

**AMENDMENT NUMBER 101**

**TO THE VAUGHAN OFFICIAL PLAN 2010**

**OF THE VAUGHAN PLANNING AREA**

**The following text and Schedule "1C" constitute Amendment Number 101 to the Vaughan Official Plan 2010 of the Vaughan Planning Area.**

**Authorized by Item No. \_\_\_ of Report No. \_\_\_**

**of the XXXX, 2023 Committee of the Whole**

**Adopted by Vaughan City Council on XXXX, 2023.**

## I PURPOSE

The purpose of this Amendment to the Vaughan Official Plan 2010 ('VOP 2010') is to bring VOP 2010 policies into conformity with the updated York Region Official Plan 2022 ('YROP 2022') and add 'Schedule 1C – Protected Major Transit Station Areas' which identifies Protected Major Transit Station Areas delineated by York Region; in consultation with the City of Vaughan.

This Amendment ensures that growth is being directed appropriately to Strategic Growth Areas, in line with VOP 2010 land use and density policies and ensures protection against land use planning appeals at the Ontario Land Tribunal through Section 16 of the *Planning Act*.

## II LOCATION

This Amendment applies to Lands surrounding the City's Bus Rapid Transit stops, GO Transit stations and Subway stations.

## III BASIS

The decision to amend VOP 2010 is based on the following considerations:

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was released by the Province of Ontario on May 2, 2019, and came into effect on May 16, 2019. A Place to Grow replaces the Growth Plan, 2017. A Place to Grow provides direction for accommodating growth and development in municipalities in Ontario. Policy 2.2.1.5 of A Place to Grow states that "the Minister will establish a methodology for assessing land needs to the Plan horizon". Amendment 1 to a Place to Grow came into

effect on August 28, 2020. Amendment 1 works in conjunction with the market-based Land Needs Assessment Methodology released by the Province.

Section 26 of the *Planning Act* requires official plans to be reviewed every five to ten years to ensure conformity with Provincial plans and policies. York Region initiated a Municipal Comprehensive Review ('MCR') in 2014 to update the York Region Official Plan 2010 ('YROP 2010'). YROP 2022 was adopted by Regional Council in June 2022 and approved by the Province with modifications in November 2022. As outlined by the Province, the date by which Regional and single-tier municipalities' official plans had to achieve conformity with the updated policies in A Place to Grow was July 2022.

A Place to Grow requires Regional municipalities, in consultation with local municipalities, to delineate boundaries and set minimum density targets for Major Transit Station Areas ('MTSAs') located on Provincial Priority Transit Corridors, identified on 'Schedule 5 – Moving People – Transit' of a Place to Grow. Provincial Priority Transit Corridors are inclusive of both existing transit corridors and future funded transit corridors. A Place to Grow identifies minimum density targets for MTSAs located on Provincial Priority Transit Corridors which are: 200 residents and jobs combined per hectare for subway stations; 160 residents and jobs combined per hectare for light rail transit or bus rapid transit; and 150 residents and jobs combined per hectare for the GO Transit rail network. The Minister may approve a minimum density that is lower than the applicable minimum density requirement where it is demonstrated that this minimum density requirement cannot be achieved. Planning for MTSAs is intended to be long-term and achieving the identified minimum densities can surpass the planning horizon of 2051 under A Place to Grow. York Region delineated all MTSA boundaries on 'Map 1B – Urban System Overlays' of YROP

2022 and minimum density targets are included in 'Appendix 2 – York Region Major Transit Station Areas', as approved by the Province. All MTSA's in the City of Vaughan are Protected Major Transit Station Areas ('PMTSA's') and are referred to as PMTSA's herein after. Consultation between York Region and the City of Vaughan to determine the appropriate PMTSA boundaries and minimum density targets was completed based on the policies, land use designations and associated heights and densities set out in VOP 2010. As such, existing and planned infrastructure to achieve the minimum density targets for PMTSA's set out by YROP 2022 has been allocated for based on VOP 2010 policies.

Pursuant to section 17 of the *Planning Act*, any lower-tier municipality that is required to include PMTSA policies in their official plan, as prescribed by section 16(b)(i) and (ii) of the *Planning Act*, must amend their official plan within one year from the day the upper-tier municipalities' policies regarding PMTSA's come into effect. As such, the City of Vaughan is required to update VOP 2010 to conform with the PMTSA boundaries, minimum density targets and PMTSA policies set out in YROP 2022.

VOP 2010 was adopted by Vaughan Council on September 7, 2010, and was endorsed with modifications by York Region on June 28, 2012. VOP 2010 was subsequently appealed to the Ontario Municipal Board, now known as the Ontario Land Tribunal, and has received partial approval through several Orders bringing most of the Plan into full force and effect. The purpose of VOP 2010 is to address all elements of effective, sustainable, and successful city-building, while managing projected growth to 2031 within the City.

VOP 2010, Volume 1, Section 2.2.5, sets out the policy framework for Intensification Areas in Vaughan. Intensification Areas consist of a hierarchy of mixed-use centres and corridors and includes policies for the Vaughan Metropolitan Centre, Regional Intensification Corridors, Primary Centres, Primary Intensification Corridors and Local Centres. This Amendment to Section 2.2.5 of VOP 2010, Volume 1, is required to add policies regarding PMTSAs and amend existing policies to achieve conformity with YROP 2022. This Amendment will also require the addition of ‘Schedule 1C – Protected Major Transit Station Areas’ to delineate PMTSA boundaries in Vaughan and identify the minimum density target for each PMTSA.

This Amendment to Section 2.2.5 of VOP 2010, Volume 1, will result in a policy framework for PMTSAs that conforms with the policies of YROP 2022 and Provincial plans and policies by following the direction of York Region to: delineate PMTSAs identified on ‘Map 1B – Urban System Overlays’ and ‘Appendix 2 – York Region Major Transit Station Areas’ of YROP 2022, identify minimum density target numbers in residents and jobs per hectare as shown on ‘Appendix 2 – York Region Major Transit Station Areas’ of YROP 2022 and establish policies in VOP 2010 that set out the overall Gross Minimum Floor Space Index (‘FSI’) for all buildings and/or structures within each PMTSA identified on ‘Schedule 1C – Protected Major Transit Station Areas’. This Amendment will ensure that the applicable schedules, policies, and designations of VOP 2010 are applied to each PMTSA and will determine the permitted uses of land, buildings and/or structures in the area and work to achieve the minimum density targets identified on ‘Schedule 1C – Protected Major Transit Station Areas’.

#### IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

## Draft Official Plan Amendment – Protected Major Transit Station Areas

The Vaughan Official Plan 2010 ('VOP 2010'), is hereby amended by:

1. Adding a new 'Schedule 1C – Protected Major Transit Station Areas', attached as ~~Schedule XX~~Appendix 1 to this Amendment, which identifies the boundaries of each Protected Major Transit Station Areas ('PMTSA's'), identified in Table A under Policy 2.2.5.19 of this Amendment, and includes the minimum density target of people and jobs per hectare for each PMTSA's.

