

Attachment 4: Public Comments Matrix

Vaughan Official Plan 2025 (VOP 2025)

Section	Theme	Summary of Comments	Staff Responses
Overall	Document Structure	The scope and length of the document is extensive and could make development application review challenging.	The draft VOP 2025 has been scoped to ensure policies included are necessary, applicable and do not cause unnecessary complexity within the development application review process. Some content has been reduced since the last draft to eliminate redundancy and ensure policies are concise and provide clear policy direction to enhance usability.
	Specific Policy Revision Requests	Various comments were received that requested amended policy language/provided redlines to specific policies throughout the entirety of the document.	These comments were received and reviewed by the Project team and incorporated where deemed appropriate.
	General	The Natural Asset Management Roadmap Program, by Natural Assets Initiative, may be complementary to updating official plan policies.	The Summary of Inventory Results and Recommendations was completed by the Municipal Natural Assets Initiative in consultation with the City in February 2022. The results and recommendations provided in the report were used to inform the preparation of draft policies.
		Concerns that development applications currently being approved by the City and through Minister's Zoning Orders are not reflective of the draft VOP 2025 or Integrated Urban Water Plan and the level of development being approved cannot be supported by available or planned infrastructure.	Development applications made to the City undergo a comprehensive development application review process by applicable City departments and external agencies. Minister's Zoning Orders are not approved by Vaughan Council and are approved by the Province. Development applications that are deemed complete prior to the VOP 2025 coming into effect are subject to the transition policies in 1.4.2 and any Provincial policies and plans, and

			<p>municipal documents in place at the time the application was deemed complete. The VOP 2025 provides policies and direction to guide growth and development in the City and ensure growth and development is achieved in a phased manner, consistent with the availability of existing/planned infrastructure to support it.</p>
		<p>Metrolinx is unable to provide a timeline on GO station delivery for the Concord and Kirby GO Stations. The City should consider how this is incorporated into the new official plan given the significant growth planned on the premise of GO stations.</p>	<p>Staff will continue to consult and work with the appropriate external agencies, such as Metrolinx, as more information becomes available.</p>
		<p>The VOP 2025 should state the location and timeline for new infrastructure.</p>	<p>The VOP 2025 is part of the City's overall Growth Management Strategy and sets out Vaughan's general goals, objectives and policies to guide land use, development and growth in Vaughan in a manner that aligns with existing and planned infrastructure. More detailed infrastructure planning is completed through master plans with detailed modelling and assessments of existing and planned infrastructure which are developed to support the vision of the VOP 2025 and other relevant City policies and plans.</p>
		<p>Concern regarding the level of growth forecasted in VOP 2025 and impacts on existing community.</p>	<p>The policies in the VOP 2025 are intended to support the projected growth forecast to ensure growth and development is directed and phased appropriately to allow for the creation of complete communities. The growth forecast included in the draft VOP 2025 is consistent with the policies for forecasting population and employment growth in the Provincial Planning Statement 2024 (PPS 2024).</p>

		The VOP 2025 should focus on building a more walkable city and more opportunities to occupy the urban landscape.	The VOP 2025 contains policies that guide development to ensure cohesive pedestrian-oriented built forms and public realm, blocks, neighbourhoods and districts. The policies work together with the City-Wide Urban Design Guidelines to ensure the development of complete communities in Vaughan and an attractive public realm.
	Site-Specific Requests	<p>Numerous site-specific comment letters were received requesting to:</p> <ul style="list-style-type: none"> • Amend land use designations, heights, and/or densities identified on Schedule 13; • Revise boundaries on various schedules relating to the Urban Structure, Secondary Plan areas, Protected Major Transit Station Areas (PMTSAs) to include or exclude specific properties in/from the boundary; • Revise policies to add site-specific exceptions/exemptions from policies. 	The official plan is part of the City's overall Growth Management Strategy and sets out Vaughan's general goals, objectives and policies to guide land use, development and growth in the city. Site-specific requests are not being considered as part of the process for preparing the new VOP 2025. Site-specific requests can be evaluated on a case-by-case basis through the submission of an Official Plan Amendment (OPA), or appropriate development application, to the Development Planning department and follow the process prescribed by the <i>Planning Act</i> .
		Site-specific requests were received to incorporate proposed amendments being sought through development applications in process or applications currently under review at the Ontario Land Tribunal (OLT).	Until such time that the subject development applications are approved by Council or the OLT, the proposed amendments will not be incorporated into the VOP 2025.
		Draft schedules are not reflective of approved development applications.	All approved OPAs and subsequent <i>Planning Act</i> development applications, where applicable to a schedule, will continue to be reviewed and correctly identified on the applicable schedules in the VOP 2025.
	Approval Authority	References to York Region should be removed from the VOP 2025.	References to York Region regarding matters of planning responsibility and as the approval

			authority have been removed in the draft VOP 2025.
	York Region Official Plan 2022 (YROP 2022)	Clarification required regarding the incorporation of YROP 2022 policies in the VOP 2025.	YROP 2022 will be repealed concurrently with the adoption of VOP 2025 and the repeal of YROP 2022 will take effect on the date on which the new VOP 2025 is approved and in force. Policies of YROP 2022 relevant to Vaughan, as deemed appropriate, have been incorporated into the draft VOP 2025. Section 1.4.2 of the draft VOP 2025 provides Transition policies for YROP 2022.
		Strong support for YROP 2022 natural heritage and phasing policies being included in the VOP 2025.	
		Clarification needed regarding the City's review process of OPAs to the YROP 2022.	Pursuant to Subsection 70.13 (2) of the <i>Planning Act</i> , the portions of the YROP 2022 that apply to the City of Vaughan are now deemed to constitute an official plan of the City of Vaughan until revoked or amended. The portions of the YROP 2022 that apply to Vaughan are still in effect currently and the City will review OPAs to the YROP 2022 that apply to Vaughan until such time that it is revoked.
How to Read this Plan	Transition	Transition policies are needed for development applications currently under review, under appeal or that have approved OPAs under the Vaughan Official Plan 2010 (VOP 2010).	The draft VOP 2025 includes section 1.4.2, Transition, that provides policies for the repeal of VOP 2010 and YROP 2022, applications in process, and phasing out VOP 2010 policies appropriately.
Planning for Growth		Clarification regarding 58% intensification target.	The intensification target has been revised to 57%, representing 51,300 residential units within the Built Boundary. The intensification target was carried over from YROP 2022 as it aligns with the Built Boundary identified on Schedule 1A – Urban Area of the VOP 2025.
		The information in this section is contextually unclear regarding significant loss of agricultural	The text has been revised for clarity and is intended to describe the historical pattern of growth that has created land-use planning

		and natural areas in Vaughan and low-density being a challenge.	challenges and opportunities to accommodate and plan for growth in the years ahead.
Urban Structure (Schedule 1)	Phasing Growth	Concerns that infrastructure investments do not align with Strategic Growth Areas (SGA) and approved Secondary Plans.	Phasing Growth policies are provided in the VOP 2025 to ensure growth is appropriately aligned and phased with existing and planned infrastructure, city-wide.
		Growth should be phased appropriately in a manner that ensures development is viable and contributes to complete communities in accordance with the Urban Structure and SGA hierarchy established in the Plan.	Policies for phasing growth are included in the VOP 2025 and align with the Urban Structure and SGA hierarchy.
		Development should be able to proceed simultaneously in SGAs.	Policies have been clarified in the VOP 2025 to acknowledge that development may proceed concurrently in SGAs.
		Policy language should be included that acknowledges the ability for landowners to front end finance the delivery of infrastructure and ensure the equitable distribution of costs among benefitting landowners through development charges/cost-sharing requirements.	Policies regarding equitable distribution of costs, cost-sharing requirements, and a combination thereof, to advance the timing of required infrastructure are included in the Phasing Growth and Implementation Tools policies.
		Policy language should include “planned” infrastructure/transit services in addition to “existing” when prioritizing development.	Policies have been revised where appropriate to recognize existing and planned infrastructure.
		Concern that retaining or replacing retail services does not align with the creation of complete communities.	In addition to the policies in this section, more specific policies for the development and/or redevelopment of retail uses to support the development of complete communities are included in section 4.2.3 Diversifying Vaughan’s Economy.
		Additional criteria for prioritizing sites for development should be considered to recognize that not all sites in SGAs have the same ability to accommodate intensification.	Policies in section 2.2.2, Phasing Growth, encourage development to occur first in SGAs that meet certain criteria related to their ability to immediately accommodate the planned intensification for the area.

