

Committee of the Whole (Public Meeting) Report

DATE: Wednesday, June 4, 2025

WARD(S): ALL

TITLE: DRAFT NEW VAUGHAN OFFICIAL PLAN 2025
(INCLUSIVE OF THE DRAFT NEW WESTON 7 SECONDARY
PLAN AND THE DRAFT NEW VAUGHAN METROPOLITAN
CENTRE SECONDARY PLAN)

FROM:

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ACTION: FOR INFORMATION

Purpose

To present the draft new Vaughan Official Plan 2025 (VOP 2025), which includes the draft new Weston 7 Secondary Plan and the draft new Vaughan Metropolitan Centre Secondary Plan, and to receive comments thereon from the public and the Committee of the Whole.

Report Highlights

- Prepared under Section 17 of the *Planning Act*, Vaughan Official Plan 2025 incorporates changes to Provincial policy and legislation since Vaughan Official Plan 2010.
- The new Vaughan Metropolitan Centre (VMC) Secondary Plan and the new Weston Road and Highway 7 (Weston 7) Secondary Plan form part of Volume 2 of the new Vaughan Official Plan 2025.
- This report provides a summary of key updates of the draft new Vaughan Official Plan 2025 and the draft new Weston 7 Secondary Plan and a description of key policies, built form and land use designations in the draft new VMC Secondary Plan.
- Council adoption of the new Vaughan Official Plan 2025, inclusive of the new VMC Secondary Plan and the new Weston 7 Secondary Plan, is targeted for September 2025.

Report Highlights continued

- A technical report will be prepared by the Policy Planning and Special Programs Department for consideration at a future Committee of the Whole meeting.

Recommendations

1. THAT the Public Meeting report and presentation for the draft new Vaughan Official Plan 2025, inclusive of the draft new Vaughan Metropolitan Centre Secondary Plan and the draft new Weston 7 Secondary Plan, BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a comprehensive report to the Committee of the Whole.

Background

The current VOP 2010 contains a vision that emphasizes responsible governance, sustainable planning, economic leadership, transparency, accountability and inclusivity, while managing projected growth to the year 2031. This vision has guided Vaughan's growth and development over the past decade and a half.

Should it be adopted by Council, the VOP 2025 will replace Vaughan Official Plan 2010 (VOP 2010) and guide the city's growth to the 2051 planning horizon. It will also address the needs of current and future residents, workers, businesses, and visitors to Vaughan.

The Vaughan Official Plan 2025 is proceeding under Section 17 of the Planning Act as a new official plan.

On Oct. 20, 2024, the Provincial Planning Statement, 2024 took effect, replacing the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. In light of recent Provincial policy and legislative changes, staff determined that the City should proceed under Section 17 of the *Planning Act* with a new official plan, rather than updating the VOP 2010 through an Official Plan Amendment under Section 26 of the *Planning Act*, as we previously planned.

Staff presented the draft Vaughan Official Plan 2025 at the Committee of the Whole (Working Session) meeting on Jan. 22, 2025.

The draft VOP 2025 was released for public review and comment on Jan. 17, 2025. The draft incorporated and further refined previous draft policies and schedules to address internal and external feedback and be consistent with the Provincial Planning Statement 2024, among other Provincial legislative and policy changes. The Jan. 22, 2025, Committee of the Whole (Working Session) report includes a high-level summary of the

key changes in the January 2025 draft VOP 2025 compared with the prior draft of the VOP 2010 update (listed in the Previous Reports/Authority section of this report).

The project team has reviewed and considered feedback received at the Committee of the Whole (Working Session) meeting. A staff communication was provided at the April 8, 2025, Committee of the Whole (2) meeting that clarified questions received from the Mayor and Members of Council with respect to the draft VOP 2025.

Non-statutory public open houses were held on Jan. 27, 2025, for the draft Vaughan Official Plan 2025.

Two non-statutory public open houses were held from 8:30 a.m. to 4 p.m. and 6 p.m. to 9 p.m. to allow the public to speak with City staff and the project's consulting team, WSP Canada, about the draft VOP 2025. The project team carefully reviewed the feedback received at the public open houses in preparation for the latest draft of VOP 2025.

The current draft Vaughan Official Plan 2025 was publicly released on May 15, 2025, and will be presented at the Statutory Public Meeting on June 4, 2025.

Under subsection 17(15) of the *Planning Act*, the draft VOP 2025, which includes the draft new VMC Secondary Plan and the draft new Weston 7 Secondary Plan, was posted to the City's project webpage, www.vaughan.ca/officialplan, on May 15, 2025.

Feedback received from the Committee of the Whole, the public, and stakeholders at the Statutory Public Meeting on June 4, 2025, and feedback provided through written submissions, will be addressed as appropriate in a future Committee of the Whole meeting report.

The new VMC Secondary Plan and Weston 7 Secondary Plan form part of Volume 2 of the draft Vaughan Official Plan 2025.

VMC

The VMC area is bounded by Highway 407 to the south, Highway 400 to the west, approximately one parcel north of Portage Parkway to the north, and Creditstone Road to the east, as shown on Attachment 1. The VMC is poised to be the City's financial, innovation and cultural centre, with a vibrant sense of place, a high-quality public realm and environmentally sustainable design practices. The VMC is envisioned to become a balanced community encompassing different built form typologies and a mix of transit-supportive and pedestrian-friendly uses.