2. Adding the following after VOP 2010, Volume 1, Policy 2.2.1.1.d:

2.2.1.1.e: Protected Major Transit Station Area(s) ('PMTSA(s)') are "areas of land identified on ~~in~~ Schedule 1C – Protected Major Transit Station Areas and is an area of land surrounding higher-order transit stations or stops and includes a minimum density target of people and jobs per hectare, as identified ~~on~~ in Schedule 1C – Protected Major Transit Station Areas". Where ~~an Intensification Area as per Schedule 1 is within~~ a PMTSA is within an Intensification Area identified on Schedule 1 – Urban Structure, the applicable Intensification Area designation and policies remain applicable, except where a PMTSA policy has a higher standard or requirement.

3. Amending VOP 2010, Volume 1, Policy 2.2.1.2, by adding the following underlined wording:

"That the areas identified on Schedule 1 – Urban Structure as the Vaughan Metropolitan Centre (Regional Centre), Primary Centres, Local Centres, Regional

Intensification Corridors and Primary Intensification Corridors, including PMTSAs identified on Schedule 1C – Protected Major Transit Station Areas, are collectively known within this Plan as Intensification Areas.”

4. Amending VOP 2010, Volume 1, Policy 2.2.5, by adding the following underlined wording after the Local Centres bullet point:

- PMTSAs–Protected Major Transit Station Areas are is an–areas of land surrounding higher-order transit stations or stops, with a specific minimum density target of people and jobs per hectare as identified oin Schedule 1C – Protected Major Transit Station Areas and can include are included in the above Intensification Areas.

5. Adding the following text and new policies 2.2.5.15 to 2.2.5.24 after VOP 2010, Volume 1, Policy 2.2.5.14:

#### **“Protected Major Transit Station Areas**

PMTSAs are generally defined as the area within an approximate 500 to 800- metre radius of a higher-order transit station or stop (i.e., subway, bus rapid transit, light rail transit or GO Transit), representing about a 10-minute walk. Schedule 1C – Protected Major Transit Station Areas and policy 2.2.5.19, Table A, identifyes the PMTSAs that have been approved by York Region and the Province, and are planned to achieve a specific minimum density target of people and jobs per hectare. Within the City of Vaughan, there are twenty (20) PMTSAs.

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

It is the policy of Council:

- 2.2.5.15. That the areas identified ~~within-on~~ Schedule 1C - Protected Major Transit Station Areas ~~are shall be considered~~ PMTSAs.;
- 2.2.5.16. That each PMTSAs identified on Schedule 1C - Protected Major Transit Station Areas includes ~~within Schedule 1C~~ a minimum density target in number of people and jobs per hectare ~~target~~ to be accommodated within ~~each-that~~ PMTSA.
- 2.2.5.17. That within a PMTSA, the applicable Intensification Areas designation(s) ~~as per~~identified on Schedule 1 - Urban Structure and related policies shall apply.
- 2.2.5.18. That within a PMTSA, the applicable schedules, policies, and designations ~~within-of~~ VOP 2010 shall apply and shall determine the authorized-permitted uses of land, ~~in the area and of~~ buildings and/or structures in the area.
- 2.2.5.19. The following minimum density targets based on an and overall gross minimum Floor Space Index ('FSI') shall apply for the entirety of the



buildings and/or structures within each PMTSA identified in Schedule 1C – Protected Major Transit Station Areas and as follows Table A:

**Table A**

**Minimum Population and Job per Hectare (PJH) Targets and Gross Minimum**

**Floor Space Index (FSI) to achieve the YROP 2022 PMTSA Minimum Density**

**Targets for Vaughan**

<b><u>Protected Major Transit Station AreaPMTSA</u></b>	<b><u>Gross Area of PMTSA (Hectares)</u></b>	<b><u>Minimum People and Jobs Per HectareDensity Target (PJH)</u></b>	<b><u>Minimum Population and Jobs per PMTSA</u></b>	<b><u>Gross Minimum FSI for a PMTSA</u></b>
<u>PMTSA 9 – Clark Subway Station</u>	<u>39.10</u>	<u>250</u>	<u>9,775</u>	<u>1.4</u>
<u>PMTSA 19 – Royal Orchard Subway Station</u>	<u>39.49</u>	<u>200</u>	<u>7,898</u>	<u>1.1</u>
<u>PMTSA 20 – Steeles Subway Station</u>	<u>49.17</u>	<u>300</u>	<u>14,751</u>	<u>1.7</u>
PMTSA 52 – Ansley Grove BRT Station	<u>47.39</u>	200	<u>9,478</u>	1.1

<b>Protected Major Transit Station AreaPMTSA</b>	<b><u>Gross Area of PMTSA (Hectares)</u></b>	<b>Minimum People and Jobs Per HectareDensity <u>Target (PJH)</u></b>	<b><u>Minimum Population and Jobs per PMTSA</u></b>	<b>Gross Minimum FSI for-a <u>PMTTMSA</u></b>
PMTSA 53 – Atkinson BRT Station	<u>45.30</u>	160	<u>7,248</u>	0.9
PMTSA 54 – Commerce BRT Station	<u>71.40</u>	350	<u>24,990</u>	1.9
PMTSA 55 – Concord BRT Station	<u>56.04</u>	160	<u>8,966</u>	0.9
PMTSA 56 – Creditstone BRT Station	<u>52.08</u>	300	<u>15,624</u>	1.7
PMTSA 57 – Disera-Promenade BRT Station	<u>57.43</u>	200	<u>11,486</u>	1.1
PMTSA 58 – Dufferin BRT Station	<u>17.51</u>	160	<u>2,802</u>	0.9

<b>Protected Major Transit Station AreaPMTSA</b>	<b><u>Gross Area of PMTSA (Hectares)</u></b>	<b>Minimum People and Jobs Per HectareDensity Target (PJH)</b>	<b><u>Minimum Population and Jobs per PMTSA</u></b>	<b>Gross Minimum FSI for a PMTTMSA</b>
PMTSA 59 Highway 407 Subway Station	<u>12.13</u>	0	<u>0</u>	0.0
PMTSA 60 – Keele BRT Station	<u>55.83</u>	160	<u>8,933</u>	0.6
PMTSA 62 – Maple GO Station	<u>38.96</u>	150	<u>5,844</u>	0.8
PMTSA 63 - Pine Valley BRT Station	<u>37.57</u>	160	<u>6,011</u>	0.8
PMTSA 64 - Pioneer Village Subway Station	<u>39.13</u>	200	<u>7,826</u>	1.1
PMTSA 65 – Rutherford GO Station	<u>36.30</u>	100	<u>3,630</u>	0.6
PMTSA 66 – Taiga BRT Station	<u>22.35</u>	160	<u>3,576</u>	0.9
PMTSA 67 - Vaughan	<u>110.76</u>	400	<u>44,304</u>	2.2