		Concern that requiring greenfield development be guided by a new Secondary Plan or update to existing Secondary Plan and phasing will restrict development where development is currently permitted.	The policies for Designated Greenfield Area development have been clarified. Designated Greenfield Area development will continue to advance concurrently with intensification efforts but must take place in coordination with infrastructure planning.
		Policies should be incorporated regarding the phasing of infrastructure and ensuring property tax revenue collected by law abiding residents and businesses do not subsidize illegal land use, temporary land use zoning permissions and/or premature development approved ahead of infrastructure phasing.	The City will continue to monitor illegal land use. Policies for phasing growth are included in the VOP 2025.
		Policies should acknowledge the ability of the City to complete Area-Specific Development Charge Studies and subsequent updates to the Development Charge By-law for new or existing Secondary Plan areas.	The request for Area-Specific Development Charge Studies would be most appropriately applied through the Development Charge By-law rather than through VOP 2025 policies.
	Community Areas	Additional building types (i.e. low-rise and mid-rise residential or mixed-use commercial/residential) should be permitted in Community Areas.	A mix of housing types and land uses in all Community Areas is encouraged, pursuant to the policies in Chapter 3 Land Use and section 4.1 Housing Options. The building types permitted for lands in Community Areas will be subject to the applicable land use designation of the lands on Schedule 13 Land Use Designations, or where applicable, Secondary Plan, Area- or Site-Specific policies identified on Schedule 14A, 14B or 14C.
	Employment Area	Clarification is needed regarding Core and Supporting Employment Areas.	Policies for Employment Areas were revised to ensure consistency with the PPS 2024 and requirements for Employment Areas under the <i>Planning Act</i> . There are two corresponding land use designations: “General Employment” and “Prestige Employment”. The “General

			Employment” designation provides for predominantly industrial uses and the “Prestige Employment” designation allows for employment uses and provides for transition to adjacent non-employment uses, consistent with the PPS 2024.
		The VOP 2025 should recognize appropriate land uses for lands that were converted from Employment Area to Community Area without further amendment to the Plan.	The appropriate land use designation should be determined through the development application process for the proposed land use.
		Concern that employment land conversions are being considered outside of the prescribed process by Provincial policy.	The employment land conversions incorporated into the VOP 2025 were approved through the Region’s Municipal Comprehensive Review process and were carried forward into the VOP 2025. Section 2.2.4 of the VOP 2025 provides policies for the conversion of Employment Areas in accordance with Provincial policy.
		Employment Area policies should address land use compatibility policies in the PPS 2024.	Land use compatibility policies for Employment Areas, in accordance with the PPS 2024, are provided in section 4.2 Economy and Employment of the VOP 2025.
		Concern that policy language is not strong enough for protection of employment uses.	Policies for Employment Areas have been reviewed and revised in accordance with the legislative requirements of the <i>Planning Act</i> and consistency with the PPS 2024 for Employment Areas.
	Natural Areas and Agricultural System	Concern that policy language does not accurately reflect the Agricultural System in Vaughan.	Policies regarding the Agricultural System and agricultural uses have been reviewed to ensure appropriateness in the context of Vaughan and conformity with Provincial plans.
		Concerns regarding policy language to establish partnerships for the acquisition and stewardship of publicly owned spaces as the responsibility shall not fall on the landowner for publicly owned lands.	The intent of the policy is for Council to endeavor to acquire appropriate lands with major open spaces and natural features into public ownership, that are not already in public

			ownership, and/or establish partnerships for the acquisition and stewardship of such lands.
	Rail and Goods Movement	Request revisions to draft Rail and Goods Movement policies to include transport companies and railways and their facilities and requirements.	Policies have been included in the draft VOP 2025 to ensure guidelines and requirements are referenced for rail facilities, where applicable.
Urban Area (Schedule 1A)	New Community Areas and New Employment Areas	Concerns that the preparation of a Secondary Plan for New Community Areas and New Employment Areas not being able to proceed until the future route of the proposed Provincial Highway 413 has been confirmed will cause significant delay in the preparation of Secondary Plans and subsequent development applications.	Policy language has been revised to provide added clarity and flexibility, which provides the ability to proceed at the discretion of the Province (Ministry of Transportation), however, the policy still remains to ensure development applications will not predetermine or preclude the planning or implementation of the transportation facilities.
		Opposition of New Community Areas and New Employment Areas being included in the Urban Boundary.	New Community Areas and New Employment Areas were included in the Urban Boundary to support future growth and will be subject to a Secondary Plan process to ensure they are appropriately phased.
		Development in New Community Areas and New Employment Areas should be able to proceed concurrently or prior to achieving minimum density targets in adjacent Community/Employment Areas.	Policy direction remains to ensure growth is appropriately phased and coordinated with infrastructure development and municipal and community services.
		Concern that policy direction for lands where New Community Areas/New Employment Areas are adjacent to Natural Areas, or the Agricultural System would undermine requirements to facilitate the intended use of the Employment Area.	Policy direction is intended to ensure appropriate transition is maintained between development and adjacent sites in the Natural Area or Agricultural System and ensure development is consistent with the City-Wide Urban Design Guidelines.
Strategic Growth Areas (Schedule 1B)	PPS 2024 Consistency	The redevelopment of underutilized retail plazas/surface parking lots in SGAs should be encouraged in accordance with the PPS 2024.	The draft VOP 2025 provides policies regarding development and redevelopment of retail and surface parking in SGAs in sections 2.4 Strategic Growth Areas, 4.2 Economy and Employment

			and 4.3 Urban Design and the Elements of a Great City, consistent with the PPS 2024.
	Compatibility	Concerns that SGA policies do not address potential issues of land use compatibility or proximity to Employment Areas/major facilities.	The policies for SGAs provide general direction for addressing land use compatibility and separation from adjacent Employment Areas. More detailed land use compatibility policies are provided in section 4.2.3 Diversifying Vaughan's Economy.
	Primary Corridors and Local Corridors	Properties along Intensification Corridors, located at the intersection of arterial or collector roads without direct frontage onto the Corridor should also be considered appropriate for intensification.	The intent of the policies for Primary/Local Corridors is that only properties with frontage directly on the street forming a Corridor shall be considered appropriate for intensification to allow for appropriate transition.
		Policies should be strengthened to ensure that transportation improvements are prioritized with the encouragement of development and growth along intensification corridors.	Policies throughout the VOP 2025 have been reviewed to ensure appropriate policies are provided regarding improvements to the Transportation Network to align with growth and development in SGAs.
	Major Transit Station Areas (Schedules 1.B.1 to 1.B.5)	Clarity is needed regarding intent of Future Major Transit Station Areas and timing for delineating boundaries/setting minimum density targets.	Policies for Future Major Transit Station Areas are included in section 2.4.6 Major Transit Station Areas (Schedules 1.B.1 to 1.B.5) and preliminary/general locations for Future Major Transit Station Areas are included on Schedule 1B Strategic Growth Areas. Once there is a financial commitment to build the higher-order transit line and station, the location of the station and the boundary of the Major Transit Station Area shall be established.
		Minimum parking facility requirements can no longer be imposed in PMTSAs.	Policies regarding minimum vehicular parking requirements in PMTSAs have been removed in accordance with the legislative requirements of the <i>Planning Act</i> .

		A transition area adjacent to a PMTSA/along an Intensification Corridor should be provided.	The VOP 2025 provides policies for appropriate transition of intensity and use in SGAs in section 2.4 Strategic Growth Areas.
		Policies for built form, density, intensity and transition should be flexible to account for change to existing context in transit-supportive areas.	The policies have been reviewed to determine where added flexibility may be appropriate while still achieving the intended goal/objective of the policy direction.
Established Large-Lot Neighbourhoods (Schedule 1C)		Policies for large lot neighbourhoods should use more restrictive policy language.	The policy language remains the same and shall apply to all developments within the areas identified.
Natural Heritage Network (Schedule 2)		Site alteration and development should be steered away from the natural heritage system. Policies should be strengthened and further stipulated through by-laws.	The Natural Heritage Network section provides policies for development and site alteration to ensure the protection of core features and ecological functions within the Natural Heritage Network. The Zoning By-law provides further details regarding the specific permitted uses and provisions for development.
	Conservation Authority	References to Toronto and Region Conservation Authority should be removed in applicable policies in accordance with amendments to the <i>Conservation Authorities Act</i> .	References to Toronto and Region Conservation Authority have been removed where appropriate, in accordance with amendments to the <i>Conservation Authorities Act</i> .
	PPS 2024	Definitions and policies referring to significant features and functions should be consistent with the PPS 2024.	The definition for “significant” has been revised for consistency with the PPS 2024.
	Defining Vaughan’s Natural Heritage Network	It is more appropriate to consider natural hazards and natural features separately in policies.	Policies have been reviewed to ensure they appropriately address natural hazards and natural heritage features and areas together only where the policy is applicable to both.
		There should be explicit criteria for identifying Enhancement Areas.	Enhancement Areas are identified on Schedule 2 as “To be Determined through Future Studies”. Their precise limits will be determined through appropriate studies completed as part of the development application process.

