

Ch.2

2.1 Planning for Growth

2.1.1 Vaughan Yesterday, Vaughan Tomorrow

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

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

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

It is the policy of Council:

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

[Figure 2 ~~graph of population forecasts~~ [table from York Region](#)]

2.1.2 A Plan for Transformation

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

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

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

It is the policy of Council:

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

2.1.3 Defining Vaughan's Transformation: Key Planning Objectives

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

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

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

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

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

It is the policy of Council:

- 2.1.3.1. To establish policies 2.1.3.2.a through 2.1.3.2.p as the primary objectives of the Official Plan. All Official Plan policies, and any future amendments, shall be consistent with these policies.
- 2.1.3.2. To address the City's main land-use planning challenges and to manage future growth by:
 - a. identifying natural features, agricultural lands and rural areas where urban growth is not to be directed;
 - b. directing a minimum of ~~45%~~ 29,300 residential units ~~of residential growth~~ through intensification within the built boundary;
 - c. ~~and~~ identifying **Intensification Areas**, consistent with the intensification objectives of this Plan and the Regional Official Plan, as the primary locations for accommodating intensification within Vaughan's built up areas;
 - ~~b.d.~~ requiring that lands within the urban area but outside the built boundary be planned to achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the developable area;
 - ~~e.e.~~ ensuring the character of established communities are maintained;
 - ~~d.f.~~ ensuring a sufficient supply of **New Community Areas** are designated in order to meet growth forecasts and these areas are developed as *complete communities* with a compact urban form that supports transit service and promotes walking, cycling and healthy living;
 - ~~e.g.~~ ensuring a sufficient supply of employment lands are maintained to support economic growth;
 - ~~f.h.~~ identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling;
 - ~~g.i.~~ promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at ~~VIVA~~ Viva stations, GO stations and future rapid transit stations;

- ~~h.~~j. providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;
- ~~i.~~k. establishing a culture of design excellence with an emphasis on providing for a high-quality public realm, appropriate built form and beautiful architecture through all new development;
- ~~j.~~l. ensuring environmental sustainability through the protection of natural features and ecological functions and through the establishment of green development standards to be achieved by all new development;
- ~~k.~~m. developing a linked system of active and passive parks, greenways and natural areas throughout the City; ~~and~~;
- n. advocating for the community and social needs of Vaughan residents by working with senior levels of government and social service providers;
- o. ensuring development is phased in an appropriate manner to allow for the creation of complete communities and that such phasing is coordinated with infrastructure investments made by the City and York Region; and
- ~~l.~~p. planning and designing communities in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.

2.2 The Shape of Transformation

2.2.1 Vaughan's Urban Structure

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

It is the policy of Council:

- 2.2.1.1. That Schedule 1 illustrates the planned Urban Structure of the City of Vaughan, which achieves the following objectives:
- a. protects the **Natural Areas and Countryside** for environmental, agricultural or rural purposes, and restricts the encroachment of urban uses into these areas;
 - b. maintains the stability of lands shown as **Community Areas** for a variety of low-rise residential purposes, including related parks, community, institutional and *retail* uses;
 - c. maintains the stability of lands shown as **Employment Areas** for a variety of industrial, manufacturing, warehousing, small and medium-sized offices, *ancillary retail* uses and parks; and,
 - d. establishes a hierarchy of **Intensification Areas** that range in height and intensity of use, as follows:
 - i. the **Vaughan Metropolitan Centre** will be ~~a~~the major focus for *intensification* for a wide range of residential, office, *retail*, cultural and civic uses. The **Vaughan Metropolitan Centre** will be the location of the tallest buildings and most intense concentration of development.
 - ii. Regional Intensification Corridors will be a major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other intensification areas in Vaughan and across York Region.
 - iii. **Primary Centres** will be locations for *intensification* accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
 - iv. **Local Centres** will provide the mixed-use focus for their respective communities, in a manner that is compatible with the local context.