<b>Protected Major Transit Station Area</b>	<b>Gross Area of PMTSA (Hectares)</b>	<b>Minimum People and Jobs Per Hectare Density Target (PJH)</b>	<b>Minimum Population and Jobs per PMTSA</b>	<b>Gross Minimum FSI for a PMTSA</b>
Metropolitan Centre Subway Station				
PMTSA 68 - Weston BRT Station	<u>88.29</u>	250	<u>22,073</u>	1.4
PMTSA 69 – Wigwoss-Hellen BRT Station	<u>18.20</u>	160	<u>2,912</u>	0.9

2.2.5.20. The maximum densities that are authorized-permitted with respect to buildings and/or structures on lands within a PMTSA, are identified, where applicable within the policies, designations, and schedules of ~~the~~ VOP 2010.

2.2.5.21. The minimum required and maximum heights that are authorized-permitted with respect to buildings and/or structures within a PMTSA are identified, where applicable within the policies, designations, and schedules of ~~the~~ VOP 2010.

- 2.2.5.22. That where a PMTSA overlaps with an existing or planned Intensification Area, Secondary Plan Area, Area-Specific Policy, or Site-Specific Policy that defines minimum density targets; the higher of the minimum density target between the PMTSA and the Intensification Area, Secondary Plan Area, Area-Specific Policies or Site-Specific Policy applies.
- 2.2.5.23. To require, through an inclusionary zoning by-law, that a certain proportion of residential units built within PMTSAs be affordable.
- 2.2.5.24. That the City of Vaughan regularly monitor development activity and corresponding population and employment growth within PMTSAs ~~on a regular basis.~~”
6. That the following definition within VOP 2010, Volume 1, Policy 10.2.2.2<sub>1</sub> be amended by adding the underlined wording:

#### Intensification Areas

Areas identified on Schedule 1 - Urban Structure as Vaughan Metropolitan Centre (Regional Centre), Primary Centres, Local Centres, Regional Intensification Corridors, Regional Intensification Corridors within Employment Areas, Primary Intensification Corridors and Primary Intensification Corridors within Employment Areas and the Protected Major

Transit Station Areas identified in Schedule 1C – Protected Major Transit Station Areas.

7. That the following definition be added to VOP 2010, Volume 1, Policy 10.2.2.2:

Protected Major Transit Station Areas

Areas of land identified on Schedule 1C – Protected Major Transit Station Areas surrounding higher-order transit stations or stops and include a minimum density target of people and jobs per hectare, as identified on Schedule 1C – Protected Major Transit Station Areas.

V IMPLEMENTATION

The implementation of provisions of the Vaughan Official Plan 2010 of the Vaughan Planning Area as amended from time to time, shall apply with respect to this Amendment.

VI INTERPRETATION

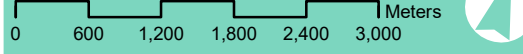
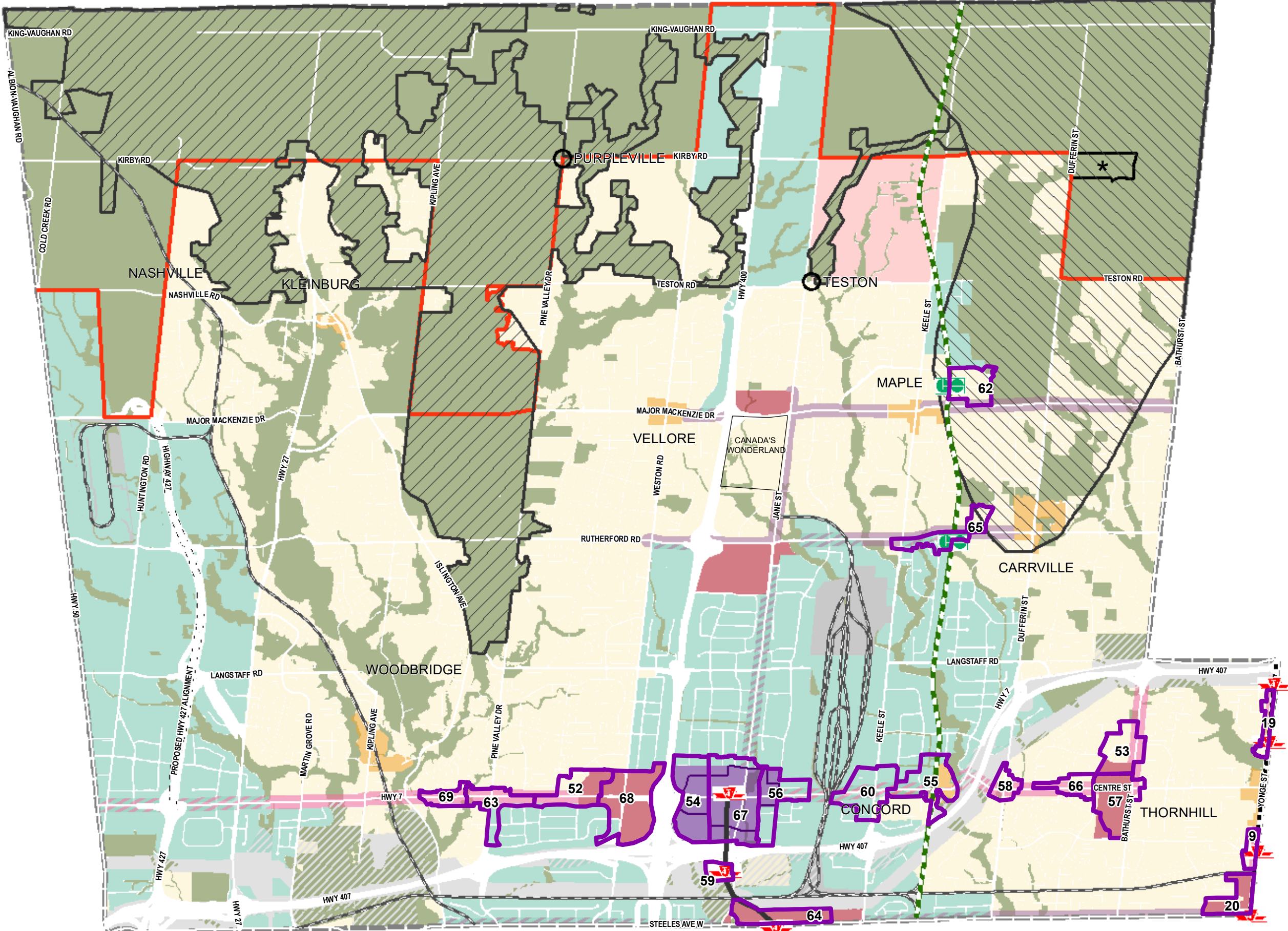
The interpretation of provisions of the Vaughan Official Plan 2010 of the Vaughan Planning Area as amended from time to time, shall apply with respect to this Amendment.