	Protecting Core Features and Ecological Functions	Policies should be reviewed to ensure alignment with conservation authority regulation.	The VOP 2025 was prepared in accordance with amendments to the <i>Conservation Authorities Act</i> .
		The determination of which features are protected, and Minimum Vegetation Protection Zones should be based on function and subject to the findings of an Environmental Impact Study.	All development applications within 120 metres of the Natural Heritage Network require an Environmental Impact Study to determine the precise limits of core features and their associated minimum vegetation protection zones.
		Support the new policies that recognize that modifications to watercourses may occur and that changes to the Natural Heritage Network may be made including the potential for the removal and replication of low functioning wetlands.	Acknowledged.
		Lands that are located within the Greenbelt Plan Area that have a designation that pre-dates the Greenbelt Plan are not required to conform to the Greenbelt Plan which should be clarified.	Acknowledged. The suggested revision has not been made at this time. Transition policies of the Greenbelt Plan should be read in conjunction with the VOP 2025 for interpretation.
		Where compensation must be directed to on-the-ground ecosystem restoration, it is unclear if cash-in-lieu payment is permitted.	Compensation should be provided on-the-ground rather than through cash-in-lieu payment and is at the discretion of the City, and/or TRCA, where applicable.
TransCanada PipeLines Limited Facilities (Schedule 12)		Concern with policies regarding proximity to TransCanada Pipelines Limited and the impact the proposed policies may have on the viability of certain developments in various stages of the planning process.	Policies in the VOP 2025 were prepared to align with TransCanada Pipelines Limited's regulatory and development standards.
		TransCanada PipeLines Limited requested amendments to draft policy language to 4.2.9 Infrastructure and Utilities for accuracy and consistency throughout the official plan and to align with their current regulatory and development standards.	

Land Use	General	Policies require that maximum heights and densities be established through Secondary Plans where they are not provided on Schedule 13. Maximum heights and densities are best established through a zoning by-law.	Acknowledged. Maximum heights and densities will continue to be provided in the VOP 2025.
		Policy language should be amended to ensure OPAs are not required for all lands where there is not a height or density established on Schedule 13.	Policy language has been reviewed and revised to ensure the intent of the policy is achieved.
		Policies do not address transition between low-rise, mid-rise and high-rise buildings/land uses.	The policies for Land Use address an appropriate transition between land use designations and permitted building types.
	Low-Rise Residential	Policies for permitting retail is too prescriptive and is better suited for urban design guidelines.	The intent of the policy is to ensure the retail use as described is appropriate in the context of the Low-Rise Residential designation.
	Mixed-Use	How can mixed-use be enforced?	Lands within a Mixed-Use designation are required to have both residential and non-residential uses on the same lot and development of those lands must conform to the policies of the Mixed-Use designation.
	Employment	Concern with policies for permitted uses for Prestige Employment and the impacts the proposed policies may have on the viability of certain developments in various stages of the planning process.	Employment land use designation policies and permitted uses were reviewed and revised in preparation of the second draft of the VOP 2025 for consistency with Employment Areas in the PPS 2024.
Climate Change	General	Support the City's approach to climate change and sustainability policies. Recommend the policies ensure ongoing alignment between transportation, land use planning, and climate strategies to support comprehensive and integrated urban planning and foster sustainable compact urban growth patterns to respond to climate change.	Policies have been drafted to ensure a climate change and sustainability lens is applied across city-wide policies.
	Sustainable Development and	Concern that policies are too prescriptive and are better suited for the Sustainability Metrics Program or Municipal Energy Plan.	Policies have been reviewed to ensure suitability of inclusion in the VOP 2025.

	Energy Conservation		
		CN facilities and operations are subject to federal requirements in addition to D-series Guidelines which should be included in policies.	The requested policy revisions will be reviewed and considered to ensure that both Federal and Provincial requirements are met.
Housing Options	Housing Affordability	Language should be included to recognize which built form is best suited to provide housing affordability.	The suggested policy language has not been added at this time. The City of Vaughan is currently undertaking a Housing Strategy to support the development of greater housing options to meet the needs of current and future residents. It will identify the goals, actions, outcomes and targets needed to increase the availability of different housing types and forms in Vaughan, with a focus on affordable units and mid-rise development.
		Clarity needed regarding how and where a minimum of 25% of housing units are required to be Affordable Housing.	The 25% applies to all new housing units in Vaughan outside of the Vaughan Metropolitan Centre and PMTSAs.
		Minimum of 25% of all new units as Affordable Housing is unrealistic, and targets exceed the maximum provisions of the <i>Planning Act</i> proposed to be amended by Bill 23 through a future Ontario Regulation.	The draft VOP 2025 has been reviewed to ensure legislative requirements in-effect under the <i>Planning Act</i> are met.
		Policies should consider phasing/transitioning towards affordable housing targets.	Affordability targets are meant to be an initial target and may be refined through a future amendment to the VOP 2025 and development of an Inclusionary Zoning By-law. As this work is not yet complete, the current targets will remain until such time as they are revised through the aforementioned Inclusionary Zoning study work which will be informed by the completion of Vaughan's Housing Strategy.
		Clarification needed regarding how the City plans to achieve a 35% Affordable Housing target in the VMC.	
		Policies do not provide a clear framework to enforce Affordable Housing outside of Protected Major Transit Station Areas or without an Inclusionary Zoning framework.	
		Policies for the implementation of an Inclusionary Zoning framework are unclear.	

		Concern that policies don't recognize how different housing options can contribute to affordability although they may not meet the definition of "Affordable Housing".	The City of Vaughan is currently undertaking a Housing Strategy to support the development of greater housing options to meet the needs of current and future residents. It will identify the goals, actions, outcomes and targets needed to increase the availability of different housing types and forms in Vaughan which may inform future policy language in the VOP 2025 regarding affordability.
	Housing Type and Tenure	The City should include a higher target for purpose-built rental to support the City's overall housing target.	A higher target for purpose-built rental may be considered in accordance with the preparation of the City's Housing Strategy.
		The information required for a Housing Options Statement is too detailed for the submission of development applications.	The policy outlining the criteria for the Housing Options Statement has been removed. If a Housing Options Statement is deemed required for the submission of a complete application, a Terms of Reference may be issued or required, subject to the Implementation and Monitoring policies of the VOP 2025 that will establish the technical standards and format for the required materials.
		VOP 2025 policies do not reference the Missing Middle.	Policies addressing the Missing Middle are provided throughout the VOP 2025 where appropriate.
Urban Design and Elements of a Great City	The Public Realm	Policies do not consider the design of the Public Realm to incorporate stormwater management facilities/infiltration facilities within public boulevards.	The list related to the investment and design of the Public Realm is non-exhaustive and includes, but is not limited to, those matters listed.
		Policies to prioritize active transportation and public transit in this section contradict other policies in the Plan.	Policies have been reviewed to ensure conflicts are avoided with other policies in the VOP 2025.
	Built Form and Development	Policies regarding built form/design requirements, including but not limited to angular plane, maximum floor plate, setbacks, separation	Some flexibility has been added to Built Form and Development policies through the

		distance, step backs, podium height, design of parking, etc. are too prescriptive and are more appropriate for Urban Design Guidelines or a Zoning By-law.	preparation of the VOP 2025, as deemed appropriate.
		Parking policies require further clarification for implementation.	The City-wide Urban Design Guidelines provide further guidance on parking facilities. Policies will be reviewed and revised to provide added clarification in the next draft of the VOP 2025, if deemed necessary.
		Clarification is needed regarding the design of new development in the Agricultural System.	The City-wide Urban Design Guidelines provide further guidance for development adjacent to Natural Heritage features or Agricultural Lands in the Agricultural System.
	Site Design and Building Types	Concern regarding implementation of reduction of parking requirements.	Policies regarding the reduction of parking requirements have been reviewed to ensure they can be appropriately implemented.
Parks and Open Space		Support the City's efforts to consider alternative means for new parkland and open spaces to be provided as Vaughan intensifies. Support the City's approach to integrating creative parkland and open space options, such as Privately-Owned Public Spaces, alongside traditional parkland and including strata parkland provision.	Acknowledged.
	Parkland System	Strata Park design requirement and infrastructure limitation policies are too restrictive.	Policies for Strata Parks were developed in consultation with Parks staff on the Technical Advisory Committee to determine appropriateness and were prepared to align with the City's Greenspace Strategic Plan.
	Parkland Dedication	Policies for parkland dedication and stratification of parkland should reflect legislative requirements under amendments to the <i>Planning Act</i> .	Parkland dedication policies have been reviewed to ensure alignment with legislative requirements under the <i>Planning Act</i> .
		Policies for Open Space Alternatives and Privately-Owned Public Spaces (POPS) should be consistent	Policies for Open Space Alternatives and POPS have been reviewed to ensure consistency with Provincial policy.

