

**ATTACHMENT 5**  
**DRAFT OFFICIAL PLAN AMENDMENT**  
**THE CITY OF VAUGHAN**  
**BY-LAW**

**BY-LAW NUMBER XXX-XX**

**A By-Law to adopt Amendment Number XX to the Vaughan Official Plan 2010 of the Vaughan Planning Area.**

NOW THEREFORE the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number XX to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule "1" and "2", is hereby adopted.
2. AND THAT this By-law shall come into force and take effect the day after the last day for filing a notice of appeal.

Enacted by City of Vaughan Council this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Maurizio Bevilacqua, Mayor

\_\_\_\_\_  
Jeffrey A. Abrams, City Clerk

**AMENDMENT NUMBER XX**  
**TO THE VAUGHAN OFFICIAL PLAN 2010**  
**OF THE VAUGHAN PLANNING AREA**

The following text and Schedule "1" and "2", "constitute Amendment Number XX to the Official Plan of the Vaughan Planning Area.

**DRAFT**

## I. PURPOSE

The purpose of this amendment to the Vaughan Official Plan 2010 ("VOP2010") is to amend the provisions of VOP2010 to add a site-specific policies on lands shown on Schedule "1". The purpose of the Amendment is to:

- i. To permit the Subject Lands from Community Commercial Mixed Use to Mixed Use High Density.
- ii. Establish a policy framework for the redevelopment of the Subject Lands.
- iii. To permit the maximum density on the Subject Lands of 6.0 times the lot area and building height up to 45 Storeys, subject to the provisions in the implementing Zoning By-law.

## II. LOCATION

The portion of lands subject to this Amendment, hereinafter referred to as the "Subject Lands" are shown on Schedule "1" attached hereto as "Area Subject to Amendment No. X". The lands are located north of Highway 7 and west of Highway 400, municipally addresses as 57, 101 & 137 Northview Boulevard in the City of Vaughan.

## III. BASIS

The decision to amend City of Vaughan Official Plan 2010 (VOP 2010) is based on the following considerations:

1. The Amendment promotes a density along a Regional Corridor, where public investment in higher-order transit, being the VivaNext Bus Rapid Transit ("BRT") along Regional Road 7 (the "higher-order transit") is located. The Subject Lands are in an area that is serviced by infrastructure that is existing, under construction, and planned, which efficiently utilizes land and resources at a density within the Regional Corridor that supports the surrounding higher-order transit investments.

2. The Provincial Policy Statement (“PPS”) 2014, provides the overall direction on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth to urban areas. The PPS promotes efficient, cost-effective development and land use patterns. The development intensifies the existing underutilized site in a designated settlement area, at a higher density than the existing surrounding land uses, and contributes to the overall range of housing options that would meet Vaughan’s housing needs. It utilizes the Subject Lands efficiently, takes advantage of existing and planned infrastructure within the built-up area, and reduces land consumption and servicing costs. This provides opportunities to reduce the negative impact of climate change by promoting active transportation through reduced parking ratios, and the proximity to public transportation, pedestrian and bicycle friendly environments that encourage walking and cycling. The development is consistent with the long term economic prosperity and housing policies of the PPS and it represents a significant investment that supports the economic prosperity and contributes to the urban environment in the Weston and 7 area. A range of residential unit types in an urban environment is offered that would accommodate additional population within the future Weston and 7 Secondary Plan area that would support the planned and existing retail, office and cultural uses. The development is consistent with the policies of the PPS and promotes its goals and objectives.
3. The Provincial Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The development includes a mix of residential and at-grade commercial uses that are accessible to the residents of the Weston and 7 area, which would assist in achieving the population targets set out in the Growth Plan within City’s urban boundary. The development benefits from the existing and planned infrastructure. The development

focuses new growth through the intensification on an underutilized site that provides a mixed-use, pedestrian-friendly environment located adjacent to higher-order transit that will reduce the demand for vehicles. The development conforms with the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure, is located adjacent to existing and under construction/planned higher-order transit and provides housing options at a density that supports the transportation investments in the Weston and 7 Secondary Plan Area (a Major Transit Station Area).

4. The York Region Official Plan ("YROP") designates the Subject Lands "Urban Area", which is in a "Regional Corridor". The YROP encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscape, and public streetscapes. The development consists of approximately 3,960 residential apartment units that range in size that contribute to a diverse housing stock in the Region that is immediately adjacent to existing and planned employment, retail, open space, community facilities, and higher-order transit. The development is urban and compact in form. The buildings are oriented and designed to include main entrances with access to surrounding streets and proposed open spaces, which would provide a pedestrian-friendly urban form that integrates with, and is enhanced by the high-quality streetscape. The development incorporates a series of on-site long-term and short-term bicycle storage facilities to support and encourage active modes of transportation. The combination of the enhanced streetscape, open space and the introduction of the residential apartment units would complement the existing and planned surrounding commercial, office, retail, and community facility uses in proximity of the Subject Lands, thereby contributing to the success of the Weston and 7 Secondary Plan area as a complete community. The development conforms to the YROP as it includes a mix of unit types and contributes to a range of housing choices in the City to meet the needs of residents and workers of York Region. It would also support and achieve an urban and integrated transportation system within a Regional Corridor as a focus of economic activity and culture, and contribute to a high-quality and sustainable community in the Weston and 7 area.