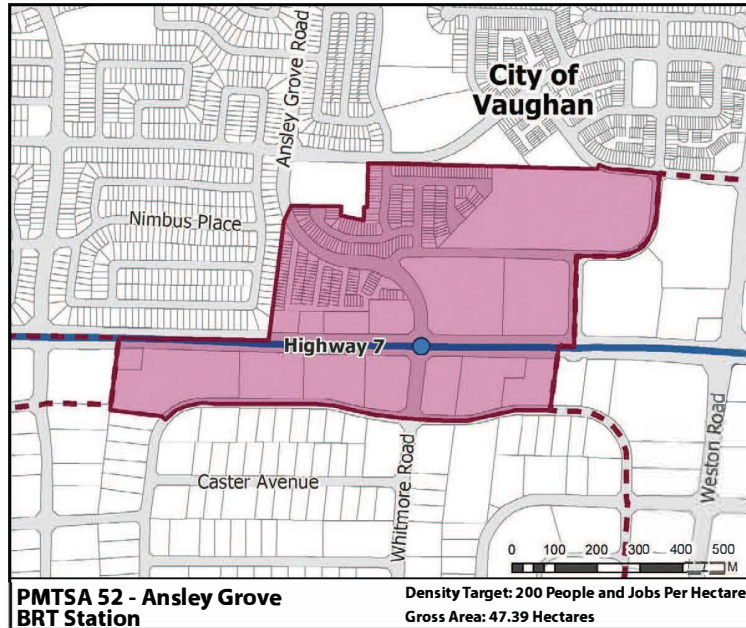
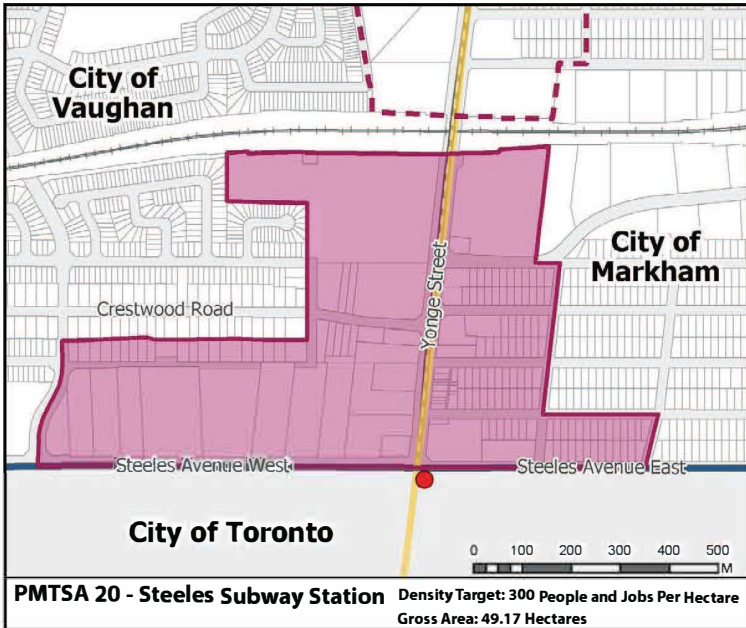
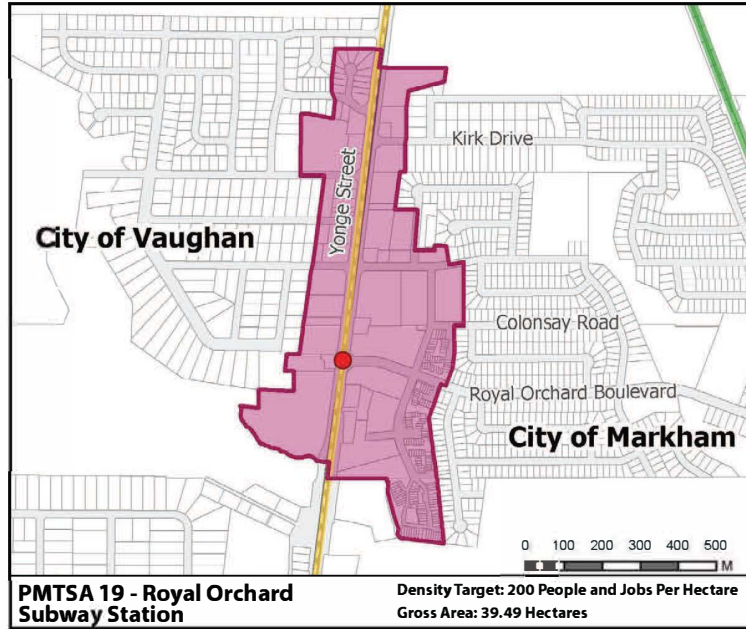
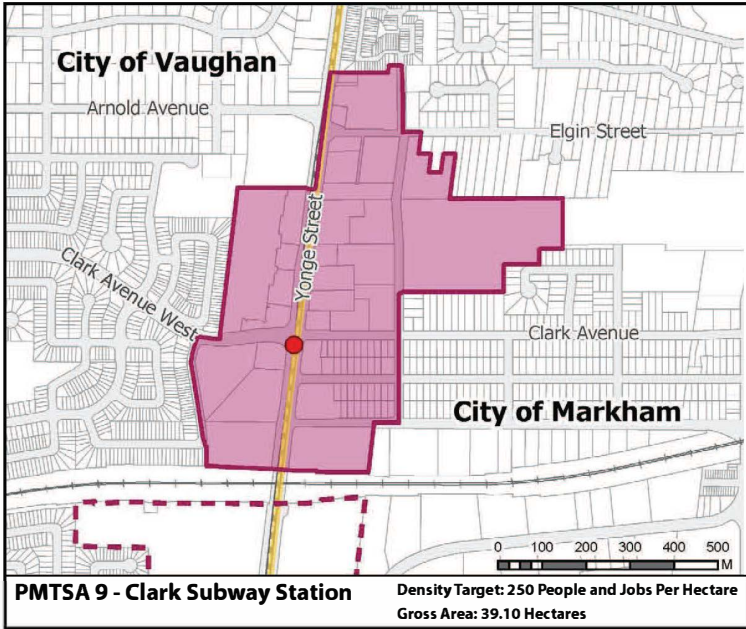
The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.