		with Provincial policy direction and/or be deferred until the conclusion of the POPS Guideline Study.	
		Clarification needed regarding how parkland dedication credit will be determined where POPS are eligible.	Parkland dedication policies are provided in accordance with legislative requirements under the <i>Planning Act</i> and Parkland Dedication By-law 168-2022 which provides lands acceptable for conveyance and parkland credits.
		Clarification needed if Strata Parks are eligible for parkland dedication credit.	
		Linkages on tableland should be counted towards parkland dedication credit.	
Economy and Employment	Employment Areas	Policies should ensure land use compatibility between major facilities and Employment Areas.	Policies have been reviewed to ensure land use compatibility with Employment Areas is addressed.
		Strong policies should be added to manage employment land conversions.	Policies for employment land conversions have been reviewed to ensure consistency with the PPS 2024.
		Clarification needed for minimizing parking in Employment Areas.	The policy language refers to minimizing surface parking, where appropriate, to effectively utilize urban space and work towards achieving a vibrant public realm in Employment Areas.
	Major Office	Clarification needed regarding change to definition of Major Office and required gross floor area.	The changes to the definition of Major Office were carried over from the YROP 2022, as deemed appropriate by staff.
	Retail	Concerns about maintaining existing gross floor area for the redevelopment of existing retail uses.	The intent of this policy is to ensure that redevelopment of existing retail uses into mixed-use development does not result in the loss of key retail amenities.
		Policies requiring retail at-grade create too many constraints for permitting ground floor residential uses.	The intent of the policies is to ensure the economic vitality of small-scale main street retail in historic villages is protected.
Cultural Heritage and Archaeological Resources	Maintaining a Register of Cultural Properties of Heritage Significance	The requirement for a Cultural Heritage Impact Assessment for all Secondary Plans, Block Plans and as part of the development application process is stringent and there is a lack of criteria in the policies to determine when it is applicable.	The policy has been reviewed and revised. The intent of the policy is for the City to determine whether a Cultural Heritage Impact Assessment is required through the development approvals process. The City shall use criteria established

			by O. Reg. 9/06 under the <i>Ontario Heritage Act</i> for determining cultural heritage value or interest.
Infrastructure		TransCanada PipeLines Limited requested amendments to draft policy language for accuracy and consistency to align with their current regulatory and development standards.	Policies in the VOP 2025 were revised for consistency with TransCanada Pipelines Limited's current regulatory and development standards where applicable.
	General	Seeking clarification regarding terminology "logical extension".	The interpretation of "logical extension" means orderly development within a certain area is phased in sequence, based on available or planned infrastructure and services, rather than providing servicing needs on a piecemeal basis prematurely which would not be a "logical extension" of services.
		It is unclear how residential/non-residential thresholds are determined or defined.	Consideration will be given to clarifying residential and non-residential thresholds in the policy language in accordance with City-initiated forecasting and studies to determine such thresholds.
	Providing Water and Wastewater Services	Policies do not account for sites that do not utilize or require municipal servicing to operate their intended use.	Section 4.7.2 of the VOP 2025 provides policies for development outside of the Urban Area where development is not serviced by municipal water and sanitary sewers.
	Stormwater Management	References to York Region should be removed as their involvement in stormwater master planning is not required.	References to York Region have been removed throughout the VOP 2025 where deemed appropriate.
		Request clarification regarding applicable development applications where a Master Environment and Servicing Plan is required.	Master Environment and Servicing Plans are required as part of the preparation of a Block Plan or development application for a large site and may be identified as being required in support of a complete application for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Approval, in

			accordance with the Implementation and Monitoring policies of the VOP 2025.
Implementation and Monitoring	Official Plan Amendments	How have policies been incorporated into the VOP 2025 to ensure clear criteria is established for the consideration of a future Official Plan Amendment?	New development and/or redevelopment must conform to the policies of the VOP 2025. If conformity cannot be achieved, an Official Plan Amendment is required in accordance with the legislative requirements under the <i>Planning Act</i> and the applicant must demonstrate consistency and conformity with Provincial policies and plans and municipal policies and plans through required information, reports, studies and materials, as deemed appropriate, for review by staff and applicable external agencies.
	Secondary Plans	Concern that matters to be addressed in a Planning Justification Report are too rigid and language should be included to exempt Planning Justification Reports from addressing matters irrelevant to the particular sites or development.	The policies for Secondary Plans have been revised and streamlined to ensure efficient processing of development applications.
		Concern regarding the matters the City shall consider when evaluating development applications in Secondary Plan areas.	
		Secondary Plan policies do not consider various active development applications that are for lands identified as requiring a Secondary Plan.	Policies for development applications in process are provided in the Transition policies of the VOP 2025.
	Plans of Subdivision	Concern regarding reference to Block Plan for Plans of Subdivision approval as Block Plan is not statutory under the <i>Planning Act</i> .	Policies regarding conformity with the Block Plan are carried over from VOP 2010 and remain unchanged at this time.
	Holding By-laws	The use of Hold provisions should be reviewed to ensure that they are only enacted as needed.	The policies for Holding By-laws include the circumstances deemed appropriate in which a Holding Symbol may be applied.
		Ability to remove the Hold Symbol should be delegated to Staff.	At this time, the ability to remove a Holding Symbol rests with Council.

	Community Benefits Charges	The value of a Community Benefits Charge is to be based on a Background Study, with the maximum value of 4% established through Ontario Regulation. Prescribing a specific value of 4% within the VOP does not appear to be in keeping with the intent of the provisions of the Act.	Policies related to Community Benefits Charges have been reviewed and revised where necessary in accordance with the legislative requirements under the <i>Planning Act</i> .
	Pre-Application Consultation and Complete Application Submission Requirements	Concern that policies do not reflect amendments to the <i>Planning Act</i> regarding Pre-Application Consultation.	Revisions to the policies for Pre-Application Consultations have been made to reflect amendments to the <i>Planning Act</i> .
Glossary		Various bolded terms are not defined in the glossary.	Glossary terms have been reviewed and revised where appropriate.
		Glossary terms should be updated for consistency with PPS 2024.	Glossary terms have been reviewed and revised as appropriate for consistency with the PPS 2024.
Volume 2	Secondary Plans	Will the City consider privately initiated Secondary Plans?	Secondary Plans will be prepared by the City in consultation with the public.
		How will Secondary Plans be prioritized in the City and what are the timelines for the preparation of Secondary Plans for New Community Areas?	The preparation of Secondary Plans will be based on ensuring growth is strategically phased and aligns with infrastructure development and the provision of municipal and community services. The exact timing for the preparation of new Secondary Plans is undetermined at this time.
		How does the City intend on implementing the partial employment conversion request including the introduction of residential uses in the Vaughan 400 North Employment Lands Secondary Plan, which were not originally contemplated? It is unclear how the City will undertake these amendments; through the new VOP 2025, an	An applicant-initiated amendment to the Vaughan 400 North Employment Lands Secondary Plan will be required.

		updated Secondary Plan process, or through a landowner-initiated amendment.	
		The general area of Block 67 (Nashville/Cold Creek/Kirby/Huntington) is currently outside of the existing Urban Boundary. Are there any plans (short or long term) for the City to undertake any area specific studies or a block plan for that area.	The majority of lands in Block 67 have been added to the City's Urban Area and are identified as New Employment Area. These lands will be subject to a future Secondary Plan process.
		Existing Secondary Plan policies will need to be updated to reference new VOP 2025 policy numbers instead of VOP 2010.	Volume 2 of the VOP 2010 is not being updated at this time except for the new Vaughan Metropolitan Centre Secondary Plan and Weston 7 Secondary Plan. Existing Secondary Plans under VOP 2010 will be updated through a future amendment to Volume 2 of the VOP 2010.
		Request that VOP 2025 include Weston 7 Secondary Plan land use designations.	Consistent with other Secondary Plan areas in Vaughan, Schedule 13 identifies the Weston 7 Secondary Plan area as 'Lands Subject to Secondary Plans or Particular Area Specific Plans' in which the reader would refer to those plans for the approved land use designations.
		The Weston 7 Secondary Plan should use the land use designations consistent with Schedule 13 and provide consistency in terminology for parks.	The land use designations in the Weston 7 Secondary Plan are specific to the context of the Secondary Plan area and continue to differ from those provided on Schedule 13. Policies for parks in the Weston 7 Secondary Plan have been updated for consistency with the VOP 2025 where appropriate.
		Will VOP 2025 include separate secondary plans for the New Community Areas and New Employment Areas?	The intent is to provide separate secondary plans for New Community Areas and New Employment Areas subject to the future delineation of Secondary Plan area boundaries in those areas.
		Request confirmation that City Staff will notify affected landowners of the initiation of a secondary plan process for both the New	Landowners within the Secondary Plan areas will be notified in accordance with the <i>Planning Act</i> , Council's Notification Protocol and policies of the VOP 2025.

