & Major Mackenzie **Primary Centre**.
- 5.2.4.2. 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.
- 5.2.4.3. To establish educational and research connections to medical institutions, such as York University's proposed medical *school*, and to encourage the *development* of related institutional buildings in the **Primary Centre**.
- 5.2.4.4. To encourage the early implementation of the planned Jane Street and Major Mackenzie Drive rapid transit services such that they can be operational at the time of occupancy of the hospital.

#### 5.2.5 Promoting Institutional Growth

A variety of locally-serving institutions are located in Vaughan, but there are no postsecondary education institutions and few large institutions that generate significant economic impacts. Vaughan's significant future growth and *intensification* provide opportunities to attract such institutions to the City, which could occur through collaboration with existing nearby institutions, such as York University, Seneca College and/or Humber College. Vaughan's diverse economy offers a variety of other opportunities for institutional growth, including research institutes related to industry and manufacturing. Vaughan's **Intensification 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:

- 5.2.5.1. To support and attract new, large-scale institutional uses into **Intensification Areas**, including research, educational, cultural and other institutions.
- 5.2.5.2. To attract post-secondary institutions to **Intensification Areas** supported by transit and adjacent land uses, including *retail*, services and higher density residential uses.
- 5.2.5.3. To support and encourage the *development* of a wide variety of high-intensity education-related employment opportunities in the Steeles Avenue West **Primary Centre** with the potential for institutional linkages to York University. Additional post-secondary links should be encouraged with businesses or facilities in the **Vaughan Metropolitan Centre** and the hospital campus at the Jane Street and Major Mackenzie Drive **Primary Centre**.
- 5.2.5.4. To attract training programs and services that enhance Vaughan's competitiveness by building expertise in existing and emerging sectors, including:
  - a. building products, technology and construction trades;
  - b. emerging green industries;
  - c. office support; and
  - d. medical health and diagnostics.

## 5.2.6 Enhancing Creativity and Culture

A strong and diverse economy includes a focus on fast-growing creative and cultural industries. Creativity and culture not only contribute to economic growth, but they enhance a community's ability to attract more residents and employees, leading to further economic growth. Vaughan's significant cultural resources, ethnically diverse population, and vibrant culture provide a good framework for developing stronger cultural industries. Vaughan will support growth in creativity and culture through a broad approach to cultural recognition and support. Public realm investments and programming, such as the new Civic Square, will provide enhanced public spaces that offer further opportunities for festivals and other events. Broader support for cultural facilities and activities within *Intensification Areas* and other appropriate areas will nurture cultural industries and allow the formation of larger cultural clusters.

It is the policy of Council:

- 5.2.6.1. To attract and support the growth and expansion of creative and cultural industries throughout Vaughan as an important and growing sector of the local economy.

- 5.2.6.2. To support the provision of arts and cultural programs, services, events and facilities in new and existing communities.
- 5.2.6.3. 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.
- 5.2.6.4. To develop municipal funding sources including partnerships with various levels of government and the private sector to support artists, cultural programs, events and facilities.
- 5.2.6.5. 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.
- 5.2.6.6. 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, 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; and
  - e. requiring the implementation of the Vaughan Metropolitan Centre Culture and Public Art Framework (OPA #24)
- 5.2.6.7. To support existing and new clusters of cultural and creative industries within **Intensification Areas** to:
  - a. increase collaboration and opportunities for creative clusters;
  - b. support infrastructure sharing; and
  - c. promote the economic vitality of **Intensification Areas**.
- 5.2.6.8. 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.
- 5.2.6.9. To attract cultural and creative industry workers by planning for diverse and *affordable* housing options, including opportunities to work from home.
- 5.2.6.10. 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. (OPA #24)

Cultural mapping is a systematic approach to identifying and recording cultural resources. It can identify and record tangible cultural resources using GIS tools, but can also use community identity mapping to explore intangible cultural resources, such as unique histories, values, traditions and stories that combine to define a community's identity and sense of place.

Through multimedia enriched web-based maps, cultural mapping enhances access to information on local cultural resources for residents and visitors and provides a platform for marketing and promoting these resources. Cultural Mapping also establishes a base of information to support planning decisions, and can identify resource distribution to assist in identifying new and emerging cultural industries and employment sectors.

### 5.2.7 Promoting Tourism

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, and the historic villages attract a large number of visitors to Vaughan. Vaughan's urban structure provides a framework to better position tourism resources within **Intensification Areas** and provides enhanced connectivity to encourage convenient travel to tourism destinations.

It is the policy of Council:

- 5.2.7.1. To promote tourism and cultural attractions that enhance the quality of life for Vaughan residents, from day-to-day activities to major events.
- 5.2.7.2. That the **Vaughan Metropolitan Centre** is the preferred location for major convention and conference centre uses and that such facilities should be encouraged to locate in close proximity to *hotels*. These uses may also be located in **Primary Centres**.
- 5.2.7.3. To direct local tourism generators, including theatres and cinemas, to **Intensification Areas**.
- 5.2.7.4. To support the *development* of *hotels* in **Intensification Areas** in order to provide convenient accommodation for visitors and business travellers.
- 5.2.7.5. To promote cultural resources, facilities and events as unique regional tourism destinations, and to promote tourism activities in Vaughan's Heritage Conservation Districts, as identified in Chapter 6 of this Plan.
- 5.2.7.6. To promote Vaughan's cultural heritage, natural heritage and **agricultural** base through tourism and cultural opportunities that capitalize on these resources, including:
  - a. supporting agri-tourism and **agricultural** fairs, farmers markets and events;

- b. promoting hiking, mountain biking, bird watching and other active and passive recreational activities in **Natural Areas**, as appropriate; and
- c. promoting cultural heritage buildings and districts, museums and other cultural heritage resources.

5.2.7.7. To promote Vaughan as a destination for sports tourism and to attract facilities that will serve that sector.

## 5.2.8 Growing Agriculture and Food Production

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

Increased interest in locally grown food, community agriculture and *urban agriculture* has the potential to increase the economic potential of agriculture. The remaining **Countryside** and its **agricultural** and *agriculture-related uses* will be preserved as important and valued components of Vaughan's economy. 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.

It is the policy of Council:

5.2.8.1. To support the economic viability of the **Countryside** economy and to support local food production by:

- a. protecting prime **agricultural** lands from *development*;
- b. developing land use permissions that provide flexibility to maximize farming and
- c. large-scale gardening opportunities;
- d. providing land use regulations that support opportunities for *urban agriculture* in all land use designations; and
- e. encouraging the use of public and private land for shared community gardens.

5.2.8.2. To support a wide variety of *retail* opportunities to bring local food and farm products to market by allowing and encouraging:

- a. farmers market opportunities in **Urban Areas**;

- 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.

5.2.8.3. To support opportunities for value-added **agricultural** initiatives, including:

- a. *countryside* tourism and agri-tourism opportunities that build on **agricultural** and/or natural heritage assets;
- b. small scale, innovative food production and packaging initiatives; and
- c. energy generation initiatives in the *Countryside* that make use of available resources, such as animal waste and crop by-products, in accordance with the energy generation policies of Chapter 8 of this Plan.

5.2.8.4. To support the long term **agricultural** stability and effective land management by:

- a. working with York Region and other stakeholders to support and protect **agricultural** activity and the **agricultural** economy; and
- b. encouraging sustainable **agricultural** practices that minimize environmental and climate change impacts and support the protection of high quality **agricultural** soils in the long-term.



# 6

## CULTURAL HERITAGE

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## 6.1 Protecting Vaughan’s Cultural Heritage

### 6.1.1 Protecting Vaughan’s Cultural Heritage

Vaughan’s cultural history dates back thousands of years to when First Nations occupied many sites along the tributaries of the Humber and Don Rivers. By the 14th century, First Nations communities were actively engaged in farming thousands of hectares of land in Vaughan and the material record of these communities continues to be discovered and documented. The City’s boundaries fall within the recognized traditional territories of the Williams Treaty First Nations, Mississaugas of the New Credit First Nation, Huron-Wendat First Nation, Six Nations of the Grand River Territory and Kawartha Nishnawbe First Nation. These First Nations communities maintain an active interest in Vaughan today

In the late 18th and 19th 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 First Nations 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 First Nations trail now known as Yonge Street. 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*, remnants of First Nations 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. The City will support the protection of many cultural heritage resources, and will support the use and educational potential of these resources.

It is the policy of Council:

- 6.1.1.1. To recognize and *conserve* cultural heritage resources, including heritage buildings and structures, *Cultural heritage landscapes*, and other cultural heritage resources, and to promote the maintenance and *development* of an appropriate setting within, around and *adjacent* to all such resources.
- 6.1.1.2. To support an active and engaged approach to heritage *conservation* and interpretation that maximizes awareness and education and encourages innovation in the use and *conservation* of heritage resources.

## 6.1.2 Maintaining a Heritage Inventory

The City's Register of Cultural Heritage Resources (the *Heritage register*) is an important tool for identifying and monitoring cultural heritage resources. The *Heritage register* allows effective tracking of resources and provides opportunities to review and add to Vaughan's heritage inventory.

It is the policy of Council:

- 6.1.2.1. To maintain a Register of Cultural Heritage Resources (the *Heritage register*) pursuant to the Ontario Heritage Act that identifies properties that are of cultural heritage value. These properties have been identified by:
  - a. designation under Parts IV or V of the Ontario Heritage Act;
  - b. protection through a heritage easement, entered into under the Ontario Heritage Act;
  - c. recognition by Council as having cultural heritage value;
  - d. recognition by the Ontario Minister of Culture as a Provincial Heritage Property under Part III of the Ontario Heritage Act; or
  - e. designated by the National Historic Sites and Monuments Board as a National Historic Site.
- 6.1.2.2. In the case of *archaeological resources*, to keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance and the inappropriate removal of resources, as per the Ministry of Culture and the City of Vaughan data sharing agreement.
- 6.1.2.3. To require that identified heritage resources not yet listed in the *Heritage register* are evaluated and *conserved*, as appropriate, through any legislated planning or assessment processes, including the Planning Act, the Environmental Assessment Act, the Ontario Heritage Act and the Cemeteries Act.
- 6.1.2.4. That the identification of cultural heritage resources is an on-going process of inventorying, surveying and evaluation. There may be cultural heritage resources that have not yet been identified and listed in the *Heritage register*. Such properties may be identified through the *development* approvals process and evaluated through the submission of a *Cultural heritage survey* to be undertaken by proponents for *development* approvals. The *Cultural heritage survey* shall be reviewed by the City for that property's potential inclusion in the *Heritage register*.
- 6.1.2.5. To use *Cultural heritage surveys* as one means to identify potential cultural heritage resources, whether they are individual properties or *Cultural heritage landscapes*. All Secondary Plans, Block Plans and *development* applications will be reviewed by the City to determine whether a *Cultural heritage survey* is required. The Archaeological Master Plan, *Heritage register*, inventory of *Cultural heritage landscapes*, local information and other appropriate documentation shall be consulted to

determine if a *Cultural heritage survey* is required. When a *Cultural heritage survey* is required, it is the responsibility of the proponent to prepare such a survey to the satisfaction of the City.

- 6.1.2.6. That the City shall use criteria established by Provincial regulation under the Ontario Heritage Act for determining cultural heritage value or interest and for identifying and evaluating properties for listing in the *Heritage register* 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 Vaughan Heritage Conservation Guidelines.
- 6.1.2.7. Any property worthy of designation under Part IV of the Ontario Heritage Act that fulfills one or more of the criteria identified in policy 6.1.2.6 will be considered to possess cultural heritage value.

### 6.1.3 Promoting Vaughan's Cultural Heritage

Understanding and awareness of cultural heritage resources is critical to supporting heritage protection and to learning from the past. In addition to implementing the heritage protection policies of this Plan and encouraging heritage *conservation*, The City will play a leading role in promoting cultural heritage resources. The City will work with other organizations and government agencies to promote awareness of cultural heritage resources through a variety of means. The City will also work with owners of cultural heritage resources to implement heritage protection and *conservation*. As some heritage resources are City-owned, the City will exemplify good stewardship for its cultural heritage resources and may acquire additional heritage resources to support *conservation* and other objectives.

It is the policy of Council:

- 6.1.3.1. 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. encouraging owners of heritage properties to enter into conservation agreements to protect heritage resources;
  - c. exploring and implementing financial assistance programs 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
  - d. working with other government agencies and adjacent municipalities, as required, to manage and protect cultural heritage resources.

- 6.1.3.2. To promote recognition and use of heritage resources by:
- a. recognizing and promoting heritage resources;
  - b. supporting physical and visual linkages between cultural heritage resources and open space and natural heritage resources;
  - c. providing access to publicly-owned heritage resources where appropriate;
  - d. recognizing and commemorating lost heritage resources, including areas where major events occurred, important buildings, settlements and *significant* landscape features that no longer exist;
  - e. encouraging the use of heritage resources as a means to promote education and awareness of Vaughan's past; and
  - f. engaging the public in the appreciation of cultural heritage resources through programs, services, commemoration and ongoing communication.
- 6.1.3.3. That the City exemplify good cultural heritage stewardship of City-owned cultural heritage resources listed in the *Heritage register* 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*; and,
  - f. considering the re-use of heritage buildings when selecting buildings to accommodate public functions and/or community uses.
- 6.1.3.4. To initiate and maintain programs to increase the community's awareness of its cultural heritage resources, including:
- a. commemorative plaque programs, including plaques for sites where cultural heritage resources may 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 register* 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.

6.1.3.5. 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.

## 6.2 Heritage Protection and Designation

### 6.2.1 Ensuring Heritage Protection and Conservation

Vaughan's *Heritage register* contains a variety of listed and designated heritage resources. Many more heritage resources have not yet been identified. Vaughan will encourage the appropriate *conservation* and maintenance of these resources. In a constantly growing and evolving urban environment, the City must make use of a wide variety of tools to support heritage protection, 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 assessments*, which provide an opportunity to understand heritage impacts from *development*.
- *Heritage permit applications*, which are required for any exterior alterations, demolitions or removals to designated heritage properties and provide City staff with an opportunity to review and monitor impacts to cultural heritage resources.

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

It is the policy of Council:

- 6.2.1.1. 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.
- 6.2.1.2. That cultural heritage resources in the *Heritage register* 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.
- 6.2.1.3. To require a letter of credit or other financial security satisfactory to the City from the owner of a cultural heritage resource, to secure:
  - a. protection of the resource during *development* and/or relocation; and/or

- b. implementation of conservation measures for the cultural heritage resource approved by the City.

6.2.1.4. To require that public works and infrastructure programs take into consideration impacts on cultural heritage resources by requiring the preparation of a *Cultural heritage impact assessment* where there is a potential to impact such resources.

## 6.2.2 Designated Heritage Properties

As described in subsection 6.1.2, the City may identify cultural heritage resources and list them on the *Heritage register*. Some of these resources may also be designated under the Ontario Heritage Act, which resources are afforded a high level of protection and *conservation*.

It is the policy of Council:

- 6.2.2.1. 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 6.3.2.1;
  - c. Cultural heritage landscapes; and
  - d. archaeological sites.
- 6.2.2.2. That if *development* is proposed on any property listed in the *Heritage register*, 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.
- 6.2.2.3. Pursuant to the Ontario Heritage Act, the City shall establish minimum standards for the maintenance of the heritage attributes of *designated heritage properties*.
- 6.2.2.4. *Designated heritage properties* shall be *conserved* in accordance with *Good heritage conservation practice*. The City may permit alterations or additions to *designated heritage properties* when those properties and their heritage attributes are *conserved* in accordance with *Good heritage conservation practice*. Any proposed alteration, addition, demolition or removal affecting a *designated heritage property* shall require a *heritage permit application* to be submitted for the approval of the City.
- 6.2.2.5. To require that, for an 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 Vaughan Heritage Conservation Guidelines when:



- a. the proposed alteration or addition requires:
  - i. an Official Plan amendment;
  - ii. a Zoning By-law amendment;
  - iii. a Block Plan approval;
  - iv. a Plan of Subdivision;
  - v. a minor variance;
  - vi. a Site Plan application; or
- b. the proposed demolition involves the demolition of a building in whole or part or the removal of a building or designated landscape feature.

6.2.2.6. That, in reviewing *heritage permit applications*, the City be guided by the following heritage *conservation principles*:

- a. Good heritage conservation practices;
- b. protecting heritage buildings, *Cultural heritage landscapes* and archaeological sites including their environs from any adverse impacts of the proposed alterations, additions, works or *development*;
- c. retaining and repairing original building fabric and architectural features;
- d. new additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principal façade so as to make the addition unobtrusive from the pedestrian realm; and
- e. new *development* on vacant lots or lots currently occupied by non-heritage structures in Heritage Conservation Districts designated under Part V of the Ontario Heritage Act be designed 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 like materials and colours; and
  - iv. using similarly proportioned windows, doors and roof shape.

6.2.2.7. 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;
  - c. relocation to another site within the same *development*; and
  - d. relocation to a sympathetic site within the City.
- 6.2.2.8. 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.
- 6.2.2.9. That for all *development* applications, demolition control applications and infrastructure projects *adjacent* to a designated property and *adjacent* to a Heritage Conservation District, the proposal is 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;
  - 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 in locations that do not detract from the visual character or architectural integrity of the heritage resource.

### 6.2.3 Non-Designated Heritage Properties

The *Heritage register* may also include cultural heritage resources that are not designated under the Ontario Heritage Act. These resources are also important to honouring Vaughan's heritage and will be *conserved*.

It is the policy of Council:

6.2.3.1. That when *development* is proposed on a property that is not designated under the Ontario Heritage Act but is listed on the *Heritage register*, recognized as a *Cultural heritage character area* or identified as having potential cultural heritage value, the applicant shall submit a *Cultural heritage impact assessment* 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 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.

6.2.3.2. 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 register*, recognized as *Cultural heritage character area*, or identified as having potential cultural heritage value:

- a. the proposal is compatible with the conservation 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*.

## 6.2.4 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:

6.2.4.1. That *Cultural heritage impact assessments* shall be prepared by a professional with expertise in cultural heritage resources and in accordance with the requirements of this Plan, and that:

- a. the assessment 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. the assessment may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and
- c. where there is no designation by-law, approved heritage character statement or approved conservation plan, the assessment must document, to the City's satisfaction, the cultural heritage values of the property.

6.2.4.2. 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 6.2.2.6 of this Plan, by priorities for on-site retention as identified in policy 6.2.2.7 of this Plan, and by any other relevant policies of this Plan; and
- b. may impose conditions of approval to secure the long-term conservation of the resource.

6.2.4.3. That if a *development* proposal substantially changes in scope and/or design from that described in the *Cultural heritage impact assessment*, the City may require that the applicant submit additional cultural heritage information, including a revised *Cultural heritage impact assessment*.

6.2.4.4. That, in the event a cultural heritage resource is to be demolished and this has been demonstrated to the City's satisfaction, the *Cultural heritage impact assessment* must recommend, to the City's satisfaction, mitigation measures (such as the reuse of materials or building elements in the *development* or in other *developments*) and archival documentation, as may be defined in the Vaughan Heritage Conservation Guidelines.

## 6.3 Cultural Heritage Landscapes

### 6.3.1 Cultural Heritage Landscape Protection

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

- 6.3.1.1. To conserve and protect cultural heritage landscapes deemed significant through cultural heritage surveys or other studies.
- 6.3.1.2. To prepare and maintain an inventory of cultural heritage landscapes and include significant cultural heritage landscapes in the Heritage register.
- 6.3.1.3. To showcase *cultural heritage landscapes* by, among other things, encouraging, where appropriate public access and preserving viewpoints, viewsheds and vistas to and from *cultural heritage landscapes*.
- 6.3.1.4. 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.

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

Designation of an area as a Heritage Conservation District is an important means of protecting a *cultural heritage landscape* to control new *development* and *site alteration* within the district. Vaughan will continue to protect these villages and may identify new Heritage Conservation Districts for protection.

It is the policy of Council:

- 6.3.2.1. That 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.
- 6.3.2.2. To develop Heritage Conservation District plans and corresponding design guidelines for all identified Heritage Conservation Districts in accordance with the Ontario Heritage Act. Areas subject to a Heritage Conservation District are identified on Schedule 14-B in Volume 2 of this Plan.
- 6.3.2.3. 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, the Heritage Conservation District Plan shall prevail.
- 6.3.2.4. That any proposed private or public *development* 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.
- 6.3.2.5. That a demolition permit for a building or part of a building within a Heritage Conservation District shall not be issued until plans for a replacement structure have been submitted to the City and Council has approved the replacement structure and any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the Vaughan Heritage Conservation Guidelines and the policies of this Plan.

### 6.3.3 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. They can include farmsteads (e.g. farmhouse, barn and fields), old industrial landscapes (e.g. mill complex and **Watercourse**, grain elevator and rail corridor), and other similar heritage resources. 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:

- 6.3.3.1. That the City may recognize *cultural heritage character areas* after study, based on recommendations of *cultural heritage surveys* and other studies, including but not limited to planning studies for Secondary Plans, Block Plans, area planning studies, or zoning bylaws.
- 6.3.3.2. 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*.
- 6.3.3.3. 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.
- 6.3.3.4. 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.

## 6.4 Archaeological Resources

### 6.4.1 Archaeological Resource Protection and Conservation

Archaeological sites are highly fragile 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 recognizable on the landscape. 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 First Nations activities and provide insights into Vaughan's very early past. 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:

- 6.4.1.1. To support the recognition, protection and *conservation* of archaeological sites in Vaughan by:
  - a. designating, where appropriate, archaeological sites under the Ontario Heritage Act;
  - b. maintaining an up-to-date Archaeological Master Plan through regular review;
  - 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*; and
  - d. developing requirements for an Archaeological Assessment within the Vaughan Heritage Conservation Guidelines. Council shall require archaeological assessments conducted by archaeologists licensed under the Ontario Heritage Act. Archaeological assessment reports are to be in compliance with the guidelines set out by the Ministry of Culture, 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.
- 6.4.1.2. That the Heritage register includes archaeological resources by:
  - a. including in the *Heritage register* available archaeological site data and locations;



- b. including in the *Heritage register* relevant mapping from the provincial archaeological database of the Ministry of Culture; and
- c. regularly updating the City's database of *archaeological resources* as new archaeological sites are identified.

6.4.1.3. That known *archaeological resources* be protected and *conserved* by:

- a. retaining aboriginal 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 First Nations village sites where deemed appropriate through consultation with the Ministry of Culture 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 Ministry of Culture 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*.

6.4.1.4. That, where burial sites are encountered during any excavation or other action, the provisions of the Cemeteries Act and its regulations shall apply. Where First Nations burials are discovered, consultation shall occur in accordance with the "York Region First Nations Consultation Protocol", with the nearest First Nation and the First Nation with the closest cultural affiliation, if that can be determined.

6.4.1.5. Council shall ensure adequate archaeological assessments and consultation with appropriate agencies, including the Ministry of Culture, when an identified and marked or unmarked cemetery is affected by land use *development*. The provisions under the Ontario Heritage Act and Cemeteries Act shall also apply.

6.4.1.6. 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 First Nation and the First Nation 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 preserved 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; and
- c. that *development* occur according to the heritage conservation principles as specified in policy 6.2.2.6 and in the Vaughan Heritage Conservation Guidelines.



# 7

## COMMUNITY INFRASTRUCTURE

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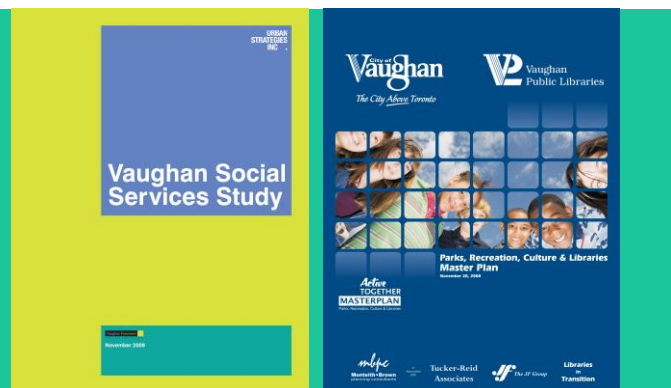
## 7.1 Community Infrastructure

### 7.1.1 Community Infrastructure

Sustainable communities are those that provide for the social wellbeing of their residents, in addition to using land resources wisely. This means providing for important community, human and social services and facilities, such as emergency services, libraries, community centres, *schools*, *day care* and health care; providing places and opportunities for recreation and enjoyment of civic life; ensuring a range of housing choices, including a variety of types, tenures and prices; and ensuring residents have access to healthy and *affordable* food – some of which may be grown in the City. These various facilities and services are at the core of a high quality of life in Vaughan and, like other basic facilities and services such as hydro, roads, water and sewer, are considered part of the infrastructure necessary to maintain a healthy, liveable and sustainable City.

York Region, the Province and the Federal governments and various agencies are responsible for the funding and delivery of most human and social services in Vaughan. However, Vaughan plays an important role in where and how the services and facilities associated with community infrastructure are provided. Vaughan is also directly responsible for the provision of certain elements such as **parks** and recreation facilities and can directly support access to local food and a strong local food system. In addition, various non-profit organizations and agencies based in Vaughan are directly involved in the delivery of community and social services.

Two studies were undertaken to better understand Vaughan's community infrastructure needs, the Social Services Study (2009) and the Active Together Master Plan (2008). These studies provide an important understanding of Vaughan's community infrastructure and targets for the future. The policies in this chapter build on the findings of these studies.