5. The Subject Lands are along the VivaNext Bus Rapid Transit ("BRT") along Regional Road 7, which provides connections to Spadina Subway extension into the VMC and YRT Mobility Hub. The BRT feeds the mobility hub within the VMC, the development will provide transit supportive residential and employment densities in a vibrant place for activity and major regional destination connections, which is vital in the creation of a high-quality downtown.
6. This Amendment is facilitated by Section 37 of the Planning Act, VOP 2010, and the "City of Vaughan Guidelines for the Implementation of Section 37 of the Planning Act", where Vaughan Council may authorize an increase in building height and density in return for the provision of community benefits. Sections 10.1.2.9 of VOP 2010 includes policies that permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services or other matters provided that the development represents good planning. The development is considered good planning as it addresses the policies contained in the Official Plan, including urban design policies and objectives, the relationship of the development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure.
7. On \_\_\_\_\_, 2020, York Region exempted this Amendment from York Region approval, in accordance with Policy 10.1.2.9 of the YROP, as it does not adversely affect Regional planning policies or interests.
8. The statutory Public Hearing was held \_\_\_\_\_, 2020. The recommendation of the Committee of the Whole to receive the Public Hearing report \_\_\_\_\_, 2020. A comprehensive report to the Committee of the Whole, was ratified by Vaughan Council on \_\_\_\_\_, 2020, when Vaughan Council approved Official Plan Amendment File OP.\_\_\_\_\_, including an exemption from Policy 10.1.1.6 of the VOP2010.

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

The VOP 2010 is hereby amended by:

1. Policy 10.1.1.6 of the VOP 2010 does not apply.
2. Adding the following after Policy 9.2.\_\_\_\_, Area \_\_\_\_:

"(OPA #\_\_\_\_) Area \_\_\_\_

9.2.\_\_\_\_.\_\_\_\_ Introduction

This site-specific policy constitutes a part of the City of Vaughan Official Plan Weston and 7 Secondary Plan. It replaces all previous Official Plan Amendments applicable to the Subject Lands including OPA 500.

Users of this site-specific policy should refer to the comprehensive Official Plan (Volume 1) for general policies applicable to the Subject Lands.

9.2.\_\_\_\_.\_\_\_\_ Vision and Principles

The City of Vaughan plans to create an urban place within one of the City's Intensification Areas, and specifically a Primary Centre. Primary Centres take many forms and evolve in different ways, with successful intensification sharing the following basic traits:

- They contain a range of uses and activities, providing diverse opportunities for working and living.
- They can be fully experienced on foot.
- They are highly accessible by all other modes of urban transportation, including transit, bicycle and automobiles.
- They have greater density of buildings and people in the City.
- Their public realms are rich and generous, are built to a high standard, and comprised of a variety of spaces, including places to gather.

The following principles describe the long-term vision for the Subject Lands:

##### Transit-oriented

- The highest densities will be concentrated along Regional Corridors, Major Arterial Roads, and Highway 400.
- Mobility connections throughout the Subject Lands are shall be attractive and contain pedestrian amenities;
- Direction linkages to the higher-order transit shall be provided through the Subject Lands.

#### Walkable

- A fine-grain network of streets and pathways will minimize walking distances and provide route options for vehicular traffic.
- A mix of uses will be provided within short walking distance of homes and workplaces.
- Buildings that frame the street and streetscape elements will support a safe, comfortable and interesting pedestrian environment.
- A diversity of interconnected open spaces will future contribute to enjoyable walking experiences.

#### Accessible

- The street network and transit system will facilitate easy access to and from the Subject Lands connecting to the Vaughan Metropolitan Centre to the east by transit, car, bicycle and other modes of active transportation.
- The Subject Lands will remain accessible to and from Highways 400 and 407.

#### Beautiful

- The architecture of buildings will be of a high standard and complement their planned surroundings.
- Art should be provided in key open space areas;
- Trees will line all private streets to define the Subject Lands.

#### 9.2.\_\_\_\_.\_\_\_\_ Objectives

##### High Transit Usage

#### 9.2.\_\_\_\_.\_\_\_\_ Optimizing and planned investments in rapid transit

The extension of the VIVA rapid transit system along Highway 7, complemented by the Spadina Subway Line and YRT Mobility hub, creates the opportunity for a high-density Regional Corridor. The Subject Lands shall be developed in a manner which utilizes the full potential of transit investment along Highway 7 by incorporating higher transit supportive densities.

#### Grid of Streets

#### 9.2.\_\_\_\_.\_\_\_\_ Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system

The role of private streets will facilitate movement by walking, cycling, transit, car and truck; they also provide valuable frontage for development. A fine-grain grid of private streets, along with open space linkages in the Subject Lands will be fundamental to encouraging walking, which in turn promotes transit use.



## Open Space System

### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Develop a generous open space system

A diversity of open spaces will be ensure the Subject Lands are attractive and livable. The open spaces shall be gathering places for both residents and visitors that provide linkages through the Subject Lands and surrounding area.

## Green Development

### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Ensuring development incorporates green infrastructure and green building technologies

The Subject Lands should become a showcase for sustainable development. Individual buildings and blocks should employ high efficiency, low-impact systems for energy, water and waste.

## Design Excellence

### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Ensuring all development displays a quality of refinement in materials and design

Development within the Subject Lands should be urban. Buildings should frame and address the streets and open spaces. It is encouraged that the buildings, streets and opens spaces shall be designed and built for longevity and elegance.

### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Streets and Transportation

The transportation network and policies for the Subject Lands have been developed to support the growth projections for the Subject Lands as well as facilitate connections to the Vaughan Metropolitan Centre. The further general intent of the policies in this section is to:

- Develop a multi-modal transportation system which connects to existing and planned infrastructure that is efficient, safe and convenient.
- Encourage route usage of existing and planning transit services by residents and visitors to the Subject Lands.
- Encourage walking or cycling.
- Encourage the diversion of through traffic.
- Ensure the provisions and efficient use of parking facilities.
- Ensure planned and appropriate transportation infrastructure is incorporated into development that supports the urban design objectives of this plan.

### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ General Policies

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Street life shall be a central vision for the Subject Lands. All development in the Subject Lands, including infrastructure and building should promote walking. Sidewalks and areas for pedestrians shall be

generous, streets shall be designed for slow speeds and on-street parking, and streetscapes shall include pedestrian amenities and wayfinding elements.