		Community Area and New Employment Area so that they may be involved in the process.	
		Will provisions for PMTSAs (minimum densities etc.) require amendments to secondary plans that were established prior to PMTSA delineation?	PMTSA policies in the VOP 2025 provide direction for areas where a PMTSA overlaps with Secondary Plan area. Existing Secondary Plans in Volume 2 of the VOP 2010 are not being updated in preparation of the VOP 2025 currently, except the preparation of the new Weston 7 Secondary Plan and VMC Secondary Plan.
Schedules	General	Draft schedules are not reflective of approved development applications (land use designations, road networks, features etc.).	All approved OPAs and subsequent <i>Planning Act</i> development applications, where applicable to a schedule, will continue to be reviewed and correctly identified on the applicable schedules in the VOP 2025.
		Schedules should be clarified for lands that are geographically in the Greenbelt Plan Area but are not required to conform to the Greenbelt Plan in accordance with transition policy 5.2.1, by using hatching or a separate colour on the respective schedule that identifies the lands.	The suggested change has not been made at this time and the Greenbelt Plan should continue to be reviewed in conjunction with the VOP 2025 where applicable.
	Schedule 1 – Urban Structure	Lands incorrectly identified as Employment Area instead of Community Area that were approved employment land conversions through York Region’s Municipal Comprehensive Review process.	Schedule 1 has been reviewed and corrected where applicable. Schedules will continue to be reviewed for accuracy in the continued preparation of the VOP 2025.
		Corrections are required to schedules that incorrectly identify lands in the Urban Structure.	Schedule 1 has been reviewed and corrected where applicable. Schedules will continue to be reviewed for accuracy in the continued preparation of the VOP 2025.
	Schedule 1B – Strategic Growth Areas	Schedule should be revised to remove lands subject to approved employment land conversions through York Region’s Municipal Comprehensive Review process from the Primary Intensification Corridor in Employment Areas.	Schedules will continue to be reviewed for accuracy and the necessary corrections will be made in the continued preparation of the VOP 2025.

		PMTSAs should be delineated on the Strategic Growth Areas schedule.	PMTSAs are delineated on Schedule 1B – Strategic Growth Areas and more detailed mapping of the delineation is provided on Schedule 1.B.1 to 1.B.5.
		Support for future delineation of Kirby GO Station PMTSA.	Acknowledged.
		Support for future delineation of Vaughan Mills BRT Station PMTSA.	Acknowledged.
		Key maps or PMTSA numbers should be added to the Strategic Growth Areas schedule.	Schedule 1B – Strategic Growth Areas has been revised to identify the PMTSA numbers and more detailed maps of each PMTSA are provided as Schedule 1.B.1 through 1.B.5.
		The expansion areas for the VMC should be added to the VOP 2025 schedules.	The expansion areas have been added to the VMC Secondary Plan area boundary.
		Concerns with Kleinburg Core area shown on Urban Structure and Strategic Growth Areas schedule. Opposed to intensifying the Kleinburg Core area as it will negatively impact the village character and historical environment of Kleinburg, lead to traffic congestion, overload infrastructure capacity, and there are not enough schools in the area to support more population.	The Kleinburg Core area is identified as a Strategic Growth Area on Schedule 1 Urban Structure and as a Local Centre on Schedule 1B Strategic Growth Areas. Although the VOP 2025 has changed the name of “Intensification Area” to “Strategic Growth Area” to be consistent with the PPS 2024, the VOP 2025 maintains the existing Urban Structure for the Kleinburg Core area as it is already identified as an Intensification Area – Local Centre on Schedule 1 Urban Structure of the VOP 2010. The Kleinburg Core area is also subject to Area Specific Plan, 12.4 of Volume 2 of VOP 2010 and the Kleinburg-Nashville Heritage Conservation District Plan.
	Schedule 1C – Established Large-Lot Neighbourhoods	The policies and schedules conflict with/contradict one another where large-lot neighbourhoods overlap with PMTSAs.	The policies and schedule for established large-lot neighbourhoods have been reviewed and updated, where deemed appropriate, to ensure established large-lot neighbourhoods do not conflict with other areas better suited for growth.

	Schedule 2 – Natural Heritage Network	The areas where features have been determined through approved Block Plan studies for areas identified as “To Be Determined through Future Studies” should be removed.	The precise delineation of the features will occur through the approval of the <i>Planning Act</i> applications that are supported by the technical studies. The schedule will be updated accordingly upon approval of the <i>Planning Act</i> development applications that are to be consistent with the approved Block Plan.
		Enhancement Areas should be clearly identified on the schedule.	Enhancement Areas are identified on Schedule 2 as “To be Determined through Future Studies”. Their precise limits will be determined through appropriate studies completed as part of the development application process.
		Schedule is not consistent with approved Block 27 Secondary Plan schedules.	Schedules will be updated where applicable for consistency with approved Secondary Plans.
		City to confirm that all Core Features and Enhancement Areas align with all approved Secondary Plans to date.	Schedules will be updated where applicable for consistency with approved Secondary Plans.
	Schedule 9 (9A Street Classification, 9B Street Types, 9C Cycling Facilities and Trails)	Footnote that states if there are inconsistencies between the schedule and a Secondary Plan, the document most recent shall apply, conflicts with policies that state the Secondary Plan shall prevail over Volume 1 policies of the VOP in the case of conflict where an OPA is most recent.	The schedule and policy text will be reviewed and revised, if appropriate, to ensure any potential conflicts are resolved.
		Inconsistencies between planned right-of-way width identified on schedules and the Vaughan Transportation Plan.	The schedule has been reviewed for consistency with the Vaughan Transportation Plan.
		Schedules should reflect Secondary Plan approved networks or those approved through a completed Environmental Assessment.	The schedule will be reviewed for consistency with approved Secondary Plans and approved <i>Planning Act</i> development applications subject to accompanying technical studies.
		Concern regarding feasibility of the extension of Langstaff Road across the MacMillan Yard.	Transportation Network improvements identified on the schedules are consistent with the approved Vaughan Transportation Plan.

	Schedule 12 – TransCanada PipeLine Facilities	Schedule is missing a large portion of TransCanada Pipelines Limited pipeline system in Vaughan, known as the Kings North Connection and the Vaughan Mainline Expansion. This system runs parallel to Highway 427, between Highway 407 and King Vaughan Road.	Schedule 12 will be revised to show the missing portion of TCPL's pipeline system as identified.
	Schedule 13 – Land Use Designations	Comments that various site-specific lands and/or approved/amended Block Plan areas are incorrectly designated, do not reflect approved OPAs or need updating to align with Comprehensive Zoning By-law 001-2021 to avoid conflicting land use designations and zoning (approved Council or OLT decisions).	Schedule 13 will be revised, where applicable, to ensure land use designations are correctly designated in accordance with approved Council and/or OLT decisions.
		Some natural area features and watercourses are incorrectly located/identified on the schedule.	Schedule will be updated to correctly identify natural area features and watercourses, where applicable.
		Highway 413 alignment should be shown on this schedule.	Schedule 13 is to be read in conjunction with the other schedules of the VOP 2025 which identify the Proposed Highway 413 Corridor.
		Maximum heights and densities should be removed from the schedule and policies as they are more appropriately implemented through the zoning by-law.	Acknowledged. Schedule 13 will continue to provide for maximum heights and densities in accordance with the policies in the VOP 2025.
		Weston 7 Secondary Plan area should be greyed out to show it is subject to a Secondary Plan.	The Weston 7 Secondary Plan has been greyed out on Schedule 13 to identify the area as lands being subject to a Secondary Plan.
		Why isn't there a height and density identified in accordance with the "Low-rise Mixed Use" land use designation on Schedule 13 for the Kleinburg Core area? Propose the maximum building height be 3.5 storeys and the density be 1.5 FSI for the Kleinburg Local Centre boundary.	The Kleinburg Core area is subject to the height and density requirements established by the Area Specific Plan, section 12.4 of Volume 2 of the VOP 2010. Volume 2 of the VOP 2010 is not being updated as part of the preparation of the VOP 2025, and section 12.4 of Volume 2 of the VOP 2010 will remain in-effect in accordance with the Transition policies.

		Ensure land use designations are consistent with Urban Structure.	Schedule 13 will be reviewed for accuracy and consistency with other applicable schedules. Land use designations may be refined through future study for areas that are subject to a future Secondary Plan process.
		If Secondary Plans are approved and not under appeal, why can't their land use designations be included on Schedule 13?	Some Secondary Plans include land use designations that differ from those included in Volume 1 of the VOP 2025. As such, the applicable land use designations for those lands are to be determined through the approved Secondary Plan.
		Exceptions/exemptions from heights or densities identified on Schedule 13 should be provided where certain matters of Municipal or Provincial interest are provided.	Acknowledged. The suggested revision has not been incorporated at this time.
	Schedule 14A – Areas Subject to Secondary Plans	Shows lands with approved employment lands conversions as 'Required Secondary Plan Area No.5 New Employment Areas'. Request that Draft Schedule 14A be updated to delineate those lands as 'Required Secondary Plan Area No.4 New Community Areas'.	Schedule 14A has been updated to show the Required Secondary Plan Areas.
		Block 27 Secondary Plan Area should be labeled 11 on the Plan.	Schedule 14A will be reviewed to ensure Secondary Plan areas are correctly labelled.
		Block 41 Secondary Plan Area should be labeled 12 on the Plan.	
		Yonge Steeles Corridor should be labeled 13 on the Plan.	
	Schedule 14C – Areas Subject to Site Specific Plans	Comments regarding site-specific lands being incorrectly labelled.	Schedule 14C will be reviewed to ensure lands subject to Site-Specific Plans are correctly identified.
		Comments regarding lands with approved site-specific plans missing from schedule.	
		A large portion of the legend items are missing.	Schedule 14C has been revised to ensure legend items are correctly identified.