- v. **Primary Intensification Corridors** link together the various centres on transit supportive corridors and will be places to accommodate *intensification* in the form of mid-rise, and limited high-rise and low-rise buildings with a mix of uses.
- 2.2.1.2. That the areas identified on Schedule 1 as the Vaughan Metropolitan Centre, Primary Centres, Local Centres and Primary Intensification Corridors are collectively known within this Plan as **Intensification Areas**. The policies related to **Intensification Areas** shall be consistent with policies for such areas as contained in the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe and the York Region Official Plan.
- 2.2.1.3. That the *urban area* of Vaughan is shown on Schedule 1 and 1-A as those lands within the urban boundary line. Expansions of the *urban area* shall only be initiated by York Region, in consultation with the City of Vaughan, as part of a Regional *municipal comprehensive review* in conformity with Policy 2.2.8 of Places to Grow: Growth Plan for the Greater Golden Horseshoe. ~~Expansions to the *urban area* shall only be initiated as part of a *municipal comprehensive review* and in coordination with York Region.~~
- 2.2.1.4. That the areas subject to the Greenbelt Act and the Oak Ridges Moraine Conservation Act are identified on Schedule 1. The policies related to the Greenbelt and Oak Ridges Moraine shall be consistent with policies for these areas as contained in the Greenbelt [Act/Plan](#), the Oak Ridges Moraine Conservation [Act/Plan](#) and the York Region Official Plan. ~~Specific policies related to these areas are contained in Chapter Three of this Plan.~~
- 2.2.1.5. That the areas subject to the Provincial Parkway Belt West Plan are identified on Schedule 1 and that policies shall be established to implement land uses that conform to the Parkway Belt West Plan or, where such lands may be deemed surplus by the Province. An Official Plan Amendment is required to redesignate the lands and the appropriate studies shall be undertaken to determine their appropriate use. Policies specific to the **Parkway Belt West** lands are contained in [Section/subsection](#) 2.2.6 of this Plan.

2.2.2 Natural Areas and Countryside

Understanding the Urban Structure starts with understanding how Vaughan's **Natural Areas and Countryside** have shaped the City. The valleys of the Humber River and Don River systems and their associated tablelands created the places where humans first settled in this area and remain well established today. Not only are the **Natural Areas** key features on the landscape but they also contribute to the overall environmental health of the City and wider region: they form part of the larger Regional Greenlands system that ultimately extends south through Toronto to Lake Ontario. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

In the north end of the City, the **Countryside**, made up of predominantly agricultural lands on some of the best soils in the country, complements the **Natural Areas** by providing additional environmental benefits such as wildlife habitat and infiltration and contributes to a diverse economy. The **Countryside** also includes two historic settlements: the Hamlets of Teston and Purpleville.

[figure 3]

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

It is the policy of Council:

- 2.2.2.1. That **Natural Areas** shall be protected and their ecological functions preserved through maintenance, restoration or, where possible, improvement through additional linkages or corridors between features to facilitate the connectivity of the overall network.
- 2.2.2.2. To maintain a significant and productive **Countryside** within the municipal boundary of the City of Vaughan, and to recognize the important role of the **Countryside** lands for agricultural uses, food production, rural residential uses, and lands in the **Countryside** play in providing open space connections between **Natural Areas**.
- 2.2.2.3. To facilitate public access to major natural features in consultation with the Toronto and Region Conservation Authority where appropriate, and where such access will not significantly damage natural features or their functions.
- 2.2.2.4. That public ownership of major open spaces and natural features within **Natural Areas** is preferred, and Council will endeavour to acquire appropriate lands to contribute to the system and/or establish partnerships for the acquisition and stewardship of such lands. The sale or disposal of publicly-owned lands within **Natural Areas and Countryside** is discouraged.
- 2.2.2.5. To recognize the historic significance of the rural hamlets and to maintain their historic character. Specifically, the hamlets of Purpleville and Teston have been recognized on Schedule 1 and Schedule 13. Any future *development* in these areas will be limited in scale and conform to the policies of the Provincial Greenbelt Plan and York Region Official Plan with regard to Hamlets.
- 2.2.2.6. To promote the development of scenic countryside routes along public streets outside of the *urban area*, where appropriate.

2.2.3 Community Areas

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

Vaughan's existing **Community Areas** are characterized by predominantly low-rise residential housing stock, with local amenities including local *retail, community facilities, schools* and parks, and they provide access to the City's natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these **Community Areas** will remain mostly stable. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area. Small *retail* and community uses, such as *schools*, parks and community centres, intended to serve the local area, are encouraged throughout **Community Areas** to reduce the need of residents to drive to mixed-use centres to meet their regular daily needs for such amenities and services.

