

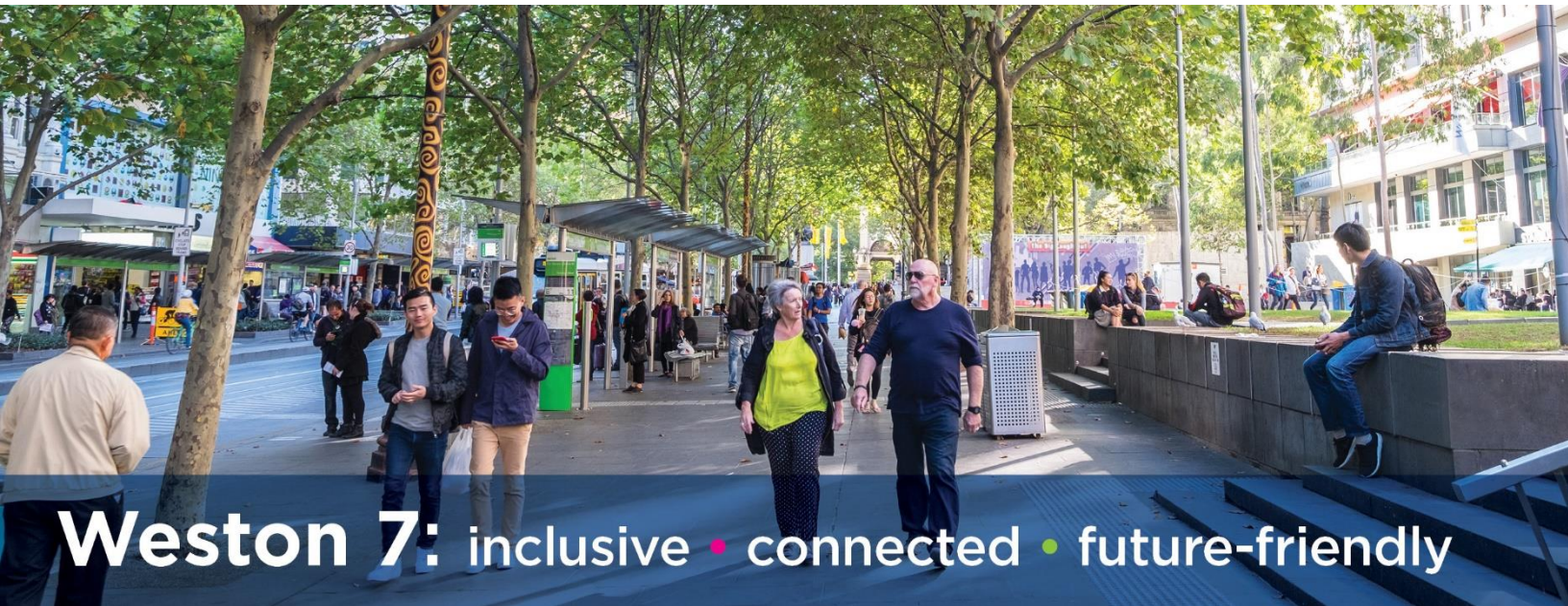


inclusive • connected • future-friendly

Secondary Plan

Draft 3 for Discussion

May 2024



Weston 7: inclusive • connected • future-friendly



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PART A: The Preamble

1.0 CONTEXT

The WESTON 7 Secondary Plan (this Plan) is designed to provide a planning framework that will guide the future development of the Weston Road and Highway 7 Area (WESTON 7) which is a strategic location and a Primary Centre in the City's Urban Structure. WESTON 7 is also subject to two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area.

This Plan, through a focus on mixed-use development, supports the continued evolution of the area as a Primary Centre which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. It is expected that this Plan will transform the existing retail commercial node into a new mixed-use district.