	Appendix 1 – Provincial Decisions	This appendix is not relevant as the entire VOP 2025 will be approved by the Province and if all of the areas have an approved land use, they should just be included in the appropriate Urban Structure and Land Use schedules.	Appendices included in the VOP 2025 are non-statutory and are intended to provide additional context only.
Consultation Process	October 3, 2023, Statutory Public Meeting	Concern that insufficient notice was provided for the October 3, 2023, Statutory Public Meeting.	Public Notice for the Statutory Public Meeting was provided in accordance with the requirements of the <i>Planning Act</i> and Council's Notification Protocol. The Notice for the Statutory Public Meeting was circulated to those on file with the Office of the City Clerk on September 6, 2023. The Notice was also posted on the City's website at www.vaughan.ca , the City's Project Engagement website at www.forwardvaughan.ca , was e-blasted to the Project's interested parties, and was published in the Vaughan Citizen and Thornhill Liberal on September 7, 2023.
	Public Consultation	Concern that there was a lack of adequate public consultation and requests clarification regarding the engagement efforts held to-date.	The draft VOP 2025 was informed by an extensive public and stakeholder consultation process undertaken throughout each phase of the project. Details of the public consultation undertaken to-date are provided in Attachment 2 to the June 4, 2025, Committee of the Whole (Public Meeting) staff report.
	Notification Requests	Requests for notification of future meetings, updates, and public release of project deliverables.	Contacts requesting notification of future meetings, project updates, and public release of project deliverables have been added to the project's Contact List.

Weston 7 Secondary Plan

Section	Theme	Comments	Staff Responses
Growth Management	Growth Targets	Concern from the community that the growth targets are too high and will negatively impact the existing residential neighbourhood to the northwest of Weston 7 and adjacent employment lands, in addition to having a negative impact on traffic congestion and the availability of schools, health care facilities and parks.	A growth threshold of 26,000 people and jobs by 2041 is established in the draft plan as identified in the Weston 7 Transportation Master Plan and is directly linked with the required infrastructure improvements and the provisions of Public Service Facilities and parks.
		Concern from the development community that the growth targets are too limiting. Concern with setting maximum limits of development and height, and with growth being subject to available infrastructure capacity.	Any increase to the threshold will require an amendment to the plan and can only be considered when the City is satisfied that there is sufficient additional capacity within the transportation system.
		Concern that growth targets do not appropriately reflect existing employment in Weston 7 and will result in a net loss of jobs in the area.	The draft plan establishes a growth threshold of 10,000 jobs by 2041. The draft plan also includes requirements for non-residential uses as identified in the land use designations of the Secondary Plan. The number of jobs established in the growth threshold and as a result of the long-term redevelopment of the area will exceed the number of existing jobs.
	Phasing	Phasing should consider incremental re-development of existing built lots.	Growth is directly linked with the required infrastructure improvements (as identified in the Weston 7 Transportation Master Plan and Integrated Urban Water Plan) and the provisions for Public Service Facilities and parks.
		Phasing is needed and should be directly linked to the availability of existing and planned infrastructure and the City's capital planning for infrastructure.	
		Phasing should prioritize parks and open spaces, ensure the continuity of existing services, and allow businesses to relocate.	
		Concern with the impact of incremental re-development on traffic, noise and pollution and the possibility of incomplete road networks.	The draft plan identifies the need for a quadrant-based strategy to facilitate the systematic and cohesive implementation of the multi-modal transportation network. The draft plan also includes

			mitigation policies to manage the construction of infrastructure improvements to minimize disruptions to the existing and surrounding areas.
	Merit-Based allocation Program	Concern with the proposed Merit-Based Allocation Program.	The policy was removed.
Building Successful Community	Affordable housing	Request for clarity of affordable housing policies, requirements and proposed incentives including Inclusionary Zoning.	The affordable housing policies were revised to align with the policies and requirements in the draft VOP 2025.
	Public Service Facilities	Concern for availability and timing of Public Service Facilities to accommodate the growth and meet the needs of future residents.	Growth is directly linked with the provisions for Public Service Facilities and parks.
		Concern with proposed location of schools and the community hub.	The locations of schools are identified conceptually within the quadrants, in discussions with the School Boards. The location of the Community Hub is identified generally in the Southeast Quadrant. The exact locations will be determined through the Block Plan and development process.
	Energy and green buildings	Concern with Green Buildings Requirements and the potential negative financial impact.	The related policies in the draft plan generally align with the policies and requirements in the draft VOP 2025.
		Concern with the implementation and funding of energy efficiency and alternative energy strategies like district energy generation and renewable energy systems.	

Land Use	Non-residential Uses	Concern with the loss of existing retail services, including grocery stores and big box commercial formal and the associated parking.	The policies permit the ongoing operation of retail plazas, grocery stores, restaurants and other large format retail uses to remain, extend, enlarge and add accessory buildings. The draft plan also includes requirements for non-residential uses between %15 and %20 within Mixed-Use I and Mixed-Use II, which will result in space for non-residential uses that exceed the existing space.
		Concern from the development community that the requirements of non-residential uses are too high in the Mixed-Use I and Mixed-Use II land use designations. Concern with prohibiting stand-alone residential buildings.	The draft plan provides flexibility and considers a broad definition of non-residential uses, including retail, commercial services, offices, public service facilities in addition to any permitted use that is not a residential dwelling unit, including lobby space and recreational facilities and live/work units.
		Request for active non-residential uses in a pedestrian friendly environment to balance the residential component, i.e. dining and entertainment district.	The draft plan includes requirements for non-residential uses within the Mixed-Use I and Mixed-Use II land use designations, in addition to requirements for those uses at grade to create active frontages. The plan also ensures that these uses are well connected to the Active Transportation Network and the Pedestrian Realm network, including parks.
		Request for restaurants and retails services for families along with open spaces.	
		Concern with the ability of existing uses to remain and be allowed replacement, extension and enlargement and requests consideration for request repurposing of existing buildings and spaces.	The policies permit the ongoing operation of retail plazas, grocery stores, restaurants and other large format retail uses to remain, extend, enlarge and add accessory buildings.
		Concern with limiting live/work units to street townhouse buildings.	The draft plan requires live/work units at grade but does not limit them to street townhouse buildings.
	Prohibited and allowed uses	Concern with prohibiting auto-oriented uses and allowing adult entertainment and Additional Needs Housing.	<p>The draft plan permits the ongoing operation of existing uses, including auto-oriented uses that exist today, and provides direction on other non-residential uses which will be further regulated through zoning.</p> <p>The draft plan also includes policies regarding affordable housing generally consistent with the draft</p>

			VOP 2025 and provides further direction on Additional Needs Housing.
Built Form	FSI, GFA and gross lot area	Request for clarity of Floor Space Index, Gross Floor Area and lot area definition. Request from the development community to allow Floor Space Index calculations to be based on gross lot area.	The definitions are included in the plan under section 4.2.1. The Floor Space Index calculations approach in Weston 7 is aligned with the city-wide approach, with exception of exempting office space from the Gross Floor Area.
	Heights and densities	Concern from the development community that the proposed heights and densities are too low and with the distribution of high-rise and mid-rise buildings, and request for gateway locations.	The distribution of height and densities concentrate the highest development closest to the intersection at Weston Road and Highway 7 and the BRT stations and sets a maximum of 32 stories in the highest built form designation. The plan also provides appropriate transition towards the adjacent low-rise neighbouring areas.
		Concern from the community that the proposed heights and densities are too high and will negatively impact the community.	
		Support for concentrating tallest buildings at the intersection of Weston and Highway 7.	
		Concern from the development community that the proposed heights and densities will not achieve the provincial vision for PMTSA and the required densities and will limit the delivery of housing. Request for not establishing maximums, only minimums, or alternatively, allow more height for all designations.	The plan provides for the evolution of Weston 7 and the delivery of housing in a complete community, compact built form and transit supportive densities. The growth threshold as established and identified by the Weston 7 Transportation Master Plan meets the minimum PMTSA density requirements. It is noted that the long-term site-specific potential for development exceeds the growth threshold.
		Concern with policies allowing additional heights on site specific basis.	The policies were removed.
	Urban Design policies	Concern from the development community that the urban design policies are too prescriptive, especially considering recent Provincial legislative changes.	The policies have been refined to provide flexibility and align with the draft VOP 2025, as appropriate.
		Request from the development community for flexibility to building heights and urban design policies to avoid the need for amendments.	