[figure4]

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

It is the policy of Council:

- 2.2.3.1. That **Community Areas** will provide most of the City's low-rise housing stock, as well as local-serving commercial uses and *community facilities* such as *schools*, parks, community centres and libraries. They will function as *complete communities* and encourage walking, cycling and transit use.
- 2.2.3.2. That **Community Areas** are considered stable areas and therefore **Community Areas** with existing development are not intended to experience significant physical change. New [development](#) that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.
- 2.2.3.3. That limited *intensification* may be permitted in **Community Areas** as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 9 of this Plan. The proposed [development](#) must be sensitive to and compatible with the character, form and planned function of the surrounding context.
- 2.2.3.4. That [development](#) immediately adjacent to **Community Areas** shall ensure appropriate transition in scale, intensity, and use, and shall mitigate adverse noise and traffic impacts.
- 2.2.3.5. That the provision of local transit service to and through **Community Areas** is a priority where such service does not yet exist, and the enhancement and improvement of local transit is a priority where it does exist [consistent with York Region's transit service planning process and with approved YRT service standards and guidelines](#).
- 2.2.3.6. That new communities are subject to a Secondary Plan process as set out in policy 9.2.2.14 and consistent with the requirements for new communities within the York Region Official Plan.
- 2.2.3.7. That *greenfield* lands within **Community Areas** should be developed to help achieve the average minimum density of 50 residents and jobs per hectare combined as required in policy 2.1.3.2.d. Where appropriate, zoning permissions and plans of subdivision should be reexamined to determine if this target can be met and new *development* should be consistent with the requirements for new communities in the York Region Official Plan.
- ~~2.2.3.8. That the lands fronting on Huntington Road, between the rail line to the west and the Huntington Road Community to the immediate east are recognized as an area for future residential [development](#) as an extension of the Huntington Road Community with the aim of establishing a more *complete community*. This extension will require an Official Plan amendment in the future.~~

2.2.4 Employment Areas

Employment Areas are intended for the use of economic activities that require separation from other uses in order to achieve their maximum potential. While Vaughan is anticipated to see significant job growth in **Employment Areas**, they are considered stable areas and their planned function for economic activity related to industrial, manufacturing, warehousing and some offices uses is to be maintained. In order to continue Vaughan's success at attracting the kind of economic activity that requires a location in **Employment Areas**, the City's **Employment Areas** must be protected from encroaching non-employment uses that would serve to destabilize their planned function, including residential and *major retail* uses. Office uses are permitted in **Employment Areas** subject to locational and site criteria as set out in the land use designations of Chapter 9.

[figure5]

Further protection of **Employment Areas** is derived from the Growth Plan policy which only permits conversion of lands within designated **Employment Areas** to allow non-employment uses through a

municipal comprehensive review (Growth Plan Policy 2.2.6.5). For the purposes of the Growth Plan, **Employment Areas** also include the City's major Rail Facilities, identified on Schedule 1. Rail-related policies are included in Section 4.4. ~~For clarity, this means that site-specific amendments initiated by land owners to convert designated **Employment Areas**, shown on Schedule 1, to non-employment uses are not permitted.~~

It is the policy of Council:

- 2.2.4.1. That the planned function of the **Employment Areas**, as shown on Schedule 1, is to support economic activity in Vaughan by supplying land for a range of industrial, manufacturing, warehousing and, where appropriate, some office uses. The City also has two major Rail Facilities, located within the **Employment Areas**.
- 2.2.4.2. That the lands designated **General Employment, Prestige Employment** and **Employment Commercial Mixed-Use** together constitutes the City's "employment area" land supply as defined in the Growth Plan and the PPS.
- 2.2.4.3. That the City's employment area land supply is subject to the conversion policies and provisions of the Planning Act, of the Growth Plan, the and PPS, the Region of York Official Plan and this Plan.
- 2.2.4.4. That any proposal for additional retail permissions that ~~exceeds~~exceed the amount of retail space prescribed for the Employment Area by this Plan ~~the 70/30 mix of 'retail' to 'non-retail commercial'~~ or the addition of residential uses shall be considered a conversion under the Growth Plan and will only be permitted through a ~~Municipal Comprehensive Review~~, conducted by the City in coordination with York Region.
- ~~2.2.4.2.~~2.2.4.5. To provide sufficient **Employment Areas** and appropriate land use designations to help achieve the York Region Official Plan target of an ~~an~~ ~~minimum~~ average minimum **Employment Area** density of 40 jobs per hectare in the developable area across York Region. This target is expected to be higher for lands adjacent to **Intensification Areas**
- ~~2.2.4.3.~~2.2.4.6. That, in accordance with Provincial policy, conversion of **Employment Areas** to non-employment uses, which includes any *retail* uses not otherwise permitted in **Employment Areas** by this Plan, may only be ~~accomplished through~~considered following a **Regional municipal comprehensive review**, in consultation with the City of Vaughan, and in accordance with the applicable policies, forecasts and land budget of the Region-coordinated with York Region. The criteria for permitting Employment Area conversions will be as contained in the Growth Plan (Growth Plan Policy 2.2.6.5) ~~will be used at the time of the municipal comprehensive review.~~
- ~~2.2.4.4.~~2.2.4.7. That limited *retail* uses may be located within **Employment Areas** to serve the day-to-day needs of surrounding businesses and their employees, in accordance with the policies of this plan.
- ~~2.2.4.5.~~2.2.4.8. To encourage a range of parcel sizes, street patterns and building design within **Employment Areas** to maintain the flexibility to attract a variety of businesses, and allow for redevelopment and intensification.
- ~~2.2.4.6.~~2.2.4.9. To accommodate and facilitate the provision of local transit to and through **Employment Areas** where such service does not yet exist, and to enhance and improve local transit where it does exist, consistent with York Region's transit service planning process and with approved YRT service standards and guidelines. ~~through transit-friendly urban design including sidewalks, pedestrian paths and minimized building setbacks where fronts of buildings face the street.~~