It is the policy of Council:

- 7.1.1.1. To support consistent levels of investment in order to successfully implement the City of Vaughan Parks, Recreation, Culture and Libraries Master Plan, referred to as the Active Together Master Plan, in order to provide library and cultural facilities and **parks** and open spaces.

- 7.1.1.2. To update the Active Together Master Plan every five years, coinciding with the review of this Plan, including adjustments to facility needs and targets based on updated long-term population targets and growth patterns.
- 7.1.1.3. To support and encourage the provision of a full range of housing options across the City to meet the current and future needs of all residents. Vaughan shall plan for a balanced supply of housing that includes diversity in housing type, tenure, and affordability.
- 7.1.1.4. To support and encourage local food systems and local food production throughout the City to promote healthy lifestyles, provide *affordable* food options, contribute to sustainability, support economic growth and increase local food security.
- 7.1.1.5. To work with York Region and other levels of government and social service providers to plan for the provision of human and social services that will continue to meet the needs of Vaughan residents.

## 7.2 Community Services and Facilities

### 7.2.1 Supporting the Provision of Community Services and Facilities

Community services and facilities are the wide variety of public programs, buildings and spaces that provide for community health and wellbeing. They include arts and recreation facilities, museums, libraries, community health and resource centres, *schools*, places of worship, *day care* and long-term care facilities. Vaughan's Active Together Master Plan provides direction for the municipal provision of many of these services and facilities. Community services and facilities also include emergency services such as fire, police and emergency medical services and dispatch centres.

A variety of private and non-governmental organizations provide community services and facilities that improve the quality of life for Vaughan residents and employees, augmenting community infrastructure provided by Vaughan and York Region. Public *school* facilities, provided by *school* boards, play an important community building role and are a convenient location for many functions beyond education. Places of worship cater to the spiritual needs of a community but also often function as a hub for other activities including celebrations, social services, and child care. Child care providers play an important role for many and contribute to *complete communities*. The City of Vaughan will continue to be creative in achieving community services and facilities through traditional and non-traditional means to provide optimal resources for all residents and employees.

Conveniently located and accessible community services and facilities are critical to the success of municipal programs and services, and contribute directly to the health and social wellbeing of communities. Community services and facilities should be integrated into existing and **New Community Areas**, and located within **Intensification Areas** and other central locations in order to facilitate access and use. In addition to programming and service requirements, facilities should have convenient transit and pedestrian access, site design that prioritizes pedestrian and bicycle movement and should be built to the street for prominence and ease of access.

It is the policy of Council:

- 7.2.1.1. To support new and renovated community service and recreation facilities that are appropriately designed, and:
  - a. conveniently accessible by transit, bicycle and on foot;
  - b. centrally located in the area in which they provide service;
  - c. designed to incorporate green building standards, as set out in subsection 9.1.3 of this Plan;
  - d. designed to support universal accessibility; and



e. designed to include public art where appropriate. (OPA #24)

- 7.2.1.2. To support the reuse of surplus *school* properties and facilities for social services and community, cultural or *affordable* housing facilities.
- 7.2.1.3. 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.
- 7.2.1.4. To encourage and support the *development* of joint and/or shared *community facilities*, such as *schools*, community centres, libraries, *day care* or other appropriate facilities, on shared sites and, where appropriate, adjacent to public **parks**.

## 7.2.2 Community Centres and Services

It is the policy of Council:

- 7.2.2.1. 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 and limited commercial or *retail* uses that would contribute to the overall function of the centre as a community hub.
- 7.2.2.2. To explore the potential for the *intensification* of existing community centres through the *development* of residential and local-serving *retail* and community service uses.
- 7.2.2.3. That community centres and services be responsive to Vaughan's diversity with a range of cultural and age appropriate facilities and services, including facilities for youth and seniors. Target populations for specific facilities and services shall be included in the design process to address their needs.
- 7.2.2.4. To support the provision of senior- and immigrant-focused services in multiple languages and to support targeted social services outreach to specific communities with high levels of seniors, new immigrants, people living below the poverty line, children and youth.
- 7.2.2.5. To implement the community service objectives of the Active Together Master Plan, 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.

### 7.2.3 Schools and Day care

It is the policy of Council:

- 7.2.3.1. That *schools* are permitted in all residential, mixed-use and **Major Institutional** land use designations, in accordance with the policies contained in Chapter 9 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.
- 7.2.3.2. To explore, with the *school* boards, smaller *school* sizes that better fit into the desired planned context of **Intensification Areas**.
- 7.2.3.3. That *day care* uses are permitted and encouraged in all **Urban Areas**, subject to locational criteria, except for **General Employment** designations, in accordance with the policies contained in Chapter 9 of this Plan and will provide both indoor and outdoor play areas in accordance with Provincial regulations. The zoning by-law shall provide specific standards to regulate the appropriate size, configuration, siting, sunlight exposure, landscaping, setbacks and buffering provisions for the associated outdoor play area.
- 7.2.3.4. To consider the provision and location of *day care* facilities in the preparation of Secondary Plans, Plans of Subdivision, for large-scale residential and industrial *developments*; and *development* plans or Site Plans for *major office*, *major retail* and residential *developments*, giving consideration to the needs of the local community, the availability of existing services and the expected composition of the resident and employment populations.
- 7.2.3.5. That the zoning by-law supports the provision of adequate *day care* facilities by addressing design standards for associated outdoor play space, including but not limited to standards related to safety, size, location, orientation and comfort.

### 7.2.4 Libraries

It is the policy of Council:

- 7.2.4.1. That libraries are permitted in all residential, mixed-use, employment and institutional land use designations in accordance with the policies contained in Chapter 9 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.
- 7.2.4.2. To implement the library facility objectives of the Active Together Master Plan, as amended from time to time, 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.

7.2.4.3. To ensure that new and renovated libraries are appropriately designed, and that these facilities shall be:

- a. conveniently accessible by transit, bicycle and on foot;
- b. centrally located in the community which they service;
- c. designed to incorporate green building standards as set out in subsection 9.1.3 of this Plan;
- d. designed to support universal accessibility; and
- e. designed to include public art where appropriate. (OPA #24)

7.2.4.4. To encourage and support the *development* of joint or co-located library facilities such as community centres, *schools*, or other appropriate facilities.

## 7.2.5 Public Safety Services

It is the policy of Council:

7.2.5.1. That *public safety services* such as fire halls, emergency health service stations and police stations may be located within all land use designations, in accordance with the policies of Chapter 9 of this Plan, to facilitate optimal response times.

## 7.3 Parks and Open Spaces

Vaughan's **parks** and open spaces assume many forms and are located throughout the City. **Parks** support active and passive recreation and include playing fields, playgrounds, large and small event spaces, community spaces, aquatic facilities, field houses, skateboard parks and a variety of other uses across a hierarchy of park types, from large Regional Parks to smaller Urban Parks and Public Squares. Open spaces support passive recreational uses and *ecological functions*, such as trails, sensitive *wetlands*, valley lands and forests, cemeteries, the Don and Humber river systems, the casually tended landscapes around stormwater management ponds and greenways. Creating and enhancing the full spectrum of open spaces and parkland is essential in developing a system that connects both significant and minor destinations, encouraging citizens to enjoy a range of recreational activities.

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

**Active Uses:** permitted sports activities and other activities requiring specialized facilities, such as playgrounds, outdoor fitness equipment, baseball, soccer, cricket, tennis, aquatics and other similar uses.

**Passive Uses:** unstructured recreation activities such as seating areas, off-leash areas, picnic areas and other similar uses.

### 7.3.1 Parks and Open Space Types

A hierarchy of **parks** and open spaces will be provided and integrated throughout the City to support a relatively balanced distribution of facilities and activities throughout Vaughan. Regional Parks serve the entire City and can accommodate large City-wide events. **New Community Areas** will require a variety of new District and Neighbourhood Parks to meet the needs of future residents. **Intensification Areas** will require new and creative parkland opportunities provided on a more urban scale, mostly in the form of Neighbourhood Parks, Urban Parks, and Public Squares. A variety of open spaces are provided throughout the City, ranging in size and type from small woodlots to

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

It is the policy of Council:

- 7.3.1.1. To implement the parkland objectives and targets of the Active Together Master Plan, as amended from time to time, as endorsed by Council.
- 7.3.1.2. To support a variety of **parks** that are evenly distributed throughout the City, in accordance with the Active Together Master Plan, as follows:
  - a. Regional Parks are large destination **parks** that play a City-wide role. As major destinations for residents and visitors, Regional Parks can accommodate large cultural, recreational and entertainment events, such as festivals, sport tournaments, and weddings. Regional Parks should also accommodate uses found in District Parks.
  - b. District Parks are large **parks** that provide a variety of recreational and athletic interests at the community or City-wide level, including major lit sports fields, large skateboard parks, outdoor skating facilities, field houses, picnic shelters, off-leash areas, aquatic/waterplay facilities and other uses as determined by the City. Where possible, the location of District Parks should be coordinated with community centre sites to maximize efficiencies and shared use.
  - c. Neighbourhood Parks are the social and recreational focal points of a neighbourhood, generally located within a 10 minute walk of the majority of the communities they serve. They provide a balance of active and passive uses, such as children's playgrounds, smaller scale skateboard zones, basketball courts, multi-use play courts, un-lit sports fields, and social gathering spaces. Neighbourhood Parks meet the needs of the local community, and in some instances, accommodate City-wide facilities. Where possible, Neighbourhood Parks should be coordinated with *school* sites to maximize efficiencies and shared use.
  - d. Urban Parks are highly programmed outdoor spaces that support the social and cultural fabric of **Intensification Areas**. Urban Parks are destinations for day-to-day use and special events. Features can include space for cultural and event programming, recreation, children's play, social gathering, fountains/waterplay, outdoor skating, and small-scale park-supporting uses such as cafes, vendors and kiosks, as determined by the City.
  - e. Public Squares are social and civic spaces in **Intensification Areas**, preferably adjacent to shops, cafes, restaurants, institutions and public streets that are part of daily life in a city. Public Squares may offer smaller scale, neighbourhood-

oriented social opportunities, or accommodate larger City-wide entertainment and cultural events, depending on their size and location. Public Squares can include flexible hardscape areas, gardens and lawns, fountains/waterplay, concert facilities and stages, small outdoor game areas such as chess tables, seating areas and places to eat. They can also accommodate street related activities such as small-scale *retail* kiosks, vendors, temporary markets, performance and exhibit spaces, and a range of other facilities.

- 7.3.1.3. To accommodate a variety of open spaces types, which provide important benefits to the City, that are evenly distributed throughout the City in accordance with the Active Together Master Plan, as follows:
- a. greenways, 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 provide opportunities for small-scale recreational activities within the greenway corridor;
  - b. nature reserves, which provide opportunities for passive recreation and trails, where such activities will not have an adverse impact on *significant* natural features and *ecological functions*;
  - c. woodlots, which provide opportunities for trails and should be encouraged on public and, through partnerships, on private lands;
  - d. stormwater management facilities, which provide opportunities for trails and resting areas and can improve linkages to other **parks** and open spaces; and
  - e. cemeteries, which can, where appropriate, provide opportunities for passive recreational uses such as pedestrian and bicycle routes.
- 7.3.1.4. That all existing **parks** shall be maintained in public ownership, and that the establishment of new **parks** and open spaces shall be prioritized through the parkland dedication policies in subsection 7.3.3 of this Plan.

## 7.3.2 Parks and Open Space Design

New **parks** and open spaces in Vaughan must respond to an increasingly maturing and diverse urban environment and population. In **Intensification Areas**, more intensively used **parks** will be more common as space for larger **parks** is no longer available. Vaughan 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:

- 7.3.2.1. That **parks** and open spaces may include a range of community amenities, including sports facilities, playgrounds, pavilions and shelters, outdoor amphitheatres and picnic areas. The types of amenities provided should reflect the catchment area, target population, local needs and the park's functional characteristics, as appropriate to each park type.
- 7.3.2.2. To encourage the naturalization of **parks**, where appropriate, in part or in whole, to enhance Vaughan's Natural Heritage Network and provide additional opportunities for passive recreation.
- 7.3.2.3. That all **parks** shall be located and oriented to be:
  - a. in a central location or in the community to be served in order to act as a focal point for the community;
  - b. uninterrupted by major physical barriers, such as rail lines, arterial, and collector streets, and other physical barriers that restrict access;
  - c. accessible by transit, bicycle, on foot and by car;
  - d. highly visible with prominent public street frontage (approximately 50% of park perimeter, where feasible) to enhance passive surveillance; and
  - e. connected to other **parks**, open spaces and natural features to create an interconnected network of **parks** and open spaces.
- 7.3.2.4. To design **parks** and open spaces to:
  - a. accommodate a diverse range of both passive and active recreational activities, and have flexibility to accommodate new uses or interests;
  - b. cater to a broad range of users by providing space and facilities that support a range of activities;
  - c. encourage healthy living through the provision of a variety of recreational facilities, ranging from sports fields to outdoor fitness areas and playgrounds;
  - d. to reflect the diverse cultures in Vaughan by providing for unique activities and facilities that reflect the needs of various cultural and ethnic groups;
  - e. accommodate *universal accessibility* and provide for a range of activities for people with disabilities; and
  - f. incorporate best practice principles of sustainable design, including natural heritage enhancement, naturalized stormwater management features, use of native plant species, incorporation of environmental education features and use of low maintenance and energy efficient facilities and landscapes.

7.3.2.5. Public Squares shall be designed to:

- a. be highly visible with prominent public street frontage (approximately 50% of park perimeter, where feasible);
- b. be defined and animated by buildings that provide a sense of intimacy and enclosure;
- c. be connected to buildings and other open spaces through landscaped pathways;
- d. reflect high quality design;
- e. support year round use;
- f. include a mix of landscaping and hardscaping, as appropriate;
- g. provide a comfortable microclimate for pedestrians, including maximizing sunlight access; and
- h. include water and electrical servicing needs, as appropriate.

7.3.2.6. Park sizes shall generally be as follows:

- a. Regional Park: Greater than 15 hectares
- b. District Park: Greater than 5 hectares
- c. Neighbourhood Park: 0.75 to 5 hectares
- d. Urban Park: Greater than 1 hectare
- e. Public Square: 0.2 to 1 hectare

7.3.2.7. 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. enhance, protect and restore existing vegetation and natural heritage features;
- c. incorporate public amenities, including public art, and enhance the user experience of these areas; and
- d. enhance open space linkages, public access, visibility and effective use of the park or open space.

7.3.2.8. Where *development* is proposed adjacent to **parks** and open spaces it shall:

- a. be sited and designed to minimize rearlotting and adequately limit the impact of shadows on the park or open space;



- b. be oriented to maximize public access and views to such spaces, where appropriate;
- c. present a primary and interactive façade to the park or open space; and
- d. provide for casual overlook thereby increasing the passive surveillance and safety of the park or open space.

### 7.3.3 Parkland Dedication

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

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

It is the policy of Council:

- 7.3.3.1. To consider the parkland objectives and targets established in the Active Together Master Plan, as amended from time to time, in the application of parkland dedication requirements in the *development* process. Communities that fall short of the active and passive parkland targets are considered priorities for additional parkland resources.
- 7.3.3.2. To require the provision of new parkland for all new residential *development* at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwelling units, or a combination, whichever is the greatest. Cash-in-lieu of parkland dedications, or a combination of cash-in-lieu and parkland, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the Active Together Master Plan, such as in **Intensification Areas** where parcels may be too small to result in an effective parkland dedication.
- 7.3.3.3. To require the dedication of parkland for all new non-residential *development* at the rate of 2% of the total gross land area. Cash-in-lieu of parkland dedication may be considered by the City where such contributions may be more effective in achieving local parkland targets and objectives identified in the Active Together Master Plan.

- 7.3.3.4. That only parklands classified by the City as Regional Parks, District Parks, Neighbourhood Parks and Public Squares are eligible for parkland dedication credits through the *development* process. Open spaces shall be established through other means.
- 7.3.3.5. That, to be considered for parkland dedication, Parks/Public Squares must be highly visible with prominent public street frontage (minimum 50% of park perimeter on a public street).
- 7.3.3.6. That **Core Features** identified in policy 3.2.3.4 shall not be included in the total gross land area for the purposes of calculating parkland dedication requirements imposed under the Planning Act and policies 7.3.3.2 and 7.3.3.3, unless such areas have been utilized for associated servicing infrastructure.
- 7.3.3.7. That lands containing **Core Features** of the Natural Heritage Network, major utilities such as TransCanada Pipeline, Hydro One etc., or buffer lands adjacent to rail corridors will not be accepted for the purposes of satisfying parkland dedication requirements.
- 7.3.3.8. That any parkland conveyed to the City must be free of all encumbrances including, but not limited to utilities/utility boxes, servicing easements, vegetation/tree stands in poor condition, and underground parking facilities.
- 7.3.3.9. To maximize the establishment of open space through the *development* process, by means other than parkland dedication, to complement parkland resources, provide important linkages and contribute to a healthy natural environment.
- 7.3.3.10. To consider alternative means for establishing new parkland and parkland improvements, including, but not limited to:
- a. land purchases;
  - b. the provisions of Section 37 of the Planning Act as set out in Policies 10.1.2.9 to 10.1.2.13;
  - c. land exchanges or swaps, especially where it may prevent private *development* on or adjacent to an open space that provides significant environmental benefits or is highly valued by the community;
  - d. partnerships and/or joint provision of land; and
  - e. establishment of a non-profit Parks Foundation to promote parkland donation and conservation easements.

## 7.4 Food and Food Production

Most of the vast array of foods we enjoy come from well beyond the City limits and even from beyond Canada's borders. In the face of rising transportation costs that increase the cost of imported foods and the concern that climate change is both being exacerbated by food production and putting pressure on the places we rely on for food, many cities are interested in increasing access to local food. The seeds of a local food supply have already been sown – more local food is being promoted in grocery stores, and farmers' markets are becoming a more common sight. Consumer demand for fresh, local food is rising, which in turn is creating a market for food produced in and around Vaughan.

Large-scale farm production, farm-related *retail* stores and pavilions, farm-gate sales, community gardens, farmers' markets and backyard gardens are all part of a citywide food system. Local food production has a wide variety of 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 vulnerable groups with access to nutritious and affordable food.

Vaughan will continue to support and grow local food systems. Access to land and space is critical to supporting food production, especially within **Urban Areas**. Opportunities for *urban agriculture* will continue to be supported, including opportunities in open spaces, utility corridors, **parks**, undeveloped parcels and other areas. In addition to ensuring available lands for *urban agriculture*, land use policies will facilitate the active use of these lands by allowing activities that support agriculture, including nearby composting, equipment storage and sales facilities, where appropriate. Vaughan will also support opportunities to bring food to market.

### 7.4.1 Food and Food Production

It is the policy of Council:

- 7.4.1.1. To support and encourage local food production and promotion through programs, funding and support, including, but not limited to, developing a municipal food charter with objectives and targets for the support of local and diverse food production, developing a 'buy local' food program for municipal facilities and events, and developing a marketing program for local food.
- 7.4.1.2. To support the creation of local distribution centres, or food hubs, within the **Urban Area** for direct sales between producers and consumers. These hubs could include seasonal markets in **Intensification Areas** and a larger permanent farmers' market in the **Vaughan Metropolitan Centre**.

7.4.1.3. That farmers' markets 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.

7.4.1.4. To encourage community agriculture through increased flexibility in land use permissions by:

- a. allowing community gardens and related uses in all land use designations except **Natural Areas**;
- b. investigating the use of **parks** and public open spaces for gardening and community agriculture, and prioritizing the identification of opportunities for community gardens in park spaces;
- c. allowing the use of City-owned land, underutilized sites, and long-term *development* parcels for community agriculture, where feasible;
- d. encouraging the identification of space for community **agricultural** activities through the Secondary Plan and Block Plan process;
- e. encouraging the identification of space for community **agricultural** activities in new residential *development*; and
- f. allowing and encouraging community gardens as part of the private outdoor amenity space requirements for new *development*, including roof-top gardens.

7.4.1.5. To support community 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, 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.

## 7.5 Housing Options

### 7.5.1 Ensuring a Range of Housing Options

The transformation of Vaughan to a healthy, sustainable and vibrant urban place includes ensuring there is a diversity of housing options to accommodate all those who choose to make Vaughan their home. A wider variety of housing choices will mean that children who grow up in Vaughan will be able to stay close to their family as young adults, and seniors who have lived in the community can remain here in housing that best meets their needs. More housing choices will also mean less congestion on roads as more people who work in the City can also find housing opportunities here too.

Increasing housing choices means more options in three areas:

- **Housing Type:** adding a greater range of housing types and sizes, including more townhouses, stacked townhouses and multi-unit buildings, to the existing housing stock which still primarily consists of single-detached and semi-detached houses.
- **Housing Tenure:** adding more rental units, as currently only 7% of Vaughan’s current housing stock is rental.
- **Housing Affordability:** adding more *affordable* housing options, as currently over a quarter of Vaughan residents spend more than 30% of their gross income on housing (a common threshold for affordability) and there are fewer than 500 units of *social housing* in the City.

Improving housing choice and access is a priority at both the Provincial and Regional level. Both the Provincial Growth Plan and the York Region Official Plan require municipalities to plan for a range and mix of housing options, including *affordable* housing. Among other tools such as setting *affordable* housing targets, municipalities are required to encourage *secondary suites* in the built-up area.

It is the policy of Council:

- 7.5.1.1. To encourage and support the provision of a full range of housing options including ownership and *rental housing*, *social housing*, housing for seniors, *supportive housing*, emergency shelters for women and families, accessible housing that meets the needs of people with disabilities and other types of housing that meets the needs of Vaughan’s diverse population.

7.5.1.2. To work with York Region in implementing its *affordable* housing policies as follows:

- a. requiring 25% of all new housing units in Vaughan be *affordable* and that a portion of these units should be accessible for people with disabilities;
- b. requiring that a minimum of 35% of new residential units in *Key development areas* be *affordable* housing units;
- c. requiring a housing strategy within all Secondary Plans, which will demonstrate how *affordable* housing targets will be met; and
- d. assisting with the provision of *affordable* housing, where appropriate.

7.5.1.3. To require that all *significant developments* that include a residential component demonstrate their contribution to meeting the City's housing objectives through the preparation of a housing options statement. Housing options statements will be required for all Block Plan, Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications, and describe the following:

- a. the total distribution of housing types;
- b. tenure types and distribution;
- c. the range of unit sizes, both in terms of floor area and number of bedrooms;
- d. special residential components, such as social or senior housing; and
- e. 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 Policy 7.5.1.9.

7.5.1.4. To support and prioritize the following housing initiatives:

- a. the *development* of housing appropriate for seniors, such as *affordable* ownership, and *affordable* rental, within existing and new communities;
- b. the provision of family-sized housing units, which are appropriate for families with children, in ***Intensification Areas***;
- c. considering *universal accessibility* and accommodations for people with disabilities in the *development* of design guidelines and standards for new residential *development*; and
- d. allowing *secondary suites* in accordance with Policies 7.5.1.5 and 7.5.1.6.

OPA #13 7.5.1.5. That a *secondary suite* shall be permitted subject to the following policies:

- a. That a secondary suite shall only be permitted on a lot developed with a detached house, semi-detached house, or townhouse. The implementing zoning by-law will

implement minimum development standards that must be satisfied before the *secondary suite* can be considered to be in conformity with the official plan and City's Comprehensive Zoning By-Law.

- b. That a *secondary suite* may be permitted in a detached house, semi-detached house or townhouse, or on a lot where there is a residential detached house, semi-detached house or townhouse, provided that:
  - i. The *secondary suite* must be accessory to the detached house, semi-detached house or townhouse;
  - ii. A maximum of one (1) *secondary suite* shall be permitted accessory to a detached house or semi-detached house or townhouse; and,
  - iii. All requirements of the Ontario Building Code, Fire Code and City by-law shall be satisfied.
- c. Any alterations that impact the exterior elevation(s) of a building resulting from the development of a secondary suite 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:
  - i. Site Plan Control pursuant to the *Planning Act*, and/or,
  - ii. A Heritage Permit as outlined in Sections 33 and 42 of the *Ontario Heritage Act*.
- d. Council may adopt further regulatory measures regarding the implementation of a program to permit a secondary suite in accordance with the policies of this Plan. Such measures may include but not limited to, monitoring of secondary suites and provision of a public education program.

7.5.1.6. That notwithstanding Policy 7.5.1.5, *secondary suites* shall not be permitted on the lands shown as Special Policy Areas on Schedule 8 of this Plan. (OPA #13)

7.5.1.7. That housing for vulnerable populations is protected by permitting emergency shelters for women and families and group homes for people with *developmental* disabilities in all land use designations where residential uses are permitted, subject to the policies in Chapter 9 of this Plan.

7.5.1.8. To protect existing *rental housing* consisting of greater than 6 rental units from both demolition and conversion to condominium ownership or non-residential use by prohibiting such demolitions or conversions that would result in a rental vacancy rate of less than 3% City-wide.

7.5.1.9. To work with York Region to develop a housing needs study and an *affordable* housing implementation framework to achieve the *affordable* housing needs policies of this Plan.

## 7.6 Human and Social Services

### 7.6.1 Human and Social Services

A variety of private, government and non-governmental organizations provide human and social services and facilities 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 locate wherever *retail* or office uses are permitted, there is greater benefit to locating them where they can be easily accessed by their target clients. Similarly, as the City grows social and human service needs of the community must be recognized, in the same way the City currently provides the hard infrastructure needs to accommodate growth.