The VMC is at the top of the hierarchy of Vaughan's Strategic Growth Areas and is located within three Protected Major Transit Station Areas, each required to meet minimum density targets for people and jobs per hectare. These Protected Major Transit Station Areas are Protected Major Transit Station Areas 54 Commerce BRT Station

which is required to meet a minimum density target of 350 people and jobs per hectare; Protected Major Transit Station Areas 56 Creditstone BRT Station which is required to meet a minimum density target of 300 people and jobs per hectare; and Protected Major Transit Station Areas 67 Vaughan Metropolitan Centre Subway Station which is required to meet a minimum density target of 400 people and jobs per hectare.

The existing VMC Secondary Plan was adopted in 2010. The process to develop the new VMC Secondary Plan began in 2020 and comprises five phases, as detailed in the February 19, 2025, VMC Sub-Committee report (listed in the Previous Reports/Authority section of this report).

On October 4, 2023, the VMC Sub-Committee endorsed the expansion of the VMC Secondary Plan boundary to include Expansion Areas A & B, as shown in Attachment 1. On June 26, 2024, the Sub-Committee directed staff to update the VMC Secondary Plan to set parameters for minimum heights and densities without prescribed maximums.

The draft new VMC Secondary Plan has been prepared to align with the preferred framework, which was endorsed by VMC Sub-Committee in Oct.2023, and further refined to address Provincial policy updates and implement a development framework based on minimum heights and densities without prescribed maximums.

Weston 7 Secondary Plan

The Weston 7 Secondary Plan is intended to establish the appropriate land use designations and policy framework for the lands surrounding the intersection at Weston Road and Highway 7 to guide the transformation of this area into a complete, vibrant, and active community. The Weston 7 area is generally bounded by Fieldstone Drive, Chrislea Road and Portage Parkway to the north; the Highway 400 corridor to the east; the Highway 407 corridor, Rowntree Dairy Road and Trowers Road to the south; and Ansley Grove Road and Whitmore Road to the west, as shown on Attachment 1.

The Weston 7 area is identified as a Primary Centre in the draft VOP 2025 and is located within two Protected Major Transit Station Areas; Protected Major Transit Station Areas 68 Weston BRT Station, which is required to meet a minimum density target of 250 people and jobs per hectare, and Protected Major Transit Station Areas 52 Ansley Grove BRT Station, which is required to meet a minimum density target of 200 people and jobs per hectare. The Weston 7 area is an important component of the city's Urban Structure and is envisioned as a transit-oriented, pedestrian-friendly urban destination that includes a mix of uses in various building types.

The Weston 7 Secondary Plan study was initiated in 2018 and is carried out in three phases as detailed in the Nov. 1, 2023, staff report (listed in the Previous Reports/Authority section of this report). Five drafts of the Weston 7 Secondary Plan were prepared throughout the process, including the current draft.

On June 5, 2024 the Committee of the Whole endorsed the expansion of the Weston 7 Secondary Plan boundary as shown in Attachment 1.

It is noted that the new VMC Secondary Plan and the new Weston 7 Secondary Plan will be included in Volume 2 of the VOP 2025. The other existing secondary plans in VOP 2010 are not being updated at this time and will remain in effect in accordance with the transition policies of the draft VOP 2025, until they are repealed and replaced through a future update to the VOP 2025.

Indigenous Peoples were engaged throughout the process of developing the draft Vaughan Official Plan 2025.

Pre-engagement with Indigenous Peoples commenced at the project's launch in January 2020 and has continued throughout the process of developing the draft VOP 2025. The City of Vaughan will continue to engage with Indigenous Peoples throughout the project to achieve mutual knowledge sharing and benefits.

Further details on engagement with Indigenous Peoples can be found in Attachment 2.

Comprehensive public and stakeholder consultation played a significant role in the process of developing the draft Vaughan Official Plan 2025, the draft VMC Secondary Plan and the draft Weston 7 Secondary Plan.

While developing the draft VOP 2025, various in-person, hybrid and virtual engagement opportunities were held as detailed in Attachment 2. Robust communications were used to promote the engagement opportunities, including the June 4, 2025 Statutory Public Meeting, as shown in Attachment 3.

The draft new VMC Secondary Plan has also been informed by public and stakeholder consultation, which included a public survey, landowner meetings, two online public forums, and virtual and in-person non-statutory information sessions held in February and March 2021, May 2022, September 2023 (held when the draft VMC Secondary Plan was proceeding as an amendment under Section 26 of the *Planning Act*).

An extensive public and stakeholder consultation process has also informed the Weston 7 Secondary Plan. This includes, most recently, six non-statutory public open houses and two public information sessions held in October 2024 and January 2025.

Attachment 2 provides further details on the public and stakeholder engagement for the VMC Secondary Plan and the Weston 7 Secondary Plan.

Several supporting studies informed the draft Vaughan Official Plan 2025, the draft VMC Secondary Plan, and the draft Weston 7 Secondary Plan.

The Vaughan Official Plan 2025 is being coordinated with City-wide studies as necessary, such as the Community Spaces Plan, the Greenspace Strategic Plan, the Vaughan Transportation Plan, and the Integrated Urban Water Plan.

VMC

The VMC Secondary Plan is being coordinated alongside concurrent projects, including the VMC Parks and Wayfinding Master Plan, the VMC Transportation Master Plan Update, the Integrated Urban Water Master Plan - VMC Functional Servicing Strategy Report, and the City's Community Spaces Plan. So far, work from the now-finalized VMC Parks and Wayfinding Master Plan has been integrated into the land use plan and has informed the parks strategy.