It is the intent of this Plan to provide for a range and mix of housing types and tenures, and will have Low-Rise, Mid-Rise and High-Rise Buildings, with an intensity of development that is supportive of public transit, Active Transportation and Complete Streets. In addition, this Plan provides opportunities for non-residential uses including all forms of retail and service commercial uses, restaurants, entertainment uses, offices and public service facilities to serve the community. WESTON 7 will be developed based on a fine-grained street network that incorporates sidewalks and bicycle facilities, and an urban built form that creates active and attractive streets for all seasons. This Plan will ensure high quality development that is compatible with surrounding land uses.

2.0 PURPOSE

The purpose of this Plan is to establish a comprehensive land use planning, urban design, transportation and infrastructure policy framework to guide new development in WESTON 7 to the year 2051. It is recognized that development within WESTON 7 will happen incrementally over the long-term - including beyond the planning horizon of this Plan. New development will take many forms and will respond to the adjacent existing and planned built form context, market forces, financial feasibility and political directions over many years. This Plan provides a clear policy framework that is about making strategic choices and shaping the future evolution of WESTON 7. This Plan:

- Sets out the vision for where and how WESTON 7 is expected to grow to the year 2051. Principles and policies move the City towards achieving its vision for the future of this Primary Centre;
- Is about getting the fundamentals right. Building a successful mixed-use urban community means making sustainable choices about how growth will be accommodated; and
- Provides a strategy for phasing that is directly linked to the development of the required municipal service infrastructure and transportation system capacity improvements over time.

There are 3 key elements to this Plan including:

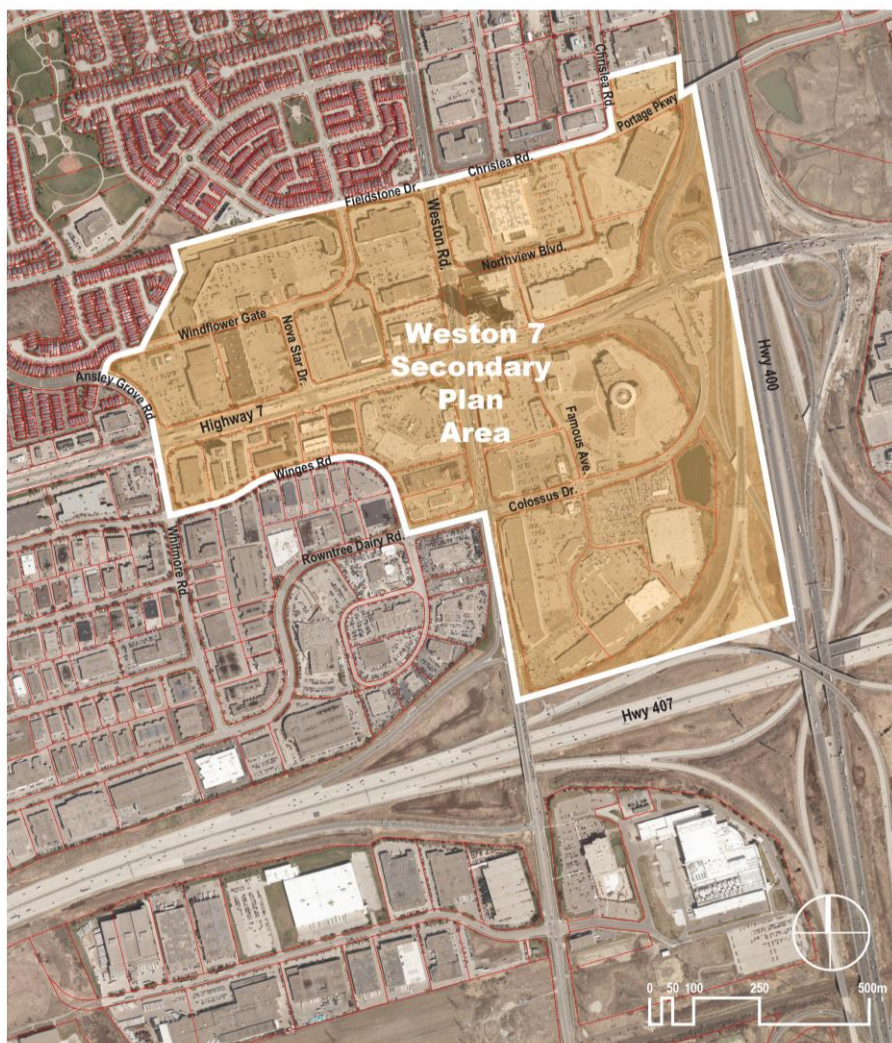
- The articulation of the array of land uses that are permitted within the various land use designations, and the establishment of the requirements to ensure that the evolution of WESTON 7 is truly mixed-use;
 - Each of the four Quadrants that comprise WESTON 7 should include a relatively substantial element of the Pedestrian Realm Network to act as a focal point and to provide open space elements to serve what is expected to become a high density residential/mixed-use community;
 - The distribution and requirement for active, non-residential land uses should focus on key locations within WESTON 7 where those uses will be required at-grade, other locations within WESTON 7 will permit those uses at-grade, but not require them; and