It is the policy of Council:

- 7.6.1.1. To work with York Region to develop guidelines, criteria and policies for consideration of human and social services needs in *development* review processes.
- 7.6.1.2. That opportunities for the provision of human and social services be incorporated into the design and evaluation of **New Community Areas** and **Intensification Areas**.
- 7.6.1.3. That human and social services be located such that they are easily accessible by transit and by pedestrians and cyclists.
- 7.6.1.4. That human and social services buildings and facilities should be designed with the principles of *universal accessibility*.
- 7.6.1.5. To encourage human and social services to locate in mixed-use buildings that are convenient, easily accessible and integrated into new and existing communities.
- 7.6.1.6. To encourage the co-location or campusing of human services with other uses such as recreational, public buildings and arts and cultural facilities.





# 8

## MUNICIPAL SERVICES, UTILITIES & INFRASTRUCTURE

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## 8.1 Municipal Services, Utilities & Infrastructure

### 8.1.1 Servicing Vaughan

Water, sewer, electricity, natural gas, telecommunications, waste disposal, and other utilities and services are the infrastructure that keeps Vaughan running. Readily available and efficient services and utilities are critical to everyday needs and to supporting economic growth and *development*.

Vaughan will continue to prioritize and support utility and service infrastructure investments and provide for the effective provision of all of the services that support the needs of residents and businesses. 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 global climate change are a growing reality. Global climate change will place a greater strain on infrastructure, including more extreme weather events that threaten electricity distribution and strain stormwater infrastructure. While effort must be made to respond to the impacts from climate change, Vaughan must also support sustainable and efficient services that reduce energy and resource use to ultimately reduce greenhouse gas emissions.

It is the policy of Council:

- 8.1.1.1. 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.
- 8.1.1.2. To use investments in utility and service infrastructure to support placemaking initiatives and to maximize the use of major utility corridors for a variety of compatible activities, including recreation and community gardening.
- 8.1.1.3. To support the growth of high speed and reliable data and wireless networks to provide comprehensive service throughout Vaughan.
- 8.1.1.4. To recognize that utilities and infrastructure must be designed to minimize their impact on the environment, while also being designed to respond to the impacts of climate change, such as extreme weather events.
- 8.1.1.5. 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.

- 8.1.1.6. That *development* will proceed in concert with the provision of infrastructure as determined by York Region and Vaughan infrastructure master plans and appropriate phasing, including the identification of infrastructure triggers, will be established through the secondary and block plan processes as detailed in subsection 10.1.1 of this Plan.
- 8.1.1.7. To ensure delivery and planning of infrastructure is coordinated, through the master planning process, with the growth management objectives of this Plan and the Regional Official Plan in terms of *intensification*, phasing of new communities and completion of existing communities.

## 8.1.2 Maximizing Investments in Utilities and Services

In addition to meeting direct needs, new and existing utility and service infrastructure has a role to play in placemaking. As Vaughan matures, integrated projects can be achieved that combine infrastructure investments with placemaking and city-building opportunities. As large scale investments in public places, **Infrastructure and Utilities** can often be creatively used to provide a broad range of benefits that extend beyond Vaughan's service needs.

Required infrastructure renewal projects often occur within existing public rights-of-way. These projects can serve as opportunities to invest in streetscape initiatives, including tree planting, redesigned sidewalks, introduction of street furniture, public art and other initiatives.

Major utility corridors within a separate dedicated right-of-way, such as high voltage electricity transmission corridors, can also provide placemaking benefits. Often seen as gaps in the urban structure, they represent large contiguous open spaces rivaling only the 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 and as wild life corridors. These corridors can be reimagined as large integrated trail networks that serve as linkages rather than boundaries, and can be locations for recreation activities including *urban agriculture* and gardening. In considering secondary uses on the corridor lands respect shall be given to the transmission and distribution as the primary use of the lands.

It is the policy of Council:

- 8.1.2.1. 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.
- 8.1.2.2. 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.

- 8.1.2.3. That metering equipment, transformer boxes, power lines, conduit equipment boxes and other utility equipment and devices be designed and located to reduce their visibility from and within the public realm, improve the quality of the streetscape and reduce clutter in rights-of-way. Further direction may be provided through urban design guidelines.
- 8.1.2.4. To support that servicing and utilities that are provided in a sustainable manner, and that:
- a. environmental assessments for infrastructure planning shall evaluate economic, social, cultural and environmental considerations in order to maximize benefits from future investments, where applicable;
  - b. all servicing and utilities infrastructure shall be developed in a manner that is consistent with the natural heritage policies of this Plan and that new infrastructure shall be directed outside of the **Core Features** of the Natural Heritage Network identified on Schedule 2 and any hazard areas, where feasible;
  - c. the removal of existing infrastructure from the **Core Features** of the Natural Heritage Network and hazard areas should be encouraged when *development* occurs or when infrastructure is at risk or undergoing maintenance;
  - d. that all utilities, infrastructure and servicing within the **Oak Ridges Moraine Conservation Plan Area** or **Greenbelt Plan Area** identified on Schedule 4 shall be subject to the policies of the Oak Ridges Moraine Conservation Plan or Greenbelt Plan and the policies of Sections 3.4 and 3.5 of this Plan; 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.
- 8.1.2.5. That, where appropriate, the City, in consultation with the utility provider will encourage the use of major utility rights-of-way for greenways, recreational uses, community and private gardening, trails, commuter parking lots and stormwater ponds, subject to easement rights and/or approval processes established by the utility provider.

## 8.2 Municipal Services

### 8.2.1 Providing Efficient and Timely Municipal Services

In partnership with York Region, Vaughan provides water, wastewater and stormwater service to all areas of the City within the **Urban Area**. Reliable and efficient municipal services require long-term planning and maintenance. Increasing reinvestment will be required to maintain a state of good repair and to adapt to changing demands and new service requirements.

It is the policy of Council:

- 8.2.1.1. To provide efficient servicing that meets Vaughan's long-term needs by:
  - a. supporting and encouraging measures to *conserve* servicing capacity;
  - b. implementing efficient and long-term cost-effective means of servicing *development*;
  - c. 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
  - d. coordinating a comprehensive servicing plan with York Region to ensure the growth management objectives of this Plan and the York Region Official Plan are met and phased appropriately.
- 8.2.1.2. That water and waste water 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. **Intensification Areas** shall be the priority when allocating servicing capacity.
- 8.2.1.3. 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 **Countryside** will not be serviced by municipal water, and sanitary sewers.
- 8.2.1.4. Where minor infill *development* is proposed in existing **Countryside Hamlets** 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.
- 8.2.1.5. That the construction or expansion of partial services is prohibited in the Oak Ridges Moraine unless it has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority.

- 8.2.1.6. To plan for and protect corridors and rights-of-way for transportation, transit and *infrastructure* facilities to meet current and projected needs.

## 8.3 Water and Wastewater

### 8.3.1 Providing Water and Wastewater Services

Vaughan is dependent on Lake Ontario municipal drinking water, which is imported through adjacent regions, supplied by York Region and distributed by Vaughan. Though seemingly unlimited, there are limits to available water and the infrastructure to transport it. Limited treatment and pipe capacities, high energy costs related to treatment and pumping, and uncertainties related to climate change require increased attention to conservation and water efficiency. Vaughan's water system will provide access to water while maximizing efficiency to protect this valuable resource.

Water consumption generates wastewater, which, in **Urban Areas**, is collected and treated by a large network of wastewater pipes and a series of wastewater 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 or pre-treatment of wastewater.

Most *development* in the *Countryside* is dependent on well water and on-site wastewater treatment. There are also two regional water wells within Vaughan's *Countryside*. Additional 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:

- 8.3.1.1. To support the continuous provision of safe drinking water and wastewater service to all **Urban Areas**.
- 8.3.1.2. To prioritize the efficient use of water, including:
  - a. exploring the most efficient means of water distribution;
  - b. encouraging increased water efficiency and reductions in water use;
  - c. supporting opportunities for water recycling, reuse, and on-site collection and storage, where feasible; and
  - d. developing green building standards that set specific targets and requirements for water efficiency within new *developments*, consistent with subsection 9.1.3 of this Plan.



- 8.3.1.3. To establish and implement a city-wide water and wastewater master plan to ensure the sustainable delivery of water and wastewater services, long term water efficiency, conservation, cost savings and public education.
- 8.3.1.4. To establish and implement a city wide storm drainage and stormwater management master plan to ensure sustainability of Vaughan's natural water systems and ecosystem.
- 8.3.1.5. To develop and implement a wastewater inflow and infiltration reduction program and commissioning standards for new wastewater systems.
- 8.3.1.6. That, in coordination with York Region, water and wastewater systems shall be designed to permit their future expansion 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.
- 8.3.1.7. To recognize, prioritize and respond to water-related issues caused by global climate change, including impacts that may affect water quantity and quality.
- 8.3.1.8. To work with York Region on drinking water issues in order to:
  - a. confirm water and wastewater servicing capacity 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;
  - c. identify and address significant seepage and leakage issues in the wastewater network to increase efficiency and minimize groundwater impacts and protect aquifers;
  - d. encourage and support public awareness programs to reduce water use, prevent pollution and increase water resource awareness;
  - e. undertake regular servicing studies to understand water capacity and needs; and
  - f. design Vaughan's water system to appropriately respond to anticipated impacts from global climate change.
- 8.3.1.9. 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.

- 8.3.1.10. 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.
- 8.3.1.11. 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.
- 8.3.1.12. To promote groundwater and source water protection for wells through the implementation of the natural heritage and environmental policies contained in Chapter 3 of this Plan.
- 8.3.1.13. 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 pathogen zone around each wellhead; and
  - b. *time of travel* zones of 0 to 2 years, 2 to 5 years, 5 to 10 years and 10 to 25 years.
- 8.3.1.14. That in *Wellhead protection areas* outside of the Oak Ridges Moraine, a *Risk assessment* shall be conducted as prescribed by the Clean Water Act, 2006, and a *Risk management plan* developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:
- a. petroleum-based fuels and or solvents;
  - b. pesticides, herbicides, fungicides or fertilizers;
  - c. construction equipment;
  - d. inorganic chemicals;
  - e. road salt and contaminants as identified by the Province;
  - f. hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
  - g. organic soil conditioning sites and the storage and application of **agricultural** and non-agricultural source organic materials; and
  - h. snow storage and disposal facilities.
- 8.3.1.15. That outside the Oak Ridges Moraine, 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 8.3.1.14, a *Risk assessment* and a *Risk management plan*, as defined by York Region, may be required.
- 8.3.1.16. 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.

- 8.3.1.17. 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*.
- 8.3.1.18. To investigate the need for undertaking *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 8.3.1.14 in *Wellhead protection areas*.
- 8.3.1.19. To require appropriate buffer areas around Regional water wells according to Provincial guidelines.

## 8.4 Utilities

### 8.4.1 Utility Provision in Vaughan

Utility corridors and facilities play a critical role in transporting energy, transmitting data and supporting communication throughout Vaughan. These activities will continue to be supported. Utilities also contribute to the quality of the built environment in Vaughan and will play an increasing role in enhancing the built environment through appropriate design and contributions to placemaking.

Many utility networks are located within public streets, either buried below ground or mounted on poles or towers above ground. Often located side-by-side in the same rights-of-way, *redevelopment* or replacement of underground utilities should be coordinated to minimize costs and disruptions due to construction activity and reduce land requirements. Coordinated utility upgrades also provide opportunities to implement right-of-way enhancements as described in Section 9.1 .

Major utility corridors can also be located in their own large right-of-way. Vaughan has two high voltage electricity transmission lines and associated distribution facilities, including one that runs along the western edge of the City and another that follows the Highway 407 corridor. The TransCanada natural gas pipeline also crosses Vaughan south of Kirby Road, and includes a **compressor station** west of Weston Road. 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:

- 8.4.1.1. To support the provision of utilities within public rights-of-way to provide efficient and reliable service.
- 8.4.1.2. To facilitate the coordination of all utilities and services within public rights-of-way and to work with utility providers to coordinate infrastructure renewal and *redevelopment*. Coordinated infrastructure *redevelopment* initiatives will consider placemaking opportunities of utility investments, as discussed in Section 9.1 of this Plan as well as the efficient use of public space for their accommodation.
- 8.4.1.3. 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.

### 8.4.2 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. The high voltage electricity transmission and distribution facilities, that pass through Vaughan are controlled by Hydro One. Local delivery of electricity in Vaughan is the responsibility of PowerStream, a private corporation that is jointly owned by the municipalities of Vaughan, Markham and Barrie.

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:

- 8.4.2.1. To require the use of underground wires for local electricity distribution systems.
- 8.4.2.2. To develop a plan to bury existing overhead hydro wires and other utilities in **Intensification Areas**.
- 8.4.2.3. To recognize the importance of high-voltage hydro corridors in servicing Vaughan and to minimize any adverse impacts on the use of such corridors.
- 8.4.2.4. 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.
- 8.4.2.5. 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.

### 8.4.3 Natural Gas

TransCanada PipeLines Limited operates high pressure natural gas pipelines within its right-of-way. Any *development* within close proximity of TransCanada's facilities may affect the safety and integrity of the pipeline. TransCanada is regulated by the National Energy Board. There exist a number of requirements regulating *development* in proximity to pipelines, including approvals for activities on or within 30 metres of the right-of-way such as excavation, blasting and any movement of heavy equipment.

It is the policy of Council:

- 8.4.3.1. That, for *development* proposals within 200 metres of the pipeline right-of-way or **compressor station**, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. The pipeline right-of-way is shown on Schedule 12.

- 8.4.3.2. That no permanent building or structure may be located within 7 metres of the pipeline right-of-way. A reduction in the 7 metre setback will only be considered if it can be demonstrated, to TransCanada's satisfaction, that it will not compromise the safety and integrity of the pipeline and if all necessary municipal approvals are obtained.
- 8.4.3.3. That no building or structure is permitted within 3 metres of the right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.
- 8.4.3.4. That regard shall be given to noise levels where *development* is proposed in close proximity to the TransCanada **compressor station**. A noise and vibration study, to be carried out by the proponent, may be required for *development* proposals within 750 metres of the **compressor station**. The study will determine if provincial guidelines can be achieved, and if necessary recommend appropriate mitigation measures.
- 8.4.3.5. That, where appropriate, the City will encourage the use of TransCanada's right-of-way for open space and trail purposes including an east-west open space link, subject to TransCanada's easement rights.

#### 8.4.4 Telecommunications and Data

Telecommunications and data networks and infrastructure have grown at a rapid pace in recent years. Fuelled by growth in mobile telephones, email and the internet use, private providers have invested significantly in new infrastructure, including upgraded cable and phone lines, fibre optic networks and cell phone towers.

The City will support the provision of high speed, reliable and accessible telecommunications and data service throughout the City where appropriate, including wired infrastructure within public rights-of-way or wireless infrastructure, such as cellular towers. 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:

- 8.4.4.1. To encourage the *development* of comprehensive high-speed telecommunications and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services.
- 8.4.4.2. That providers shall be encouraged to share telecommunications and data infrastructure, where feasible, to minimize adverse impacts, including visual impacts, from wireless towers.

- 8.4.4.3. 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 *Countryside*, open space and residential areas.
- 8.4.4.4. 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.
- 8.4.4.5. That the Telecommunications and Data policies 8.4.4.2 and 8.4.4.3 will not apply until such time as the Telecommunication Facility Siting Protocol Task Force has concluded its work and Council has adopted new policies.

## 8.5 Energy Conservation

### 8.5.1 Energy Conservation and Efficiency In Vaughan

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

A comprehensive approach to energy conservation will improve 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 *development* patterns that support rapid transit and other movement alternatives, and by implementing green building standards to promote highly efficient buildings.

Energy conservation will also be addressed through support for alternative energy, local energy and a variety of programs to reduce energy consumption. In partnership with York Region, Vaughan will undertake a community 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 **Intensification Areas** and the urban expansion areas. Prior to proceeding, the City will work with York Region to establish study criteria and terms of reference for the preparation of community energy plans. 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:

- 8.5.1.1. 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 9 of this Plan;
  - b. energy efficient *developments* and buildings, including *developments* that maximize solar gains and facilitate future 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.
- 8.5.1.2. To develop community energy plans as part of the Block Plan and *Development* Concept Plan processes as appropriate for **Intensification Areas**, lands designated as **New Community 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 and district energy systems; and
  - d. provide *development* standards and design guidelines to maximize energy efficiency.
- 8.5.1.3. To work with York Region to develop a City-wide community energy plan in accordance with the requirements identified in policy 8.5.1.2 above.
- 8.5.1.4. To prioritize energy conservation and efficiency in the industrial and manufacturing sectors by:
- a. encouraging industrial energy conservation through municipal programs and support;
  - b. coordinating with York Region to develop conservation standards and guidelines for industry; and
  - c. coordinating and partnering with energy providers and other government agencies to develop programs and strategies to encourage conservation.
- 8.5.1.5. 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.
- 8.5.1.6. To support the *development* of district energy systems in areas of appropriate *development* density by:
- a. encouraging partnerships between adjacent land owners 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 **Intensification 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.
- 8.5.1.7. To support and encourage alternative and renewable energy generation and support increased energy independence by:
- a. supporting local and on-site energy generation;
  - b. encouraging and supporting the *development* of alternative and renewable energy sources, including solar, wind, water, biomass, geothermal, energy-from-waste and other technologies throughout Vaughan, provided that they do not adversely impact surrounding uses;
  - c. encouraging on-site electricity generation initiatives that connect to Vaughan's electricity grid;
  - d. supporting the use of renewable energy sources in district energy systems;
  - e. supporting the *development* of minimum on-site alternative energy production requirements for *significant development*; and
  - f. supporting local industries that manufacture and support alternative energy generation technology.
- 8.5.1.8. To support best practices for incorporating energy generating technology and infrastructure into community design and buildings, including:
- a. developing Green Building Standards as set out in subsection 9.1.3 of this Official Plan;
  - b. zoning by-laws that support the installation of technologies that do not adversely impact surrounding uses;
  - c. that design guidelines should identify best practices and techniques for incorporating those technologies into building and site design, and
  - d. encouraging the incorporation of renewable energy when it does not adversely affect a heritage resources.
- 8.5.1.9. To support opportunities for alternative energy production in the **Countryside** that do not adversely affect **agricultural** practices or prime **agricultural** land, including:
- a. energy production that makes use of animal waste and by-products;

- b. 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.

8.5.1.10. To encourage municipal and on-site energy generation initiatives that support the air quality and natural heritage policies contained in Chapter 3 of this Plan.

## 8.6 Waste Management

### 8.6.1 Managing Vaughan's Waste

Waste is an inevitable result of everyday living, but it reflects a loss of energy and resources and is inherently unsustainable. To promote the sustainable use of resources, Vaughan is committed to reducing and diverting waste. Through City-wide three-stream waste collection (waste, recycling and compost) and programs to achieve ambitious reduction and diversion targets, waste can be minimized.

It is the policy of Council:

- 8.6.1.1. To support Vaughan's comprehensive waste management strategy to:
  - a. promote waste diversion, including composting and recycling;
  - b. identify targets for waste diversion for residential and non-residential users;
  - c. establish a program of monitoring and reporting to track waste diversion progress;
  - d. monitor the overall effectiveness of waste diversion to minimize the reintroduction of diverted waste into traditional waste streams;
  - e. support residential and non-residential programs that promote waste reduction and diversion;
  - f. encourage public awareness around waste reduction and the adverse environmental, economic and social effects of waste;
  - g. provide convenient and accessible waste disposal sites for highly toxic or other materials that are not accepted within traditional waste streams; and
  - h. coordinate and streamline waste collection and diversion with York Region.
- 8.6.1.2. To require that all new multi-unit residential buildings incorporate three-stream (waste, recycling, compost) collection capabilities, and to support the participation of existing multi-unit residential buildings in three-stream collection capabilities.
- 8.6.1.3. 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.
- 8.6.1.4. To design City-owned and operated facilities to be a model for reduced waste generation and high rates of waste diversion.

- 8.6.1.5. 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.
- 8.6.1.6. To support waste reduction, recycling and reuse of building materials and demolition debris in the construction process by:
- a. requiring construction waste reduction strategies to be implemented on construction projects in the City; and
  - b. requiring that buildings constructed by the City will implement waste diversion targets established in appropriate green *development* standards.
- 8.6.1.7. To encourage the *development* of eco-industrial networks in **Employment Areas** to maximize opportunities for reuse of industrial by-products and waste.
- 8.6.1.8. To investigate 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.



# 9

## BUILDING A GREAT CITY

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## 9.1 Elements of a Great City

Building a great city means bringing together in a functional, attractive and sustainable manner the various components that create the everyday urban fabric. These components consist of the buildings in which we live and work and the public spaces in which we gather, move about and recreate. This section of the Official Plan provides a framework for continuing to build Vaughan as a great City. It includes specific policies and *development* criteria to promote the creation of a wonderful public realm, an attractive and pedestrian-oriented built form and sustainable and green buildings.

### 9.1.1 The Public Realm

The public realm consists of the various public and publicly accessible spaces in which residents, employees and visitors interact. It is the public sidewalks on which we walk, the **parks** in which we play and the squares and open spaces in which we celebrate. The public realm is also about the elements that one finds within these spaces – benches, light poles, transit shelters and public art all work together to provide character and identity within the public realm. Great cities can all boast of a vibrant public realm. To do so requires both a high-quality of design and the foresight 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:

- 9.1.1.1. To support the *development* of a high-quality, attractive and sustainable public realm that includes the following elements:
  - a. public streets and rights-of-way;
  - b. public **parks** and open spaces;
  - c. publicly accessible **Natural Areas**;
  - d. off-street trails and bikeways;
  - e. transit stations and stops;
  - f. publicly accessible private spaces; and
  - g. shared and common driveways, walkways and gardens associated with condominium *developments*.
- 9.1.1.2. That public streets and rights-of-way are considered significant public places and, therefore, their design should balance their multiple roles and functions by ensuring that they:

- a. accommodate a variety of transportation functions, including walking, cycling, transit and driving;
- b. accommodate municipal **Infrastructure and Utilities** and, to the greatest extent possible, these functions be provided below grade;
- c. contribute to the greening of the City through the provision of street trees and landscaping;
- d. contribute to the City's overall design aesthetic through high-quality hard and soft landscaping treatments and the incorporation of public art; and
- e. create an environment supportive of their function as gathering places by providing pedestrian amenities such as wide planted boulevards with appropriate and attractive street furniture and street lighting.

9.1.1.3. To improve the pedestrian experience on public streets and rights-of-way by:

- a. requiring sidewalks as per policy 4.2.3.4;
- b. prohibiting rear-lotting on public streets;
- c. avoiding blank facades along sidewalks;
- d. requiring that surface parking areas be buffered and screened from sidewalks through the use of setbacks and landscaping; and
- e. providing a zone between pedestrians and high levels of vehicular traffic consisting of landscaping and street furniture, and, where appropriate, on-street parking.

9.1.1.4. To promote an interconnected grid-like pattern of streets and blocks that is walkable and cyclable through the following measures:

- a. ensuring the length of streets and blocks assists pedestrian and bicycle circulation;
- b. providing mid-block pedestrian/bicycle pathways where appropriate;
- c. maximizing the number of street connections to arterial roads;
- d. limiting and discouraging cul-de-sacs and window streets; and
- e. designing streets that are safe for cyclists and, where appropriate, providing for on-street bike lanes.

9.1.1.5. To recognize that some condominium *developments* will contain common-element streets and walkways. In such instances these features should be designed to simulate a public street and the policies outlined in policies 9.1.1.2, 9.1.1.3 and 9.1.1.4 shall apply.

- 9.1.1.6. That public streets and adjacent uses in the **Countryside** should contribute to a **rural Countryside** character.
- 9.1.1.7. To provide a high-quality network of connected public **parks** and open spaces, as outlined in Section 7.3 of this Plan, that contribute to the City’s overall public realm.
- 9.1.1.8. To strengthen Vaughan’s network of **Natural Areas** as a defining characteristic of the City by:
- a. protecting and enhancing the **Core Features, Enhancement Areas, Built-Up Valley Lands**, and other lands in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan that together comprise the Natural Heritage Network, as identified in Schedule 2, 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 trails, greenways and bicycle routes;
  - c. improving, where appropriate, the physical and visual access to **Natural Areas**;
  - d. requiring new *development 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**, where appropriate.
- 9.1.1.9. 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. require 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.
- (OPA #24)
- 9.1.1.10. To implement all elements of the City’s public realm that are sustainable and contribute to an improved environment by:

- a. incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;
  - b. maximizing the planting of trees and requiring sustainable growing conditions for trees;
  - c. incorporating a diverse range of vegetation, including native and/or drought tolerant species;
  - d. incorporating the use of trees, shrubs, and perennials and minimizing use of high-maintenance annual species; and
  - e. incorporating high-quality, attractive materials with extended life spans and lower maintenance and life-cycle costs.
- 9.1.1.11. 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 infrastructure that supports people with visual and hearing impairments, such as textured paving and audible crosswalks.
- 9.1.1.12. To design for pedestrian safety and security through various measures, including implementation of the City's Crime Prevention Through Environmental Design Guidelines.