The VMC Transportation Master Plan is currently in the final phase of study, in which transportation solutions have been identified and evaluated to support the recommended land use framework and population and job projections developed as part of the VMC Secondary Plan. The Preferred Transportation Networks, updated road cross-sections, policy recommendations, and an implementation plan will be included in the VMC Transportation Master Plan Report, which will be presented to Council for approval.

The VMC Secondary Plan study follows the Integrated Urban Water Plan, which is a city-wide initiative that creates a framework for sustainable water, wastewater, and stormwater infrastructure. It also directs future servicing-related studies, projects, initiatives, and policies. The Integrated Urban Water Plan has pinpointed specific infrastructure needs for the VMC area in a Functional Servicing Strategy Report, finalized in 2024 and submitted for approval to the Ministry of Environment, Conservation and Parks.

The Community Spaces Plan provides key inputs for the new VMC Secondary Plan, specifically addressing major community facility needs in intensification areas such as the VMC. Once completed, a Facilities Plan, an Implementation Strategy, and a Final Report, along with a Risk Assessment, will be developed and presented to the Library Board and Vaughan Council for approval.

Weston 7

The Weston 7 Secondary Plan study is carried out concurrently with the Weston 7 Transportation Master Plan study. The draft Transportation Master Plan was endorsed in principle at the Committee of the Whole (Working Session) meeting on June 5, 2024, and the final Weston 7 Transportation Master Plan will be submitted to Council for approval in June 2025.

The Weston 7 Transportation Master Plan concludes that transportation and transit improvements are needed to accommodate the planned growth in the Weston 7 area. The Master Plan identifies a multi-modal network and policy elements, including a phased approach to development that links the street, active transportation, and transit network improvements to population and job growth, which, in turn, informs the proposed growth threshold of the draft Weston 7 Secondary Plan.

The Weston 7 Secondary Plan study is also informed by the Integrated Urban Water Plan, which identified specific infrastructure needs for the Weston 7 area in a Functional Servicing Strategy report. The Plan concluded that significant upgrades to the water and

sanitary networks would be necessary to accommodate the planned growth in Weston 7. The plan recommended a phased implementation strategy that informs the proposed phasing strategy of the draft Secondary Plan.

The VMC and Weston 7 areas experience development pressure.

VMC

The VMC has seen significant development progress, which has been reviewed under VOP 2010. Currently, approximately 6,528 units are completed and occupied, 6,016 are under construction, 14,606 have been approved by Council, and 28,237 are proposed and under review. Further details on development activity are available in the Nov. 27, 2024, VMC Sub-Committee report (listed in the Previous Reports/Authority section of this report).

In 2023, development activity within the VMC decreased, leading to fewer new applications. Although renewed interest in VMC development spurred an increase in new applications in 2024, 2025 has once again shown signs of slowing development. Nevertheless, development activity remains well above the initial targets set in the VMC Secondary Plan 2010.

Weston 7

In advance of the Secondary Plan completion, seven development applications in the Weston 7 area were received by the City and deemed complete, allowing them to proceed through the development review process up to and including being heard at a Committee of the Whole (Public Meeting). Additionally, three proposals were received through the Pre-Application Consultation process. Together, the proposals include an intensity of development that exceeds the proposed growth in the draft Weston 7 Secondary Plan, with building heights ranging up to 68 storeys and densities ranging up to a floor space index of 19. The proposals include a mix of uses, primarily focusing on residential, supported by some commercial, retail and office uses, as well as public and private parkland. The proposals include over 35,800 units (accommodating approximately 68,378 people) and non-residential gross floor area of 146,457 square metres, which could generate approximately 4,081 jobs. No schools have been proposed as part of any of the proposals.

Policy 10.1.1.6 of the VOP 2010 states that, in areas requiring a Secondary Plan that is not complete, no amendments to the Official Plan or zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area. This policy direction was further reinforced by Council resolution, dated Sept. 29, 2020, which stated that Council does not approve of the received development applications proceeding in advance of the Weston 7 Secondary Plan being considered by Council. Council adopted the same resolution regarding all the development applications received to-date in the Weston 7 area. The same policy is proposed in the draft VOP 2025.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol.

Public Notice of the Committee of the Whole (Public Meeting) regarding the draft VOP 2025, including the draft VMC Secondary Plan and the draft Weston 7 Secondary Plan, was given in the following manner:

- a) The Notice of Public Meeting was published in the Toronto Star on May 7, 2025.
- b) The Notice of Public Meeting was posted on the City's website at www.vaughan.ca, and on the new VOP 2025 project webpage at www.vaughan.ca/officialplan. The Notice was also posted on the VMC Secondary Plan project webpage at www.vaughan.ca/vmcplan, and the Weston 7 Secondary Plan project webpage at www.vaughan.ca/weston7.
- c) The Notice was mailed to all individuals who requested further information, all Ratepayers' Associations in Vaughan, and all residents and business owners located within the boundaries of the VMC Secondary Plan area and the Weston 7 Secondary Plan area and a surrounding 150-metre radius. The notification area for the Weston 7 Secondary Plan was further expanded.

Written comments received will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and be reviewed and addressed by the Policy Planning and Special Programs Department in a future technical report to the Committee of the Whole.