9.2.\_\_\_\_\_.\_\_\_\_\_ The transportation system developed for the Subject Lands, including street network and other elements of the pedestrian realm shall be planned for universal accessibility.

9.2.\_\_\_\_\_.\_\_\_\_\_ The City may require with Site Plan Review applications for development, the submission of a traffic impact study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic that accommodates neighbouring industrial uses, and/or a pedestrian and bicycle circulation plan that demonstrates how the development facilitates access and circulation by transit users, cyclists and pedestrians.

9.2.\_\_\_\_\_.\_\_\_\_\_ Travel demand management (TDM) will be critical to achieving a balanced transportation system for the Subject Lands. Applications for development generally shall be required to include TDM plans prepared by a qualified consultant that describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote transit use, cycling, car and bike sharing, and car-pooling.

#### 9.2.\_\_\_\_\_.\_\_\_\_\_ Street Network

9.2.\_\_\_\_\_.\_\_\_\_\_ A fine grain grid of private streets is fundamental and shall optimize connectivity while providing flexibility for a range of development scenarios. The precise location, alignment and design of private streets shall occur through the development approvals process.

9.2.\_\_\_\_\_.\_\_\_\_\_ Streets and intersections shall incorporate design standards and features intended to facilitate walking and street life.

9.2.\_\_\_\_\_.\_\_\_\_\_ In general, vehicular access to development for parking, servicing and pick-up/drop-off shall be provided from interior streets and laneways.

#### 9.2.\_\_\_\_\_.\_\_\_\_\_ Streetscaping

9.2.\_\_\_\_\_.\_\_\_\_\_ In general, all streets shall be developed with pedestrian zones, street trees, and vehicular and pedestrian scale lighting. These zones should include sidewalks and other hardscaping intended for pedestrians.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Street furnishings, which include benches, bike racks, bollards, bus shelters, kiosks, newspaper vending machines, trash and recycling bins, banners and special lighting, should be used as unifying landscape elements. Street furnishing should consist of materials utilitarian in character and function. A low maintenance, vandal resistant, easily replaceable and recognizable family of furnishings with common themes and colour palettes shall be identified.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Street lighting on all streets should be used as a unifying streetscape. Street lighting shall consist of a coordinated family of poles and figures for both pedestrian and vehicular lighting, which are to be a durable material and minimize glare. Generally, light poles shall be capable of incorporating pedestrian-scale lights and banners. In keeping with the character of the area.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The design and construction standards for paving shall add interest and coherency to the pedestrian realm through pattern, colour and texture. Generally, crosswalks shall have a paving treatment distinct from the roadway to highlight the pedestrian network. All streets shall be accessible for the disabled through curb ramps, surface textures and clear passage ways.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Trees, and street trees in particular, are intended to be a distinguishing visual element throughout the Subject Lands. All streets should be lined with appropriate trees resistant to salt, disease, drought and pests. Street trees shall be consistently spaced, generally 6-8 metres apart on centre. Generous tree and planting pits/trenches should be provided for maximum soil area to allow roots to spread and water and air to penetrate. Drip or other water-conserving systems should be installed in planting pits. Attractive grates or covers over tree pits or low, decorative tree guards should be used in high pedestrian areas. Other plants in planting pits or raised planters may be considered.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Art shall be considered to enhance the pedestrian realm, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Generally, all electrical and telecommunication cabling within right-of-ways, including proposed piping for district energy, shall be located underground. The integration of required above ground utility infrastructure in adjacent buildings shall be encouraged. Any utility boxes required within the right-of-way shall be well integrated with the design of the streetscape.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Bicycle Network

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ All streets shall be designed for safety, comfort and convenience of cyclists.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Bike lock-up facilities shall be provided at all destinations within the Subject Lands.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ All apartment buildings shall include secure, indoor private bicycle parking and storage facilities. The Zoning By-law shall establish the minimum requirements.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Parking

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Vehicular parking facilities shall take multiple forms, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking. Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be incorporated into parking structures.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Transit supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development within the Subject Lands and encourage non-automobile travel.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share vehicles.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ On-street parking shall be encouraged on the private streets throughout the Subject Lands.

9.2.\_\_\_\_.\_\_\_\_ Energy, Water and the Natural Environment

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ General Policies

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ All development in the Subject Lands shall have regard for the goals and objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan).

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Energy Infrastructure

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The City shall work with landowners to implement a district energy system.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ In the absence of a district energy system or to complement and support district energy, the generation and use of on-site renewable energy, such as solar, wind and geothermal, shall be encouraged. All new development shall include or make provision for the future installation of solar capture equipment.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Required transformers and utility boxes shall be located underground or within buildings wherever possible.

#### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Water and Wastewater Services

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis, having regard for the long-term development potential of the Subject Lands.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, as identified by the Region of York and distributed/allocated by the City.

#### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Stormwater Management

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Stormwater management practices and facilities shall be guided, designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority, in consultation with the Ministry of Transportation.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ On-site Low Impact Development (LID) measures and streetscape elements intended to minimize stormwater run-off, such as rainwater harvesting and reuse systems, bio-swales or water features, permeable paving materials and green roofs, shall be encouraged. All new residential buildings shall be required to install rainwater harvesting and recirculation/ reuse systems for outdoor irrigation and outdoor water uses.

#### 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Environmental Site Design

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The policies below are intended to augment the policies of Section 9.1.3 of Volume 1 of the Official Plan and the policies regarding Sustainable Buildings in Section 5.2 of the York Region Official Plan.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ All private development shall be encouraged to strive for a LEED Gold or higher rating.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs and/or cool roofing materials as well as soft landscaping shall be encouraged on the

flat portion of rooftops. All commercial and multi-unit residential buildings, excluding townhouses and stacked townhouses, and mixed use buildings shall be encouraged to:

- have a green roof with a minimum 50% coverage or,
- contain solar capture equipment over a minimum of 60% of the roof or,
- use cool roofing materials for a minimum of 80% of the roof or,
- use a combination of the above for a minimum of 70% of the roof.