~~2.2.4.7.~~2.2.4.10. To accommodate and facilitate the use of active transportation to and within **Employment Areas** by providing on or off-street bikeways, connected greenways and bicycle parking facilities.

~~2.2.4.8.~~2.2.4.11. To provide an appropriate level of parkland in **Employment Areas** to enhance their attractiveness and provide for the casual and recreational needs of employees and the general public.

2.2.5 Intensification Areas

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

- The **Vaughan Metropolitan Centre** will be the City's downtown. It will have the widest range of uses and will have buildings of various sizes, including the tallest buildings in the City.

- **Regional Intensification Corridors** (e.g. Highway 7 and Yonge Street) will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification.

- **Primary Centres** will accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.

- **Primary Intensification Corridors** ~~include both Regional Corridors (e.g. Highway 7 and Yonge Street) and local corridors~~ (e.g. Jane Street and Major Mackenzie Drive). ~~They~~ will link various centres and are linear places of activity in their own right. They may accommodate mixed-use *intensification* or employment *intensification*.

- **Key Development Areas** are *intensification* areas on Regional Corridors that will link and complement the planning for **Primary Centres** and **Local Centers**.

- **Local Centres** act as the focus for communities, are lower in scale and offer a more limited range of uses.

[figure 6]

Intensification Areas have been established to make efficient use of underutilized sites served with a high-level of existing or planned transit. They will be developed with a mix of uses and appropriate densities to support transit use and promote walking and cycling. The development of **Intensification Areas** will support the policies of this Plan related to stable areas will be maintained. Specifically, existing **Community Areas** will not see significant physical change as the vast majority of residential *development* within the *built boundary* will take place within **Intensification Areas**. Similarly, **Employment Areas** will be maintained for their planned function of industrial, manufacturing, warehousing and some office uses. *Major office* uses and *retail* uses will be directed to **Intensification Areas**.

Vaughan Metropolitan Centre

The **Vaughan Metropolitan Centre** will become the City's downtown. It will be a place of regional importance ~~centred~~centered on the planned subway station at Highway 7 and Millway Avenue. The **Vaughan Metropolitan Centre** is a strategic location for the concentration of the highest densities and widest mix of uses in the City, allowing it to become a multi-faceted and dynamic place to live, work, shop and play, attracting activity throughout the day.

Because of its significant size, the **Vaughan Metropolitan Centre** will comprise distinct development precincts including residential neighbourhoods, office districts, employment areas and mixed-use areas,

all linked by a robust system of parks, public squares and open spaces, including the Edgeley Pond and Black Creek system, and a fine-grain grid pattern of streets. Since much of the **Vaughan Metropolitan Centre** is undeveloped today, there is an excellent opportunity to require that it develops as a pedestrian-friendly and transit-oriented place, providing a variety of housing options and diverse employment opportunities.