Previous Reports/Authority

The following are links to previous reports regarding the new Vaughan Official Plan 2025:

- Draft New Vaughan Official Plan 2025 (Working Session) File No.: PL-9550-16, Committee of the Whole (Working Session) Report
[January 22, 2025, Committee of the Whole \(Working Session\) Meeting \(Item 2, Report 4\)](#)

The following are links to previous reports regarding the VMC Secondary Plan:

- VMC Secondary Plan Update: Phase IV – Recommendations, VMC Sub-Committee Report
[Oct. 4, 2023, VMC Sub-committee Meeting \(Item 1, Report 2\)](#)
- VMC Development Activity Update – November 2024, VMC Sub-Committee Report
[Nov. 27, 2024, VMC Sub-Committee Meeting \(Item 4, Report 6\)](#)
- VMC Secondary Plan – Phase IV Update, VMC Sub-Committee Report
[Feb. 19, 2025, VMC Sub-committee Meeting \(Item 2, Report 1\)](#)

The following are links to previous reports regarding the Weston 7 Secondary Plan:

- Weston Road And Highway 7 Secondary Plan Study– Phase 1 Status Update (File 26.2), Committee of the Whole (Working Session) Report [June 5, 2019, Committee of the Whole \(Working Session\) Meeting \(Item 1, Report 23\)](#)
- Weston 7 Secondary Plan File No. 26.2, Vicinity – Weston Road and Highway 7, Committee of the Whole (Public Meeting) Report [November 1, 2023, Committee of the Whole \(Public Meeting\) \(Item 4, Report 45\)](#)
- Weston 7 Secondary Plan File No. 26.2, Vicinity – Weston Road and Highway 7, Committee of the Whole (Working Session) Report [June 5, 2024, Committee of the Whole \(Working Session\) Meeting \(Item 2, Report 24\)](#)

Analysis and Options

The draft Vaughan Official Plan 2025 provides policies that carefully consider internal and external feedback, as well as Provincial legislative and policy changes.

Below is a high-level summary of the key changes in the current draft VOP 2025 as compared with the January 2025 draft presented at the Committee of the Whole (Working Session) meeting on Jan. 22, 2025:

- The draft VOP 2025 was restructured to better reflect the vision of the new official plan and to ease readability of City-wide policies and specific land use policies.
- Some content was reduced to eliminate redundancy and ensure policies are concise and provide clear policy direction to enhance usability.
- Policies were revised to ensure conformity and consistency with Provincial plans and policies, and legislative requirements under the *Planning Act*, some of which include:
 - Changes to Employment Area policies and the “Prestige Employment” and “General Employment” land use designations for consistency with the Provincial Planning Statement 2024 policy framework and the *Planning Act* for Employment Areas;
 - Updates to nomenclature with respect to Vaughan’s Urban Structure for consistency with Provincial Planning Statement 2024 terminology;
 - Updates to policies for additional residential units to meet legislative requirements under the *Planning Act* and achieve commitments made under the Housing Accelerator Fund Agreement;
 - Updates to policies for consents in conformity with the Greenbelt Plan, 2017, and Oak Ridges Moraine Conservation Plan, 2017;
 - Removal of language requiring Pre-Application Consultations in accordance with requirements of the *Planning Act*; and

- Glossary terms updated for consistency with the Provincial Planning Statement 2024 and conformity with the Greenbelt Plan, 2017, and Oak Ridges Moraine Conservation Plan, 2017, where applicable.
- Concord GO Centre is now identified as a “Primary Centre” instead of a “Local Centre” and Kirby Centre is now identified as a “Local Centre” to better reflect the intended scale of development for the areas.
- Implementation and Monitoring policies were revised to improve efficiency and streamline the development application review and approval process.
- Relevant portions of the York Region Official Plan 2022 were incorporated, as deemed appropriate.
- Schedules were updated to reflect legislative requirements under the *Planning Act*, consistency with the Provincial Planning Statement 2024 and conformity with Provincial plans, and public comments received regarding site-specific corrections, where appropriate.
- Transition policies were updated to ensure ongoing efficient processing of planning and development applications.
- Some policies were updated based on the comments received from the public, external agencies and the Technical Advisory Committee, as deemed appropriate.

The draft VMC Secondary Plan addresses Provincial policy updates and implements a new development framework based on minimum heights and densities without prescribed maximums.

The draft VMC Secondary Plan has been prepared concurrently with the draft VOP 2025. As both plans are in draft form and will continue to be refined, any discrepancies between them will be addressed prior to final approval.

Vision, Principles and Objectives

The VMC is poised to become the City of Vaughan’s downtown—an intense, dynamic community that will eventually become the heart of the city economically, culturally, and physically. The vision for the VMC is supported by eight general principles that summarize what it will strive to become. These principles support the VMC in being transit-oriented, walkable, connected, diverse, vibrant, balanced, sustainable, and beautiful.

In keeping with the vision and principles of the VMC, the draft VMC Secondary Plan seeks to achieve the following primary objectives:

- Establish a distinct downtown for Vaughan containing a mix of uses, civic attractions and a critical mass of people;
- Establish complete neighbourhoods containing a variety of housing;
- Attract and accommodate a variety of employment uses;
- Attract major institutions of higher learning;
- Support growth with appropriate infrastructure and amenities;
- Ensure development proceeds in an orderly and rational manner;
- Continue to upgrade and optimize rapid transit;

- Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system;
- Develop a generous and remarkable parks and open space system;
- Make natural features and functions a prominent part of development;
- Ensure development incorporates green infrastructure and green building technologies; and
- Ensure all development exhibits a high quality of urbanity, materials and design.