		Concern from the community with not having strong urban design requirement which might potentially result in unattractive buildings.	
	Transition	Concern with compatibility and transition between tall building and existing low-rise residential neighbourhood to the northwest of Weston 7, especially in the Northwest quadrant.	The draft plan designates the area directly adjacent to the existing neighbourhood for low-rise residential development and includes policies to ensure appropriate transition and compatibility with the existing and planned context.
		Support for more low-rise residential and creating buffers between the proposed high-rise and the existing community, i.e. parks and open spaces.	
		Concern with compatibility including shadow impact on adjacent buildings within and outside of Weston 7.	
Transportation	Road network	Request for the Colossus Road Overpass to support multi-modal transportation.	The draft plan and the Weston 7 Transportation Master Plan designate the Colossus Road as a Major Collector. Major Collector roads are intended to support several modes of transportation and include sidewalks and cycle tracks.
		Concern from the development community that the Colossus Road Protection Area would impede development outside the area.	The intent of this overlay is to protect the area from development, otherwise permitted by this Plan, in order to accommodate the Colossus Drive Extension across Highway 400, and to ensure that development will not predetermine or preclude the planning and/or implementation of the extension. Development outside of the Protection Area may be considered for approval based on the permissions of the plan.
		Concern from the development community that proposed road widths are excessive and request to allow private roads and the modification and/or removal of roads.	<p>The Right-of-Ways identified in the draft plan and in the Weston 7 Transportation Master Plan are consistent with Vaughan Transportation Plan and the Complete Street Guideline. They are intended to support multi modal transportation and be designed to be efficient and safe.</p> <p>The draft plan provides flexibility to modifications and private roads.</p>

		Concern from the development community that location of roads will result in small and irregular lot pattern that will be hard to develop.	The block pattern has been reviewed to provide appropriate block sizes and ensure the development of a fine graine transportation network. The draft plan also includes policies to adjust the specific alignment of roads through the block plan process.
		Concern from the community with the infiltration of traffic to adjacent neighbourhood and request to close access.	Policies have been added to address the need for a traffic infiltration mitigation study to identify and implement measures that minimize the impact of traffic infiltration on existing residential neighbourhoods and local streets. The policies intend to ensure effective traffic management, thereby protecting residents' quality of life and maintaining the safety and efficiency of the transportation network.
	Congestion	Concern with traffic congestion, considering the proposed growth at Weston 7 and its potential negative impact on the existing residential neighbourhood and along Highway 7.	<p>The draft plan identifies a growth threshold based on the capacity as identified in the Weston 7 Transportaion Master Plan and directly links growth with infrastructure improvements. Any growth beyond the threshold will require an amendment to the plan and can only be considered when the City is satisfied that there is sufficient additional capacity in the transportation system.</p> <p>Additionally, the draft plan and the Weston 7 Transportation Master Plan identify the need for a traffic infiltration mitigation study to identify and mitigate any negative impacts and ensure effective traffic management.</p>
	Active Transportation	Concern from the development community that the proposed Active Transportation infrastructure is too excessive, and request for policy to allow flexibility with proposed elements, width and locations.	The draft plan and the Weston 7 Transportation Master Plan identify the need to maximize opportunities to use Active Transportation in order to accommodate the level of growth anticipated for Weston 7.
		Support for Active Transportation and transit and for pedestrian friendly designs and "through paths"	

			Additionally, the draft plan policies include flexibility in determining specific locations, design and ownership of the Active Transportation network.
		Concern with public safety at intersections and along overpass/underpass Active Transportation links.	The City will undertake a follow up study to determine the requirements and feasibility of grade separated Active Transportation crossings as identified in the draft plan and the Weston 7 Transportation Master Plan.
	Parking	Concern from the community with the removal of minimum parking requirement and the loss if existing parking associated with retail services.	The removal of the minimum parking requirements at Weston 7 follows Provincial direction within PMTSAs.
		Request for all parking to be underground.	Underground parking is the preferred option of parking within the Mixed-Use I and II designations.
	Transit	Request for BRT to be upgrade to light rail or for expansion of the subway to Weston 7	Upgrades to the BRT are contingent on Provincial and Federal funding. Additionally, York Region is the transit service provider and will need to agree to any proposed upgrades.
		Request for transit to have priority at the Weston Road and Highway 7 intersection.	Intersection control on arterial roads is under the jurisdiction of York Region.
	Modelling and capacity	Concerns that the technical studies assumed an excessive percentage of people using transit, when the reality is that the personal vehicle is still the preferred option.	As a Primary Centre, Weston 7 will develop as a transit-oriented, pedestrian-friendly area. The draft plan and the Weston 7 Transportation Master plan intend to shift the current patterns in the future and encourage the use of other modes of transportation, in addition to personal vehicles.
		Concern from the development community that the Weston 7 Transportation Master Plan study includes conservative assumptions and that further work can be done to open additional capacity and increase the growth threshold.	The Weston 7 Transportation Master Plan used reasonable assumptions. Further updates to the Secondary Plan to identify further growth potential will be made in the future and will be based on new analysis.
Parks	Parks Targets	Concern from the community that proposed parks are not sufficient for the proposed growth at Weston 7 and will not accommodate playground, splash pads and other programming.	Parkland requirements in the draft plan are aligned with the draft VOP 2025 and follow the Planning Act.

		Concern from the development community that proposed parks are too much at Weston 7 and should follow the requirements of the Planning Act.	
	Size and type	Concern that proposed parks typology and sizes does not align with the park types in the VOP 2010.	Policies have been revised to align with park types and policies of the draft VOP 2025 and the draft VMC Secondary Plan, as appropriate for Weston 7 as an urban high-density community. The draft plan envisions an urban park system that serves that needs of future residents and visitors at Weston 7.
	Location	Concern with some proposed locations for parks, and request for clarity on break down per quadrant	Park locations are identified symbolically in the draft plan. The exact location, size and configuration of each park will be considered through the Block Plan and the development process.
		support for proposing park location adjacent to the existing residential area to serve as buffer/transition	
	Park design	Concern that park design policies are too prescriptive and should allow flexibility.	The draft plan policies have been revised to align with the draft VOP 2025 and the draft VMC Secondary Plan, as appropriate.
Open Space	Privately Owned Public Spaces	Request for clarification on how Privately Owned Public Spaces will be treated.	Privately Owned Public Space will follow the requirements as identified in the draft VOP 2025.
Implementation	Financing infrastructure improvements	Request for clarity on implementation tools and how the identified infrastructure improvements will be funded.	The draft plan includes policies that address municipal financing and empower agreements with the landowners. The City will continue working with the development community and the Region to ensure the delivery of the identified improvements.
	Processing of development applications	Request for clarity on processing of existing development applications.	The process will follow the transition policies as identified in the draft VOP 2025.

VMC Secondary Plan

Theme	Comment	Staff Responses
Land Use	Landowners do not support the land use designations on their site as shown on the preferred framework.	Updated land use designations have been provided in Schedule G of the draft New VMCSPP.
	Landowners suggested that land use compatibility issues could be addressed through development applications instead of buffering land use permissions.	The intent of the draft New VMCSPP is to address land use compatibility issues at a policy level and the draft New VMCSPP reflects ongoing direction from the Technical Advisory Committee. Land use compatibility policies have been provided in the draft New VMCSPP (Sections 9 and 11).
	Landowners support the land use designations on their site as shown on the preferred framework.	No response required.
	Requests were received to reflect internally developed master plans.	Approved development applications have been reflected in the draft New VMCSPP.
	Requests were received to review draft policies relating to Land Use.	Land Use policies have been provided in the draft New VMCSPP (Section 9) .
Environmental Open Space	Landowners do not support Environmental Open Space designation configurations as shown.	Environmental Open Space (EOS) policies have been provided in the New VMCSPP (Section 6 & 7) and EOS designations have been updated on the schedules in consultation with the VMC team and TRCA. EOS designations have also been updated to align with the work being undertaken by the City for the Black Creek Renewal Project.
Stormwater Management	Some landowners do not support Stormwater Management facilities on their site due to the VMC Functional Servicing Strategy Report not being complete.	The VMC Functional Servicing Strategy Report has been completed, and stormwater management requirements are being further refined through various studies and assessments.
Parks	Landowners do not support parks on their lands.	The plan aims to distribute park sites equitably throughout the VMC plan area and follows the direction of the VMC Parks and Wayfinding Master Plan, to have parks located within a 5-minute walk for all residents.

	Landowners commented that parks should be assigned transferrable density to compensate individual landowners for the loss of land.	Parkland policies have been provided in the draft New VMCSPP (Section 7). In addition, the Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Requests were received that drafted parkland policies should consider Council's latest direction regarding parkland definitions and dedications credits, particularly as they relate to 100% credit for strata parkland.	Parkland policies have been provided in the draft New VMCSPP (Section 7), in line with the City's Parkland Dedication By-law.
	Landowners suggest that the perceived shortfall in parkland within the VMC is the result of the City failing to consistently exercise Section 42 of the <i>Planning Act</i> to secure physical parkland and that specific landowners should not be obligated to service the VMC area for future parkland requirements.	The plan aims to distribute park sites equitably throughout the VMC plan area and follows the direction of the VMC Parks and Wayfinding Master Plan.
	Landowners expressed support for the stratification of parks and requests were received that the New VMCSPP should contain greater flexibility to allow for stratified parkland rather than being conditional on the provision of significant office development.	Parkland policies have been provided in the draft New VMCSPP (Section 7). Policies regarding encumbrances in parks have been included in Section 7.4.
	Requests were received for the park network to reflect internally developed master plans.	The revised configurations reflect key principles in the draft New VMCSPP, including the goal that all residents and workers are within a five-minute walk of a park. The City remains open to further dialogue during the refinement of the land use schedules and public realm network.
Schools	Landowners do not support schools on their lands.	School sites have been distributed equitably throughout the VMC plan area, and as per discussions with the School Boards.
	Landowners expressed support to relocate the school in the southwest quadrant to a school campus in the far southwest corner of the VMC plan area.	The new school location in the southwest quadrant has been reflected in the New VMCSPP.