The **Vaughan Metropolitan Centre** includes an Urban Growth Centre, as identified in the Provincial Growth Plan for the Greater Golden Horseshoe. It is also identified as a Regional Centre in the York Region Official Plan. ~~The Vaughan Metropolitan Centre shall be planned to accommodate a minimum of 12,000 residential units and 8,000 jobs by 2031.~~ It will be the subject of a detailed Secondary Plan outlining how such growth will be accommodated and how the general policies for the **Vaughan Metropolitan Centre** set out below will be achieved.

It is the policy of Council:

- 2.2.5.1. That the **Vaughan Metropolitan Centre** shall be planned to:
 - a. be the focus of city life and identity for the City as a whole; and,
 - b. be developed with the highest intensity and widest mix of uses including but not limited to commercial, office, residential, *retail*, entertainment, hospitality and institutional uses, as well as parks and squares.
- 2.2.5.2. That growth within the Provincially-designated Urban Growth Centre area shall be planned to meet or exceed the requirement for a density of 200 people and jobs per hectare as set out in the Growth Plan for the Greater Golden Horseshoe and York Region Official Plan. Consistent with the York Region Official Plan, the **Vaughan Metropolitan Centre** shall be planned to achieve a minimum average *floor space index* of 2.5 per development block. The blocks adjacent to the future subway station shall be planned to achieve a minimum *floor space index* of 3.5.
- 2.2.5.3. To encourage and facilitate the establishment of the following in the **Vaughan Metropolitan Centre**:
 - a. major offices;
 - b. government offices;
 - c. post-secondary educational institutions;
 - d. cultural facilities;
 - e. public institutions;
 - f. retail uses;
 - g. major civic public spaces and parks; and,
 - h. socially diverse residential neighbourhoods that contain a mix of housing types, including housing suitable for seniors and families with children.
- 2.2.5.4. To require, consistent with the York Region Official Plan, that at least 35% of housing units in the **Vaughan Metropolitan Centre** satisfy the criteria for *affordable* housing according to the policies in Chapter 7 of this Plan.
- 2.2.5.5. To facilitate a high standard of design in the **Vaughan Metropolitan Centre**, in part by:
 - a. preparing a Secondary Plan to determine the detailed land uses, built form and urban design policies for the various precincts within the Vaughan Metropolitan Centre;
 - b. working with York Region, transit providers, and other agencies to achieve design excellence with all public infrastructure projects in the Vaughan Metropolitan Centre; and,
 - c. by convening a Design Review Panel to review, at the discretion of the City, private and public development applications in the Vaughan Metropolitan Centre.

Primary Centres

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

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

Vaughan Mills, Bathurst Street & Centre Street, and Weston Road & Regional Road 7 are each shopping destinations of regional significance, which have potential for residential *intensification* and the introduction of additional uses through development of surface parking areas, out-parcels and eventual redevelopment or *intensification* of the Vaughan Mills and Promenade Malls.

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

Jane Street & Major Mackenzie Drive: As the proposed site of a new hospital, the northwest quadrant of Jane Street and Major Mackenzie Drive will evolve as a health care campus with associated *community facilities*, residential, and business uses.

It is the policy of Council:

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

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

Local Centres

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

The Historic Villages of Woodbridge, Maple, Kleinburg/Nashville, and Thornhill-Yonge Street: The historic village cores will continue to be the main areas for local commercial activity and *community facilities*.

Each village core will experience *development* and/or *intensification* to varying degrees, as befits the local context. *Development* within these areas is also subject to Heritage Conservation District Plans.

Vellore Village Centre and Carrville Centre: The emerging **Local Centres** for Vaughan's newest communities will develop as mixed-use, pedestrian-friendly places. They will be the focus for multi-family [development](#) within their respective communities and may include mid-rise or high-rise buildings as appropriate.

Concord Centre: Development of lands both north and south of Highway 7 will allow for the creation of a new mixed-use focus for the well-established Concord community, and will support the significant transit hub associated with the proposed Concord GO Rail station and the 407 Transitway station. The Concord Centre and may include mid-rise or high-rise buildings as appropriate.

[It is the policy of Council:](#)

- 2.2.5.7. That **Local Centres** shall be planned to:
- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and *affordable* housing;
 - b. be predominantly residential in character but include a mix of uses including *retail*, office and *community facilities* intended to serve the local population and attract activity throughout the day;
 - c. be the preferred location for locally-delivered human and community services;
 - d. be the focal points for expression of community heritage and character;
 - e. develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each **Local Centre**;
 - f. have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the **Local Centre** and links to the surrounding **Community Areas**;
 - g. include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
 - h. encourage a pedestrian-friendly built form by locating active uses at grade; and,
 - i. be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods, and/or separation from adjacent **Employment Areas**.