Considering the direction to remove height and density maximums, a key element of the draft VMC Secondary Plan is to ensure that growth is tied to the provision of infrastructure and amenities, to ensure the principle of achieving a complete and balanced community is met.

Growth Management

The VMC is at the top of the hierarchy of Vaughan's Strategic Growth Areas and is the intended location of the City's highest densities and widest mix of uses. With no prescribed maximum limits on height and density, the development potential of the VMC is significant. However, this greater development potential lengthens the timeline to arrive at full buildout and increases the hard and soft infrastructure requirements necessary to support growth. The projected growth in the VMC to the year 2051 is 101,000 people and jobs, with 222,400 people and jobs projected at full build out, the latter anticipated to occur far beyond the 2051 planning horizon of the VMC Secondary Plan. Further information on the population forecasts and buildout projections can be found in the February 2025 VMC Sub-Committee Report (listed in Previous Reports/Authority section of this report).

Establishing the infrastructure, services, and amenities required to support the development potential of the VMC area will be a significant City-building initiative. It is crucial that development progresses in sync with the provision of infrastructure, services, and amenities, including water, wastewater, stormwater, transportation systems, as well as parks and community services.

The VMC Transportation Master Plan facilitates the implementation of the VMC Secondary Plan by identifying necessary transportation infrastructure improvements to support growth within the VMC. These infrastructure improvements are essential to establish a functioning multi-modal transportation system. Similarly, infrastructure requirements will be developed for other hard and soft services to ascertain the necessary investments that will allow development to proceed while ensuring a livable and successful downtown.

Development, and associated growth in population, will not be permitted to advance ahead of infrastructure provision. Given the potential long-term buildout of the VMC, development must also proceed in an orderly manner which allows for the efficient provision of infrastructure and services and ensures a complete and contiguous community forms early in the process, to be expanded and strengthened by subsequent growth.

The draft VMC Secondary Plan outlines growth management policies designed to ensure that orderly development occurs in a manner consistent with the availability of both hard and soft infrastructure, as well as community services. These policies require that development applications be subject to Holding Symbols, ensuring that due consideration is given to the growth management policies and the intent to support the orderly development of the VMC.

Streets and Transportation

The transportation network and policies of the draft VMC Secondary Plan have been developed in conjunction with the VMC Transportation Master Plan to support the vision and growth projections for the VMC throughout the VMC Secondary Plan's timeframe. Given the anticipated population growth, a functioning transportation system will necessitate a shift from Vaughan's car-dominant travel culture – transit and active forms of transportation must become the primary choices.

The overall aim of the policies in this section of the VMC Secondary Plan is to establish a multi-modal transportation system in the VMC that is efficient, well-connected, safe, sustainable, accessible, and convenient, and that supports planned land uses; this aims to promote routine use of transit services and active transportation, encourage and support the development of micromobility services, and ensure logical and direct connections to the surrounding network of streets, highways, and active transportation routes.

The public transit policies of the draft VMC Secondary Plan are predicated on the existing and proposed transit systems within the VMC, including the existing and proposed subway line, existing Highway 7 Bus Rapid Transit, proposed Jane Street Bus Rapid Transit, and proposed circulator route. These policies generally outline how transit should be planned in coordination with York Region and incorporated into development.

The draft VMC Secondary Plan establishes a fine-grained street network aligned with the VMC Transportation Master Plan and includes policies directing the hierarchy of streets within the VMC. All streets within the VMC will be designed to adhere to the complete streets guiding principles as outlined in the Vaughan Complete Streets Guide. In addition to the street network, the draft VMC Secondary Plan creates an active transportation network and policies that emphasize active transportation as a vital element of the transportation system. This network features connections for active transportation, underground pedestrian pathways, micromobility hubs, and bicycle facilities.

The draft VMC Secondary Plan recommends that parking within the VMC should reflect the context of an urban, transit-oriented development and encourage non-automobile travel. There are no minimum vehicular parking requirements within the VMC as it is located within Protected Major Transit Station Areas, and new developments should not exceed the maximum vehicular parking requirements outlined in the City's Zoning By-law. Vehicular parking facilities are expected to take multiple forms in the VMC, including underground and above ground parking structures, temporary small surface

lots and on-street parking. New developments will be required to comply with the minimum bicycle parking requirements outlined in the City's Zoning By-law.

Energy, Water and the Natural Environment

Environmental sustainability is a core principle behind the vision for the VMC and the policies of the VMC Secondary Plan. Implementing efficient, low impact systems for energy and water, including wastewater and stormwater, and other utilities is critical to establishing a truly sustainable downtown. The intent of these policies is to establish the VMC as a low-carbon and sustainable community, ensure the VMC is supported and serviced by highly efficient energy, water and wastewater infrastructure, promote the use of renewable energy sources, promote best practices in environmental design, continue to facilitate enhancements to the ecological and stormwater functions of the Black Creek corridor and ensure development in the VMC both anticipates and mitigates impacts from flooding and climate change.