- The management of the pattern of development through regulation of the built form in terms of minimum and maximum building heights and the identification of maximum permitted densities is crucial. The regulatory regime that affects built form needs to be clear and explicit to ensure the appropriate evolution of WESTON 7, and the accommodation of Low-Rise, Mid-Rise and High-Rise Buildings over time; and
- The recognition that the capacity of existing municipal service infrastructure and transportation systems is severely restricted, and will require significant improvements to facilitate development.

3.0 LOCATION

WESTON 7 is located in the City of Vaughan, as identified on **Map 1**. Generally, WESTON 7 is:

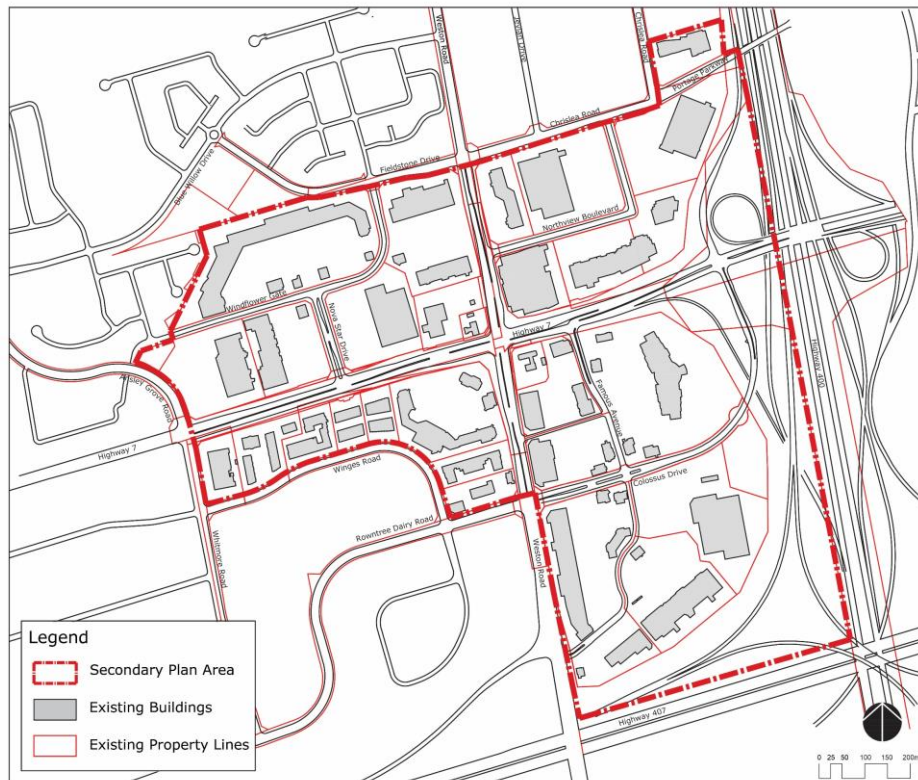
- Bounded on its eastern boundary by Highway 400, which separates WESTON 7 from the Vaughan Metropolitan Centre (VMC);
- The southern boundary is defined primarily by Wings Road and Highway 407. Abutting WESTON 7 to the south are existing commercial and industrial uses;
- To the north, WESTON 7 is bounded by Fieldstone Drive, Chrislea Road and Portage Parkway. Abutting WESTON 7 to the northwest are established neighbourhoods, and to the northeast are commercial and employment uses;
- Ansley Grove Road and Whitmore Road form the western boundary of WESTON 7 and are adjacent to low density employment uses;