9.2.\_\_\_\_\_.\_\_\_\_\_ A significant portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees.

9.2.\_\_\_\_\_.\_\_\_\_\_ Development shall be designed to maximize opportunities for solar gain while respecting the urban design objectives and policies of this plan.

9.2.\_\_\_\_\_.\_\_\_\_\_ Consistent with Policy 9.1.3.3 of Volume 1 of the Official Plan, applications for development within the Subject Lands shall include a Sustainable Development Report at the time of Site Plan Review that describes how the proposed development supports this plan's objectives regarding environmental sustainability. Sustainable Development Reports shall address at a minimum the following:

- energy efficiency;
- water conservation;
- renewable energy use;
- heat island mitigation;
- stormwater management; and,
- solid waste management.

9.2.\_\_\_\_\_.\_\_\_\_\_ Parks and Open Spaces

9.2.\_\_\_\_\_.\_\_\_\_\_ Generally, parkland shall be secured through the plan of subdivision and site plan processes.

9.2.\_\_\_\_\_.\_\_\_\_\_ Residential developments shall include private outdoor amenity space. Private amenity space shall not count toward parkland dedication.

9.2.\_\_\_\_\_.\_\_\_\_\_ Parks and open spaces provide critical connections within the larger pedestrian and bicycle network. They should be designed with

movement desire lines in mind and generally should accommodate pedestrian through-traffic and, where appropriate, cycling.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Notwithstanding the land use policies of this plan, small-scale park supporting uses (cafes, vendors, kiosks, etc.) may be permitted within parks on the Subject Lands. Their program, size and final location will be determined through Site Plan Review, and they shall be subject to urban design guidelines and applicable by-laws and regulations, to the satisfaction of the City.

#### 9.2.\_\_\_\_\_.\_\_\_\_\_. Community Services, Cultural Facilities and Public Art

##### 9.2.\_\_\_\_\_.\_\_\_\_\_. General Policies

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. The appropriate timing for most community services will be dependent on the pace and nature of development within the Subject Lands. The City shall regularly monitor development trends and social conditions in the Subject Lands and surrounding Weston and 7 Secondary Plan Area. As population thresholds for major community facilities, including schools, community recreation centres and emergency services, are approached, the City shall work with the Region of York, the School Boards and other public agencies to assess the need for community facilities and determine or confirm the appropriate location(s), general configuration and program for required facilities. In the case of City services, at the appropriate time, the City shall secure the land or space for required facilities through dedication, purchase, lease, expropriation or other arrangements with affected landowners.

#### 9.2.\_\_\_\_\_.\_\_\_\_\_. Land Use and Density

##### 9.2.\_\_\_\_\_.\_\_\_\_\_. General Policies

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Proposed residential and other sensitive land uses close to existing industrial uses shall demonstrate compatibility and, where necessary, mitigate the impact of the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation, in general accordance with all Provincial and municipal guidelines.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Further to Policy 9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. , the development of residential and other noise sensitive land uses shall have regard for potential noise and vibration impacts from industry and other existing uses and major streets within and in proximity to the Subject Lands. Applications for residential development and other noise sensitive land uses shall include a noise and vibration study to the satisfaction of the City and in accordance with Provincial guidelines, to identify any appropriate measures to mitigate adverse impacts from the source of noise and vibration as well as to ensure noise compliance for adjacent regulated industries is maintained.

9.2.\_\_\_\_\_.\_\_\_\_\_ The Subject Lands are designated as a Class 4 area vis-à-vis Provincial noise guidelines.

9.2.\_\_\_\_\_.\_\_\_\_\_ As per Policy 5.2.3.8 of Volume 1 of the Vaughan Official Plan 2010, new drive-through facilities shall only be permitted on the basis of a site-specific amendment to this plan.

9.2.\_\_\_\_\_.\_\_\_\_\_ A setback of 14 metres will apply to all future developments that occur adjacent to the Ministry of Transportation right-of-way in accordance with Ministry policy and will be measured from the highway property line. If the Ministry of Transportation, based on a valid and documented technical rationale, determines that a setback of 14 metres is not required in a specific location, the Ministry may identify an alternate setback in writing to the City of Vaughan. This policy is not meant to detract from the process of obtaining necessary Ministry of Transportation permits prior to the commencement of construction.

9.2.\_\_\_\_\_.\_\_\_\_\_ The City shall seek to meet or exceed an overall density target of 160 people and jobs per hectare for the Subject Lands..

9.2.\_\_\_\_\_.\_\_\_\_\_ The land area to be used for the calculation of the area of the lot for the purposes of calculating permitted density, shall include the land used for buildings, private landscaped open space, off-street parking and servicing areas, new private streets, City street widenings/extensions and mews.

9.2.\_\_\_\_\_.\_\_\_\_\_ The calculation of gross floor area shall not include the floor area of underground and above-ground structured parking, bicycle parking, elevator shafts, stairs, and loading docks.

9.2.\_\_\_\_\_.\_\_\_\_\_ Notwithstanding the maximum heights identified on Schedule 2, development on the Subject Lands and associated construction activities are subject to height limitations based on Transport Canada criteria related to the continued operation of nearby airports.

9.2.\_\_\_\_\_.\_\_\_\_\_ Unused height and/or density of one site (the donor site) may be transferred to another site (the receiver site) within the Subject Lands, subject to the following:

- A Zoning By-law Amendment for both the donor and receiver sites involved in the transfer shall be required;



- A formal agreement between the property owner(s) and the City of Vaughan will be required prior to or concurrent with any Zoning By-law Amendment being approved by Council, and if approved, will be registered on title of the donor and receiver sites.
- The development receiving the transfer of height and/or density will be subject to the policies of the location it is in; and
- The city may require technical studies demonstrating that the taller and denser building (s) will have acceptable impacts;

This exchange of height and/or density shall not trigger Section 37 requirements for the receiver site. Any future increase in height and/or density on the donor site above the revised maximums prescribed in the Zoning By-law will be subject to a further Zoning By-law Amendment and will require Section 37 contribution.