Servicing infrastructure for water and wastewater will be planned on a comprehensive basis, having regard for the long-term development potential of the VMC. The City of Vaughan Integrated Urban Water Plan – VMC Functional Servicing Strategy Report (June 2024) and detailed Environmental Assessment studies will guide the design and phasing of municipal services. In addition, the phasing of development will be coordinated with the phasing of municipal services, and the approval of development applications will be contingent on the availability of water and wastewater.

Parks and Open Spaces

The draft VMC Secondary Plan identifies and provides policies for a parks and open space network, developed in conjunction with the Parks and Wayfinding Master Plan 2024, which will contribute to creating a livable downtown and unique identity for the VMC. The general intent of the parks and open space policies within the draft VMC Secondary Plan is to create a parkland system that provides for a full range of recreational activities and environments for both active and passive enjoyment within walking distance for VMC residents, workers and visitors, ensure parks are delivered concurrently with development to serve the VMC as it grows, and to create high-quality parks and civic spaces capable of accommodating diverse programming and year-round use.

The draft VMC Secondary Plan contains two parkland typologies, outlined further below:

- **Urban parks** – Major recreational and community gathering spaces designed to support intensive programming in high-density areas. These parks shall provide comprehensive facilities for active recreation, flexible gathering spaces for community events, and infrastructure that enables year-round programming and use. Urban parks shall function as versatile community assets that integrate recreational and cultural activities to serve the diverse needs of residents in high-density neighbourhoods.
- **Public squares** – Programmable civic spaces strategically located in areas with high pedestrian activity. These spaces shall incorporate facilities supporting both

active and passive recreation while ensuring year-round activation. Public squares shall be designed as dynamic community focal points that seamlessly connect with surrounding public realm elements to create vibrant gathering places for diverse community activities.

The draft VMC Secondary Plan provides additional policies as it relates to park location and design requirements, encumbrances in parks, interim open spaces, and environmental open spaces.

Community Services, Cultural Facilities and Public Art

The draft VMC Secondary Plan identifies community services, such as schools, libraries, community centres, recreation facilities, day cares, places of worship, social services and emergency services, as critical components of a complete community which will be phased to support a growing population. The appropriate timing for most community services will depend on the pace and nature of development within the VMC. As population-related demand grows for major community facilities, the City will work with York Region, the School Boards and other public agencies to assess the need for community services and determine or confirm the appropriate location(s), general configuration and program for required facilities.

Additionally, community services will be provided in a manner which implements the City's Community Spaces Plan, currently in development, to ensure planned facilities are sufficient to meet the needs of projected residential populations.

The draft VMC Secondary Plan currently identifies five potential elementary school sites, identified in collaboration with the School Boards, which will serve as the core of the network of schools in the VMC. The precise placement, size and phasing of each school shall be determined in consultation with the School Boards prior to any planning approvals for blocks which include an identified school site. In addition, a secondary school site will be required within the VMC, or in areas accessible to the served population by direct walking routes or by short trips by rapid transit. The ultimate number of schools required will depend on the size and make-up of the residential population. The need for additional elementary and secondary school sites will be determined through ongoing monitoring of the rate of development, population growth and demographic characteristics of the community.

Land Use and Built Form

The draft VMC Secondary Plan identifies a land use and built form framework which establishes a high-density, mixed-use downtown. The downtown core is centered on the subway station, flanked by neighbourhoods containing a variety of building types, with non-residential uses providing a transition to industrial lands and rail yards to the east. The intent of the land use and built form policies of the draft VMC Secondary Plan is to accommodate the Provincial and City growth targets for the VMC, encourage a wide range of uses and built forms, continue to facilitate the establishment of a downtown by concentrating density around transit stations, promote the development of diverse neighbourhoods with a variety of housing choices, ensure future development includes non-residential uses to support a live-work balance in the VMC, and ensure the built

form of development frames streets and open spaces and supports an inviting, comfortable and active public realm.

Land Use Designations – the draft VMC Secondary Plan identifies five land use designations, detailed below:

- **Mixed-Use** – Development within the Mixed-Use designation will contribute to an integrated mix of residential and non-residential uses, including institutional, cultural, community, office, retail, and service uses intended to serve the Vaughan population as a mixed-use downtown and complete community. To help achieve this mixed-use downtown core, office, retail, and service commercial uses are required to account for 10 per cent of total gross floor area on all sites within the Mixed-Use designation. The permitted uses within the Mixed-Use designation include, but are not limited to, residential, live-work, retail, commercial, office, institutional, and community service facilities. A mix of high-rise and mid-rise buildings are encouraged within the Mixed-Use designation.
- **Neighbourhood** – The Neighbourhood designation will be primarily developed with residential uses, complemented by community amenities such as schools, parks, community centres, daycare facilities, and compatible retail and service commercial uses. Live-work units also shall be permitted in the Neighbourhood designation. A mix of high-rise, mid-rise, and low-rise buildings are encouraged within the Neighbourhood designation.
- **Mixed Non-Residential** – Development within the Mixed Non-Residential designation will contribute to the employment base of the VMC, while serving as a buffer between the residential and other sensitive land uses present in the VMC and the industrial uses and infrastructure in the adjacent areas. A mix of office and non-noxious employment uses are encouraged in the Mixed Non-Residential designation, including, but not limited to, offices, financial institutions, research and development facilities, light industrial uses, hotels and conference facilities. A mix of high-rise, mid-rise, and low-rise buildings are encouraged within the Mixed Non-Residential designation.
- **Parks** – Areas designated as Parks will be public lands owned by the City of Vaughan intended for passive and active recreational uses, governed as per the parkland policies of the plan.
- **Environmental Open Space** – Areas designated as Environmental Open Space will be predominantly naturalized areas governed by the plan's environmental open space policies.