Map 1 - WESTON 7 Secondary Plan - Location Map

- Highway 7 divides WESTON 7 in an east-west direction. The road right-of-way accommodates higher order transit (the VivaNext Bus Rapid Transit Route), dedicated cycle lanes, an enhanced pedestrian environment and 6 lanes of vehicular traffic;

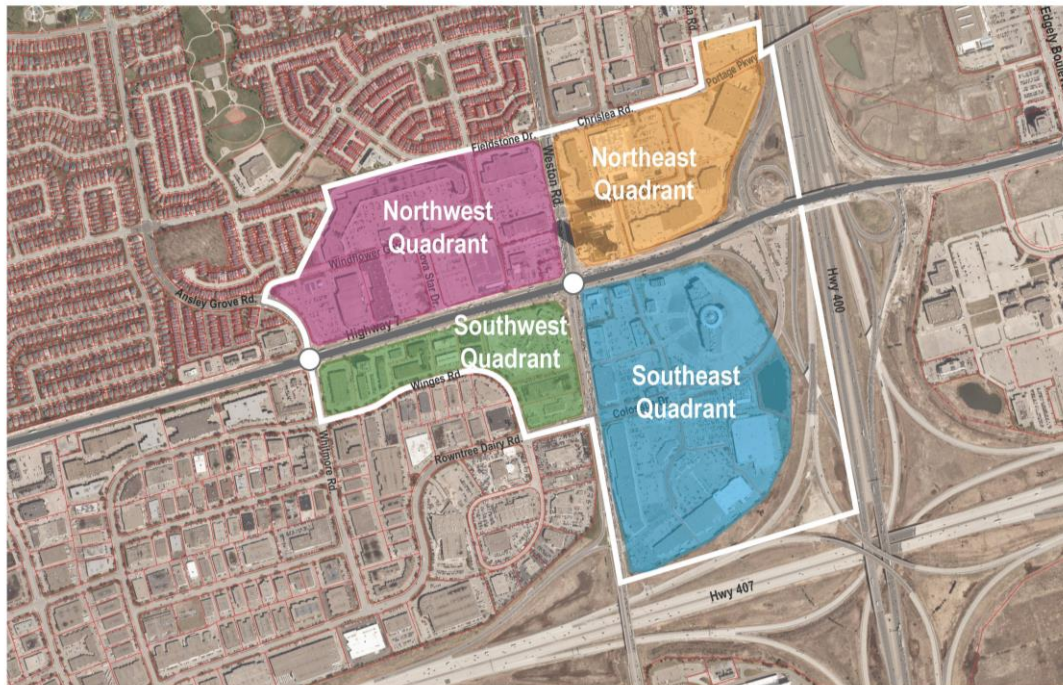
- WESTON 7 incorporates a total of approximately 123 hectares of land, of which approximately 104 hectares in gross land area (all lands within the WESTON 7 boundary, including roads and stormwater management facilities, but excluding the lands that are part of Highways 400 and 407; and
- WESTON 7 is comprised of 31 properties that are largely characterized by large footprint commercial buildings and associated large surface parking lots. As it exists today, as identified on Map 2, the core function of WESTON 7 is a commercial and entertainment destination for the City of Vaughan and the broader region. WESTON 7 also includes a range of smaller scale service commercial uses and restaurants and a number of light industrial uses.