## 9.1.2 Urban Design and Built Form

A great city is a beautiful city: one that consists of remarkable buildings and high-quality architecture and urban design. This is true for both a city's major buildings and its core fabric of houses and small to mid-sized buildings. These buildings work together with associated public spaces to create rewarding and interesting experiences. A City needs a clear set of directions on how buildings should be designed and organized, how they relate to the public realm and its intentions for urban design and architectural quality.

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. *Developments* in Vaughan will need to be both functional for the users of the building and contextually fit within their surroundings.

It is the policy of Council:

- 9.1.2.1. That new *development* will respect and reinforce the existing and planned context within which it is situated. More specifically, the built form of new *developments* will be designed to achieve the following general objectives:

- a. in **Community Areas**, new *development* will be designed to respect and reinforce the physical character of the established neighbourhood within which it is located as set out in policies 9.1.2.2 - 9.1.2.4 or, where no established neighbourhood is located, it shall help establish an appropriate physical character that is compatible with its surroundings, as set out in policy 9.1.2.5. An Established Community Area is a portion of the **Community Area** identified on Schedule 1 (Urban Structure) generally bounded by Major or Minor Arterial streets or other significant features such as the Natural Heritage System, which is entirely or almost entirely developed and occupied, such that its physical character is well defined;
- b. in **Intensification Areas**, new *development* will be located and organized, as set out in policies 9.1.2.7 and 9.1.2.9, to frame and support the surrounding public realm and massed to fit harmoniously into its surrounding environment, including appropriate transition to areas of lower intensity *development*;
- c. in **Employment Areas**, new *development* will be located and organized, as set out in policy 9.1.2.10, to provide functional buildings that meet the needs of employees that walk, cycle or take transit, and to limit any impacts on nearby **Community Areas**; and
- d. in *Countryside* areas, new *development*, where permitted, shall be **rural** in character and protect, preserve and strengthen the **rural** and **agricultural** context within which it is situated, as set out in policy 9.1.2.11 of this Plan.

(OPA #15)

9.1.2.2. That in Established Community Areas, new *development* as reflected in any zoning, variance, subdivision, consent or part lot control exemption application, will be designed to respect and reinforce the existing physical character and uses of the surrounding area, specifically respecting and reinforcing the following elements:

- a. the local pattern of lots, streets and blocks;
- b. the size and configuration of lots;
- c. the building type of nearby residential properties;
- d. the orientation of buildings;
- e. the heights and scale of adjacent and immediately surrounding residential properties;
- f. the setback of buildings from the street;
- g. the pattern of rear and side-yard setbacks;
- h. the presence of mature trees and general landscape character of the streetscape;

- i. the existing topography and drainage pattern on the lot and in the adjacent and immediately surrounding properties
- j. conservation and enhancement of heritage buildings, heritage districts and *cultural heritage landscapes*.
- k. the above elements are not meant to discourage the incorporation of features that can increase energy efficiency (e.g. solar configuration, solar panels) or environmental sustainability (e.g. natural lands, rainbarrels).

(OPA #15)

9.1.2.3. Within the Established 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 1B “Areas Subject to Policy 9.1.2.3 – Vaughan’s Established Large Lot Neighbourhoods. 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 1B. In addition to those areas identified on Schedule 1B, 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 9.1.2.2. In order to maintain the character of established, large-lot neighbourhoods the following policies shall apply to all *developments* within these areas (e.g., land severances, zoning by-law amendments and minor variances), based on the current zoning, and guide the preparation of any future City-initiated area specific or comprehensive zoning by-laws affecting these areas.

- a. Lot frontage: In the case of lot creation, new lots should be equal to or exceed the frontages of the adjoining lots or the average of the frontage of the adjoining lots where they differ;
- b. Lot area: The area of new lots should be consistent with the size of adjoining lots;
- c. Lot configuration: New lots should respect the existing lotting fabric in the immediately surrounding area;
- d. Front yards and exterior side yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to retain a consistent streetscape;
- e. Rear yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to minimize visual intrusion on the adjacent residential lots;

- f. Dwelling types: A new dwelling replacing an existing one shall be of the same type, as defined in Section 9.2.3 of this Plan, except on a lot fronting an Arterial Street, as identified in Schedule 9 (Future Transportation Network), where a Semi-detached House or Townhouse replacing a detached dwelling may be permitted, subject to Policy 9.1.2.4 and the other urban design policies of this plan;
- g. Building heights and massing: Should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for **Community Areas**;
- h. Lot coverage: In order to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with *development* in the area and as provided for in the zoning by-law is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the zoning by-law.

(OPA #15)

9.1.2.4. Notwithstanding Policy 9.1.2.3, where a lot or a parcel composed of multiple lots in a designated Low-Rise Residential neighbourhood in an Established Community Area fronts an Arterial Street, as identified in Schedule 9 (Future Transportation Network) of this Plan, limited intensification in the form of Semi-detached Houses or Townhouses may be permitted, subject to the following:

- a. All new dwellings shall front and address a public street;
- 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;
- d. The general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements;
- e. The scale and massing of townhouse and semi-detached house developments shall respect the scale and massing of adjacent development and any applicable urban design guidelines;
- f. Subject to policies 9.1.2.4.a through e. and g., where future intensification on adjacent lots would be appropriate and is anticipated through a Block Plan or Development Concept report, developments shall protect for future street and/or

laneway interconnections with the adjacent properties to minimize accesses to the Arterial Street and facilitate the establishment of a rational and efficient street and laneway network over time. Access arrangements on Arterial Streets shall be to the satisfaction of the City and York Region; and

- g. Where a parcel does not front an Arterial Street, as identified on Schedule 9 (Future Transportation Network), townhouses shall not be permitted.

(OPA #15)

9.1.2.5. Where a new street network and other infrastructure are required to facilitate and service new *development* in Established Community Areas, the City may require a Block Plan, as per Policies 10.1.1.14 - 10.1.1.15, to ensure an orderly and comprehensive approach to *development* in the area. Should a Block Plan be required a Block Plan submission will be required in support of a complete application and will address such matters as:

- a. the configuration and design of streets;
- b. traffic management;
- c. extensions and connections to existing pedestrian and cycling networks;
- d. the provision of public and private services and the detailed approach to stormwater management;
- e. the protection and enhancement of the Natural Heritage Network;
- f. the precise locations of natural and cultural heritage features of the area;
- g. the precise location of any parks and open spaces;
- h. the proposed implementation of sustainable development policies as contained in subsection 9.1.3 of this Plan;
- i. phasing of *development* on the subject site (if applicable) and in the broader area; and
- j. compatibility with the existing neighbourhood character as per Policies 9.1.2.1 to 9.1.2.4.

(OPA #15)

9.1.2.6. That in **New Community Areas** where no established *development* exists, the appropriate built form and urban design shall be determined through a comprehensive and coordinated planning exercise,



as detailed in policy 9.2.2.14 of this Plan, and consistent with the requirements for new communities within the York Region Official Plan.

9.1.2.7. That in **Intensification Areas**, new *development* will be designed to:

- a. have buildings front onto a public street with generally consistent setbacks and built form along sidewalks;
- b. locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c. provide active ground floor uses and avoid blank facades;
- d. mass new buildings to frame adjacent streets in a way that respects the existing or planned street width but also provides for a pedestrian-scaled environment;
- e. create appropriate transitions in scale to areas of lower intensity while fulfilling the *intensification* objections for the **Intensification Areas**;
- f. provide appropriate **parks** and open spaces as set out in Section 7.3;
- g. provide for adequate light and privacy for occupants of the new *development* and for occupants of adjacent properties;
- h. adequately limit shadow and/or wind impacts on neighbouring properties or public realm areas as demonstrated through the submission of the appropriate studies;
- i. provide appropriate indoor and outdoor amenity space for the occupants of the new *development*; and
- j. contribute to an interesting and attractive skyline through architectural treatment and roof design.

9.1.2.8. Alternative design measures that meet the intent of these policies may be permitted through the *development* approval process, provided an accompanying report is submitted, to the satisfaction of the City, which addresses how the alternative *development* form maintains the intent of the urban design and built form policies applicable to **Intensification Areas**.

9.1.2.9. That in **Intensification Areas**, new *development* will locate and organize vehicle parking, access and service areas to minimize their impact on surrounding properties and the public realm 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 vehicle service areas within buildings where possible;

- d. providing underground parking where appropriate;
- e. prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;
- f. ensuring that any surface parking areas are buffered and screened from all property lines through the use of setbacks and landscaping; and
- g. where a structured parking facility fronts onto a street or public space, the parking structure on all levels, shall be fronted with active uses.

9.1.2.10. 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 Section 9.2 of this Plan;
- b. provide safe and direct access to buildings 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. provide safe and direct pedestrian walkways from the public street and parking areas to main building entrances;
- f. buffering and screening any surface parking areas from all property lines through the use of setbacks and landscaping;
- g. buffering and screening any outdoor storage areas, where permitted, through the use of setbacks, landscaping and fencing; and
- h. provide appropriate **parks** and open spaces as set out in Section 7.3 .

9.1.2.11. That in the **Countryside**, 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**.

9.1.2.12. That a Design Review Panel will be established by the City to review *developments* that, in the opinion of the City, are deemed major or of City-wide significance. The City will establish specific rules and procedures for the Design Review Panel.

### 9.1.3 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 we must continue to advance sustainable building standards. The Official Plan is a stepping stone in this regard and will be built upon with continued efforts at the municipal level. Building on the standards provided in the York Region Official Plan, this Plan contains both general targets on energy and water efficiency and a commitment to provide work with the building and construction industry to provide a more specific set of standards on a broader set of sustainable criteria. Following on the recommendations contained in Green Directions – Vaughan’s Sustainability Master Plan – a Sustainable *Development* Report will be submitted as part of applications for new *developments* to gauge how well we are doing at addressing these issues.

It is the policy of Council:

- 9.1.3.1. To develop Green *Development* Standards, in consultation with the building and construction industry, and, where appropriate, specific and feasible standards may be established to:
  - a. provide a high-level of efficiency in energy consumption;
  - b. maximize solar gains and be constructed in a manner that facilitates future solar energy installations;
  - c. include or facilitate future on-site renewable energy systems;
  - d. provide a high-level of efficiency in water consumption, including rainwater harvesting and recirculation for irrigation purposes;
  - e. enhance indoor air quality;
  - f. contain or facilitate the future installation of plug-ins for electric vehicles;
  - g. use environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;
  - h. provide water efficient and drought resistant landscaping, which should include the use of native plants and xeriscaping;
  - i. maximize permeable surfaces, including the provision of permeable driveways;
  - j. incorporate green roofs into building design; and
  - k. reduce construction waste and divert construction waste from landfill; and, promote Energy Star qualified *development*.
- 9.1.3.2. That in developing the Green *Development* Standards outlined in policy 9.1.3.1, the policies related to sustainable buildings in the York Region Official Plan will be applied.

- 9.1.3.3. That until such time as Green *Development* Standards are adopted by Council, all applications for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, and/or Site Plan Approval are required to submit a Sustainable *Development* Report, indicating how the sustainable building policies of the York Region Official Plan and the goals contained in policy 9.1.3.1 are being addressed.

## 9.2 Land Use Designations and Permitted Building Types

### 9.2.1 General Land Use Policies

This Section includes the land use designations, building typologies and associated schedules that apply across the City. These form the primary mechanisms for achieving the growth management strategy set out in Chapter 2 and the various thematic policies set out in Chapters 3 through 8 of this Plan. They also provide specific direction on how to achieve the various public realm, built form, urban design and sustainable *development* policies set out in Section 9.1 . Together, the policies and schedules in Section 9.2 describe which land uses are permitted in different parts of the City, which types of buildings are appropriate in different areas, set out general or, where indicated, specific height and density permissions and provide for specific *development* and built form criteria.

It is the policy of Council that:

- 9.2.1.1. 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 9.2.2 and shown on Schedule 13. For the purposes of this Plan, references to Schedule 13 include Schedules 13-A through 13-T, inclusive.
- 9.2.1.2. The *development* criteria for various building types are set out in subsection 9.2.3 . Any variations from the policies in subsection 9.2.3, shall, to the satisfaction of the City, be minor and shall respond to unique conditions or context of a site. Such variations, with the exception of variations to height and or density, will not require an amendment to this Plan provided that they are supported through an Urban Design Brief that has been prepared to the satisfaction of the City. Detailed *development* standards to implement the policies set out in subsection 9.2.3 will be provided through the City's Zoning By-law.
- 9.2.1.3. Any lands shown on Schedule 4 as located within the boundary of the Provincial Oak Ridges Moraine Conservation Plan and Provincial Greenbelt Plan are also subject to the policies of the Provincial Oak Ridges Moraine Conservation Plan and Provincial Greenbelt Plan and, in all instances, the policies of those Plans shall prevail.
- 9.2.1.4. No building or structure shall exceed the height in *storeys* indicated on Schedule 13 by the number following the letter H.
- 9.2.1.5. No *development* shall exceed the *floor space index* indicated on Schedule 13 by the number following the letter D.

- 9.2.1.6. The heights and densities indicated on Schedule 13 are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its merits based on an analysis of the site specific conditions and *development* context of the application.
- 9.2.1.7. Where no height or *floor space index* is indicated on Schedule 13, the maximum height and density shall be established through a Secondary Plan or Area Specific Policy as contained in Volume 2 of this Plan, where such a Secondary Plan or Area Specific Policy exists, or through the application of the various policies of this Plan.
- 9.2.1.8. For lands designated **Mid-Rise Residential, Mid-Rise Mixed Use, High-Rise Residential, High-Rise Mixed Use** and **Downtown Mixed Use** Official Plan and zoning by-law amendments that would have the effect of reducing the density of a site are not permitted unless the need is determined through a *municipal comprehensive review*.
- 9.2.1.9. The following uses are permitted in all land use designations, with the exception of **Natural Areas, Parks, Private Open Spaces, Agricultural, Rural, Theme Park and Entertainment**, and **Infrastructure and Utility**, unless specially permitted in those designations:
- a. *Schools*, except in **Employment Areas** as identified on Schedule 1;
  - b. **Parks** and open space;
  - c. Stormwater management facilities;
  - d. Small-scale community facilities;
  - e. *Day care*, provided they are located within a *school* or on a public street with a right-of-way of 26 metres or greater, but not within areas designated as **General Employment**; and
  - f. *Public safety services*, provided they are located on a public street with a right-of-way of 26 metres or greater.
- 9.2.1.10. Policies existing prior to the adoption of this Plan remain in effect as they apply to places of worship until such times as any new policies are approved.
- 9.2.1.11. *Public utilities* are permitted in all land use designations with the exception of the **Core Features** of the Natural Heritage Network identified on Schedule 2 and any hazard areas where *public utilities* may not necessarily be appropriate. Notwithstanding the above, but subject to Sections 3.4 and 3.5 of this Plan, *public utilities* that are authorized under the Environmental Assessment Act, where applicable, may be permitted in all land use designations of this Plan. Secondary land uses such as active and passive recreation, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, shall be permitted in corridors where they are compatible with surrounding land uses and reviewed/approved by the utility provider. Within the

**Parkway Belt** West Plan area, any secondary use shall comply with the policies of that Provincial plan.

- 9.2.1.12. Where there is a change in land use to a more sensitive use adjacent to existing employment or commercial uses, the existing 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 included but not limited by lighting, noise and truck traffic. Such provisions and regulations shall be applied to the proposed *development* and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or, In all cases where a proposed *development* 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, especially where public health and welfare are directly affected.

## 9.2.2 Land Use Designations

It is the policy of Council that:

### Low-Rise Residential

9.2.2.1. In areas designated on Schedule 13 as **Low-Rise Residential**, the following policies apply:

- a. **Low-Rise Residential** areas be planned to consist of buildings in a low-rise form no greater than three *storeys*.
- b. The following uses shall be permitted in areas designated as **Low-Rise Residential**, in addition to those uses permitted through policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations;
  - iii. Private home *day care* for a maximum five (5) children; and
  - iv. Small-scale convenience retail, provided the use is:
    - A. located on a corner lot where at least one of the sides is on a collector or arterial street as indicated on Schedule 9; and
    - B. a maximum of 185 square metres of gross floor area.
- c. The following Building Types are permitted in areas designated as **Low-Rise Residential**, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. Detached House;
  - ii. Semi-Detached House, subject to Policies 9.1.2.3, 9.1.2.4, and 9.2.3.1;
  - iii. Townhouse, subject to Policies 9.1.2.3, 9.1.2.4, and 9.2.3.2; and
  - iv. Public and Private Institutional Buildings.  
(OPA #15)
- d. In applying Policy 9.2.2.1.c. the following shall apply:
  - i. In developing **Community Areas**, Townhouses as identified in 9.2.2.1.c. iii. will be permitted in accordance with Policy 9.2.3.2.c.;
  - ii. All Townhouse uses in the **Low-Rise Residential** designation in the Established Community Areas that have been legally approved shall continue to be considered a legal conforming use under VOP 2010; and
  - iii. Policy 2.2.5.9 and 2.2.5.14 shall apply to the portions of the Established Community Area designated **Low-Rise Residential** that are located within



the Regional Corridors and the **Low-Rise Residential** areas located in the **Primary Intensification Corridors**.

(OPA #15)

### **Low-Rise Mixed-Use**

9.2.2.2. In areas designated on Schedule 13 as **Low-Rise Mixed-Use**, the following policies shall apply:

- a. **Low-Rise Mixed-Use** areas are generally located on arterial or collector streets. They will allow for an integrated mix of residential, community and small scale *retail* uses intended to serve the local population. These areas will be carefully designed with a high standard of architecture and public realm, and well integrated with adjacent areas.
- b. The following uses shall be permitted in areas designated as **Low-Rise Mixed-Use**, in addition to those uses permitted through policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations;
  - iii. Small scale *hotels*;
  - iv. *Retail* uses subject to the policies of subsection 5.2.3 ; and
  - v. Office uses.
- c. In areas designated as **Low-Rise Mixed-Use** and located in **Intensification Areas** identified on Schedule 1, the ground floor frontage of buildings facing arterial and collector streets shall predominantly consist of *retail* uses or other active uses that animate the street.
- d. In areas designated as **Low-Rise Mixed-Use** and located in **Intensification Areas** the zoning by-law shall require a minimum of 30% of the total gross floor area of all uses on the lot to consist of uses other than *retail* uses.
- e. In areas designated as **Low-Rise Mixed-Use** and located in **Community Areas** identified on Schedule 1, *retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street as indicated on Schedule 9.
- f. The following Building Types are permitted in areas designated as Low-Rise Mixed- Use, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. Townhouses;
  - ii. Stacked Townhouses;

- iii. Low-Rise Buildings; and
- iv. Public and Private Institutional Buildings.

### **Mid-Rise Residential**

9.2.2.3. In areas designated on Schedule 13 as **Mid-Rise Residential**, the following policies apply:

- a. **Mid-Rise Residential** areas are generally located in **Intensification Areas** and shall be planned to consist of primarily residential buildings. They will help achieve the City's population and *intensification* targets by establishing medium intensity housing forms. These areas will be carefully designed with a high standard of architecture and public realm, and well integrated with adjacent areas.
- b. The following uses shall be permitted in areas designated as **Mid-Rise Residential**, in addition to those uses permitted through Policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations;
  - iii. Small-scale convenience retail, provided the use is:
    - A. located on a corner lot where at least one of the sides is on a collector or arterial street as indicated on Schedule 9;
    - B. a maximum of 185 square metres of gross floor area; and
  - iv. Community facilities.
- c. The following Building Types are permitted in areas designated as **Mid-Rise Residential**, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. Mid-Rise Buildings; and
  - ii. Public and Private Institutional Buildings.
- 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 9.2.3 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. Townhouses;
  - ii. Stacked Townhouses; and
  - iii. Low-Rise Buildings.

## Mid-Rise Mixed-Use

9.2.2.4. In areas designated on Schedule 13 as **Mid-Rise Mixed-Use**, the following policies shall apply:

- a. **Mid-Rise Mixed-Use** areas are generally located in **Intensification Areas** and provide for a mix of residential, *retail*, community and institutional uses. These areas will be carefully designed with a high standard of architecture and public realm, and well integrated with adjacent areas.
- b. The following uses shall be permitted in areas designated as **Mid-Rise Mixed-Use**, in addition to those uses permitted through Policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations;
  - iii. Community facilities;
  - iv. Cultural uses, including commercial galleries and theatres; and,
  - v. *Retail* uses subject to the policies of subsection 5.2.3 ;
  - vi. Office uses, up to a maximum of 7,500 square metres in non-**Intensification Areas**;
  - vii. Parking garage
  - viii. *Hotel*; and
  - ix. Gas stations, subject to Policy 5.2.3.12.
- c. In areas designated as **Mid-Rise Mixed-Use** the ground floor frontage of buildings facing arterial and collector streets shall predominantly consist of *retail* uses or other active uses that animate the street.
- d. In areas designated as **Mid-Rise Mixed-Use** and located in **Intensification Areas** identified on Schedule 1, *retail* uses shall not exceed 50% of the total gross floor area of all uses on the lot.
- e. The following Building Types are permitted in areas designated as **Mid-Rise Mixed-Use**, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. Mid-Rise Buildings;
  - ii. Public and Private Institutional Buildings; and
  - iii. Gas Stations.
- f. 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 9.2.3 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:

- i. Townhouses;
- ii. Stacked Townhouses; and
- iii. Low-Rise Buildings.

## **High-Rise Residential**

9.2.2.5. In areas designated on Schedule 13 as **High-Rise Residential**, the following policies apply:

- a. **High-Rise Residential** areas are generally located in **Intensification Areas** and shall consist of primarily residential buildings. These areas will help achieve the City's population and *intensification* targets by establishing higher intensity housing forms. These areas will be carefully designed with a high standard of architecture and public realm, and well integrated with adjacent areas.
- b. The following uses are permitted in areas designated as **High-Rise Residential**, in addition to those uses permitted through Policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations; and
  - iii. Community facilities.
- c. The following Building Types are permitted in areas designated as **High-Rise Residential**, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. High-Rise Buildings;
  - ii. Mid-Rise Buildings; and
  - iii. Public and Private Institutional Buildings.
- 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 9.2.3 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. Townhouses;
  - ii. Stacked Townhouses; and
  - iii. Low-Rise Buildings.

## High-Rise Mixed-Use

9.2.2.6. In areas designated on Schedule 13 as **High-Rise Mixed-Use**, the following policies apply:

- a. **High-Rise Mixed-Use** areas are generally located in **Intensification Areas** and provide for a mix of residential, *retail*, community and institutional uses. These areas will be carefully designed with a high standard of architecture and public realm, and well integrated with adjacent areas.
- b. The following uses are permitted in areas designated as **High-Rise Mixed-Use**, in addition to those uses permitted through Policy 9.2.1.9:
  - i. Residential units;
  - ii. Home occupations;
  - iii. Community facilities;
  - iv. Cultural uses, including commercial galleries and theatres;
  - v. *Retail* uses subject to the policies of subsection 5.2.3 ;
  - vi. Office uses, up to a maximum of 12,500 square metres in non-**Intensification Areas**;
  - vii. Parking garage;
  - viii. *Hotel*; and
  - ix. Gas stations, subject to Policy 5.2.3.12.
- c. In areas designated as **High-Rise Mixed-Use** the ground floor frontage of buildings facing arterial and collector streets shall predominantly consist of *retail* uses or other active uses that animate the street.
- d. In areas designated as **High-Rise Mixed-Use**, located in **Intensification Areas** identified on Schedule 1, *retail* uses shall not exceed 50% of the total gross floor area of all uses on the lot.
- e. Notwithstanding policy 9.2.2.6.b.vi, in areas designated as **High-Rise Mixed-Use**, not located in an **Intensification Area**, and located within 500 metres of an existing or planned **subway station**, or where permitted through a Secondary Plan, office uses may exceed 12,500 square metres.
- f. The following Building Types are permitted in areas designated as **High-Rise Mixed-Use**, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. High-Rise Buildings;
  - ii. Mid-Rise Buildings;

- iii. Public and Private Institutional Buildings; and
- iv. Gas Stations.
- g. 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 9.2.3 of this Plan, in order to provide for an appropriate a transition to the **Low-Rise Residential** area:
  - i. Townhouses;
  - ii. Stacked Townhouses; and
  - iii. Low-Rise Buildings.