**SCHEDULE 1C**  
**Protected Major Transit Station Areas**



Protected Major Transit Station Areas



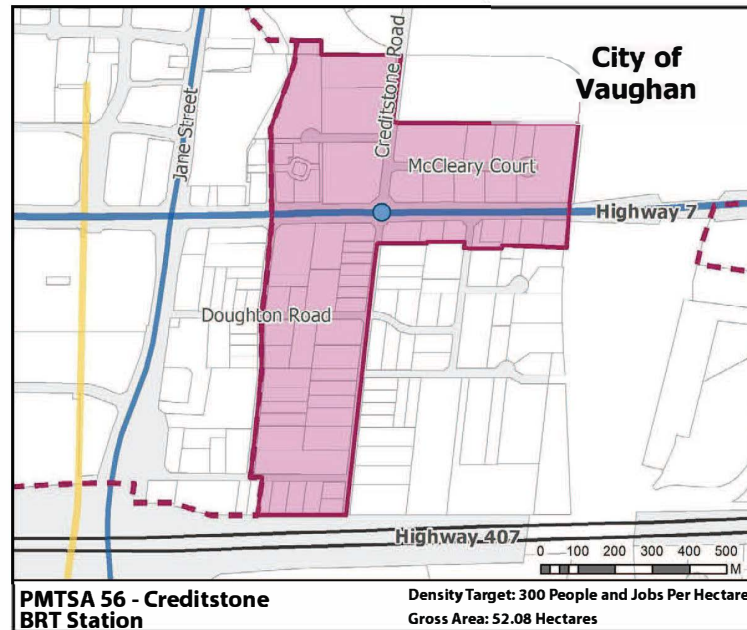
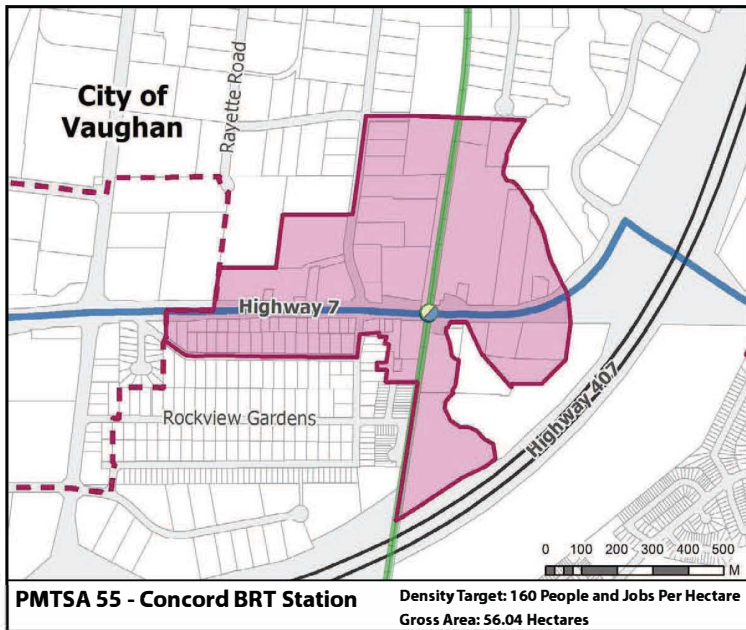
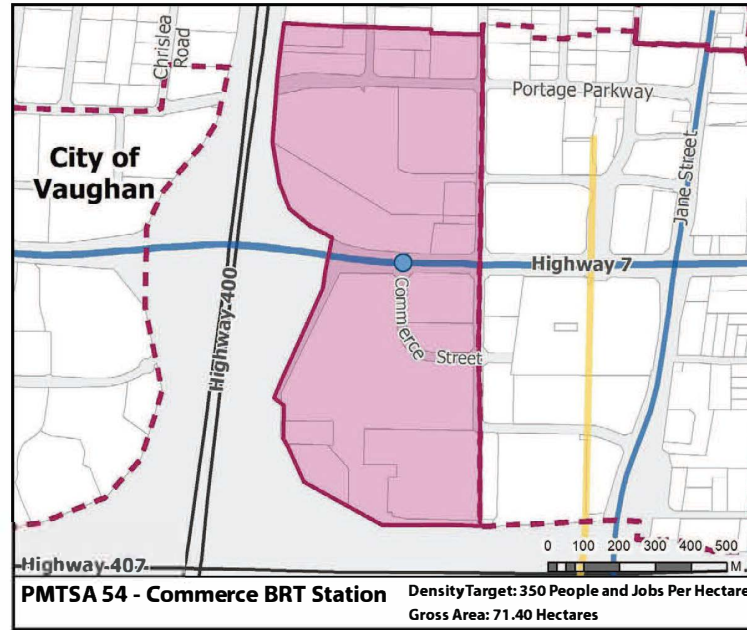
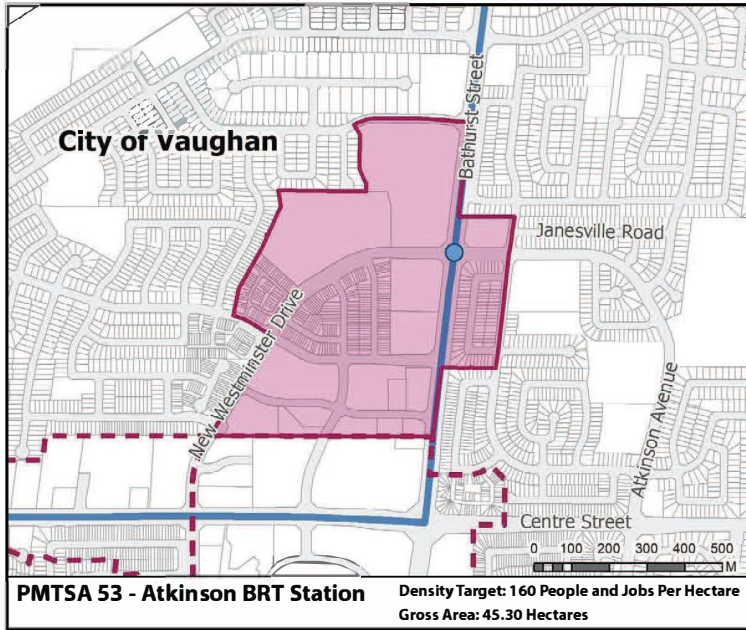


## SCHEDULE 1C

### Protected Major Transit Station Areas

- Major Transit Station Area
  - Adjacent Major Transit Station Area
  - Parcels
- Transit Station**
- Subway Station
  - GO Rail
  - Bus Rapid Transit
  - Subway Station / Bus Rapid Transit
  - GO Rail subject to further study / Bus Rapid Transit
- Transit Corridor**
- Subway
  - GO Rail
  - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Local Municipal Boundary
  - Regional Municipal Boundary