Map 2 - WESTON 7 Secondary Plan - Existing Building Footprints

Highway 7 bisects WESTON 7 on an east-west axis and Weston Road forms the north-south axis. Together these roads functionally divide WESTON 7 into four distinct quadrants as identified on **Map 3**:

- **Northwest Quadrant** - The Northwest Quadrant incorporates approximately 30 hectares of land that is suitable for moderate to high density, mixed-use development. A key consideration is the interface with, and transition to a low-rise residential community located adjacent and to the west of this Quadrant;
- **Southwest Quadrant** - The Southwest Quadrant incorporates approximately 15 hectares of land that is suitable for high density, mixed-use development. A key consideration is the interface with an existing employment area located adjacent and to the south of this Quadrant;
- **Northeast Quadrant** - The Northeast Quadrant incorporates approximately 24 hectares of land that is suitable for high density, mixed-use development. A key consideration is the interface and compatibility with an existing employment area located adjacent and to the north of this Quadrant; and
- **Southeast Quadrant** - The Southeast Quadrant incorporates approximately 35 hectares of land that is suitable for high density, mixed-use development. This Quadrant is defined by, and is abutting major road and highway facilities.



Map 3 – Weston 7 Secondary Plan - Quadrants

4.0 POLICY CONTEXT / APPROACH

WESTON 7 is identified as a Primary Centre on Schedule 1 - Urban Structure of the Vaughan Official Plan 2010 (VOP). Primary Centres accommodate mixed-use intensification and require the preparation of a Secondary Plan. This Plan is also subject to the policy frameworks affecting two Protected Major Transit Station Areas including the Annsley Grove BRT Station Area and the Weston BRT Station Area, as delineated on Schedule 1C - Protected Major Transit Station Areas of the VOP.

As defined in VOP, WESTON 7 is to be a mixed-use area that supports a range of housing types, retail uses, institutional uses, office uses, public service facilities, and human services and are expected to serve the local community and the City as a whole. WESTON 7 is also to be developed at densities supportive of transit and as pedestrian friendly areas with a fine grain network of streets to support walking and cycling, and public spaces such as parks and plazas.

This Plan builds on the policy framework established at the Provincial, Regional and local levels. In conformity with those policy directions, this Plan provides a planning framework that will guide the development of WESTON 7 as a transit supportive, mixed-use community over the long-term. The policies in this Plan are designed to facilitate the development of high quality, mixed-use development that is compatible with surrounding land uses and is transit supportive. New development will contribute to the evolution of WESTON 7 as a complete community which is vibrant, inclusive, healthy, sustainable and diverse.

It is understood that WESTON 7 will evolve at higher densities and in taller buildings than exist today. This ongoing evolution is expected to take time to fully achieve. As a result, the long-term vision established in this Plan, the phasing of development, and particularly the harmonious accommodation of new development within the existing and planned context, will be a key consideration.

The key drivers that will facilitate the orderly development of WESTON 7 over time is the availability of capacity to accommodate growth through the establishment of required infrastructure - including public service facilities, municipal service infrastructure, including the sewage collection and treatment system, the water distribution system and the transportation network. It is a fundamental requirement of this Plan to ensure that development decisions are directly linked to the provision of all appropriate infrastructure in support of the evolving WESTON 7 community.