Height and Density – the draft VMC Secondary Plan does not contain height or density maximums, in line with the new development framework as directed by the VMC Sub-Committee in June 2024. Notwithstanding this, the greatest heights, densities and concentration of non-residential uses, particularly major office uses, are encouraged to be located at the intersection of Highway 7 and Millway Avenue and within the

immediate vicinity of the subway station. Heights and densities are encouraged to decrease within the Mixed-Use designation as the distance from this central point increases and then decreases further within the Neighbourhood designations. The VMC Secondary Plan aims to meet, and likely exceed, the minimum density targets established by the draft VOP 2025 for the three Protected Major Transit Station Areas within the VMC boundary. Although the VMC Secondary Plan will not set out height maximums, development within the VMC Secondary Plan area and associated construction activities will be subject to height limitations established by airport authorities.

Built Form – The built form policies within the VMC Secondary Plan define principles that will help manage the physical form and character of new development in the VMC. The overall intent of the policies is that buildings have a positive relationship with each other and a positive relationship with the public realm to create a vibrant, harmonious, pedestrian-friendly living environment that supports a high quality of life. A variety of building types will be encouraged across the VMC, including low-, mid- and high-rise buildings. Low-rise buildings (3-4 storeys) will include townhouses, walk-up apartments and employment, institutional and mixed-use buildings. Low-rise buildings are appropriate in the Neighbourhood and Mixed Non-Residential designations. Mid-rise buildings (5-10 storeys) may contain apartments, offices, institutional uses or a mix of uses and will be appropriate throughout the VMC. High-rise buildings (above 10 storeys) may also contain a range of uses. High-rise buildings are most appropriate within the Mixed-Use designation and/or along/facing Jane Street. The draft VMC Secondary Plan includes additional policies regarding urban design, including policies on setbacks and massing.

Housing – the draft VMC Secondary Plan encourages a housing mix within the VMC that meets the needs of a growing and diverse population, including households with children. This mix will include a full range of housing options in terms of tenure, unit size, accessibility, affordability and medium and high-density forms. A minimum of 35 per cent of new residential units within the VMC will be affordable – in addition, the VMC Secondary Plan will encourage all residential development in the VMC to achieve a balance of unit sizes, including studio, one-bedroom, two- and three-bedroom units.

Retail – the draft VMC Secondary Plan outlines locations where retail, service commercial or public uses will be both recommended and required. Where these uses are required, a minimum of 70 per cent of the frontage along the ground floor of each building in these areas will be devoted to retail, service commercial or public uses. Where retail, service commercial or public uses are recommended, these uses will be strongly encouraged, but not required, in order to establish a long-term network of interconnected, activated retail corridors throughout the VMC. It is the intent of the VMC Secondary Plan that these areas will develop over time to become the predominant retail frontages of the VMC.

Land Use Compatibility – the draft VMC Secondary Plan requires that residential and other sensitive land uses are planned and developed in consideration of the major facilities present in the VMC and surrounding area to avoid, or if avoidance is not

possible, minimize and mitigate any potential adverse effects from odour, noise, vibration and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities. Development applications for residential development and other sensitive land uses within the potential area of influence of major facilities will be required to include land use compatibility studies.

The draft Weston 7 Secondary Plan is refined based on internal and external feedback to further inform the growth and phasing of development.

The third draft of the Weston 7 Secondary Plan was presented at the Committee of the Whole (Working Session) meeting on June 5, 2024. Policies of the Weston 7 Secondary Plan were refined in the fourth draft which was released in November 2024 for public review and comment. The current draft further refines the policies based on the feedback received from the public and stakeholders, including the feedback received at the non-statutory public open houses and information sessions held in January 2025. Below is a high-level summary of the key changes:

- Growth Management:
 - A growth threshold of 26,000 people and jobs by 2041 (16,000 people and 10,000 jobs) was established. Development proposals that exceed the threshold will require an amendment to the Weston 7 Secondary Plan.
 - All developments will require implementing Zoning By-law Amendments, to be approved with a Holding Provision (H) to facilitate phasing.
 - Development is directly linked with infrastructure improvements identified by the Weston 7 Transportation Master Plan and the Integrated Urban Water Plan, which are now included in the appendices of the Weston 7 Secondary Plan.
 - An activity rate target of one job per five residents was established to be achieved through the non-residential space requirements.
 - The Merit-Based Allocation Program policies were removed.
- Built Form:
 - Policies that allow additional heights beyond the maximum height identified in the Low-Rise, Mid-Rise and High-Rise designations were removed.
 - The maximum height limit for the Mid-Rise designation was adjusted to a maximum of 12 storeys to align with mid-rise buildings in the draft VOP 2025.
 - Flexibility in urban design requirements was provided and details better suited for the zoning by-law and urban design guidelines were removed from the draft Plan.
- Land Use
 - Flexibility in non-residential requirements was provided including exempting office area from gross floor area calculations and allowing uses supportive of residential uses to be counted towards the non-residential space requirement.
 - Priority consideration of existing complete development applications is now proposed to manage the processing of development applications.