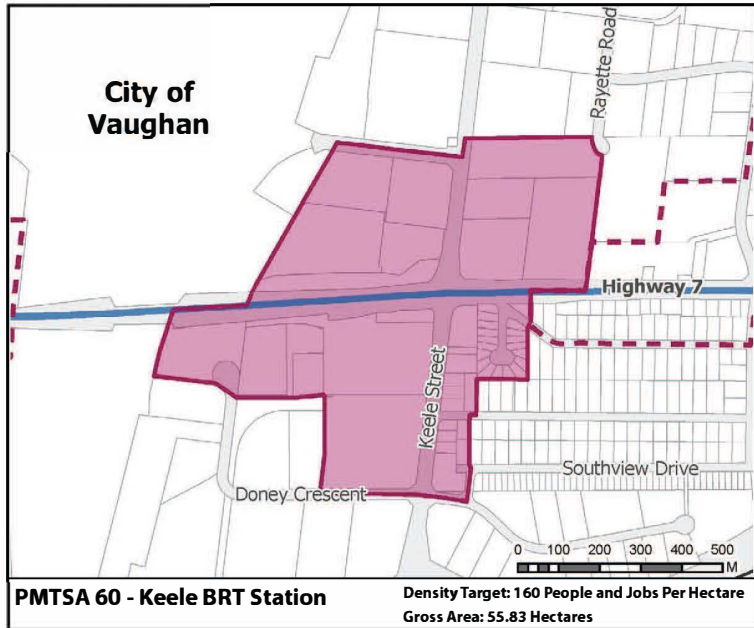
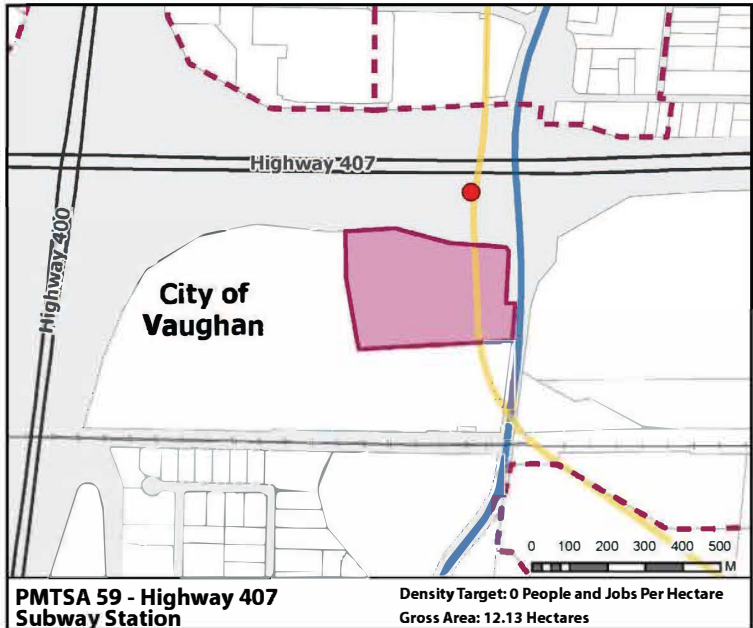
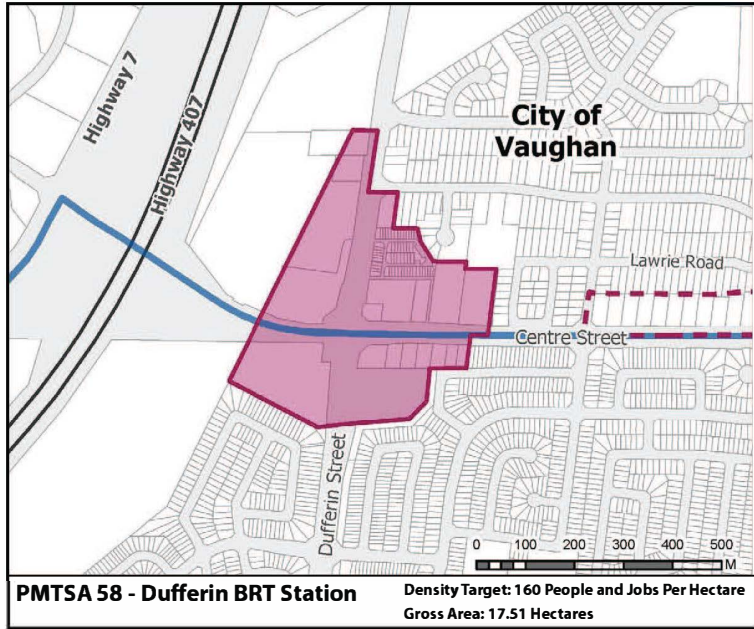
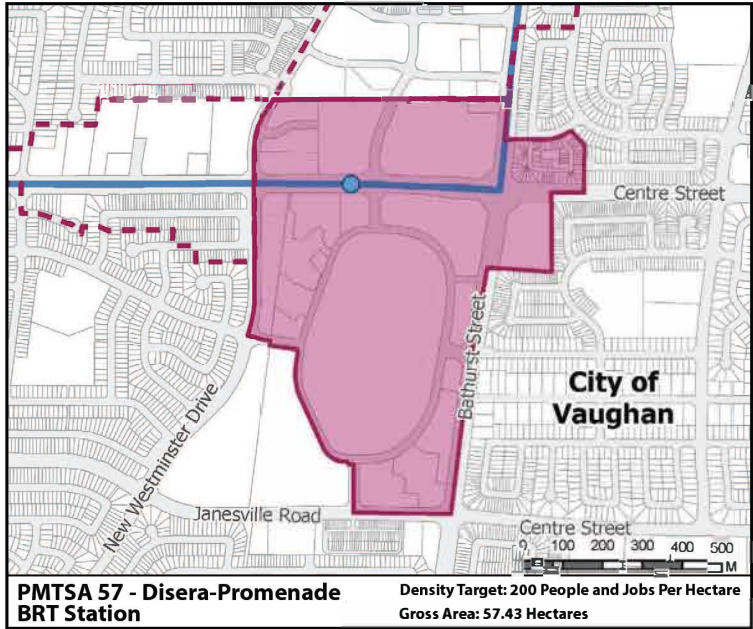