5.0 APPLICATION

- The lands affected by this Plan are identified on Schedule 1. The vision, principles, policies and schedules contained in this Plan constitute the WESTON 7 Secondary Plan.
- The City shall ensure that this Plan is in conformity with the Planning Act. Further, the City shall ensure that this Plan is consistent with the Provincial Planning Statement. Where there is a conflict between this Plan and any Provincial legislation or policy, the Provincial policies, or the more restrictive policies shall prevail.
- This Plan is to be read in conjunction with the relevant policies of Volume 1 of the VOP. Where there is a conflict between the designations and policies of this Plan and any policy of the VOP, the policies of this Plan shall prevail.
- This Plan is purposefully written to celebrate inclusivity and diversity, and therefore avoids the identification of any person, or group of people, in the vision, principles and subsequent land use policy frameworks.
- This Plan establishes a framework for growth and development to the year 2051. It is the City's primary tool for implementing the desired development within WESTON 7. The detailed policies of this Plan build upon the vision for the future and a number of supportive principles. Together, the vision, principles and policies of this Plan are inextricably linked to provide the City with a comprehensive framework to guide decision making about future growth.
- This Plan shall be read and interpreted as a fully integrated and comprehensive whole. The vision, principles and policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies. Decision making will be based on conformity with all the relevant policies of this Plan, supported by the following Schedules:
 - Schedule '1' - Land Use Designations;
 - Schedule '2' - Building Height;
 - Schedule '3' - Pedestrian Realm Network; and
 - Schedule '4' - Transportation System.
- It is intended that this Plan will form the basis of implementing zoning regulations, either on a site or area specific basis. All implementing Zoning By-laws shall conform to the intent and the specific policies of this Plan.
- The VOP, this Plan and any applicable Council adopted Manuals, Master Plans, Guidelines and Strategies all work together to establish the planning and development framework for WESTON 7. It is required that City Council, and all the Committees of Council make decisions in conformity with the vision, principles and policy framework of the VOP and this Plan. Further, all development applications shall be consistent with all relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Where there is a conflict between the policies of this Plan and the policies of the VOP, the policies of this Plan shall prevail. Where there is a conflict between the policies of this Plan and the concepts and directives of any relevant Council adopted Manual, Master Plan, Guideline, or Strategy, the policies of this Plan shall prevail.

PART B: The Secondary Plan

1.0 VISION + PRINCIPLES

1.1 Vision

WESTON 7 will be a vibrant and inclusive place for all people from Vaughan and surrounding cities to gather, shop, live, work and enjoy. As one of the City's Primary Centres, it will be a distinct urban place with a variety of commercial, cultural and entertainment destinations, providing housing options and jobs within walking distance to the Highway 7 Rapidway.

WESTON 7 will evolve into a place that is universally accessible; providing convenient options for everyone to comfortably and safely get around by walking, biking, taking transit or driving.

WESTON 7 will strive to be a low-carbon, healthy community defined by a network of pedestrian oriented, well-connected streets, parks and gathering places that becomes a distinguished, landmark destination of choice in Vaughan.

1.2 Principles

- a) To achieve the vision, the policies of this Plan build upon the following principles:

Principle 1 Recognize WESTON 7 as a Vibrant Urban Community - WESTON 7 will be recognized as a highly urban, vibrant mixed-use community with a distinct, definable identity and a balanced mixture of places to live, work, learn and play - all served by a multi-modal transportation network that is connected to the entire Region. WESTON 7 will be planned to fulfill its defined role as a Primary Centre within the City's hierarchy of urban centres and corridors, in recognition that the VMC is the identified strategic location for the tallest buildings, the highest densities and the widest mix of uses in the City,

Principle 2 Support Intensification - New development in WESTON 7 will support the ongoing evolution of the City's urban structure of diverse mixed-use centres and corridors. New development will support an evolution to a higher density, more compact, walkable and transit-supportive development pattern. New development will be efficient, and will be provided with municipal infrastructure systems and public service facilities in a cost-effective and fiscally responsible manner.

Principle 3 Ensure WESTON 7 is a Complete Community - WESTON 7 will be a complete community. It will be welcoming and inclusive, providing a full range of opportunities for public service facilities and Pedestrian Realm and Active Transportation Networks that will be accessible to everyone, for all to enjoy. WESTON 7 will be an important location for investment in higher density forms of residential, commercial, institutional, cultural, entertainment development, while permitting existing commercial uses to continue to thrive, and potentially expand over time.

Principle 4 Provide a Full Range of Housing Options - WESTON 7 will provide a range of housing options that meet the social, health, economic and well-being requirements of future residents, including Additional Needs Housing. The range and mixture of housing options will accommodate a full spectrum of households, including housing options that are attainable or assisted to meet the economic and affordability requirements of a growing and diverse population.

Principle 5 Promote High Quality Design - High quality urban design will support the importance of this highly urban, vibrant and mixed-use community within the structure of the City. New development will demonstrate high quality urban design that contributes to the recognition of WESTON 7 as a sustainable, beautiful and successful mixed-use and highly urban community. Adjacent low-rise residential communities will be protected from the impacts of high-rise development by appropriate transitions and compatible development forms. Public parks, public buildings and municipal service infrastructure and streetscapes will set the standard for quality design and will define the quality of development that is expected.