#### 9.2.\_\_\_\_.\_\_\_\_ High Rise Mixed Use Precinct Designation

#### 9.2.\_\_\_\_.\_\_\_\_ General Policies

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ A broad mix of uses shall be encouraged in the High Rise Mixed Use, as shown on Schedule 2, with a concentration of residential uses. A mix of high rise and mid-rise buildings, as described in Policy \_\_\_\_\_, shall also be encouraged.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ The following uses generally shall be permitted in the High Rise Mixed Use Precinct:

- Corporate, professional or government office;
- Hotel;
- Conference facility;
- College or university;
- Commercial school;
- Retail, service commercial and public uses, including:
  - retail stores
  - restaurants (including patios)
  - places of entertainment
  - personal and business services
  - professional offices and public institutions
  - financial institutions
  - public school, library, cultural facility or community centre
  - daycares (including outdoor play areas)
- Large scale retail, in accordance with 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_;
- Major Retail over 10,000 square metres;
- Residential dwelling;
- Self-storage;
- Research and Development facilities;
- Dedicated above-grade parking facilities;
- Public parking;
- Art studio;

- Place of worship;
- Park.

## 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Retail

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Where retail or service commercial uses are proposed on the ground floor of buildings, ground floor heights generally shall generally be a minimum of 5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Where retail uses are proposed above the first floor of buildings, these portions of the buildings are encouraged to be substantially glazed, where feasible, as determined through the development approval process.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Large scale retail uses are retail uses with a gross floor area greater than 5,000 square metres, include but are not limited to department stores, furniture, appliance or home improvement stores, and full-size grocery stores. To reduce the impact on the pedestrian realm resulting from the scale of such uses, large scale retail uses shall be urban in form.

To achieve this urban form, the ground floor street wall of large scale retail uses shall be animated through a high degree of articulation and fenestration including such features as large amounts of clear glazing, multiple entrances (where practical), and smaller street-oriented retail uses. Large scale retail uses shall locate the bulk of their floor area behind smaller, street-oriented retail uses and/or above the ground floor. Internal servicing areas for such uses shall be encouraged, and external servicing areas shall be located on rear laneways where feasible and screened from public view.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Where retail uses are located on a street or mews there generally shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Generally, entrances to retail establishments shall be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses should generally be raised no higher than one metre above the average ground level elevation at the street.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Individual retail and service commercial uses generally shall not be permitted below grade. Exceptions may be made to permit one level of retail below grade for large-scale commercial uses generally greater than 1,000 square metres in size, and accessory service commercial uses, provided that they are connected to the ground-floor of multi-storey buildings.

## 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Built Form

The intent of the built form policies is to define principles that will help manage the physical form and character of new development in the Subject Lands. All Site Plan Review applications must be accompanied by plans that demonstrate how the urban design policies below will be implemented.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ A wide variety of building types shall be encouraged across the Subject Lands. Notwithstanding Policy 9.2.3 of Volume 1 of the Official Plan, they shall include the following:

- Mid-rise buildings (5-10 storeys) may contain apartments, offices, institutional uses or a mix of uses. Mid-rise apartment buildings that do not have retail on the ground floor generally shall incorporate 1-2 storey grade-related units. The perceived mass of mid-rise buildings should be reduced through vertical articulation of the façade and building step-backs at the upper floors or other design treatments. Mid-rise buildings are appropriate throughout the Master Plan Area.
- High-rise buildings (above 10 storeys) may also contain a range of uses. To establish a street wall and mitigate shadow and wind impacts, high-rise buildings generally shall take a podium and tower form. Depending on the location, podiums may contain apartments, grade-related units, office space, retail uses, parking or a mix of these. Alternatives to a podium may be considered, where the City is satisfied that the desired streetscape and micro-climatic conditions will be achieved. High-rise buildings are most appropriate in the High Rise-Mixed Use Precinct and along/facing Highway 7 and Highway 400. They may also be appropriate in other locations adjacent to collector streets and parks, where it is demonstrated that they are compatible with the surrounding built form planned.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The location, massing and design of buildings shall contribute to human-scaled street walls, attractive streetscapes, a varied skyline, an active pedestrian realm and environmental sustainability by adhering to the urban design criteria set out in Policies 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ to 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ below

### Setbacks

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Buildings generally shall be built to a consistent build-to line defined in the Zoning By-law, generally 2-5 metres from the edge of the right-of-way. Maximum and minimum setbacks and build-to lines shall be included in the Zoning By-law.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Small-scale park supporting uses (cafes, vendors, kiosks, etc.) in parks and squares are exempt from setback requirements. Their precise location will be determined through Site Plan Review and shall be subject to the satisfaction of the City.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Generally, mid-rise and high-rise buildings shall contribute to a consistent street wall that is at least 2 to 3 storeys high at the build-to line.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Other than features such as balconies, bay windows, canopies, awnings, signage, art, patios, porticos, stairs and ramps where appropriate, no building elements above ground should be located in a setback zone. This zone should be designed to serve the ground floor uses and feature high quality landscape treatments. Front yard fencing, where appropriate, shall be low and built of attractive, long-lasting materials. Where underground parking is located beneath a setback zone, its design and construction shall not prevent the planting of trees, where appropriate, and shall consider utility requirements.