## SCHEDULE 1C

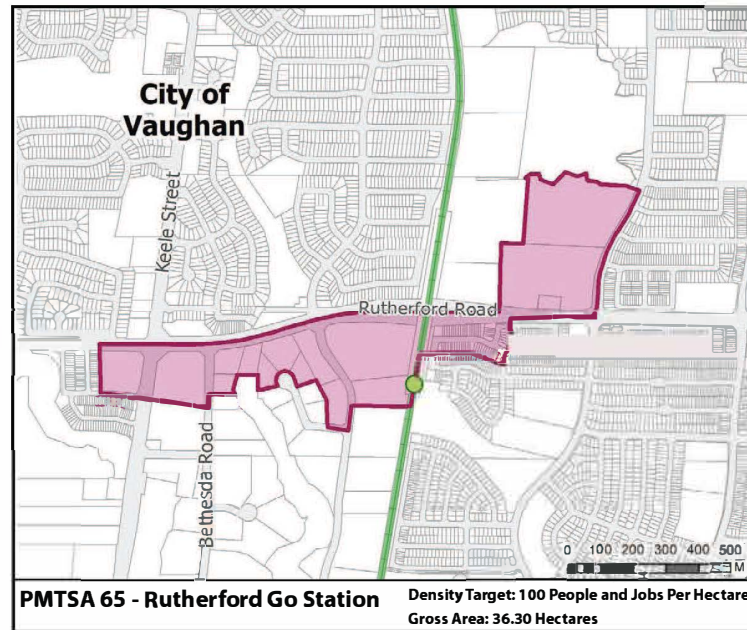
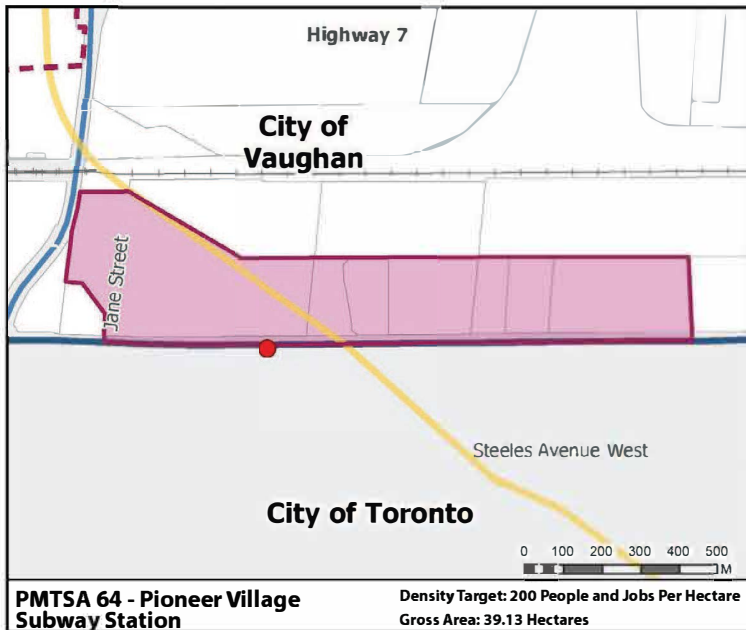
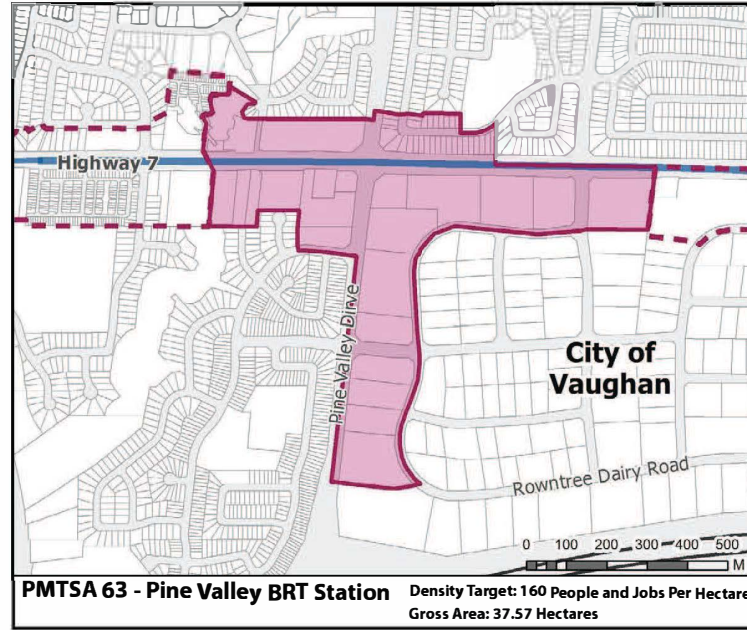
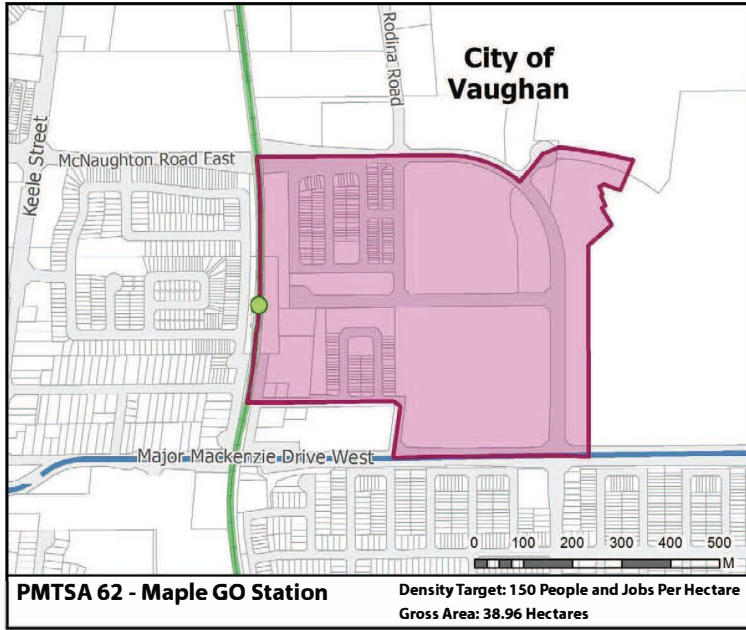
### Protected Major Transit Station Areas

- Major Transit Station Area
  - Adjacent Major Transit Station Area
  - Parcels
- Transit Station**
- Subway Station
  - GO Rail
  - Bus Rapid Transit
  - Subway Station / Bus Rapid Transit
  - GO Rail subject to further study / Bus Rapid Transit
- Transit Corridor**
- Subway
  - GO Rail
  - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Local Municipal Boundary
  - Regional Municipal Boundary