Principle 6 Be a Healthy and Diverse Community - WESTON 7 will be a healthy community that is accessible, connected and inclusive with a diversity of mobility options and a range of housing options. Amenities and services, including the Pedestrian Realm and Active Transportation Networks, will be close to where people live and will be connected through a comprehensive Active Transportation Network. WESTON 7 will be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services and cultural activities.

Principle 7 Respond to a Changing Climate - WESTON 7 will respond to a changing climate by promoting intensified and higher density development in support of an evolving transit system and robust Active Transportation Network. Policies will identify a host of opportunities to promote green building technologies and green infrastructure emplacement.

Principle 8 Establish Integrated Pedestrian Realm + Active Transportation Networks - Active Transportation planning will be integrated with the Pedestrian Realm Network to ensure development includes a robust system of publicly accessible open spaces and supports an enhanced level of Active Transportation modes, including walking, cycling and other micro-mobility options. The integrated Pedestrian Realm and Active Transportation Networks will be recognized as highly interconnected, safe and conveniently located.

Principle 9 Support Public Transit - Transit planning in WESTON 7 will be integrated with land use planning to ensure that new development supports an enhanced level of transit service over time. The transit network will grow to connect core user groups and key destinations within WESTON 7 and throughout the City and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option for everyone. The key requirements for transit supportive development must be achieved.

Principle 10 Focus the Funds Generated into WESTON 7 - The array of funds and required land contributions that are generated over time by the development activity within WESTON 7 through various instruments under the Planning Act and the Development Charges Act need to be spent by the City and the Region on appropriate public improvement projects or community benefits within WESTON 7. This focus will ensure that there is a clear recognition, and response to the link between growth and the requirements for a full array of public service and cultural facilities, as well as the municipal service infrastructure requirements, transportation and transit investments and the integrated Pedestrian Realm and Active Transportation Network improvements required to properly accommodate anticipated growth.

2.0 GROWTH MANAGEMENT

2.1 Role of WESTON 7 in Vaughan's Urban Structure

Growth within the Planned Urban Structure

- a) Future growth in Vaughan will be directed and informed by the planned urban structure, as it is identified in the VOP. Within the defined urban structure, WESTON 7 is identified as a Primary Centre and it is also subject to the policy frameworks of two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area.

A Mixed-use Urban Centre

- b) WESTON 7 is specifically identified as an area where substantial growth and intensification is to be directed. As defined in VOP, WESTON 7 is expected to be a mixed-use area that supports a range of housing types, retail and service commercial uses, institutional uses, office uses and public service facilities to serve the local community and the City as a whole. WESTON 7 is to be developed at densities supportive of planned transit and as a pedestrian friendly area with a fine grain network of streets to support the integrated Pedestrian Realm and Active Transportation Networks.

2.2 Population and Employment Estimates

A 2051 Planning Horizon

- a) This Plan is premised on development in WESTON 7 to the year 2051. It is recognized that the evolution of a mixed-use urban centre like WESTON 7 will continue well beyond the planning horizon of this Plan.

Minimum Density Targets

- b) It is expected that WESTON 7 will accommodate substantial population and employment growth in a primarily mid to high-rise built form and mixed-use format. Some components of the Plan include low-rise built forms. WESTON 7 is also affected by the policy frameworks affecting two Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area. Minimum density targets are prescribed in the VOP for those Protected Major Transit Station Areas as follows:
 - i. For PMTSA 52 - Ansley Grove BRT Station - 200 people and jobs per gross hectare; and
 - ii. For PTMSA 68 - Weston BRT Station - 250 people and jobs per gross hectare.

This Plan provides population and employment projections that are expected to exceed the prescribed minimum density targets for both of the Protected Major Transit Station Areas.