#### Ground Floors

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Fixed architectural awnings shall generally be provided for weather protection for pedestrians. Colonnades along the street and fixed soft awnings shall be generally discouraged. Where the City considers a colonnade to be appropriate, it shall have a minimum height of two storeys and shall be consistent for the length of the block.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Large residential lobby frontages, pick-up and drop-off areas and lay-bys should generally be located on private streets, mews and/or laneways, where feasible, and generally shall not be located on arterial or collector streets.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Front stoops and porches for ground-floor residential units are encouraged to be elevated from the street

#### Height

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ A variety of building heights is desirable within most city blocks within the Subject Lands. Notwithstanding Schedule 2, where the maximum permitted height of a building is 25 or more storeys, individual towers within a city block may exceed this limit by up to 7 storeys where an adjacent tower subject to the same rezoning application and located on the same city block has a correspondingly lower height. For example, on a block where the maximum permitted height is 30 storeys, a tower of 37 storeys and an adjacent tower of 23 storeys may be permitted. In such cases, density shall be calculated

on the basis of the land area for all buildings involved in the height exchange, and the City may require technical studies demonstrating that the taller building will have acceptable impacts. This exchange of height shall not trigger Section 37 requirements.

#### Massing

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Buildings shall be located and massed to define the edges of streets.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Recognizing the Subject Lands are to be an urban environment, buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, other open space, private amenity space and retail streets in the spring, summer and fall.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. The upper floors of a mid-rise building generally shall be stepped back from the walls of the building facing a street or open space. On local streets the step-back generally should occur at the fifth storey. On collector streets, the step-back generally should occur at the sixth or seventh storey.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Throughout the Subject Lands high-rise building podiums shall generally have a minimum height of 3 storeys. The maximum height of high-rise building podiums shall generally be 6 storeys. Generally, towers shall be set back from the edges of podiums.

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum size of a residential tower floor plate shall be approximately 850 square metres. There are no restrictions on office tower floorplates. The distance between the facing walls of two residential towers shall generally be a minimum of 25 metres. The distance between the facing walls of a residential tower and an office tower may be reduced to a minimum of 20 metres, subject to appropriate site and building design. Lesser separation distances between office towers may be permitted.

#### Building Exteriors

9.2.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_.\_\_\_\_\_. All buildings should have detailed and well-articulated façades with high quality materials fronting streets. Where feasible, buildings fronting mews should have detailed and well-articulated facades with high quality materials. Generally, the street-facing ground floor wall of a mixed-use building shall be substantially glazed and blank walls shall generally be avoided.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Long buildings, generally those over 40 metres long, shall break up their perceived mass with evenly spaced vertical recesses or other articulation and/or changes in material.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Generally, there should be variation in the building materials and design treatments on the lower floors or podiums of buildings on a block. There should also be variation in finishing materials between the podium and tower of a high-rise building.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies shall be discouraged.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ As per 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ flat roofs are encouraged to incorporate green roofs, solar capture equipment and/or cool roof materials. Mid-rise buildings, particularly when neighbouring high-rise buildings, shall be strongly encouraged to incorporate green roofs to enhance the views of those living or working in neighbouring high-rise buildings.

#### 9.2.\_\_\_\_.\_\_\_\_ Parking Facilities

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The location of parking and servicing facilities shall adhere to the following policies to ensure they are conveniently located but do not have an adverse impact on the public realm:

- a) Entrances to parking and servicing areas generally shall be on local streets, mews and/or laneways and should be consolidated in order to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between two properties shall be encouraged.
- b) Loading and service areas generally shall be enclosed within a building and located in the interior of a development block. Where loading and servicing is visible at the rear or side of a building, it shall be screened. Underground loading and service areas shall be encouraged.
- c) Parking for residential apartment uses and residential mixed use buildings, including visitor parking, shall be located underground where feasible. Alternatively, parking for residential apartment uses may be permitted in above ground structures where integrated within the podium of the building, subject to Policy 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_. Limited short-term surface parking (e.g., taxi/delivery pick-up and drop-off) shall be permitted.
- d) Parking for institutional, office and retail uses shall be located underground where feasible, and may be provided in above-grade

structures integrated within the podium of the building, subject to Policy 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.

- e) Where two or more levels of underground parking are provided for a residential, office or mixed-use building, two levels of above-grade parking integrated within the podium of the building may be excluded from the calculation of the total height of the building, and the GFA of the parking area may be excluded from the calculation of the total density of the building. Where the frontage of an integrated parking structure contains active uses in accordance with Policy 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_, the majority of GFA of each level of the integrate above-grade parking structure must be used for parking in order for this provision to apply.
- f) Recognizing the transitional nature of the early development of the Subject Lands, parking may be permitted in dedicated above-grade parking structures, subject to Policy 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.
- g) Surface parking may be permitted it all areas of the Subject Lands. Off-street surface parking shall not be located between the building and the street, unless it is an interim condition for a phased development.

Off-site parking may be permitted for all uses, with the exception of residential uses, provided it is located generally within 400 metres of the development. 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Parking structures shall adhere to the following additional criteria to ensure they are well integrated with the Subject Lands' built fabric:

- a) Parking integrated within the podium of a building shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind other uses.
- b) Where parking is integrated into the podium of a building and faces a public street/open space (excluding Highways 400 and 407), the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development approval process.
- c) Entrances to above-grade or underground parking structures on public streets shall generally be integrated into the design of the building.
- d) Pedestrian entrances to integrated parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles.
- e) Dedicated/stand-alone above-grade parking structures shall generally be accessed from a local street, mews or laneway and shall be encouraged to be located in the middle of a block or behind other uses.
- f) Where a dedicated above-grade parking structure faces a public street/open space (excluding Highways 400 and 407), the ground floor shall be occupied by commercial, institutional or residential uses wherever possible. The façade of the upper floors of a dedicated above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development approval process.

- g) Pedestrian entrances for dedicated above-grade parking structures shall be clearly identified and well-lit and designed with consideration for CPTED principles.