Key Development Areas

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

[It is the policy of Council:](#)

2.2.5.8. That Council may identify **Key Development Areas** and require the preparation of a **Secondary Plan for the Key Development Areas** consistent with the requirements of the York Region Official Plan and policy 10.1.1.1 hereto.

2.2.5.9. That for the purposes of interpreting, and in addition to, the York Region Official Plan, **Key Development Areas** in the City of Vaughan may include properties that front directly on the street forming the Regional Corridor. For clarity, properties that are rear-lotted against a Regional Corridor, or those that have frontage on a window street parallel to a Regional Corridor, are generally not considered appropriate for *intensification* and the and the **Key Development Areas** policies do not apply, unless a secondary plan has been prepared to recognize land consolidation opportunities.

2.2.5.10. That in identifying **Key Development Areas**, planned locations and densities of such areas will be consistent with the policies of Section 5.4 (Regional Centres and Corridors), paragraphs 31-33 of the York Region Official Plan.

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

Primary Intensification Corridors

Certain streets in Vaughan, and the lands fronting onto them, have been identified as **Primary Intensification Corridors** to recognize the function they perform in linking the **Vaughan Metropolitan Centre, Primary and Local Centres** **Intensification Areas** and accommodating higher-order transit. They may either be **Primary intensification Corridors** or **Regional Intensification Corridors**. ~~This category includes both Regional Corridors (e.g. Highway 7 and Yonge Street) and local corridors (e.g. Jane Street and Major Mackenzie Drive).~~

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

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

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

~~2.2.5.8.~~ **2.2.5.12.** That **Primary Intensification Corridors** are **Intensification Areas** that are planned to evolve with either mixed-use or employment *intensification* over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking ~~the **Vaughan Metropolitan Centre, Primary Centres and Local Centres**~~ **Intensification Areas**.

~~2.2.5.9.~~ **2.2.5.13.** That **Primary Intensification Corridors** shall be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and *affordable* housing;
- include a mix of non-residential uses including *retail*, office, institutional, commercial, *community facilities* and human services intended to serve both the local population and the City as a whole, and attract activity throughout the day;
- develop at densities supportive of planned public transit;
- include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;

- e. encourage a pedestrian-friendly built form by locating active uses at grade; and,
- f. be designed and developed to implement appropriate transition of intensity and use to surrounding **Community Areas**, and/or separation from adjacent **Employment Areas**.

~~2.2.5.10, 2.2.5.14.~~ 2.2.5.14. That only properties with frontage directly on the street forming a **Primary Intensification Corridor** shall be considered appropriate for *intensification*. For clarity, properties that are rear-lotted against a **Primary Intensification Corridor**, or those that have frontage on a window street parallel to a **Primary Intensification Corridor**, are generally not considered appropriate for *intensification*.

2.2.6 Parkway Belt West

Certain lands identified on Schedule 1 are subject to the Provincial Parkway Belt West Plan, as amended. These lands are primarily reserved by the Province for Provincial infrastructure and complementary uses. Where **Parkway Belt West** lands serve the functions intended by that Plan (e.g. Highway 407, utility corridor) the Parkway Belt West Plan and any associated land use designation will continue to apply.

Over time, however, certain parcels ~~that which~~ are not required for these functions may be identified as surplus by the Province over the lifetime of this Plan. ~~including the parcel west of Jane Street and south of the 407, associated with the 407 Transitway/subway station.~~

It is the policy of Council:

2.2.6.1. That the lands identified on Schedule 1 as **Parkway Belt West** are subject to the Provincial Parkway Belt West Plan, as amended, and subject to that Plan, are to be used for linear facilities such as transportation, communications and utility infrastructure, as well as a linked system of public and private open spaces.

~~2.2.6.2. To recognize the potential of the **Parkway Belt West** site associated with the Highway 407 subway station as a prime opportunity for transit-oriented *development* and employment uses consistent with the City of Vaughan employment designations and Provincial Growth Plan objectives, should such lands be declared surplus by the Province.~~

~~2.2.6.3, 2.2.6.2.~~ 2.2.6.2. That, at such times as any **Parkway Belt West** parcels, ~~including the Highway 407 subway station lands,~~ are declared surplus, an amendment to this Plan is required to redesignate the lands.