## SCHEDULE 1C Protected Major Transit Station Areas

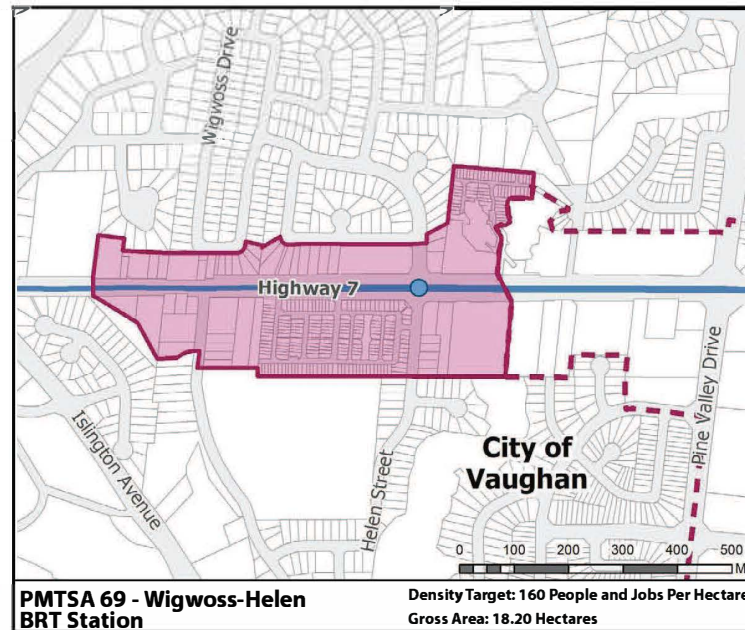
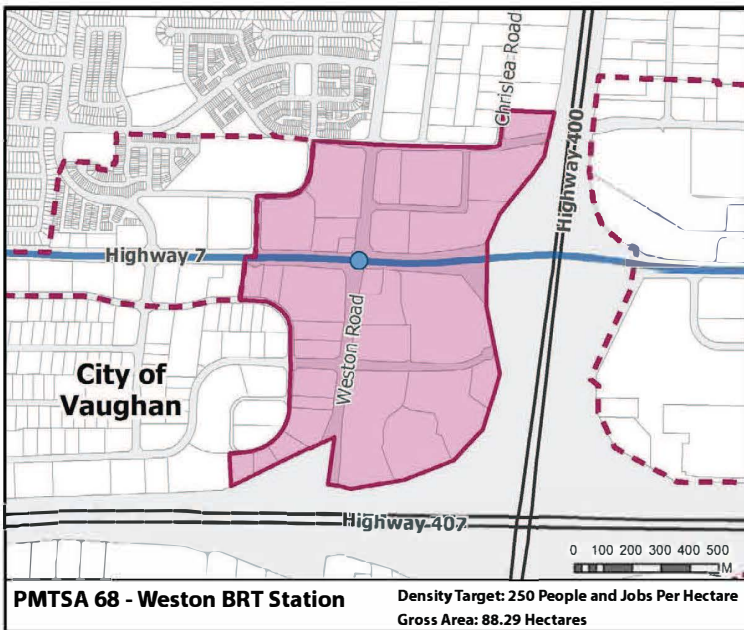
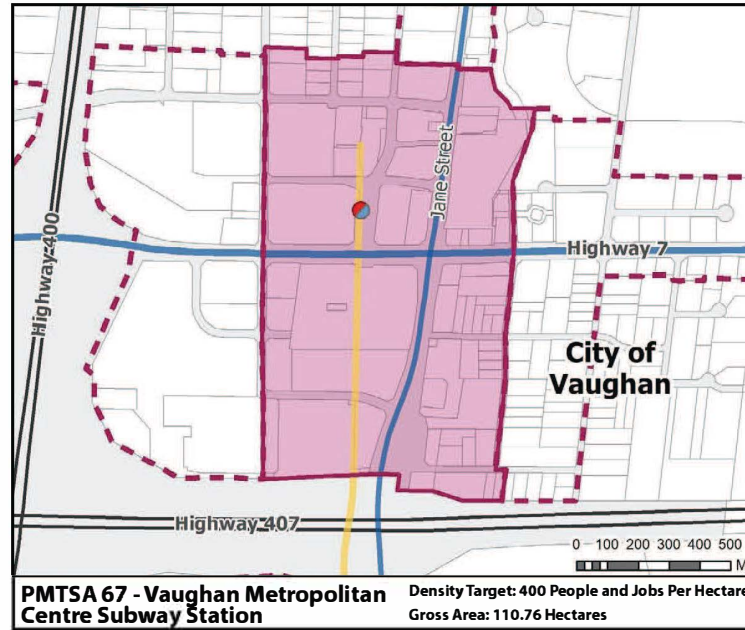
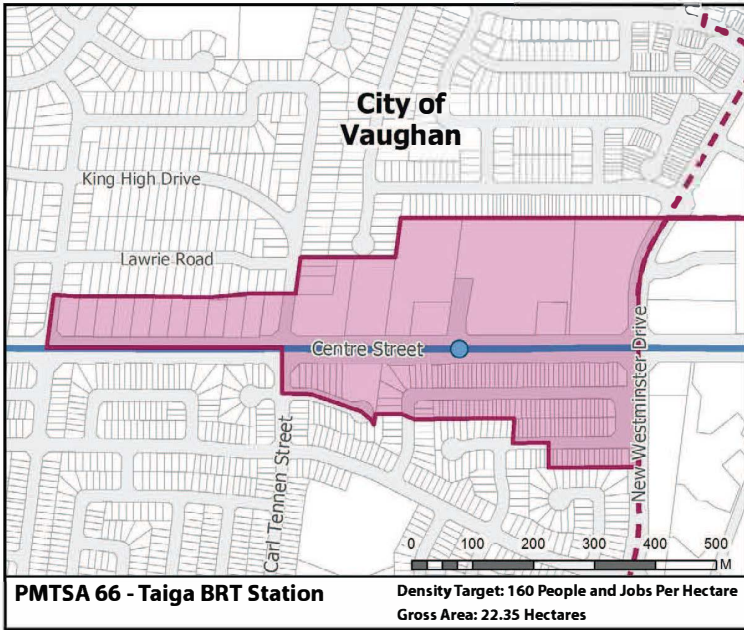
- Major Transit Station Area
  - Adjacent Major Transit Station Area
  - Parcels
- Transit Station**
- Subway Station
  - GO Rail
  - Bus Rapid Transit
  - Subway Station / Bus Rapid Transit
  - GO Rail subject to further study / Bus Rapid Transit
- Transit Corridor**
- Subway
  - GO Rail
  - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Local Municipal Boundary
  - Regional Municipal Boundary



## SCHEDULE 1C

### Protected Major Transit Station Areas

- Major Transit Station Area
  - Adjacent Major Transit Station Area
  - Parcels
- Transit Station**
- Subway Station
  - GO Rail
  - Bus Rapid Transit
  - Subway Station / Bus Rapid Transit
  - GO Rail subject to further study / Bus Rapid Transit
- Transit Corridor**
- Subway
  - GO Rail
  - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Local Municipal Boundary
  - Regional Municipal Boundary



## SCHEDULE 1C

### Protected Major Transit Station Areas

- Major Transit Station Area
  - Adjacent Major Transit Station Area
  - Parcels
- Transit Station**
- Subway Station
  - GO Rail
  - Bus Rapid Transit
  - Subway Station / Bus Rapid Transit
  - GO Rail subject to further study / Bus Rapid Transit
- Transit Corridor**
- Subway
  - GO Rail
  - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Local Municipal Boundary
  - Regional Municipal Boundary