9.2.\_\_\_\_.\_\_\_\_ Administration and Interpretation

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Status of Uses Permitted Under Previous Official Plans

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Existing land uses throughout the Master Plan Area are expected to continue to exist in the near term, and some may remain for the foreseeable future.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Expansions of previously approved uses that are not consistent with this plan shall be permitted without amendment to the plan, provided that the intent of the plan, as it applies to adjacent properties, is not compromised and the tests prescribed below are satisfied:

- a) The proposed increase in gross floor area is accommodated within the existing building footprint and/or through an expansion that does not increase the footprint of any one building by more than 10%;
- b) The street network envisioned by this plan is not compromised or precluded in the long-term;
- c) The proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the Zoning By-law;
- d) The characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking and traffic generation;
- e) The neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; In all cases where an existing use severely impacts the surrounding area,
- f) Consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Interpretation

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ These Site-specific policies are a statement of policy for the Subject Lands. The City may permit some flexibility in the interpretation of general policies, provided the intent of the principles and policies of the plan are maintained.



9.2.\_\_\_\_\_.\_\_\_\_\_ The schedules included in this plan are general. Minor adjustments to the boundaries of designations are permitted without amendment to the plan, except where the designations are established by fixed boundaries, such as existing street right-of-ways, or where they are specifically stated as fixed in the policies of this plan.

9.2.\_\_\_\_\_.\_\_\_\_\_ Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.

9.2.\_\_\_\_\_.\_\_\_\_\_ Minor variations from numerical requirements in the plan, with the exception of maximum and minimum heights and densities, may be permitted without an Official Plan Amendment where it is demonstrated through a Site Plan Review application to be appropriate and provided that the general intent of the plan is maintained.

9.2.\_\_\_\_\_.\_\_\_\_\_ Implementation

9.2.\_\_\_\_\_.\_\_\_\_\_ General

9.2.\_\_\_\_\_.\_\_\_\_\_ This Site Specific Policies shall be implemented using some or all of the following, as provided for under the Planning Act:

- a) the approval of individual draft plans of subdivision/condominium and part lot control exemptions;
- b) the enactment of zoning by-laws;
- c) the use of density and height bonusing provisions;
- d) the execution of Letters of Undertaking and/or registration of site plan agreements;
- e) the use of the Holding Symbol "H";
- f) the dedication of parkland or cash-in-lieu of parkland;
- g) the use of powers and incentives enabled by a Community Improvement Plan;
- h) the use of development agreements registered on title.

9.2.\_\_\_\_\_.\_\_\_\_\_ The City shall work cooperatively with the Region of York, the Toronto and Region Conservation Authority and the relevant transit providers, in consultation with landowners, the public and developers, to facilitate and coordinate implementation of public and private development for the Subject Lands, in accordance with the policies set forth hereto.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_ Infrastructure

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ The City, through the development approval process and consistent with the Planning Act, shall assist the Region of York in protecting and obtaining lands required for right-of-ways, street widening or other facilities for the provision of public transit services through the development approval process.

9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.

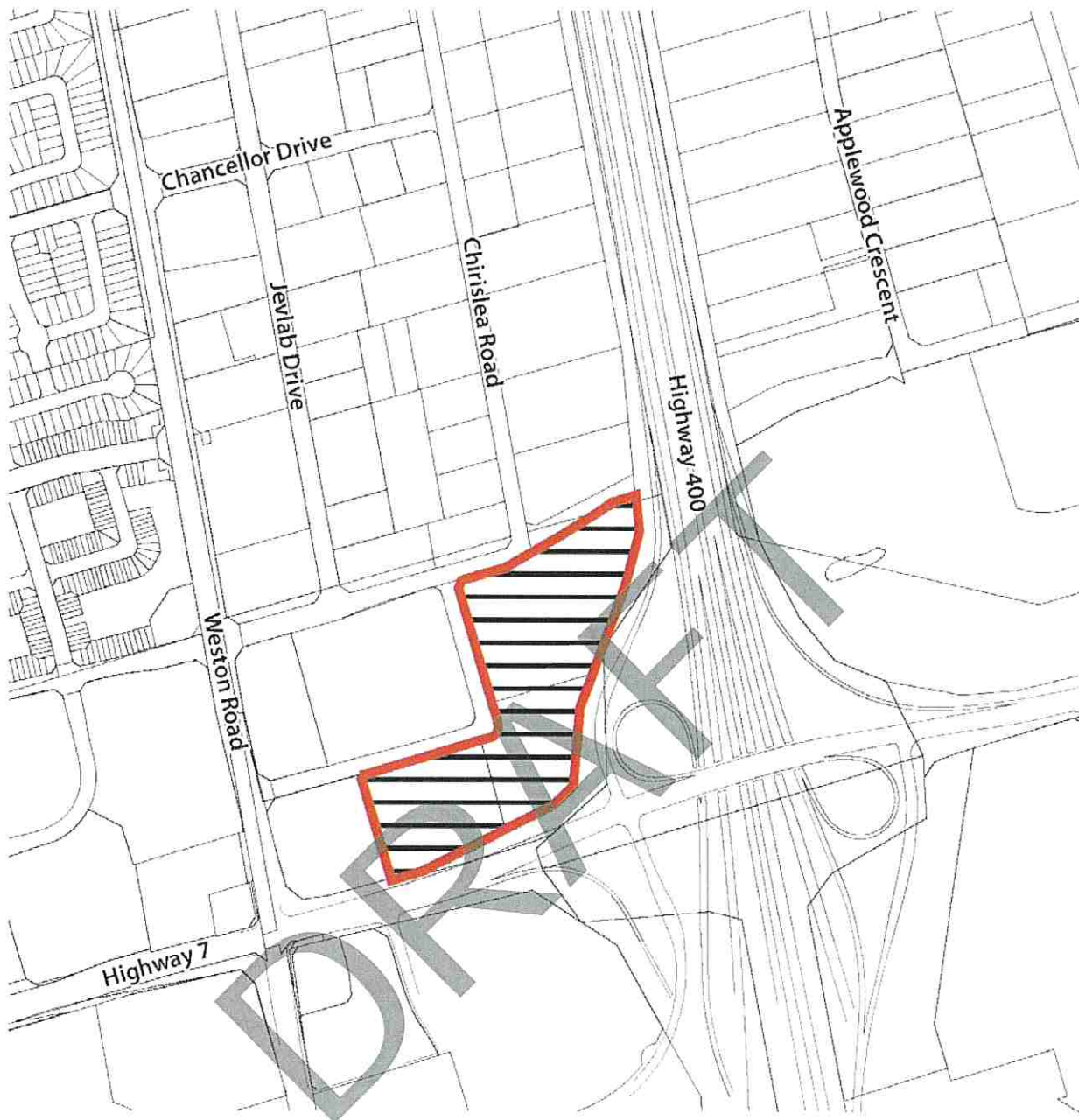
9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ To encourage, support and expedite development of the Subject Lands, the City shall include planned transportation improvements in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. The City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in 9.2.\_\_\_\_.\_\_\_\_.\_\_\_\_.\_\_\_\_ of this plan.

V. IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1- 88, and Site Plan approvals, pursuant to the Planning Act.

VI. INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area, as amended from time to time, regarding the interpretation of that plan, shall apply with respect to this amendment.



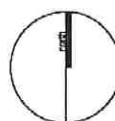
## Schedule 1

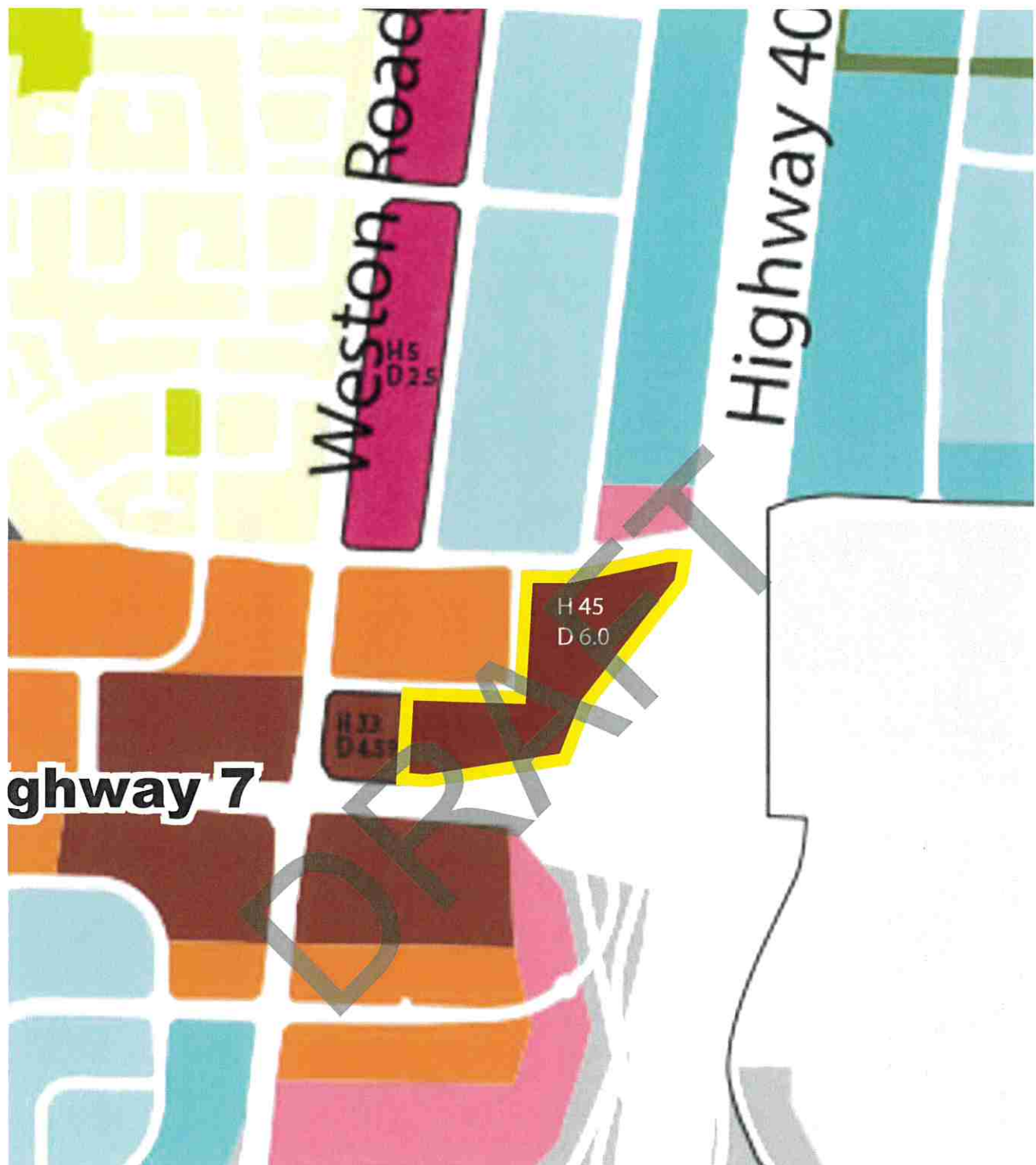
### LEGEND

- Subject Lands
- Area Subject to Amendment no. XXX

DATE: December 16, 2019 SCALE: NTS

Highway 7 & Weston Road,  
Vaughan, Ontario





Data Source: City of Vaughan Official Plan- Schedule 13 Land Use (De

## Module 2 of Vaughan Official Plan Land Use

Plan Redesignation from  
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DATE: December 18, 2019

SCALE 1:10000