### **Employment Commercial Mixed Use**

9.2.2.7. In areas designated on Schedule 13 as **Employment Commercial Mixed-Use**, the following policies shall apply.

- a. Areas designated as Employment Commercial Mixed-Use are located along Regional Intensification Corridors within Employment Areas, Primary 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 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. These areas are planned to be developed with commercial buildings that allow for a variety of business uses to occur in close proximity to each other in order to assist the City in achieving its *intensification* objectives.
- b. Employment Commercial Mixed-Use Areas will:
  - i. Support the City's *intensification* objectives for Regional Intensification Corridors within Employment Areas and Primary Intensification Corridors within Employment Areas;
  - ii. Contribute to the provision of ancillary uses, which primarily serve the needs of businesses and employees in the **Employment Areas**;
  - iii. Provide a focus for business activity providing for the largest and most comprehensive concentrations of supporting ancillary uses and amenities in the **Employment Areas**, including larger scale ancillary uses;
  - iv. Be included in the calculation of the maximum amount of land which may be devoted to ancillary uses in the **Employment Areas** as set out in Policy 2.2.4  
;

- v. Be carefully designed with a high standard of public realm and urban built form to contribute to the creation of an urban environment with a strong pedestrian orientation and attractive streetscapes in respect of the high profile locations of this designation;
- vi. Conform to Policies 2.2.4.2, 2.2.4.3 and 2.2.4.4 of this Plan.
- c. The following uses shall be permitted in areas designated as **Employment Commercial Mixed-Use** in addition to the uses permitted in Policy 9.2.1.9:
  - i. In **Intensification Areas** as shown on Schedule 1:
    - A. Office uses;
    - B. Hotel;
    - C. Cultural and Entertainment Uses;
    - D. Retail Uses; provided that no Retail unit shall exceed a Gross Floor Area of 3,500 square meters; and
    - E. Gas Stations subject to Policy 5.2.3.12.
  - ii. In non-Intensification Areas:
    - A. Office Uses to a maximum of 12,500 m<sup>2</sup> GFA per lot;
    - B. Cultural and Entertainment Uses;
    - C. Retail Uses; provided that no Retail unit shall exceed a Gross Floor Area of 3,500 square metres; and
    - D. Gas Stations, subject to Policy 5.2.3.12.
- d. In Employment Commercial Mixed-Use Areas located in Regional Intensification Corridors within Employment Areas and Primary Intensification Corridors within Employment Areas as identified on Schedule 1, a minimum of 30% of the total gross floor area of all uses shall consist of uses other than *retail* uses.
- e. The following building types are permitted in areas designated as **Employment Commercial Mixed-Use**:
  - i. Low Rise Buildings (only in Employment Commercial Mixed-Use areas not located in Regional Intensification Corridors within Employment Areas or Primary Intensification Corridors within Employment Areas);
  - ii. Mid-rise buildings;
  - iii. Public and Private Institutional Buildings; and
  - iv. Gas Stations;

## Community Commercial Mixed Use

- 9.2.2.8. In areas designated on Schedule 13 as **Community Commercial Mixed-Use**, the following policies shall apply:
- a. Areas designated as **Community Commercial Mixed-Use** are primarily located along **Regional Intensification Corridors**, **Primary Intensification Corridors** or abutting **Major Arterial** streets. They shall be predominantly commercial areas appropriate for non-residential *intensification* and making efficient use of existing or planned rapid transit and transit investments. These areas are planned to be developed with commercial buildings that allow for a variety of business uses to occur in close proximity to each other in order to assist the City in achieving its *intensification* objectives and meeting the commercial needs of residents and businesses. These areas will be carefully designed with a high standard of architecture, urban built form and public realm and be well integrated with adjacent areas.
  - b. Community Commercial Mixed-Use Areas will:
    - i. Provide *Retail* uses that will primarily serve the residents of the immediate community; and
    - ii. Support the provision of Population Related Employment.
  - c. The following uses shall be permitted in areas designated as **Community Commercial Mixed-Use** in addition to the uses permitted in policy 9.2.1.9:
    - i. In **Intensification Areas** as shown on Schedule 1:
      - A. Office Uses;
      - B. Hotel;
      - C. Cultural and Entertainment Uses;
      - D. *Retail* Uses; and
      - E. Gas Stations, subject to Policy 5.2.3.12.
    - ii. In non-Intensification Areas:
      - A. Office Uses to a maximum of 12,500 m<sup>2</sup> GFA per lot;
      - B. Cultural and Entertainment Uses;
      - C. *Retail* Uses; and
      - D. Gas Stations, subject to Policy 5.2.3.12.
  - d. In **Community Commercial Mixed-Use** Areas located in **Regional Intensification Corridors** and **Primary Intensification Corridors** on Schedule 1,



a minimum of 30% of the total gross floor area of all uses shall consist of uses other than *retail* uses.

- e. The following building types are permitted in areas designated as **Community Commercial Mixed-Use**:
- i. Low-Rise Buildings (only in Community Commercial Mixed-Use areas not located in Regional Intensification Corridors or Primary Intensification Corridors);
  - ii. Mid-rise buildings;
  - iii. Public and Private Institutional Buildings; and
  - iv. Gas Stations;

### **Downtown Mixed-Use**

- 9.2.2.9. The area designated as Downtown Mixed-Use on Schedule 13 forms the entirety of the **Vaughan Metropolitan Centre**. *Development* within this designation shall conform to the **Vaughan Metropolitan Centre** Secondary Plan contained in Volume 2 of this Plan.

### **General Employment**

- 9.2.2.10. In areas designated on Schedule 13 as **General Employment**, the following policies shall apply:
- a. **General Employment Areas** are predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of industrial and associated employment uses. While areas designated as **General Employment** will continue to accommodate vehicles and trucks, *development* in these areas will be designed with pedestrian connectivity and amenity to serve the daily employee population and to facilitate access to public transit.
  - b. The following uses are permitted in areas designated as **General Employment**, in addition to those uses permitted through policy 9.2.1.9:
    - i. A full range of industrial uses including manufacturing, warehousing (but not a *retail warehouse*), processing, transportation, distribution, any of which may or may not include outdoor storage; and,
    - ii. Office and/or *retail* uses accessory to and directly associated with any of the uses listed in policy 9.2.2.10.b.i. provided that:
      - A. the accessory use is located on the same lot as the primary use;
      - B. the combination of accessory office and accessory *retail* uses shall not exceed 49% of the total gross floor area devoted to the primary use provided that the

- accessory *retail* use is limited to no more than 10% of the total gross floor area of the primary use.
- c. The operation of any use must not result in a nuisance or have an adverse effect on neighbouring uses by virtue of the emission or discharge of noise, vibration, particulate, odour or other irritants.
  - d. Separation distance guidelines prepared by the Ministry of Environment or alternative measures shall be applied to achieve compatibility between uses in the **General Employment** designation and adjacent *sensitive land uses*.
  - e. 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.
  - f. The following Building Types are permitted in **General Employment Areas**, pursuant to policies in subsection 9.2.3 of this Plan:
    - i. Employment/Industrial Buildings;
    - ii. Low-Rise Buildings; and
    - iii. Mid-Rise Buildings.

### **Prestige Employment**

9.2.2.11. In areas designated on Schedule 13 as **Prestige Employment**, the following policies shall apply:

- a. **Prestige Employment Areas** shall be characterized by high quality buildings in an attractive pedestrian-friendly, connected and transit-oriented working environment. A variety of lot sizes should be made available in areas designated as **Prestige Employment** to provide flexibility for attracting and accommodating a wide range of employment uses.
- b. **Prestige Employment Areas** 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 Areas** 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.
- c. The following uses are permitted in areas designated as **Prestige Employment**, in addition to those uses permitted through policy 9.2.1.9:

- i. Industrial uses including manufacturing, warehousing (but not a *retail warehouse*), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted.
- ii. Office and or *retail* uses accessory to and directly associated with any of the uses listed in policy 9.2.2.11.c.i provided that:
  - A. the accessory use is located on the same lot as the primary use; and,
  - B. the combination of accessory office and accessory *retail* uses shall not exceed 49% of the total gross floor area devoted to the primary use provided that the accessory *retail* use is limited to no more than 10% of the total gross floor area of the primary use.
- iii. Office uses not accessory to and directly associated with any of the uses listed in policy 9.2.2.11.c.i, up to a maximum gross floor area of 10,000 square metres provided that greater densities may be considered at sites located in higher profile areas such as major intersections (e.g., Arterial streets and 400-series Highways), or in proximity to planned transit stations at the time of consideration of implementing Block Plans and/or Zoning By-law.
- iv. *Ancillary retail* uses subject to the following conditions:
  - A. the gross floor area of any one *ancillary retail* unit generally shall not exceed 185 square metres;
  - B. the total gross floor area of all *ancillary retail* uses on any one lot generally shall not exceed 20% of the total gross floor area of all uses on the lot or 1,000 square metres, whichever is less; and
  - C. the *ancillary retail* use must be located within 200 metres of the intersection of two arterial or collector streets as indicated on Schedule 9.
- v. Gas stations, subject to Policy 5.2.3.12.
- d. The operation of any use must not result in a nuisance or have an adverse effect on neighbouring uses by virtue of the emission or discharge of noise, vibration, particulate, odour or other irritants.
- e. Separation distance guidelines prepared by the Ministry of Environment or alternative measures shall be applied to achieve compatibility between uses in the **Prestige Employment** designation and adjacent *sensitive land uses*.
- f. The following Building Types are permitted in **Prestige Employment Areas** pursuant to policies in subsection 9.2.3 of this Plan:

- i. Employment/Industrial Buildings;
- ii. Low-Rise Buildings;
- iii. Mid-Rise Buildings; and
- iv. Gas Stations.

## Major Institutional

9.2.2.12. In areas designated on Schedule 13 as **Major Institutional**, the following policies shall apply:

- a. The **Major Institutional** designation should apply 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 9.2.2.12.a include cultural facilities, libraries, **parks** and recreational facilities, small scale *retail*, *day care*, places of worship, and residential uses.
- c. **Major Institutional** uses shall locate close 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, to be included in Volume 2 of this Plan, shall be completed. The Secondary Plan shall meet the requirements for Secondary Plans set out in subsection 10.1.1 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.
- e. The following Building Types are permitted in **Major Institutional** areas, pursuant to policies in subsection 9.2.3 of this Plan:
  - i. Low-Rise Buildings;
  - ii. Mid-Rise Buildings;

- iii. High-Rise Buildings;
- iv. Public and Private Institutional Buildings;
- v. Townhouses; and
- vi. Stacked Townhouses.

### **Theme Park and Entertainment**

9.2.2.13. The theme park known as Canada's Wonderland is designated on Schedule 13 as a **Theme Park and Entertainment** area, where 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 to determine the most appropriate new use(s) for these lands.
- d. The following uses are permitted on lands designated as **Theme Park and Entertainment**:
  - 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;

- xii. other *retail*, entertainment and recreation uses not restricted to theme park visitors but open to the general public are also permitted provided no outdoor storage is required and in the case of *retail* uses shall not be *retail* uses that would be more appropriately located in an **Intensification Area**; and
  - xiii. 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*.
- e. Given the specialized nature of **Theme Park and Entertainment** area buildings, building types are not prescribed.

### **New Community Areas**

9.2.2.14. In areas designated on Schedule 13 as **New Community Areas**, the following policies shall apply:

- a. **New Community Areas** are part of Vaughan's **Urban Area** and are intended to develop as *complete communities* with residential and local population-serving *retail* and commercial uses.
- b. **New Community Areas** are subject to one comprehensive and coordinated City-initiated Secondary Plan process, unless extenuating circumstances (e.g. **GTA West Corridor**) would dictate otherwise, that will achieve, but not be limited to, the following:
  - i. new *development* that is designed to help achieve the Regional minimum average density requirements of 20 residential units per hectare in the *developable area* and 70 residents and jobs per hectare in the *developable area*;
  - ii. new *development* that contains a wide range and mix of housing types, sizes and affordability;
  - iii. areas that contain a community core, within reasonable walking distance from the majority of the population, which will be the focus of local *retail*, commercial and community services, and will provide connections to rapid transit;
  - iv. the provision of live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses and *home occupations*;
  - v. areas that contain a high-quality public realm consistent with the policies of this Plan as set out in subsection 9.1.1 ;

- vi. the implementation of the Active Together Master Plan as appropriate;
- vii. *development* that is planned to consider human service needs, including educational, social, health, arts, culture, library and recreation facilities;
- viii. the preparation of sustainable urban design guidelines, which outline how new *development* will achieve environmental principles, including the green building policies of this Plan as set out in Policy 9.1.3.2;
- ix. *development* that is designed to maximize solar gains and be constructed in a manner that facilitates future solar energy installations;
- x. the preparation of a community energy plan to reduce community energy demands and provide, where feasible, renewable energy options;
- xi. the preparation of a Master Environment and Servicing Plan that will examine all water systems in a comprehensive and integrated manner to:
  - A. understand the integration of all water systems to increase efficiencies;
  - B. maximize water conservation in buildings and municipal infrastructure, including water-efficient landscaping and rainwater collection for reuse; and
  - C. minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, phosphorus reduction, constructed *wetlands*, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover;
- xii. the preparation of a mobility plan to achieve the following:
  - A. an interconnected and accessible mobility system, with a priority on pedestrian movement, and on transit use and access;
  - B. a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;
  - C. a transit plan is completed in consultation with York Region Transit, 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;
  - D. the distance from a transit stop is generally no more than 500 metres for 90% of the population, and no more than 200 metres for 50% of the population;

- E. all *schools*, libraries and community centres are encouraged to be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations;
  - F. a street network including continuous collector streets that run both north-south and east-west and/or a grid system of streets linked to the Regional Street network;
  - G. the York Region Transit-Oriented *Development* Guidelines are met;
  - H. a rapid transit corridor and/or transit terminal that connects to a rapid transit corridor is included in the community;
  - I. reduced parking standards are studied and provided where appropriate;
  - J. trip-reduction strategies are promoted; and
  - K. the City of Vaughan Pedestrian and Bicycle Master Plan and the York Region Cycling and Pedestrian Master Plan are implemented as appropriate.
- xiii. the preparation of a Regional Greenlands System Plan that:
- A. evaluates the potential impact of *development* and ensures the protection, enhancement, and securement of all key natural heritage features and key hydrologic features of the System;
  - B. identifies strategic areas for enhancement and restoration to maximize the quality of the entire System;
  - C. identifies how infrastructure projects within the System, 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;
  - D. identifies securement opportunities and management requirements;
  - E. includes a trail system, which is integrated into the mobility systems of the community;
  - F. examines the feasibility of providing local community gardening plots where appropriate, outside of the lands dedicated for parkland; and,
  - G. identifies hazard lands and *hazardous sites*, incorporates them into the Regional Greenlands System, directs *development* away from these areas and includes an appropriate buffer or access allowance.



- xiv. an integrated open space network that includes both active recreational facilities and meeting places, urban squares, **parks**, outdoor seating and informal gathering spaces generally within 500 metres of all residents.
  - xv. reduced urban heat island effects including the consideration of integrating green and white roofs, greening to provide shade, and light-coloured surface materials consistent with the Regional Official Plan;
  - xvi. the preparation of a phasing plan, consistent with the York Region 10-Year Capital Plan, the York Region Water and Wastewater Master Plan and the York Region Transportation Master Plan, in order to implement the orderly *development* of servicing and construction, addressing the phasing and sequencing of *developments*, water, wastewater and transportation infrastructure, and the provision of human services; and
  - xvii. that any particular phase of *development* is substantially complete (approximately 75%) before a subsequent phase may be registered, to ensure the orderly *development* of land.
- c. The appropriate land use designations and associated permitted uses and permitted building types shall be determined through the Secondary Plan process identified in Policy 9.2.2.14.b.
  - d. *Development* applications in **New Community Areas**, including applications for Zoning By-law Amendment and applications for Plan of Subdivision, shall not be approved by council prior to:
    - i. the completion and approval of a Secondary Plan in accordance with the policies in subsection 10.1.1 ;
    - ii. the completion of a sub-watershed study to be undertaken by the Toronto and Region Conservation Authority in coordination with the City, either preceding the secondary plan or concurrent with it.
    - iii. the completion and approval of subsequent Block Plans, subject to the Block Plan process identified in subsection 10.1.1 ; and
    - iv. all conditions of Block Plan Approval have been satisfied.

## **Parks**

9.2.2.15. In areas designated on Schedule 13 as **Parks**, the following policies apply:

- a. **Parks** are public lands owned and/or operated by the City of Vaughan for passive or active recreation.

- b. **Parks** shall be developed and designed in accordance with the Parks and Open Spaces policies contained in Section 7.3 of this Plan.
- c. Given the specialized nature of buildings in **parks**, building types are not prescribed.

## Natural Areas

9.2.2.16. In areas 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 3.2 of this Plan.
- b. **Enhancement Areas, Built-Up Valley Lands** and other lands in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan connect and support **Natural Areas**, such that the policies regarding these lands in Section 3.2 and policy 9.1.1.8 shall be considered, where relevant, for new *development and/or site alteration adjacent* to **Natural Areas**.
- c. Notwithstanding policy 9.2.2.16.a, **Natural Areas** located within the **Urban Area** defined on Schedule 1A, owned and/or managed by the Toronto and Region Conservation Authority or another public agency may, at the discretion of the public agency, include the following additional land uses related to ecological and environmental education, conservation, protection and enhancement. For locations outside of the **Urban Area**, such uses shall demonstrate that they serve the **rural** community or demonstrate that they cannot be provided within the settlement area as per Growth Plan policy 2.2.2.1 (i):
  - i. interpretive centres;
  - ii. agriculture;
  - iii. farmers market;
  - iv. animal husbandry;
  - v. wildlife refuge;
  - vi. renewable energy generation;
  - vii. sustainable building demonstration;
  - viii. uses ancillary to the above; and
- d. In the event of a conflict with the Greenbelt Plan or Oak Ridges Moraine Conservation Plan on TRCA-owned or managed lands, the more restrictive policy will apply.

## Private open space

9.2.2.17. In areas designated on Schedule 13 as **private open space**, the following policies shall apply:

- a. **Private open spaces** shall consist of cemeteries and golf courses, which shall contribute to the overall open space network and the former Keele Valley Landfill and former Township of Vaughan Landfill Sites.
- b. The following uses are permitted in areas designated as **private open spaces**:
  - i. cemeteries, including the following accessory buildings and structures: mausoleums, columbaria, crematoria, chapels, caretakers residences, in accordance with the provisions of the implementing zoning by-law. Crematoria shall only be permitted in cemeteries which are greater than 4 hectares in area and have frontage onto an arterial road;
  - ii. golf courses, including club house facilities and driving ranges;
  - iii. public and private open spaces;
  - iv. 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; and
  - v. with respect to cemeteries, they shall not be laid out to prevent the implementation of a finer-grained road network in the future.
- c. Should the **Private open space** cease to exist, appropriate alternate land uses shall be determined through the Official Plan amendment process and shall be subject to an area specific study.
- d. Given the specialized nature of **Private open space** buildings, building types are not prescribed.

## Oak Ridges Moraine Natural Core

9.2.2.18. In areas designated on Schedule 13 as **Oak Ridges Moraine Natural Core**, the following policies shall apply:

- a. 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**.
- b. The purpose of **Oak Ridges Moraine Natural Core** area is to maintain and, where possible, improve or restore the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**. Additional objectives and purposes for the

**Oak Ridges Moraine Natural Core** area are also outlined under Sections 11(1) and (2) of the Oak Ridges Moraine Conservation Plan.

- c. The following uses shall be permitted in areas designated as **Oak Ridges Moraine Natural Core**:
- i. Fish, wildlife and forest management;
  - ii. Conservation projects and flood and erosion control projects;
  - iii. Agricultural uses;
  - iv. Transportation, infrastructure, and utilities as described in subsection 3.4.10 , but only if the need for the project has been demonstrated and there is no reasonable alternative;
  - v. Home occupations;
  - vi. Cottage industries (being the same as “Home Industries” under the Oak Ridges Moraine Conservation Plan);
  - vii. Low-intensity recreational uses as described in subsection 3.4.5 ;
  - viii. Unserviced **parks**; and
  - ix. Uses accessory to the uses set out in paragraphs i. to viii;
- d. Permitted uses accessory to *agricultural uses* include, but are not limited to the following:
- i. Roadside sale of produce of the farm operation;
  - ii. The manufacture of value-added products from produce of the farm operation; and
  - iii. A second dwelling that is a temporary, mobile or portable unit, if the applicant demonstrates that the dwelling:
    - A. Is required to house help that is needed on the farm operation on a seasonal or full-time basis;
    - B. Does not require consent under Section 50 or 53 of the Planning Act; and
    - C. Will not adversely affect the *ecological integrity* of the **Oak Ridges Moraine Conservation Plan Area**.
- e. Notwithstanding 9.2.2.18.c. and 9.2.2.18.d., above, lands designated **Oak Ridges Moraine Natural Core** are also subject to the following provisions: the policies in subsections 3.4.2 to 3.4.5 , 3.4.7 to 3.4.9 , 3.4.11 to 3.4.14 and Policies 3.4.6.3,

3.4.10.4, 3.4.10.5, 10.1.2.35, 10.1.2.38, 10.1.2.39, 10.1.2.40 and 10.1.2.44, inclusive.

9.2.2.19. That where there is a conflict between Policy 9.2.2.18 and the policies in the remainder of this Plan, Policy 9.2.2.18 shall prevail.

### **Oak Ridges Moraine Natural Linkage**

9.2.2.20. In areas designated on Schedule 13 as **Oak Ridges Moraine Natural Linkage**, the following policies shall apply:

- a. **Oak Ridges Moraine Natural Linkage** areas are areas forming part of a central corridor system that supports the movement of plants and animals among the **Oak Ridges Moraine Natural Core** areas, **Oak Ridges Moraine Natural Linkage** areas, river valleys and stream corridors.
- b. The purpose **Oak Ridges Moraine Natural Linkage** is to maintain, and where possible improve or restore, the *ecological integrity* of the Plan Area, and to maintain, and where possible improve or restore, regional-scale open space linkages between Natural Core areas and along river valleys and stream corridors. Additional objectives and purposes for the **Oak Ridges Moraine Natural Linkage** area are also outlined under Sections 12(1) and (2) of the Oak Ridges Moraine Conservation Plan.
- c. The following uses are permitted with respect to land in **Oak Ridges Moraine Natural Linkage**:
  - i. All of the uses permitted in 9.2.2.18.c. above;
  - ii. *Wayside pits* subject to the policies of subsection 3.4.6 ;
  - iii. *Mineral aggregate operations* subject to the policies of subsection 3.4.6 ; and
  - iv. Uses accessory to the permitted uses set out in i. through iv.
- d. Notwithstanding 9.2.2.20.c., above, lands designated **Oak Ridges Moraine Natural Linkage** are also subject to the following provisions: the policies in subsections 3.4.2 to 3.4.5 , 3.4.7 to 3.4.9 , 3.4.11 to 3.4.14 and Policies 3.4.6.3, 3.4.10.4, 3.4.10.5, 10.1.2.35, 10.1.2.38, 10.1.2.39, 10.1.2.40 and 10.1.2.44, inclusive.

9.2.2.21. That where there is a conflict between policy 9.2.2.19 and the policies in the remainder of this Plan, Policy 9.2.2.19 shall prevail.

## Oak Ridges Moraine Countryside

9.2.2.22. In areas designated on Schedule 13 as **Oak Ridges Moraine Countryside**, the following policies shall apply:

- a. **Oak Ridges Moraine Countryside** areas are areas of **rural** land use such as agriculture, recreation, *mineral aggregate operations*, **parks** and open space.
- b. The purpose of **Oak Ridges Moraine Countryside** is to encourage **agricultural** and other **rural** uses that support the Oak Ridges Moraine Conservation Plan. Additional objectives and purposes for the **Oak Ridges Moraine Natural Linkage** area are also outlined under Sections 13(1) and (2) of the Oak Ridges Moraine Conservation Plan.
- c. The following uses are permitted with respect to land in the **Oak Ridges Moraine Countryside**:
  - i. All of the uses permitted in 9.2.2.18.c. above;
  - ii. *Major recreational uses* subject to the policies of subsection 3.4.4 ; and
  - iii. Uses accessory to the permitted uses set out in i. through ii.
- d. Notwithstanding 9.2.2.22.c, above, lands designated **Oak Ridges Moraine Natural Linkage** are also subject to the following provisions: the policies in subsections 3.4.2 to 3.4.5 , 3.4.7 to 3.4.9 , 3.4.11 to 3.4.14 and Policies 3.4.6.3, 3.4.10.4, 3.4.10.5, 10.1.2.35, 10.1.2.38, 10.1.2.39, 10.1.2.40 and 10.1.2.44, inclusive.

9.2.2.23. That where there is a conflict between policy 9.2.2.21 and the policies in the remainder of this Plan, policy 9.2.2.21 shall prevail.

## Agricultural

9.2.2.24. In areas designated on Schedule 13 as **Agricultural**, the following policies shall apply:

- a. **Agricultural** areas consist predominantly of high quality **agricultural** lands as determined by the York Region LEAR evaluation, and 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 **Agricultural**. Temporary permissions for non-agricultural purposes shall not be permitted.
- b. The following uses are permitted in areas designated as **Agricultural**:
  - i. farming activities associated with: the growing of crops, including nursery and horticultural crops; raising of livestock; raising of animals for food, fur or fibre,

- including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and, associated on-farm buildings and structures, including accommodation for full-time labour when the size of the operation requires additional employment;
- ii. farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation, as permitted through policy 9.2.2.24.b.i, and are in close proximity to the farm operation; and
  - iii. uses secondary to the principal use of the property, as permitted through policy 9.2.2.24.b.i, including but not limited to, *home occupations*, home industries, and uses that produce value-added **agricultural** products from the farm operation on the property.
- c. In order to provide an adequate buffer between non-farm uses and *agricultural uses*, all farm and non-farm *development* will comply with the Minimum Distance Separation formulae established by the Province in order to minimize odour conflicts between livestock facilities and *development*.
- d. 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 in **Agricultural** areas, provided that the site is rehabilitated
  - 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 the Official Plan;
  - iv. in areas adjacent to or in known deposits of mineral aggregates, *development* which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if;
    - A. the proposed land use would not significantly preclude future extraction of mineral aggregate resources,
    - B. the proposed land use would serve the long-term interest of the public better than would aggregate extraction,
    - C. 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 throughout the Plan without requiring an amendment to the Plan or zoning by-law, except on the Oak Ridges Moraine identified on Schedule 4, and in areas of existing *development*, or in the Natural Heritage Network as shown on Schedule 2, where these uses are prohibited;
- vi. within the **Greenbelt Plan Area** and the **Oak Ridges Moraine Conservation Plan Area**, shown on Schedule 4, existing and new *mineral aggregate operations* shall comply with the provisions of the applicable Provincial Plans; and
- vii. abandoned *wayside pits and quarries* shall be rehabilitated and the progressive rehabilitation of operating *wayside pits and quarries* shall occur in a manner that is in conformity with the other policies of this Plan.
- viii. mineral aggregate extraction may occur on lands designated as **Agricultural** on an interim basis provided rehabilitation of the site will be carried out so that substantially the same areas and same average soils quality for agriculture is restored. In the following cases, complete **agricultural** rehabilitation is not required:
  - A. 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
  - B. where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Policy Statement.
- e. Given the specialized nature of buildings in **Agricultural** areas, building types are not prescribed.