	Landowners expressed support to explore the option of co-locating recreational fields and other facilities to an adjacent location outside the VMC plan area.	Enabling policies have been included in the draft New VMCSPP (Section 8). Specifically, Policy 8.2.2 allows for school sites to be located where there are safe, direct, and comfortable walking routes for the served population and where it is suitable for the development of sensitive land uses.
	Landowners expressed support for an urban format of schools.	Enabling policies for alternative school formats have been included in the draft New VMCSPP (Section 8.0) and urban school formats are being explored with the applicable school boards.
	Landowners commented that the school site sizes are excessive and will incur high costs to the school boards.	An urban format of schools is being explored with the school boards and enabling policies for alternative school formats have been included within the Plan.
	Landowners requested rationale for the S6 school site having a lower FSI than the lands to the west of Maplecrete.	The Plan no longer includes maximum heights and densities.
	Landowners requested rationale for a school site in the south-east quadrant and state that the discrepancy in population east and west of Jane Street do not warrant the need for a public school site in this location.	School sites have been distributed equitably throughout the VMC plan area and have been determined based on population thresholds and in consultation with the school boards. Monitoring policies for school sites have been included in the draft New VMCSPP.
	Landowners do not support the secondary school site in Expansion Area B and suggest a location for the secondary school that is closer to Jane Street or Highway 7.	The secondary school site has been removed from the draft New VMCSPP and the underlying permissions and land use designations have been reflected.
Civic Facilities	Landowners do not support the location of civic facilities on some of their lands.	Civic Facility policies have been provided in the draft New VMCSPP (Section 8) and Civic Facilities have been equitably distributed throughout the VMC plan area.
	Requests were received to reflect internally developed master plans and development applications that reflect civic facilities.	Approved development applications have been reflected in the draft New VMCSPP.
	Requests were received to review draft policies relating to civic facilities before commenting.	Civic Facility policies have been provided in the draft New VMCSPP (Section 8).
Transportation	Some landowners do not support roads or mews on their sites.	Approved development applications have been reflected in the draft New VMCSPP and the transportation network aligns with the VMC TMP.

	Requests to reflect roads and mews identified in active development applications.	Approved development applications have been reflected in the draft New VMCSF.
	Landowners expressed concerns with specific mews configurations.	The mews and street network has been updated to align with the VMC TMP. Staff continue to work with specific landowners to address concerns.
	Requests to allow for flexibility of right-of-way widths and alignment.	Road policies have been provided in the draft New VMCSF (Section 5), which align with the VMC TMP.
	Requests were received to review draft policies relating to roads.	Road policies have been provided in the draft New VMCSF (Section 5), which align with the VMC TMP.
	Landowners expressed support for the stratification of parking facilities.	Parking policies have been provided in the draft New VMCSF (Section 5.6), including policies regarding below-grade encumbrances.
	Landowners expressed concerns around safety as it relates to commercial truck and machinery traffic.	Please see the VMC Transportation Master Plan for more information on road and traffic safety measures.
Mixed-Use Non-Residential Requirement	Landowners do not support the Non-Residential requirement and state that it lacks a comprehensive strategy that does not recognize market conditions.	The Non-Residential requirement in the New VMCSF is based on a feasibility study containing a market analysis completed by Parcel Economics.
	Some landowners do not support the Non-Residential requirement and stated that this requirement downzones their property.	The Non-Residential requirement in the New VMCSF is based on a feasibility study containing a market analysis completed by Parcel Economics.
	Landowners suggest that the 11.5% requirement for lands north of Portage is too high and should be revised to a minimum of 8% non-residential uses.	The non-residential requirement in the New VMCSF has been revised based on a market analysis completed by Parcel Economics.
	Requests were received to reflect non-residential uses contained in internally developed master plans.	The non-residential requirement in the New VMCSF has been developed based on a market analysis completed by Parcel Economics.
	Requests to review draft policies relating to the Non-Residential use requirement and information on how the non-residential use requirement will be calculated and applied.	Non-Residential Land Use policies have been provided in the draft New VMCSF (Sections 4 & 9) and a Non-Residential requirement of 10% is included in Policy 9.2.4.

	Requests were received for the Non-Residential requirement policies to be flexible as it relates to the amount of Non-Residential Ground Floor Area required within the VMC.	Non-Residential Land Use policies have been provided in the draft New VMCSPP (Sections 4 & 9) and a Non-Residential requirement of 10% is included in Policy 9.2.4.
	Landowners commented that required Retail, Service Commercial, Integrated Community Facility or Public Use Frontage does not correspond with the non-residential requirement.	The Non-Residential requirement has been distributed throughout the Mixed-Use areas in the draft New VMCSPP.
	Requests were received for the Non-Residential requirement allocation to reflect in-progress development applications.	The Non-Residential requirement has been distributed throughout the Mixed-Use areas in the draft New VMCSPP.
Retail	Requests were received to review draft policies relating to retail and active frontages. Recommended that policies for required retail frontages allow for an applicant to be able to demonstrate optional and functional constraints that warrant relief from this requirement.	Retail policies have been provided in the draft New VMCSPP (Section 9.8) and have been developed based on a market and economic analysis completed by Parcel Economics.
	Landowners do not support required retail frontages as they limit flexibility and do not reflect tenant choices and market conditions.	Policy 9.8.10 has been provided to address required retail frontages. Retail requirements have been developed based on a market and economic analysis completed by Parcel Economics.
	Landowners do support the retail and active frontage on their lands.	Policy 9.8.10 has been provided to address required retail frontages. Retail requirements have been developed based on a market and economic analysis completed by Parcel Economics.
PMTSAs	Landowners expressed support for the increased minimum of people and jobs per hectare target for VMC Subway PMTSA 68.	Density targets for PMTSAs have been determined by York Region in consultation with the City of Vaughan.
	Landowners recommended increased density targets for Creditstone PMTSA 57 from 300 to a minimum of 600 people and jobs per hectare.	Density targets for PMTSAs have been determined by York Region in consultation with the City of Vaughan.
Density	Landowners do not support the density framework and there are concerns that approved FSIs and Provincial priorities are not reflected.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Landowners suggested considering higher levels of residential development and intensification that go beyond the scale of current and/or approved development projects in the VMC be considered for their site due to its proximity to the TTC and BRT stations.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.

	Request received to include flexible density policies in the New VMCSF that do not require amendments to the plan, provided that the proposal demonstrates exceptional architecture and design.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Request received to include flexible density policies in the New VMCSF that allow for the evaluation of the availability of infrastructure and community services through individual rezoning applications.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Landowners do not support and show concern with the new definition of density calculation.	The definition of density aligns with VOP 2025. The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Requests were received to review draft policies relating to density.	Density policies have been provided in the draft New VMCSF (Sections 4 & 9). The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	A request was received to allow for density transfers.	Density policies have been provided in the draft New VMCSF (Sections 4 & 9). The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Landowners expressed support for higher densities.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
Height	Landowners do not support maximum heights.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
	Requests were received to review draft policies relating to height.	Height policies have been provided in the draft New VMCSF (Section 9).
	Requests were received to incorporate approved heights for existing projects.	The Plan incorporates a new framework, as per direction from VMC Sub-committee, to implement heights and densities without prescribed maximums.
Housing Variety & Built Form	Requests were received to review draft policies relating to built form and housing variety.	Built Form and Housing policies have been provided in the draft New VMCSF (Section 9).

	Requests were received for clarification on the requirement of 35% of new housing units being affordable in the current VMCSF and whether this will be included in the draft New VMCSF.	This policy has been included in the draft New VMCSF (Policy 9.7.2) along with other implementing policies in Section 9. This requirement aligns with VOP 2025.
Expansion Areas	Landowners do not support the Park and Non-Residential designations in the Walmart site area. It has been requested that these lands be designated as Mixed-Use and that the MZO be reflected.	The Mixed-Use designation has been applied. Parkland has been equitably distributed throughout the VMC plan area.
	Requests received for the rationale for the Non-Residential designation and the configuration of blocks in Expansion Area A.	The Non-Residential designation is intended to provide a buffer between residential and other sensitive land uses and the existing Employment Areas to the east.
	Landowners expressed support for the inclusion of Expansion Area C.	Expansion Area C will not be included in the revised boundary of the VMC due to land use compatibility concerns.
	Some landowners noted that the draft mapping released in the New VOP 2025 does not contemplate the expansion of the VMC boundary in accordance with the expansion areas identified through the draft New VMCSF.	The expansion areas identified through the draft New VMCSF have been reflected in the New VOP 2025 schedules.