- Certain land use policies were removed to avoid duplication with the draft VOP 2025.
- Reference to the Ontario Land Tribunal decision for the property at 7887 Weston Road was added.
- Parks
 - Parks typologies and policies were adjusted to align with the draft VOP 2025 and the draft VMC Secondary Plan.
- Multi-modal Transportation network
 - A quadrant-based Transportation strategy is now required to facilitate the systematic and cohesive implementation of the internal multi-modal transportation network. The draft plan now requires landowners to ensure that transportation infrastructure elements such as roadways, active transportation networks, and transit capacities are secured within the associated quadrant prior to any development proceeding. Security may take the form of land dedication, construction and/or funding to the satisfaction of the City.
 - Traffic infiltration mitigation studies are now required on Fieldstone Road, Blue Willow Drive and points beyond to identify and implement measures that minimize the impact of traffic infiltration on the existing neighbourhood and Local Roads to the northwest of Weston 7.
 - Construction mitigation plans are now required to outline the measures to be implemented to minimize the impact of construction activities on the surrounding environment, community and infrastructure and ensure that construction activities are carried out in a safe, efficient, and environmentally responsible manner.

Attachment 4 provides a high-level summary matrix of public comments received on the draft VOP 2025, the draft VMC Secondary Plan, and the draft Weston 7 Secondary Plan.

Vaughan Official Plan 2010 and the York Region Official Plan 2022 will be repealed under Section 21 of the Planning Act concurrent with the adoption of the Vaughan Official Plan 2025.

The repeal of VOP 2010 and York Region Official Plan 2022 will take effect on the date on which the new VOP 2025 is approved and is in force. Below is a high level summary of the transition policies of the draft VOP 2025:

- Volume 1 of VOP 2010 will be repealed except the parts of Volume 1 required for the purpose of interpreting and implementing parts of Volume 2 of VOP 2010 and for transition.
- Volume 2 of VOP 2010 will remain in force for lands shown on Schedule 14A – Areas Subject to Secondary Plans, Schedule 14B – Areas Subject to Area Specific Plans and Schedule 14C – Areas Subject to Site Specific Plans, in Volume 1 of Vaughan Official Plan 2010, except for the “Weston Road and Highway 7” area and the “Vaughan Metropolitan Centre” area shown on Schedule 14A.

- Transition provisions have been refined to ensure ongoing efficient processing of existing planning and development applications. It is the intent these transition policies will apply until the time of the next Official Plan Review or five years after approval of the VOP 2025, whichever occurs first.
- Certain York Region Official Plan 2022 maps and policies that apply to any area in Vaughan, related to Greenlands, Woodlands, transportation and infrastructure will remain in effect.

The new Vaughan Official Plan 2025 is targeted for Council adoption in September 2025.

Subsection 17(1) of the *Planning Act* provides that the Minister is the approval authority for the new VOP 2025, inclusive of the new VMC Secondary Plan and the new Weston 7 Secondary Plan. City staff has consulted with the Minister on the preparation of the new VOP 2025 in accordance with Subsection 17(15) of the *Planning Act* and circulated the current proposed draft of the new VOP 2025 to the Minister.

Provided Council adopts the new VOP 2025, the Council-adopted VOP 2025, inclusive of the new VMC Secondary Plan and the new Weston 7 Secondary Plan, will be submitted to the Minister for approval following the Sept. 22, 2025, Council meeting.

Financial Impact

There are no financial requirements for new funding associated with this report.

Operational Impact

A technical advisory committee that includes internal city departments and external stakeholders was established and consulted throughout the process. The VOP 2025 is an overarching strategic document, and as such, the process and policy work impacts the development of other plans and projects currently being undertaken by other City departments. Efforts have been and continue to be made to align the draft VOP 2025 with other City initiatives wherever possible, and vice versa.

Broader Regional Impacts/Considerations

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) received Royal Assent which included amendments to the *Planning Act* to identify York Region as an upper-tier municipality without planning responsibilities effective July 1, 2024. In accordance with Subsection 17(1) of the *Planning Act*, the Minister is the approval authority for the new VOP 2025. City staff has consulted with the Ministry of Municipal Affairs and Housing on the preparation of the draft VOP 2025 in accordance with Subsection 17(15) of the *Planning Act* and circulated the current proposed draft of the VOP 2025, inclusive of the new VMC Secondary Plan and the new Weston 7 Secondary Plan, to the Ministry of Municipal Affairs and Housing.

Conclusion

The City of Vaughan must develop a new VOP 2025 to ensure consistency with Provincial policy and legislative changes while incorporating the above mentioned key changes. The new VMC Secondary Plan and the new Weston 7 Secondary Plan will form part of Volume 2 of the new VOP 2025. Comments from the public and Vaughan Council, expressed during the Public Meeting or in writing, will be addressed in a comprehensive report to a future Committee of the Whole meeting scheduled for September 2025. Following Council's adoption, the new VOP 2025, including the new VMC Secondary Plan and the new Weston 7 Secondary Plan, will be submitted to the Ministry of Municipal Affairs and Housing for approval.

For more information, please contact Fausto Filipetto, Senior Manager of Policy Planning and Sustainability, ext. 8699 and Gaston Soucy, Senior Manager of Planning and Urban Design, VMC, ext. 8266.

Attachments

1. Location Map – VOP 2025
2. VOP 2025 Engagement
3. VOP 2025 Communications Summary
4. Public Comments Matrix
5. Draft New VOP 2025 (inclusive of the draft new VMC Secondary Plan and the draft new Weston 7 Secondary Plan)

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