## Rural

9.2.2.25. In areas designated on Schedule 13 as **Rural**, the following policies apply:

- a. The **Rural** designation consists of existing residential dwellings within the area shown on Schedule 1 as **Natural Areas and Countryside**.
- b. Only those uses legally existing prior to the adoption of this Plan are permitted on lands designated as **Rural**.
- c. Only those building types legally existing prior to the adoption of this Plan are permitted on lands designated **Rural** areas.



## Infrastructure and Utilities

9.2.2.26. In areas designated on Schedule 13 as **Infrastructure and Utilities**, the following policies shall apply:

- a. The **Infrastructure and Utilities** designation applies to lands which are used at grade for the provision of infrastructure, such as utility corridors and stormwater management ponds.
- b. The following uses are permitted in areas designated as **Infrastructure and Utilities**:
  - i. all uses and structures associated with the provision of a utility or municipal service;
  - ii. secondary uses such as passive or active 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.
- c. Notwithstanding policy 9.2.2.26.b, the following applies to the high pressure natural gas pipelines operated by TransCanada Pipe Lines Limited and identified on Schedule 12:
  - i. no permanent building or structure may be located within 7 metres of the pipeline right-of-way. A reduction in the 7 metre setback shall only be considered if agreed to by TransCanada Pipe Line Limited and if all necessary municipal approvals are obtained;
  - ii. accessory structures shall have a minimum setback of 3 metres from the limit of the pipeline right-of-way;
  - iii. where *development* is proposed within 750 metres of a TransCanada **compressor station**, regard shall be given to noise levels. A noise and vibration study to be carried out by the proponent, to the satisfaction of the City, may be required. The study shall determine if applicable provincial guidelines can be achieved, and if necessary, recommend appropriate mitigation measures; and
  - iv. the City shall encourage the *development* of the TransCanada right-of-way for passive recreation purposes subject to TransCanada's easement rights.
- d. Given the specialized nature of **Infrastructure and Utilities**, building types are not prescribed.

### 9.2.3 Building Types and Development Criteria

It is the policy of Council that:

#### **Detached Houses and Semi-Detached Houses**

9.2.3.1. The following policies and *development* criteria apply to Detached Houses and Semi-Detached Houses:

- a. A Detached House is a **Low-Rise Residential** building, up to three *storeys* in height, situated on a single lot and not attached to any other residential building. A Semi- Detached House is a **Low-Rise Residential** building, up to three *storeys* in height, situated on a single lot and attached to no more than one other residential building situated on a separate parcel.
- b. In Established Community Areas where Detached Houses and Semi-Detached Houses exist, the scale, massing, setback and orientation of new Detached Houses and Semi-Detached Houses will respect and reinforce the scale, massing, setback and orientation of other built and approved houses of the same type in the immediate area. Variations are permitted for the purposes of minimizing driveways. (OPA #15)
- c. In areas of new *development*, the scale, massing, setback and orientation of Detached Houses and Semi-Detached Houses will be determined through the process of developing and approving Secondary Plans, Block Plans, Plans of Subdivision, Zoning By-laws, and/or urban design guidelines.

#### **Townhouses**

9.2.3.2. The following policies and *development* criteria apply to Townhouses:

- a. A Townhouse is a **Low-Rise Residential** building, up to three *storeys* in height, situated on a single parcel and part of a row of at least three but no more than six attached residential units.
- b. In Established Community Areas, the scale, massing, setback and orientation of new Townhouses will respect and reinforce the scale, massing, setback and orientation of other built and approved *development* in the surrounding area and shall be consistent with Policies 9.1.2.2, 9.1.2.3, and 9.1.2.4. Variations are permitted for the purposes of minimizing driveways and having front entrances and porches located closer to the street than garages. For clarity, back-to-back and stacked townhouses shall not be permitted in areas designated **Low-Rise Residential**. Back-to-back townhouses share 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. Stacked townhouses are defined in Policy 9.2.3.3. (OPA #15)

- c. In developing **Community Areas**, the scale, massing, setback and orientation of Townhouses will be determined through the process of developing and approving Secondary Plans, Block Plans, Plans of Subdivision, Zoning By-laws, and/or urban design guidelines. (OPA #15)
- d. Townhouses shall generally front onto a public street. Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) shall provide a front-yard and front-door entrance facing the public street. Notwithstanding the above, Townhouses in designated **Low-Rise Residential** areas in Established Community Areas shall be developed in accordance with Policy 9.1.2.4. (OPA #15)
- e. The facing distance between blocks of Townhouses that are not separated by a public street should generally be a minimum of 18 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.

### **Stacked Townhouses**

9.2.3.3. The following policies and *development* criteria apply to Stacked Townhouses:

- a. Stacked Townhouses are attached houseform buildings comprising of 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.
- b. Stacked Townhouses shall be a maximum of four *storeys* in height.
- c. A building containing a row of Stacked Townhouses shall not be longer than 50 metres.
- d. Stacked Townhouses shall generally be oriented to front onto a public street in order to provide front entrances on public streets.
- e. The facing distance between blocks of Stacked Townhouses that are not separated by a public street should generally be a minimum of 18 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.

(OPA #15)

## Low-Rise Buildings

9.2.3.4. The following policies and *development* criteria apply to Low-Rise Buildings:

- a. Low-Rise Buildings are generally buildings up to a maximum of five *storeys* in height, and subject to the maximum building height permitted through policy 9.2.1.4 and Schedule 13.
- b. In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent houseform buildings, Low-Rise Buildings on a lot that abuts the rear yards of a lot with a Detached House, Semi-Detached House or Townhouse shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane measured from the property line abutting those houseform buildings.
- c. Surface parking is not permitted between the front or side of a Low-Rise Building and a public street. Surface parking elsewhere on a lot with a Low-Rise Building shall generally be setback from any property line by a minimum of three metres and shall be appropriately screened through landscaping. The minimum width of the landscaped area shall be established in the Zoning By-law. 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.
- d. The rooftop of Low-Rise Buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels.

## Mid-Rise Buildings

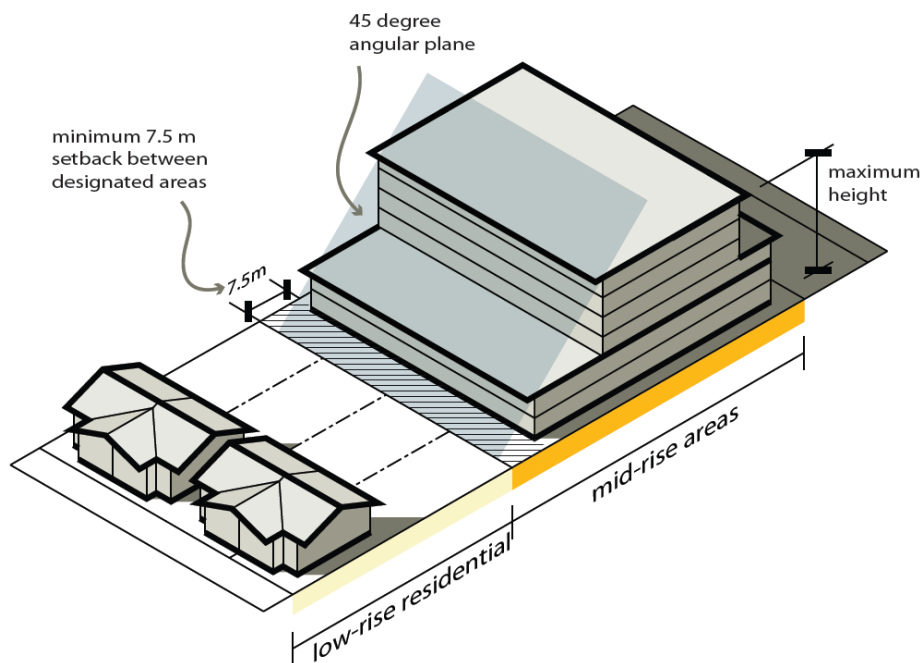
9.2.3.5. The following policies and *development* criteria apply to Mid-Rise Buildings:

- a. Mid-Rise Buildings are generally buildings over five *storeys* in height, up to a maximum of twelve *storeys* in height, depending on the height permitted through policy 9.2.1.4 and Schedule 13.
- b. Mid-Rise Buildings over six *storeys* in height shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six *storeys* in height. Taller building elements shall generally be set back from the podium by a minimum of three metres along all public street frontages in order to

provide an appropriate pedestrian environment and mitigate wind impacts at the street level.

- c. In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent houseform buildings, Mid-Rise Buildings on a lot that abuts the rear yards of a lot with a Detached House, Semi-Detached House or Townhouse shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane measured from the property line abutting those houseform buildings.
- d. Mid-Rise Buildings should be located and oriented in order to provide sufficient privacy and daylight conditions for the people living and working within them.
- e. Surface parking is generally not permitted between the front or side of a Mid-Rise Building and a public street. Surface parking elsewhere on a lot with a Mid-Rise Building should be set back from any property line by a minimum of three metres and shall be appropriately screened through landscaping. 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.
- f. The rooftop of Mid-Rise Buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels.

**Figure 7**  
**Illustration of Selected Mid-Rise Building Policies**



## High-Rise Buildings

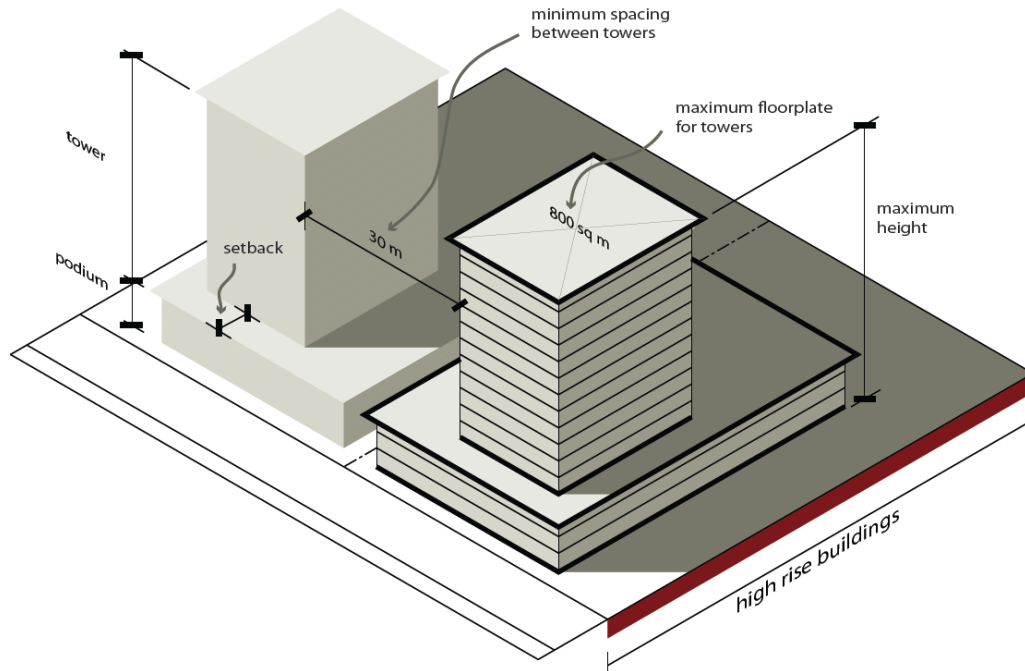
9.2.3.6. The following policies and *development* criteria apply to High-Rise Buildings:

- a. High-Rise Buildings are generally buildings over twelve *storeys* in height, up to a maximum height as permitted through policy 9.2.1.4 and Schedule 13.
- b. High-Rise Buildings shall be designed with a pedestrian-scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium should generally be between three and six *storeys* in height. Taller building elements should be set back from the podium by a minimum of three metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- c. In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent houseform buildings, High-Rise Buildings on a lot that abuts the rear yards of a lot with a Detached House, Semi-Detached House or Townhouse shall be setback a minimum of 7.5 metres from the property line, and the first 12 *storeys* of which shall be contained within a 45 degree angular plane measured from the property line abutting those houseform buildings.
- d. In order to provide appropriate privacy and daylight conditions for people living and working within High-Rise Buildings, to minimize shadows created by High-Rise Buildings, and to contribute to overall excellence in the City's urban design, High-Rise Buildings should be designed as slender towers and spaced appropriately through the following criteria:
  - i. the floorplate, measured as the total area contained within the exterior face of a building excluding balconies, for portions of High-Rise Buildings above the twelfth storey generally shall be no greater than 850 square metres, except for High-Rise Buildings containing office uses above the twelfth storey;
  - ii. the portions of High-Rise Buildings above twelve *storeys* shall be setback a minimum of 15 metres from any property line; and,
  - iii. 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* should generally be at least 30 metres.
- e. Surface parking is not permitted between the front or side of a High-Rise Buildings and a public street. Surface parking elsewhere on a lot with a High-Rise Building shall be setback from any property line by a minimum of three metres and shall be appropriately screened through landscaping. Surface parking areas are seen as

temporary and therefore all high-rise buildings are required to accommodate a minimum amount of parking within the high-rise structure. A phasing plan to show how the surface parking is to be phased-out overtime, shall be provided. 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.

- f. The rooftop of High-Rise Buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels. The roof itself should be designed to be of architectural interest and contribute to an interesting skyline and cityscape.

**Figure 8**  
**Illustration of Selected High-Rise Building Policies**



## Employment/Industrial Buildings

9.2.3.7. The following policies and *development* criteria apply to Employment/Industrial Buildings:

- a. Employment/Industrial Buildings are buildings exclusively located within **Employment Areas** and are generally low-rise in form.
- b. In order to provide convenient access for pedestrians and transit users, Employment/Industrial Buildings shall generally be oriented to front onto a public street and provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance.

- c. Employment/Industrial Buildings that do not front onto a public street are only permitted on lots where the majority of any frontage facing a public street is occupied by an Employment/Industrial Building that does front onto the public street. Such Employment/Industrial Buildings are required to provide direct and safe pedestrian access, generally separated from or safely integrated with parking lots, to any main building entrance.
- d. 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.
- e. 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.
- f. The rooftop of Employment/Industrial Buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels, green and cool roofs where practical and appropriate.

### **Public and Private Institutional Buildings**

9.2.3.8. The following policies and *development* criteria apply to Public and Private Institutional Buildings:

- a. Public and Private Institutional Buildings are occupied by public uses such as libraries, community centres or *schools* and may take on a variety of forms dependant on their use and scale.
- b. 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.
- c. Surface parking is discouraged between the front or side of a Public and Private Institutional Buildings and a public street. Surface parking elsewhere on a lot with a Public and Private Institutional Buildings shall generally be setback from any property line by a minimum of three metres and appropriately screened through landscaping. The minimum width of the landscape buffer will be established in the Zoning By-law. 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.



- d. The rooftop of Public and Private Institutional Buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels, green and cool roofs.

## Gas Stations

9.2.3.9. The following 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. Extensive landscaping and buffering shall be provided along public street frontages and along property lines.
- c. 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 connection(s) between the building and public street.
- d. 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.
- e. 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 Section 5.2.3.8 shall not apply to drive-through facilities developed as part of a Gas Station.
- f. Surface parking shall be setback from any property line by a minimum of three metres and appropriately screened by landscaping.



# 10 IMPLEMENTATION

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## 10.1 Implementing the Plan

### 10.1.1 Detailed Planning

Volume 1 of this Official Plan represents the land use policy for the whole City. Certain areas of the City which are expected to undergo significant change may require a more detailed planning framework. Council may pass Secondary Plans, to be included in Volume 2 of the Official Plan, to provide additional structure for the *development* of **New Community Areas**, **Employment Areas** or **Intensification Areas**, to provide a framework for an appropriate street and block pattern, adequate municipal servicing and infrastructure and to determine the appropriate mix, location and intensity of certain uses.

Upon the adoption of Secondary Plans, a Block Plan will be required, at the discretion of the City, to be prepared by participating property owners within the Secondary Plan area or a portion thereof. The purpose of the Block Plan is to specifically address the extent and precise location of the Secondary Plan elements on the lands, including the Natural Heritage Network, servicing and infrastructure details including road and pedestrian networks, lot patterns and the precise location of community services such as *schools*, **parks** and community centres. The Block Plans essentially serve as a comprehensive blueprint for the creation of individual plans of subdivision where large parcels still remain. While this tool will be most commonly used in areas of new *development* it may also be applied, at the discretion of the City, in **Intensification Areas**.

Some areas of the City, which may or not be subject to Secondary Plans and/or Block Plans, will also be subject to Site and Area Specific Policies. These policies are to reflect historical conditions or *development* permissions that have been previously approved and still maintain the main goals and objectives of this Plan, but do not fit within the specific policy structure that has been created in this Plan. Council may approve additional Site and Area Specific Policies through the review of *development* applications where it is felt that the goals and objectives of this Plan are maintained but a modification to the policy structure is required.

It is the policy of Council:

#### **Secondary Plans**

- 10.1.1.1. 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
- 10.1.1.2. The initiation of the **New Community Areas** Secondary Plan(s) within the Region of York Official Plan Amendment No. 2 (ROPA 2) Area, as shown on Schedule 1, will not proceed until the Natural

Heritage Network Study is substantially completed. For the purpose of the Natural Heritage Network Study substantial completion means the submission by the landowners within the ROPA 2 amendment area of information in a format and at a level of detail consistent with the TRCA, York Region and City of Vaughan policies, a report to Committee of the Whole and Council on the findings of Phase 1 of the Natural Heritage Network Study and Council approval of Terms of Reference for Phases 2-4.

10.1.1.3. That Secondary Plans will address, but are not limited to, the following policy aspects:

- a. overall capacity for *development*, including projections for residential units and/or jobs;
- b. street and block patterns;
- c. land-use designations, building heights and densities;
- d. built-form, urban design and public realm policies;
- e. **parks** and open space requirements;
- f. housing mix and strategies, including, where appropriate, opportunities for *affordable* housing;
- g. employment mix and strategies, including, where appropriate, the provision of *retail* uses;
- h. the transportation network, including provisions for transit, walking and cycling within the Secondary Plan area and connections to City-wide networks;
- i. servicing requirements for the Secondary Plan area;
- j. protection and enhancement of the Natural Heritage Network, including any environmental reporting as required through Section 3.3.4 of this Plan;
- k. cultural heritage features of the area, including built heritage and potential *archaeological resources*;
- l. provision of community services, including *schools*, libraries and community centres;
- m. consideration of human service needs, including educational, social, health, arts, culture and recreation facilities;
- n. sustainable *development* requirements consistent with subsection 9.1.3 of this Plan;
- o. phasing of *development*, and

- p. evaluation of opportunities for coordination with environmental assessment processes for roads and infrastructure that are subject to the Environmental Assessment Act.

10.1.1.4. That in addition to the requirements of policy 10.1.1.3, in the case of Secondary Plans for the **Vaughan Metropolitan Centre** and **Key development areas**, secondary plans shall also include the following:

- a. minimum density requirements and targets established by the Region and the Province;
- b. the establishment, implementation and/or continuation of a fine grained street grid that incorporates sidewalks and bicycle lanes;
- c. an urban built form that is massed and designed to create active and attractive pedestrian-oriented streets for all seasons with ground-floor uses such as *retail*, human and personal services;
- d. 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**;
- e. a minimum requirement that 35% of new housing units be *affordable*, offering a range of compact housing forms and tenures, and intrinsically *affordable* units for low and moderate income households;
- f. policies that sequence *development* in an orderly way, coordinated with the provision of human services, transit and other infrastructure;
- g. policies to promote excellence in urban design and sustainable construction methods, including winter design;
- h. policies to promote the reduction and/or mitigation of urban heat island effects, by considering the use of green and white roofs, greening to provide shade, light-coloured surface materials, or other measures;
- i. policies that establish urban greening targets, which may be achieved through urban forest canopy, green walls, requirements for on-site greening;
- j. provisions for an urban public realm, including passive and active **parks** and meeting places that contribute to a sense of place and clear identity;
- k. 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;
- l. policies to ensure natural and recreational connections and enhancements to and within local and Regional Greenlands Systems;

- m. 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;
- n. a mobility plan that addresses the criteria in policy 9.2.2.14.b.xii of this Plan with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and facilities;
- o. 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; and
- p. provisions for human services that meet local community and Region-wide needs.

10.1.1.5. That Secondary Plans shall be prepared by the City in consultation with the community.

10.1.1.6. 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.

10.1.1.7. 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 particular those applications intended to develop over a number of phases, shall include a *Development* Concept Report, providing a detailed description of the proposed *development*, and the manner in which it addresses the policies of the Secondary Plan. The *Development* Concept Report may form part of the justification for a *development* application as determined through a pre-consultation meeting with the Planning Department and address the following matters:

- a. phasing of *development*, from initial construction to ultimate completion;
- b. achievement of the transit-supportive and pedestrian-oriented uses;
- c. how the *development* has regard for the land use and design policies of neighbouring municipalities where appropriate;
- d. height and massing of buildings;
- e. distribution of land uses, lot sizes and densities;
- f. relationship between streets and buildings, including how the proposed *development* and subsequent phases address any Secondary Plan policies respecting build-to lines;
- g. how the street-related *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;
- k. location, dimensions and character of publicly accessible **private open 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, 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. micro-climatic 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*.

10.1.1.8. That, in evaluating *development* applications throughout the Secondary Plan Area, the City shall consider:

- a. the support 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 Regional Allocation 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 Bylaw;
- 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 local road network.

10.1.1.9. That, in addition to the studies listed in policy 10.1.3.3, the City may require the preparation of additional studies including a community services needs assessment and delivery strategy and/or a public art delivery strategy (if and where applicable) as part of the *Development* Concept Report or, in the case of an individual application, as determined through the pre-consultation meeting. The City shall establish specific requirements for studies addressing the foregoing concerns with *development* proponents. The costs associated with the conduct of these studies shall be the responsibility of the landowners and be shared equitably among benefiting landowners on a pro-rata basis.

10.1.1.10. 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 conceptually in the *Development* Concept Report and Phasing Plan.

10.1.1.11. Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements, where applicable:

- a. components of the local and primary road network;
- b. bus-rapid transit;
- c. subway; and

- d. public and community services.

### **Required Secondary Plan Areas - Policy Regarding the Processing of Individual Development Applications**

- 10.1.1.12. 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 submitted prior to May 17, 2010 when it is demonstrated to Council's satisfaction that the proposed *development* is generally compatible with the vision contemplated in the Official Plan; is significant in terms of its contribution to city-building; and that the proposal could be adversely affected because of any delay caused by having to adhere to the timing of a secondary plan process.
- 10.1.1.13. That upon direction by Council to staff to proceed with the processing of a *development* application in advance of the Secondary Plan, it will be required that the applicant attend a pre-application consultation meeting with appropriate staff at which meeting the requirements for various studies will be established, to the satisfaction of the City, to be undertaken as part of a complete application.

### **Block Plans**

- 10.1.1.14. That the City will identify areas subject to a Block Plan process through:
  - a. the Secondary Plan process; or
  - b. the *development* review process, to address complexities in smaller planning units, scoped as required in accordance with policy 10.1.1.15.
- 10.1.1.15. That a Block Plan is a comprehensive planning framework that describes how the following policy aspects of *development* will be addressed:
  - a. the proposed land uses, housing mix and densities;
  - b. 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;
  - c. the provision of public transit, pedestrian and cycling networks;
  - d. the provision of public and private services and the detailed approach to stormwater management;
  - e. protection and enhancement of the Natural Heritage Network, including the detailed evaluation and demarcation of **Core Features** and **Enhancement Areas**;

- f. the precise locations of natural and cultural heritage features of the area, including built heritage and potential *archaeological resources* and proposed approaches to conservation and or enhancement;
- g. the precise location of any **parks**, open spaces, *schools*, community centres, and libraries;
- h. the proposed implementation of sustainable *development* policies as contained in subsection 9.1.3 of this Plan
- i. phasing of *development*; and
- j. evaluation of opportunities for coordination with environmental assessment processes for roads and infrastructure that are subject to the Environmental Assessment Act.

10.1.1.16. 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.

10.1.1.17. 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.

10.1.1.18. To require comprehensive landowner agreements to implement the financial requirements for growth related infrastructure and community services are provided without adverse impact on the City's financial capability. This may require front-end financing agreements to advance the timing for the required infrastructure, to address any acceleration in associated costs, and to implement a fair and equitable sharing of the costs of providing the required infrastructure and *community facilities*.

10.1.1.19. To be satisfied of the following when considering approval of a Block Plan:

- a. capital costs associated with the infrastructure and *community facilities* required for the *development* shall not adversely affect the City's budget;
- b. transportation requirements, including transit and cycling facilities, both internal and external to the block, will be provided within an acceptable time frame;
- c. the availability of capacity of other major public service providers;

- d. local and Regional water and sanitary sewer trunk services will be provided to the block;
- e. water and sanitary sewer allocation 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; and
- g. park and community centre sites shall be developed within a time frame acceptable to the City.

10.1.1.20. 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;
- 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 fine grain of streets including connectivity between blocks; and

n. the application of sustainable *development* solutions.

10.1.1.21. 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* and open space areas. The Phasing Plan will identify the sequencing of phases based on the logical extension of community services and infrastructure, consistent with policy 10.1.1.20.

10.1.1.22. 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.

10.1.1.23. That transportation system improvements be co-ordinated with *development* to provide adequate capacity, including transit capacity and accessibility, is available to meet projected demands during all phases of the *development*. Availability of adequate capacity will be demonstrated as part of the Block Plan approval process.

10.1.1.24. That in co-ordination with the initiation of each new phase of construction within a Block Plan Area an Infrastructure Phasing Plan approved by Council will identify within and external to the Block, the specific water, utility and sewer services (and sections thereof) and the arterial and collector streets (and the sections thereof) and bridge crossings which shall be constructed prior to the initiation of *development* in each subsequent phase.

10.1.1.25. 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.

10.1.1.26. A proposed plan of subdivision or other *development* approval application which is not consistent with a Block Plan approved by Council may receive approval provided it can be demonstrated that any deviations from the Block Plan are appropriate, and represent good planning, and represent an improvement and conform to the policies of this Plan.

### **Site and Area Specific Policies**

10.1.1.27. 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.

10.1.1.28. That Site and Area Specific Policies reflect historical conditions or *development* permissions that were established prior to approval of this Plan but still maintain the goals and objectives of this Plan. Such Site and Area Specific Policies have been established because the existing *development* or *development* permission do not otherwise fit within the specific policy structure of this Plan.

10.1.1.29. That Council will 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.

### **Official Plan Review**

10.1.1.30. To undertake a review of the policies of this Plan at a minimum of every 5 years. The review shall determine if the policies of the Plan are adequately achieving the goals, objectives and intent of this Plan.

### **10.1.2 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. Implementation is achieved in a variety of ways. Traditional planning tools, including Zoning By-laws, Site Plan Control, Subdivision Control, Consents and Minor Variances will all be used to implement the policies of this Plan are realized. Tools such as Bonusing, Holding By-laws, Temporary-use by-laws and Community Improvement Plans are also given effect in this section so that they can be applied from time to time, as appropriate.

It is the policy of Council:

### **Zoning By-laws**

10.1.2.1. 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.

10.1.2.2. 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.

10.1.2.3. 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.

### Temporary Use By-laws

10.1.2.4. That Zoning By-laws may allow the temporary use of land, buildings or structures provided the temporary use meets the following conditions:

- a. is consistent with the general intent of this Plan;
- b. is compatible with adjacent land-uses;
- c. is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
- d. sufficient servicing and transportation capacity exists for the temporary use; and
- e. maintains the long-term viability of the lands for the uses permitted in this Plan.

### Holding By-laws

10.1.2.5. 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. Until such times 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 jeopardize the future use, in accordance with standards set out in the by-law.

10.1.2.6. That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land but that *development* of the lands for the intended use is premature until one or more of the following have been provided:

- a. the necessary wastewater, water and stormwater services;
- b. the necessary transportation facilities;
- c. the necessary *community facilities* and public infrastructure;
- d. special design features as required;
- e. certain studies, as required, regarding the timeliness of the *development*, such as a market impact study;
- f. approval of a Site Plan application; or
- g. the required agreements, as appropriate, are entered into.

10.1.2.7. Where a *Development* Concept Report has been prepared per policy 10.1.1.7 the City may enact a Holding By-law if:

- a. the *Development* Concept Report, submitted in support of a *development* application has not been finalized to the City's satisfaction;



- b. the number and location of access points to the site are inadequate to function safely and efficiently; and
- c. where *development* relies upon other matters occurring first, such as the consolidation of land ownership or completion of a *development* agreement, to ensure the orderly *development* of the project, and/or to secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, **parks**, community services and facilities, or outstanding application processing fees.

10.1.2.8. That a by-law to remove the holding symbol (H) may be enacted only when the reason for the use of the holding symbol no longer applies.

### **Bonusing for Increases in Height or Density (Section 37 of the Planning Act)**

10.1.2.9. Increased Height and Density Provision:

- a. In accordance with Section 37 of the Planning Act, Council may authorize an increase in the building height and/or density of development otherwise permitted in areas of the City, as contained in Volume 1 or Volume 2 of this Plan, or as contained in a site specific zoning by-law, in return for the provision of community benefits in the form of facilities, services or matters provided:
  - i. the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed development;
  - ii. the development represents good planning, is consistent with the other objectives of this Plan and consistent with applicable built form and neighbourhood compatibility objectives; and
  - iii. there is adequate infrastructure to support the increase in building height and/or density.
- b. Pursuant to Section 37 of the Planning Act, a by-law may be enacted by Council to achieve the City's objective of obtaining certain facilities, services or other matters which would not otherwise be secured under the other provisions of the Planning Act or the Development Charges Act, and which may be of particular benefit to a specific area or the City at large. Notwithstanding the generality of the foregoing it is the intent of Council in passing such by-laws to attain community benefits consisting of capital facilities, services or cash contributions toward specific capital facilities or services including but not limited to:
  - i. public parking;

- ii. public art contributions;
- iii. non-profit and/or public arts, and cultural, community or institutional facilities;
- iv. parkland and/or parkland improvements, or cash-in-lieu of parkland or parkland improvements that are over and above the City's standard levels of service, and above the contributions secured through Development Charges and/or under Section 42 of the Planning Act;
- v. enhanced public access to natural heritage features, ravines and valleylands supported by the Toronto and Region Conservation Authority, involving off-site improvements/upgrades;
- vi. enhanced below-grade and/or at-grade connections to public transit facilities;
- vii. district energy;
- viii. land for municipal purposes;
- ix. upgrades to community facilities that are above the City's standard level of service;
- x. upgrades to cultural heritage facilities/elements which are above that which is required by Provincial and municipal Policy;
- xi. fully furnished and equipped non-profit day care facilities, including startup funding;
- xii. The provision of affordable housing in the form of land, residential units or cash contributions to be transferred to the Region (Housing York, Inc.) or to a non-profit housing provider, free of cost, (including maintenance and condo fees if applicable);
- xiii. other community benefits that may be identified in Secondary Plans, Area Specific Policies or Site Specific Policies as contained in Volume 2 of this Plan; and other community improvements that may be identified through the development approval process.

10.1.2.10. Community benefits which are the subject of Section 37 provisions will be determined based on local community needs, intensification issues in the area, and the objectives of this Plan with priority given to provision of benefits in proximity to the proposed development.

10.1.2.11. Council reserves the right to select community benefits based on local community needs, the nature of the development application, any Implementation Guidelines or Plans adopted by Council and the policies of this Plan.

10.1.2.12. Increased building height and density provisions under Section 37 of the Planning Act will be implemented by site specific zoning by-laws. Such by-laws will specify the facilities, services and matters that are required to be provided under this provision.

10.1.2.13. That community benefits provided through policy 10.1.2.9 shall be secured in one or more agreements to be registered on title. The agreement(s) will specify when the community benefits will be provided. The agreement(s) will be executed, registered and secured in a manner satisfactory to the City, prior to the enactment of an Official Plan and/or zoning by-law amendment.

### **Community Improvement Plans**

10.1.2.14. 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 services such as public recreational/cultural facilities, public open space and/or social services including *affordable* housing;
- c. building and/or property deterioration, including facade treatment; to the extent that it has a negative effect on the overall image of the broader community;
- d. faulty arrangement of lands;
- e. encroachment of incompatible land uses;
- f. poor overall streetscape and urban design;
- g. existing or potential Business Improvement Areas;
- h. vacant lots with *redevelopment* or infill potential to achieve Urban Structure;
- i. underdeveloped properties which have potential for *redevelopment* or expansion to better utilize the land base to achieve the desired 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 *brownfields*, 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.

10.1.2.15. That a Community Improvement Plan will be prepared and adopted for the area with input from area residents, property owners and other interested stakeholders.

10.1.2.16. That when the intent of a Community Improvement Plan has been carried out it may be dissolved by by-law.

### **Legal Non-conforming Uses**

10.1.2.17. That the use of land, buildings or structures which does not conform to the Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal nonconforming use. When a legal non-conforming use ceases, then the rights derived from the legal non-conforming use shall terminate.

10.1.2.18. That legal non-conforming uses will eventually cease and be replaced by uses, buildings or structures that conform with the intent of this Plan and the Zoning By-law.

10.1.2.19. That, in special circumstances, it may be appropriate to consider the extension or enlargement of non-conforming uses. In reviewing applications to extend or enlarge a legal non-conforming use, regard will be had for the following:

- a. the characteristics of the legal non-conforming use and the proposed extension or enlargement will be examined with regard to noxious emissions including noise, vibration, fumes, smoke, dust, odour, lighting, environmental impacts and traffic-generating capacity and with regard to its ability to respect and reinforce the character and planned function of the immediate local area as demonstrated through appropriate the study(ies), and no amendment to the Zoning By-law shall be approved if one or more of such nuisance factors will be created or increased so as to add to the 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;
- b. the neighbouring conforming uses will be protected where necessary by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, devices and measures to increase compatibility of character and planned function, reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs; and,
- c. in all cases where an existing legal non-conforming use seriously affects the amenity, character and planned function 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 legal non-conforming use, especially where public health and welfare are directly affected.

## Site Plan Control

10.1.2.20. That the whole of the City of Vaughan is considered a Site Plan Control Area in accordance with Section 41 of the Planning Act. For policies related to Site Plan Control, “*development*” means the construction, erection or placing of one or more buildings or structures on land or 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 the laying out and establishment of a commercial parking lot or of sites for the location of three or more trailers, or of sites for the location of three or more mobile homes or of sites for the construction, erection or location of three or more land lease community homes.

“*Development*” does not include the placement of a portable classroom on a *school* site of a District School Board, if the *school* site was in existence on January 1, 2007.

10.1.2.21. That prior to *development* being undertaken in the Site Plan Control Area, Council 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 accessibility 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 less than twenty-five dwelling 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 exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design;
  - v. the sustainable design elements on any adjoining public street including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and
  - vi. facilities designed to have regard for accessibility for persons with disabilities.

10.1.2.22. That notwithstanding policy 10.1.2.20, the following classes of *development* are exempt from the site plan control provisions:

- a. **agricultural** and farm related buildings or structures that are utilized in farming operations (**agricultural**, commercial or industrial operations such as farm equipment sales and services, farm supply sales and **agricultural** storage, service or supply establishments are not subject to this exemption); and
- b. residential detached, semi-detached, and structures and buildings accessory thereto.

10.1.2.23. That notwithstanding policy 10.1.2.22.b above, new Detached Houses and Semi- Detached Houses located within areas subject to a Heritage Conservation District Plan shall be subject to Site Plan Control, but this shall not include Detached Houses that are or will be proceeding through the Plan of Subdivision approval process and comply with the approved design.

10.1.2.24. That the City may require drawings showing plan, elevation and cross-section views of buildings used for residential purposes containing less than 25 dwelling units other than for those exemptions contained in policy 10.1.2.22.

10.1.2.25. 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;
- 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 Ministry of the Environment;

- 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; and
- l. vaults, central storage and collection areas, etc. for garbage shall be appropriately provided on-site in accordance with the City's guidelines.

10.1.2.26. 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 the widening needed to achieve the road allowance to meet the required 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 9. 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.

10.1.2.27. 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.

### **Plans of Subdivision**

10.1.2.28. 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; or
- b. where the extension or creation of a public road allowance is required; or
- 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.

10.1.2.29. 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 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
- c. Secondary Plans, and where a Block Plan is required conforms with the Block Plan;
- d. 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
- e. the Plan of Subdivision is not premature and is in the best interest of the City.

10.1.2.30. 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 or other public recreational purposes according to the policies in subsection 7.3.3 of this Plan;
- b. transportation network facilities, including pedestrian pathways, bicycle pathways, streets and public transit rights-of-way be dedicated as necessary; land be dedicated
- c. for commuter parking lots and transit stations, including related facilities and infrastructure for the use of the general public, as necessary;
- d. where the proposed subdivision abuts an existing street, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the street to such width as indicated on Schedule 9; and
- e. land that is planned as a *school* site for any *school* board that has jurisdiction in the area in which the land is situated be offered to the *school* board in accordance with the provisions of the Planning Act.

10.1.2.31. 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.

10.1.2.32. That prior to approval of Draft Plans of Subdivision, York Region shall confirm the availability of servicing capacity and the City 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.



10.1.2.33. 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)**

10.1.2.34. That a consent(s) 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 10.1.2.28.

10.1.2.35. That a consent(s) 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.

10.1.2.36. That a consent(s) may be permitted for the following purposes:

- a. the creation of new lots;
- b. boundary adjustments to existing lots;
- c. the creation of easements over existing lots; and/or
- d. to convey additional lands to an adjacent lot, provided a lot smaller than that otherwise permitted by the Zoning By-law is not created.

10.1.2.37. That authority to grant a consent(s) to sever land is delegated to the Committee of Adjustment.

10.1.2.38. That a lot(s) may be created only if there is enough net *developable area* on both the severed lot and the remainder lot to accommodate proposed uses, buildings and structures and accessory uses without encroachment on the Natural Heritage Network.

10.1.2.39. 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.

10.1.2.40. That a lot shall not be created if it would extend or promote strip *development*.

10.1.2.41. That a consent(s) shall not be granted for uses that are inconsistent with this Plan.

10.1.2.42. That a consent(s) 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**. Such consent(s) in the **Urban Area** will be subject to the following:

- a. infilling which economizes the use of urban land without disturbing the existing pattern of *development* or perpetuating an undesirable pattern of *development* or prejudicing the layout of future *development* shall be considered acceptable;

- b. where a parcel of land is located within an existing settlement or designated by the Official 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.

10.1.2.43. That a consent(s) to sever land designated on Schedule 13 as **Natural Area** and **Agricultural**, may be permitted in the following instances:

- a. acquisition of land by a public body for infrastructure projects;
- b. conveyances to public bodies or non-profit agencies for natural heritage or conservation purposes, provided no separate lot is created;
- c. 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;
- d. *agricultural uses* where both the subject and retained lands are a minimum size of 40 hectares (100 acres) outside the **Urban Boundary** shown on Schedule 1;
- e. 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
- f. severance of an existing residence that is surplus to a farming operation as a result of a farm consolidation, provided no additional residence can be constructed on the retained farmland.

10.1.2.44. That a consent(s) to sever land designated on Schedule 13 **Oak Ridges Moraine Natural Core**, **Oak Ridges Moraine Natural Linkage**, or **Oak Ridges Moraine Countryside**, may be permitted in the following instances:

- a. Severance, from a *rural lot*, of a *farm retirement lot* or a lot for a *residence surplus to a farming operation*. The maximum permitted is a cumulative total of one such severance for each *rural lot*. All consents granted on or after January 1, 1994 are included in the calculation of the cumulative total.
- b. Severance from each other of two or more *rural lots* that have merged in title. The severance shall follow the *original lot lines* or *original half lot lines*.
- c. Allowing land acquisition for transportation, infrastructure, and utilities as described in subsection 3.4.10 , 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.
- 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.

10.1.2.45. That consent(s) 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 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 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 relevant minimum Distance Separation Formulae of the Agricultural Code of Practice;
- 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*.

10.1.2.46. 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.

10.1.2.47. That in addition to matters under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies:

- a. Compatibility of the proposed size, shape and use of the lot with:

- i. the local pattern of lots, streets and blocks;
  - ii. the size and configuration of existing lots;
  - iii. the building type of nearby properties;
  - iv. the heights and scale of nearby properties;
  - v. the setback of buildings from the street;
  - vi. the pattern of rear and side-yard setbacks; and
  - vii. conservation and enhancement of heritage buildings, heritage districts and *cultural heritage landscapes*.
- 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:



It is the policy of Council that:

- 10.1.3.1. A pre-application consultation meeting with the City is required prior to the submission of an application for an Official Plan Amendment, a Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval.
- 10.1.3.2. For the purposes of deeming an application for an Official Plan Amendment, Zoning Bylaw Amendment, Consent, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval to be complete, the following information is required:
  - a. a completed application form for the applicable approval;
  - b. the prescribed application fee in accordance with the Tariff of Fees By-Law for Planning Applications in effect on the date the application is submitted to the City;
  - c. a draft of the Official Plan and/or Zoning By-law Amendment(s), including the proposed text and all proposed schedules;
  - d. confirmation of a minimum of one pre-application consultation meeting with the City, for the purposes determining the required information and application submission materials and to determine the other review agencies that an applicant may be required to consult with; and
  - e. all other information, studies and material(s) as may be identified through the Pre-Application Consultation meetings(s), including the requirements of other review agencies.
- 10.1.3.3. The following information, studies and materials, or other information, that may be identified through the Pre-Application Consultation meeting, may be required to be submitted in support of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Consent, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval:
  - a. Description of Site and Proposal:
    - i. Colour aerial photograph(s);
    - ii. Survey Plan;
    - iii. Parcel abstract;
    - iv. Planning Justification Report;
    - v. Draft Official Plan Amendment;
    - vi. Draft Zoning By-law Amendment;
    - vii. Draft Plan of Subdivision and/or Condominium
    - viii. Concept Plan;

- ix. *Development* Concept Report and Phasing Plan; and
- x. Comprehensive *Development* Plan.
- b. Plans and Drawings:
  - i. Architectural Site Plan;
  - ii. Internal Floor Plans;
  - iii. Roof Top screening Details and/or cross section;
  - iv. Building Elevations (both black and white and colour);
  - v. Larger scale drawings of building elevations related to the public realm;
  - vi. Coloured Renderings (perspective ground or human scale);
  - vii. Landscape Plans, including Landscape Costs Estimate;
  - viii. Sign Details (including materials and colours);
  - ix. Photometric Lighting Plan;
  - x. Waste collection design standards;
  - xi. Architectural Control Architect Approved Drawings;
  - xii. Reductions of Plans (Legal Size); and
  - xiii. Digital versions of plans in both AutoCAD and PDF formats, or the applicable format at the time of application submission.
- c. Urban Design Reports and Studies:
  - i. Urban Design Brief or Guidelines;
  - ii. Architectural Guidelines;
  - iii. Sustainable *Development* Report;
  - iv. Public Realm Plan;
  - v. Streetscape Plan;
  - vi. Computer generated building mass model;
  - vii. Wind Study; and
  - viii. Sun/Shadow Study.
- d. Environmental Reports and Studies:
  - i. Master Environment and Servicing Plan;
  - ii. Environmental Impact Study;
  - iii. Phase 1 Environmental Site Assessment;



- iv. Demarcation of physical and stable top of bank areas regulated by Toronto and Region Conservation Authority and/or limits of elements of the Natural Heritage Network, and/or hazard lands;
  - v. Valley Policy Area 1 to 4;
  - vi. Edge Management and/or Restoration Plans;
  - vii. Oak Ridges Moraine Conformity Report;
  - viii. Greenbelt Conformity Report;
  - ix. Special Policy Areas Study;
  - x. Erosion and Sediment Control Plan;
  - xi. Environmental Site Screening Checklist;
  - xii. Community Energy Plan;
  - xiii. Natural Heritage and/or Hydrologic Evaluation;
  - xiv. Landform Conservation Plan; and
  - xv. Flood Risk assessment Plan.
- e. Transportation Reports and Studies;
- i. Transportation Master Plan;
  - ii. Transportation Study and Impact Report;
  - iii. Transportation Demand Management Plan;
  - iv. Parking Study;
  - v. Pedestrian and Cycling Circulation Plan;
  - vi. Mobility Plan; and
  - vii. Transit Facilities Plan.
- f. Engineering Reports and Studies:
- i. Master Environment and Servicing Plan;
  - ii. Phasing Plan;
  - iii. Functional Servicing Report;
  - iv. Water Supply Analysis Report;
  - v. Wellhead protection area Risk assessment;
  - vi. Wellhead protection area Risk management plan;
  - vii. Stormwater Management Report;

- viii. Noise and Vibration Report;
    - ix. Geotechnical and Soils Report; and
    - x. Site Servicing and Grading Plan.
  - g. Heritage Reports and Studies:
    - i. Cultural heritage survey;
    - ii. Cultural heritage impact assessment;
    - iii. Cultural Heritage Management Plan;
    - iv. Heritage Conservation District Conformity Report;
    - v. Archaeological; and
    - vi. Archaeological Assessment.
  - h. Other Reports and Studies
    - i. Market Impact Study;
    - ii. Commercial Impact Statement;
    - iii. Housing Options Statement;
    - iv. Appraisal Report;
    - v. Parks and Open Space Plan;
    - vi. Landscape Master Plan;
    - vii. Employment Area Compatibility Assessment report;
    - viii. Tree inventory and preservation study; and
    - ix. Arborist report.
- 10.1.3.4. That through the review process for an application for an Official Plan Amendment, Zoning By-law Amendment, Consent, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval that has been deemed complete, the City or other review agency may require additional reports, studies and information. The request for additional information, however, will not affect the date the original application was deemed complete.
- 10.1.3.5. That where a study has been submitted in support of a *development* application, and it is determined by the City that a peer review is required, the peer review shall be coordinated by the City but at the expense of the applicant.
- 10.1.3.6. *Development* agreements based on the findings of this Plan or any Secondary Plan or Block Plan 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.

10.1.3.7. *Development* approvals shall implement the required equitable contributions of funds, lands and commitments for services 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** and 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;
- 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.

#### 10.1.4 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:

10.1.4.1. 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, beyond what was proposed and considered by Council at a previous public meeting.

(OPA #4)

10.1.4.2. When a further public meeting is held, the procedures identified in Policies 10.1.4.2 through 10.1.4.5 shall apply. (OPA #4)

10.1.4.3. 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 10.1.4.1 shall be given at least twenty (20) days prior to the date of the meeting.

10.1.4.4. The notice of public meeting shall contain the following information:

- a. the date, time and location of the meeting;
- b. a key plan showing the location of the subject site or a description of the site; and
- c. a description of the proposal.

10.1.4.5. 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 Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment applies; or
- b. prepaid first class mail to personal service to every land owner within 150 meters of the land to which the proposal applies.

10.1.4.6. 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.

10.1.4.7. Notwithstanding policies 10.1.4.1 through 10.1.4.6, the City may forego notification of any meetings for the public in connection with Official Plan and Zoning By-law amendments if such amendments will not affect the substance of the document being amended, 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.



## 10.2 Interpretation

### 10.2.1 Interpreting the Plan

The Official Plan represents the policy of Council of the City of Vaughan with respect to land use and related matters. The Plan consists of two Volumes. Volume 1 contains policies that apply across the City and Volume 2 consists of Secondary Plan or Site and Area specific policies that apply to specific geographic boundaries. Volume 2 policies are derived from area-specific land-use planning studies or from the processing of specific *development* applications. The Plan is to be read in its entirety and all policies are to be considered and balanced in its implementation.

The Plan includes both numbered policies and explanatory text. The explanatory text provides clarity and intent to the numbered policies. The Plan also includes illustrative figures and statutory Schedules. Illustrative figures are provided to guide the interpretation of the Plan whereas Schedules form part of the policy of this Plan.

It is the policy of Council:

- 10.2.1.1. That the Official Plan is to be read in its entirety and all policies are to be considered and balanced when implementing the Plan.
- 10.2.1.2. That the Official Plan includes both numbered policies and explanatory text. The numbered policies represent the specific direction of Council. The explanatory text provides additional information and support to aid in the interpretation of the policies. Terms that are italicized are defined as per the applicable definition in subsection 10.2.1.8. Terms that are bold are specific designations found on Schedules to this Plan and defined through the policies of this Plan.
- 10.2.1.3. That any Official Plan Amendment application approved or amendment adopted by Vaughan Council following September 7, 2010 and prior to the approval of this Plan shall be incorporated into this Plan without further amendment upon the amendment's approval by York Region or the Ontario Municipal Board.
- 10.2.1.4. 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 zoning by-law;
- c. the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
- d. the neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
- e. in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.
- f. within **Natural Areas**, it is demonstrated that there will be no negative impact on existing natural features and functions;
- g. there is no increased risk to public health and safety associated with natural hazards in accordance with the natural hazards policies of this Plan; and/or
- h. where applicable, permission is obtained in accordance with Section 28 of the Conservation Authorities Act.

10.2.1.5. The Official Plan includes the following Schedules:

- a. Schedule 1 Urban Structure
- b. Schedule 1A Urban Area
- c. Schedule 1B Areas Subject to Policy 9.1.2.3 - Vaughan's Established Large-Lot Neighbourhoods
- d. Schedule 2 Natural Heritage Network
- e. Schedule 3 Environmentally Sensitive Areas and Areas of Natural and Scientific Interest
- f. Schedule 4 Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas
- g. Schedule 5 Mineral Aggregate Resources

- h. Schedule 6 Aquifer vulnerability
- i. Schedule 7 Landform Conservation
- j. Schedule 8 Special Policy Areas
- k. Schedule 9 Future Transportation Network
- l. Schedule 10 Major Transit Network
- m. Schedule 11 Wellhead Protection Areas
- n. Schedule 12 TransCanada Pipe facilities
- o. Schedule 13 Land Use Designations
- p. Schedule 14A Areas Subject to Secondary Plans
- q. Schedule 14B Areas Subject to Area Specific Plans
- r. Schedule 14C Areas Subject to Site Specific Plans

10.2.1.6. Boundaries of land use designations on Schedule 13 are approximate except where delineated by a Secondary Plan or area-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 **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 would be reflected in the approved subdivision plans and Zoning By-Law.

10.2.1.7. 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 Chapter 3, provided that such variations respond to unique conditions or context of a site, and are supported through a Planning Justification Report and/or Urban Design Brief to the satisfaction of the City.

10.2.1.8. 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.





## 10.2.2 Definitions

10.2.2.1. Certain words throughout the Plan have been italicized. Words have been italicized because they either have been defined through one of the Schedules to this Plan or are more precisely defined in this section of the Plan. For all other words found in this Plan, the standard meaning is implied.

10.2.2.2. It is the policy of Council that, where italicized in this Plan, the following definitions shall apply:

<b>ADJACENT</b>	<p>When applied to natural heritage, those lands contiguous to a <i>Core Feature</i> where it is likely that <i>development</i> or <i>site alteration</i> can reasonably be expected to have an impact on the feature. Generally, adjacent lands are considered to be within 120 metres from any part of the feature.</p> <p>When applied to cultural or built heritage, those lands contiguous to a protected heritage property.</p>
<b>AFFORDABLE</b>	<p>a. In the case of ownership housing, the least expensive of:</p> <ul style="list-style-type: none"><li>i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or</li><li>ii. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the <i>regional market area</i>;</li></ul> <p>b. In the case of <i>rental housing</i>, the least expensive of:</p> <ul style="list-style-type: none"><li>i. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or,</li><li>ii. a unit for which the rent is at or below the average market rent of a unit in the <i>regional market area</i>.</li></ul> <p>For the purposes of this definition, “low- and moderate-income households” means, in the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the <i>regional market area</i>, or in the case of <i>retail</i> housing, households with incomes in the lowest 60% of the income distribution for renter households for the <i>regional market area</i>.</p>
<b>AGRICULTURAL USES</b>	<p>Means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment.</p>

<b>AGRICULTURE-RELATED USES</b>	Means those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.
<b>SECONDARY AGRICULTURAL USES</b>	Means uses secondary to the principal use of the property, including but not limited to, <i>home occupations</i> , home industries, and uses that produce value-added agricultural products from the farm operations on the property
<b>ANCILLARY RETAIL</b>	Small scale <i>retail</i> uses that primarily serve the business functions in Employment Lands
<b>AQUIFER VULNERABILITY</b>	An aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.
<b>ARCHAEOLOGICAL POTENTIAL</b>	Areas of <i>archaeological potential</i> are determined through the use of provincial screening criteria, or criteria developed based on the known archaeological record within the City and developed by a licensed archaeologist. Such criteria include proximity to water (current and ancient shorelines), rolling topography, unusual landforms, and any locally known significant heritage areas such as portage routes or other places of past human settlement.
<b>ARCHAEOLOGICAL RESOURCES</b>	Includes artefacts, archaeological sites, and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.
<b>BROWNFIELD</b>	Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
<b>BUILT BOUNDARY</b>	The built-up area as defined in the Places to Grow: Growth Plan for the Greater Golden Horseshoe, June 2006 by the Provincial Ministry of Energy and Infrastructure.
<b>COMMUNITY FACILITIES</b>	Public facilities for recreation, social and cultural activities, which may be further defined as <i>small-scale community facilities</i> .

<p><b>COMPLETE COMMUNITY</b></p>	<p>Communities that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including <i>affordable housing, schools</i>, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.</p>
<p><b>CONSERVE (Also: Conserved, Conserves, Conserving, Conservation)</b></p>	<p>When applied to cultural heritage resources, means the identification, protection, use and/or management of cultural heritage and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained.</p>
<p><b>COUNTRYSIDE</b></p>	<p>Lands outside the <b>Urban Area</b>, including lands with the following Land Use designations: <b>Natural Area, Agricultural</b> and <b>Rural</b>.</p>
<p><b>CULTURAL HERITAGE CHARACTER AREA</b></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, <b>Hamlets</b>, neighbourhoods and <b>Natural Areas</b>.</p>
<p><b>CULTURAL HERITAGE IMPACT ASSESSMENT</b></p>	<p>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:</p> <ol style="list-style-type: none"> <li>a. a description of the cultural heritage values of the property;</li> <li>b. contextual information, including any <i>adjacent</i> heritage properties;</li> <li>c. the current condition and use of all constituent features;</li> <li>d. relevant planning and land use considerations;</li> <li>e. a description of the proposed <i>development</i> and potential impacts, both adverse and beneficial, on the cultural heritage values;</li> <li>f. alternative strategies to mitigate adverse impacts; and</li> <li>g. recommendations to <i>conserve</i> the cultural heritage values.</li> </ol>

**CULTURAL  
HERITAGE  
LANDSCAPE**

A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. A landscape involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include but are not limited to heritage conservation districts designated under the Ontario Heritage Act, and villages, **parks**, gardens, a sacred site within a natural environment, battlefields, mainstreets, neighbourhoods, cemeteries, **railways**, and industrial complexes of cultural heritage value. They are often protected as, or part of, a heritage conservation district.

**CULTURAL  
HERITAGE SURVEY**

A document prepared by a qualified professional with appropriate expertise that:

- a. identifies any cultural heritage resources on or in close proximity to the subject lands and the significance of those resources; and
- b. makes recommendations for conserving the cultural heritage resources, including whether a *Cultural heritage impact assessment* should be prepared.

**DAY CARE**

A building or part of a building that receives more than five children under the age of 10 years 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.

**DEVELOPABLE  
AREA**

The *developable area* includes all lands available for *development* for both private and public uses, including residential and employment uses, open space and infrastructure (e.g. local and Regional streets and stormwater management ponds).

The developable area excludes:

- a. environmental features identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe;
- b. the Regional Greenlands System;
- c. key natural heritage features and key hydrologic features;
- 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 use (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 subsection 3.4.10 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 November 15, 2001, or
  - ii. the carrying out of agricultural practices on land that was being used for *agricultural uses* on November 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.

## DESIGNATED HERITAGE PROPERTY

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.

**EARLY  
SUCCESSIONAL**

Early successional means a previously non-wooded, currently regenerating area in which:

- a. there is less than 2 square metres of basal area per hectare in trees that are 10 centimetres or more in diameter from any combination of species listed in the following Table; and,
- b. there is less than 2 square metres of basal area per hectare in trees that are 25 centimetres or more in diameter from any combination of species listed in the following Table plus White Ash (*Fraxinus americana*), Black Cherry (*Prunus serotina*), White Cedar (*Thuja occidentalis*), White Elm (*Ulmus americana*) or Red Elm (*Ulmus rubra*).

Mid to Late Successional or Site Restricted Tree Species

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

**ECOLOGICAL  
FUNCTION**

The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems, and landscapes. These may include biological, physical, and socioeconomic interactions.

<b>ECOLOGICAL INTEGRITY</b>	<p>Includes hydrological integrity and means the condition of ecosystems in which:</p> <ol style="list-style-type: none"><li>the structure, composition and function of the ecosystems are unimpaired by stresses from human activity;</li><li>natural ecological processes are intact and self-sustaining; and</li><li>the ecosystems evolve naturally.</li></ol>
<b>EXISTING USES</b>	<p>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.</p>
<b>FARM RETIREMENT LOT</b>	<p>When applicable to the <b>Oak Ridges Moraine Conservation Plan Area</b>, a <i>farm retirement lot</i> means a lot that is severed from land that is being used in a farming operation, on the application of a person who:</p> <ol style="list-style-type: none"><li>owned and operated the farm operation, as a full-time farmer, for a substantial number of years,</li><li>was engaged in farming on January 1, 1994, and</li><li>has reached retirement age and is retiring from active working life.</li></ol>
<b>FLOOR SPACE INDEX</b>	<p>The ratio of gross floor area to the net <i>developable area</i> of the site. The gross floor area means the total area of all of the floors in a building above grade measured from the outside of the exterior walls, but excluding bicycle parking within a building. Net <i>developable areas</i> means the area of the site excluding any lands to be conveyed for public purposes such as public streets, valley lands, street widenings, <b>parks</b> and <i>schools</i>.</p>
<b>GLOBALLY OR PROVINCIAL RARE PLANTS, ANIMALS OR COMMUNITIES</b>	<p>Plant or animal species or communities that have been assigned a provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of:</p> <ol style="list-style-type: none"><li>S1 – Extremely rare;</li><li>S2 – Very rare;</li><li>S3 – Rare to uncommon;</li><li>G1 – Extremely rare;</li><li>G2 – Very rare; or</li><li>G3 – rare or rare to uncommon.</li></ol>



<p><b>GOOD HERITAGE CONSERVATION PRACTICE</b></p>	<p>Is the approach to conserving a cultural heritage resource generally accepted by professionals engaged in the work and is set out in the following documents:</p> <ul style="list-style-type: none"> <li>a. UNESCO and International Council on Monuments and Sites (ICOMOS) Conventions and Charters – Venice, Appleton, Washington and Burra;</li> <li>b. Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada;</li> <li>c. The Ontario Ministry of Culture’s eight guiding principles in the conservation of built heritage properties; and</li> <li>d. The respective Heritage Conservation District Plan or guidelines in which the property is located, if the property is designated under Part V of the Ontario Heritage Act.</li> </ul>
<p><b>GREENFIELD</b></p>	<p>Lands designated for urban use in an Official Plan, but not yet developed for such uses.</p>
<p><b>HABITAT OF ENDANGERED AND THREATENED SPECIES</b></p>	<p>Habitat of endangered species 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. 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 <i>habitat of endangered and threatened species</i>.</p>
<p><b>HAZARDOUS LANDS</b></p>	<p>Property or lands that could be unsafe for <i>development</i> due to naturally occurring processes. Along river, stream and small inland lake systems, this means that the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.</p>
<p><b>HAZARDOUS SITES</b></p>	<p>Property or lands that could be unsafe for <i>development</i> or <i>site alteration</i> due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).</p>

<b>HERITAGE PERMIT APPLICATION</b>	<p>An application for a permit under Parts IV or V of the Ontario Heritage Act to alter, add to, construct, demolish or remove a structure or feature on a property. The <i>heritage permit application</i> shall be accompanied by the following information:</p> <ul style="list-style-type: none"><li>a. municipal and legal address of the property;</li><li>b. name and address of the property owner;</li><li>c. property survey of the affected property;</li><li>d. current photographs of the buildings and landscape features of the property that will be affected by the proposal;</li><li>e. a description of the proposed work including:<ul style="list-style-type: none"><li>i. site plan;</li><li>ii. sketches or architectural drawings of the proposed work showing materials, dimensions and scope of the work to be undertaken;</li></ul></li><li>f. any research or documentation in support of the proposal including:<ul style="list-style-type: none"><li>i. archival photographs of the property;</li><li>ii. pictures or plans of similarly styled heritage buildings in the community; and</li><li>iii. signed statement by the owner authorizing the application and permitting staff to inspect the property.</li></ul></li></ul>
<b>HERITAGE REGISTER</b>	<p>The register of cultural heritage resources as established under Section 27 of the Ontario Heritage Act.</p>
<b>HOME OCCUPATION</b>	<p>A small-scale privately operated business which provides a service as an accessory use within a residential dwelling unit, or an accessory building to a residential dwelling unit, and is performed by one or more of the permanent residents of that dwelling unit and is compatible with the character of the surrounding area. Permitted <i>home occupation</i> uses will be defined and <i>development</i> standards established in the zoning by-law.</p>
<b>HOTEL</b>	<p>A building(s) or part thereof on the same lot used to accommodate the travelling public for gain or profit, by supplying them with sleeping accommodation but without individual private cooking facilities.</p>

<p><b>INTENSIFICATION</b></p>	<p>The <i>development</i> of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a. <i>redevelopment</i>, including reuse of <i>brownfield</i> sites;</li> <li>b. the <i>development</i> of vacant and/or underutilized lots within previously developed areas;</li> <li>c. <i>infill development</i>; and</li> <li>d. the expansion or conversion of existing buildings.</li> </ul>
<p><b>INTENSIFICATION AREA</b></p>	<p>Areas identified on Schedule 1 Urban Structure as Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors, Regional Intensification Corridors within Employment Areas, Primary Intensification Corridors and Primary Intensification Corridors within Employment Areas.</p>
<p><b>KEY DEVELOPMENT AREAS</b></p>	<p>Those properties with frontage directly on the street forming a <b>Regional Intensification Corridor</b>. For clarity, properties that are rear-lotted against a <b>Regional Intensification Corridor</b>, or those that have frontage on a window street parallel to a <b>Regional Intensification Corridor</b>, are generally not considered appropriate for <i>intensification</i> and the <b>Key development area</b> policies do not apply.</p>
<p><b>MAJOR OFFICE</b></p>	<p>Office uses greater than 12,500 square metres per lot.</p>
<p><b>MAJOR RECREATIONAL USE</b></p>	<p>Where applicable to the <b>Greenbelt Plan Area</b> shown on Schedule 4, <i>major recreational uses</i> 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.</p>
<p><b>MAJOR RETAIL</b></p>	<p><i>Retail</i> uses greater than 10,000 square metres per lot, including but not limited to big-box <i>retail</i> stores, <i>retail warehouses</i>, and shopping centres.</p>

<p><b>MINERAL AGGREGATE OPERATION</b></p>	<p>When applicable to the Oak Ridges Moraine Conservation Area:</p> <ul style="list-style-type: none"> <li>a. an operation, other than a wayside pit, conducted under a licence or permit under the Aggregate Resources Act , and</li> <li>b. associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related by-products;</li> </ul> <p>When applicable to the <b>Greenbelt Plan Area</b>:</p> <ul style="list-style-type: none"> <li>a. an operation, other than <i>wayside pits and quarries</i>, conducted under a licence or permit under the Aggregate Resources Act, or successors thereto; and</li> <li>b. associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.</li> </ul>
<p><b>MUNICIPAL COMPREHENSIVE REVIEW</b></p>	<p>An Official Plan review or an Official Plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of the Provincial Growth Plan for the Greater Golden Horseshoe, as amended from time to time.</p>
<p><b>NATURAL SELF-SUSTAINING VEGETATION</b></p>	<p>Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending.</p>
<p><b>NON-FARM RESIDENCE</b></p>	<p>A single residential unit, unrelated to a farm operation located in the <b>Agricultural</b> or <b>Rural</b> land use designations.</p>
<p><b>ORIGINAL HALF LOT</b></p>	<p>When applicable to the <b>Oak Ridges Moraine Conservation Plan Area</b>, <i>original half lot</i> means half of an <i>original lot</i> that contained 80.9 hectares (200 acres), more or less.</p>
<p><b>ORIGINAL LOT</b></p>	<p>When applicable to the <b>Oak Ridges Moraine Conservation Plan Area</b> <i>original lot</i> means a township lot shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey.</p>
<p><b>PUBLIC UTILITY/ UTILITIES</b></p>	<p>A public body or private corporation providing infrastructure to the public such as hydro, natural gas, communications/telecommunications, cable, sewer and water.</p>
<p><b>PUBLIC SAFETY SERVICES</b></p>	<p>Fire, police, or ambulance services.</p>

<b>RAPID INFILTRATION BASIN</b>	A basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
<b>RAPID INFILTRATION COLUMN</b>	A column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.
<b>REGIONAL MARKET AREA</b>	An area, generally broader than a lower-tier municipality, that has a high degree of social and economic interaction. In southern Ontario, the upper or single-tier municipality will normally serve as the <i>regional market area</i> .
<b>RENTAL HOUSING</b>	Buildings containing one or more rented residential units, including vacant units that have been used for rented residential purposes, but does not include <i>secondary suites</i> , condominium-registered, life-lease or other ownership forms which are rented out by individual owners.
<b>RESIDENCE SURPLUS TO A FARMING OPERATION</b>	<p>When applicable to the Oak Ridges Moraine Conservation Plan Area:</p> <ol style="list-style-type: none"> <li>a. if there are two or more farm residences, both built before 1978, on a lot that is being used in a farming operation, one of those residences that is surplus to the farming operation, or</li> <li>b. if the owner and operator of a farming operation acquires an additional lot and uses it in the consolidated farming operation, any existing farm residence that is surplus to the consolidated farming operation.</li> </ol>
<b>RETAIL</b>	<i>Retail</i> shall mean <i>retail</i> , restaurant and service commercial uses.
<b>RETAIL WAREHOUSE</b>	A building or part of a building in which goods and merchandise are displayed, stored and sold in a warehouse format in accordance with the City of Vaughan Zoning By-law.
<b>RISK ASSESSMENT</b>	A study completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with a land use or land use activity that may pose a threat to the quantity or quality of a municipal drinking water supply.

<b>RISK MANAGEMENT PLAN</b>	A document completed by a qualified person that describes the results of the <i>risk assessment</i> , proposes a plan for the mitigation and management of the identified risks, and outlines an emergency response plan to be executed in the event that a risk occurs.
<b>RURAL LOT</b>	When applicable to the <b>Oak Ridges Moraine Conservation Plan Area</b> , a lot that is at least 97.5 per cent of the land that is left in an <i>original lot</i> or an <i>original half lot</i> after the deduction of any land that is: <ol style="list-style-type: none"><li>conveyed at any time for transportation, utilities and infrastructure as described in section 41, whether before, on or after November 16, 2001, or</li><li>validly conveyed before June 27, 1970.</li></ol>
<b>SCHOOL</b>	An elementary or secondary <i>school</i> , which every person who attains the age of six years is required to attend, as enacted by the Ontario Education Act.
<b>SECONDARY SUITE</b>	A single, self-contained, independent and separate accessory residential unit located within a residential dwelling, or on the same lot as a residential dwelling.
<b>SENSITIVE USES/SENSITIVE LAND USES</b>	Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. <i>Sensitive land uses</i> may be a part of the natural or built environment. Examples may include, but are not limited to: residences, <i>day care</i> centres, and educational and health facilities.

**SIGNIFICANT**

- a. In regard to *wetlands* and **Areas of Natural and Scientific Interest**, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
- 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; economically important due to site quality, species composition, or past management history; or an area that meets any one of the criteria in policy 2.2.40 of the York Region Official Plan; and
- d. In regard to other features and areas in policy 2.1 of the Provincial Policy Statement, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

**SIGNIFICANT DEVELOPMENT**

A *development* with 100 or more residential dwelling units or a total gross floor area of all uses of 12,500 m<sup>2</sup> or greater.

**SIGNIFICANT WILDLIFE HABITAT**

Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. These areas are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system. The Provincial Significant wildlife habitat Technical Guide should be referenced to determine significant wildlife habitat.

<p><b>SITE ALTERATION</b></p>	<p>When applicable to the Oak Ridges Moraine Conservation Area and the <b>Greenbelt Plan Area</b>: Activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:</p> <ul style="list-style-type: none"> <li>a. the construction of facilities for transportation, <b>Infrastructure and Utilities</b> used by a public body, or</li> <li>b. for greater certainty,                             <ul style="list-style-type: none"> <li>i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001, or</li> <li>ii. the carrying out of agricultural practices on land that was being used for <i>agricultural uses</i> on November 15, 2001.</li> </ul> </li> </ul> <p>When applicable to lands outside of the Oak Ridges Moraine Conservation Area and the <b>Greenbelt Plan Area</b>: Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.</p>
<p><b>SMALL-SCALE COMMUNITY FACILITY/ FACILITIES</b></p>	<p>Community or Neighbourhood library as defined in the Active Together Master Plan, or a community centre.</p>
<p><b>SMALL-SCALE CONVENIENCE RETAIL</b></p>	<p><i>Retail</i> uses intended to serve the residents of the immediate area with basic provisions such as such as a corner store. For clarity, a restaurant is not considered as a <i>small-scale convenience retail</i> use.</p>
<p><b>SOCIAL HOUSING</b></p>	<p><i>Rental housing</i> 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.</p>
<p><b>STOREYS</b></p>	<p>The number of floors located within a building in accordance with the City of Vaughan Zoning By-law.</p>
<p><b>SUPPORTIVE HOUSING</b></p>	<p><i>Affordable housing</i> 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.</p>
<p><b>TIME OF TRAVEL</b></p>	<p>The estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A <i>wellhead protection area</i> is typically divided into several time of travel zones.</p>



<p><b>UNIVERSAL ACCESSIBILITY</b></p>	<p>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.</p>
<p><b>UNSERVICED PARK</b></p>	<p>When 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.</p>
<p><b>URBAN AGRICULTURE</b></p>	<p>The growing or raising of food products produced through agricultural activity within or on the fringe of an <b>Urban Area</b>.</p>
<p><b>URBAN AREA</b></p>	<p>Lands identified on Schedule 1 Urban Structure as having an urban designation including Employment Area, Community Area, Vaughan Metropolitan Centre, Primary Centre, Local Centre, Regional <i>Intensification</i> Corridor and Primary <i>Intensification</i> Corridor.</p>
<p><b>VALLEY AND STREAM CORRIDOR</b></p>	<p><i>Valley and stream corridors</i> are the natural resources associated with river systems characterized by their landforms, features and functions. <i>Valley and stream corridors</i> are distinguished from other physiographic features by their connection to the river system as a whole.</p> <p>The physical landform of a valley corridor can visually be identified from its surrounding landscape (it is well-defined). The physical landform of a stream corridor cannot be visually identified from its surrounding landscape (it is ill-defined). Therefore, valley corridors are distinguished from stream corridors by the presence of a distinct landform.</p> <p>Valley corridors may or may not have a defined <b>Watercourse</b> channel. Stream corridors will typically have a defined <b>Watercourse</b> channel, except at the upper limit of the corridor - source area – where the <b>Watercourse</b> (headwater stream) is characterized by surface flow and/or high water tables originating from springs and seepage areas.</p> <p>Where a <i>Significant Area</i>, as defined in the <i>Valley and stream corridor</i> Management Program, is within and/or immediately <i>adjacent</i> to a valley or stream corridor, the corridor boundary is extended to include the <i>Significant Area</i> and a minimum 10 metres inland.</p> <p><i>Valley and stream corridors</i> are <i>significant</i> valley lands and will be further clarified through ongoing studies such as the Natural Heritage Network Study and studies in support of <i>development</i> applications.</p>

<p><b>VULNERABLE</b></p>	<p>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.</p>
<p><b>WAYSIDE PITS</b></p>	<p>See Wayside pits and quarries.</p>
<p><b>WAYSIDE PITS AND QUARRIES</b></p>	<p>A temporary pit opened or used by or for a public body solely for the purpose of a particular project of road construction and not located on the road right of way.</p>
<p><b>WELLHEAD PROTECTION AREA</b></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><b>WETLAND</b></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 <i>wetlands</i> are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be <i>wetlands</i> for the purposes of this definition.</p> <p><i>Wetlands</i> on the Oak Ridges Moraine and Greenbelt include any <i>wetlands</i> 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><b>WOODLAND</b></p>	<p>A treed area of land at least 0.2 hectare in size with at least:</p> <ol style="list-style-type: none"> <li>a. 1000 trees of any size, per hectare;</li> <li>b. 750 trees measuring over 5 centimetres diameter at breast height, per hectare;</li> <li>c. 500 trees measuring over 12 centimetres diameter at breast height, per hectare; or,</li> <li>d. 250 trees measuring over 20 centimetres diameter at breast height, per hectare, but does not include a cultivated fruit or nut orchard, a plantation established for the purpose of producing Christmas trees or nursery stock.</li> </ol> <p>For the purposes of defining a <i>woodland</i>, treed areas separated by more than 20 metres will be considered a separate <i>woodland</i>.</p>



# SCHEDULES

<b>Schedule 1</b>	<b>Urban Structure</b>
<b>Schedule 1A</b>	<b>Urban Area</b>
<b>Schedule 1B</b>	<b>Areas Subject to Policy 9.1.2.3 - Vaughan's Established Large-Lot Neighbourhoods</b>
<b>Schedule 2</b>	<b>Natural Heritage Network</b>
<b>Schedule 3</b>	<b>Environmentally Sensitive Areas and Areas of Natural and Scientific Interest</b>
<b>Schedule 4</b>	<b>Oak Ridges Moraine Conservation Plan and Greenbelt Plan Areas</b>
<b>Schedule 5</b>	<b>Mineral Aggregate Resources</b>
<b>Schedule 6</b>	<b>Aquifer Vulnerability</b>
<b>Schedule 7</b>	<b>Landform Conservation</b>
<b>Schedule 8</b>	<b>Special Policy Areas</b>
<b>Schedule 9</b>	<b>Future Transportation Network</b>
<b>Schedule 10</b>	<b>Major Transit Network</b>
<b>Schedule 11</b>	<b>Wellhead Protection Areas</b>
<b>Schedule 12</b>	<b>TransCanada Pipe Facilities</b>
<b>Schedule 13</b>	<b>Land Use Designations</b>
<b>Schedule 14A</b>	<b>Areas Subject to Secondary Plans</b>
<b>Schedule 14B</b>	<b>Areas Subject to Area Specific Plans</b>
<b>Schedule 14C</b>	<b>Areas Subject to Site Specific Plans</b>