Significant Estimated Growth

- c) Notwithstanding the minimum density targets identified within the VOP, the amount of growth anticipated by the height, density and land use mix policies included within this Plan result in approximately 54,500 people and jobs combined to the 2051 time horizon established by this Plan.
- d) In consideration of the height, density and land use mix policies included within this Plan, the distribution of growth within WESTON 7 will be considered in the four Quadrants as identified on **Schedule 1**, and generally in accordance with **Table 1**:

Table 1 - Estimated Growth by Quadrant - to 2051

Quadrant	Gross Land Area (hectares)	Population (people)	Employment (jobs)	Combined (people+jobs)	Density (people+jobs/hectare)
Northwest Quadrant	30	11,210	3,610	14,820	494
Southwest Quadrant	15	5,995	1,935	7,930	529
Northeast Quadrant	24	9,640	3,740	13,380	557
Southeast Quadrant	35	13,905	4,465	18,370	525
TOTALS	104	40,750	13,750	54,500	524

- e) The City may consider minor adjustments to the growth estimates among the various Quadrants included in **Table 1** without an Amendment to this Plan, in consultation with affected landowners. However, the total population and employment growth estimates provided in **Table 1** are to be considered as maximums for the purposes of considering future applications for development to the year 2051, and may only be exceeded through an Amendment to this Plan, supported by appropriate studies, to the satisfaction of the City.

2.3 Block Plans/Development Concept Reports

Block Plans

- a) Prior to any application for development being approved within any Quadrant, as defined on **Schedule X**, within WESTON 7, the City may require as part of a Complete Application, the preparation of a Block Plan that addresses the complexities of comprehensive planning within the affected Quadrant, scoped as required in accordance with the policies of the VOP. Block Plans are to:
 - i. Consider the long-term development potential of all of the lands within the Quadrant, in conformity with the vision, principles and policies of this Plan;
 - ii. Be supported by appropriate technical studies that include the cumulative impact of the long-term development potential of all of the lands within the Quadrant; and
 - iii. Be undertaken by affected landowners and approved by Council.
- b) Block Plans shall be encouraged to:
 - i. Create a pedestrian-oriented and highly interconnected street and block pattern, that integrates the Pedestrian Realm and Active Transportation Networks, with connections to adjacent communities and to public service facilities and the transit network;
 - ii. Limit development blocks to generally no more than 180 metres in length. Blocks that are longer than this in length shall include mid-block landscaped pedestrian links and may also include other design features that break up the visual impact of long development blocks/facades; and
 - iii. Back lotting of any element of the Pedestrian Realm Network shall be avoided.

Development Concept Report

- c) In addition to the requirements for a complete application for development established in the VOP, the City may require that each individual, site specific application for development within WESTON 7 shall be supported by a Development Concept Report, to be prepared by the applicant prior to the approval of development applications for Draft Plan of Subdivision/Condominium, or Zoning By-law Amendment, or Site Plan Approval, in accordance with the policies of the VOP. The Development Concept Report shall be based on the findings of the Block Plan, and shall conform to the vision, principles and policies of this Plan.

2.4 Phasing

Capacity to Accommodate Growth is Crucial

- a) The population and employment estimates to the year 2051 included in this Plan shall be subject to the availability of capacity to accommodate growth within the available public service facilities, municipal service infrastructure systems, the transportation system, and the integrated Pedestrian Realm and Active Transportation Networks, to the satisfaction of the City and the Region.
- b) The capacity of existing and identified future improvements to City and Regional municipal service infrastructure systems (water and wastewater) and the transportation system is a fundamental issue within WESTON 7. As such, this Plan establishes a phased approach to accommodating growth. The following provides an understanding of the requirements for the appropriate phasing of development:

- i. **The Transportation System** - There is currently no residual capacity in the City/Region transportation system to accommodate any future growth. The capacity constraint of the transportation system defines the growth limitations for Phase 1 of the evolution of WESTON 7. The Transportation Master Plan identifies a host of improvements to the road network, the transit system and the Active Transportation Network that are all required to facilitate growth to include up to approximately 15,000 new residents and up to approximately 10,000 new jobs, which is well below the estimated growth forecast by this Plan for WESTON 7. The Transportation Master Plan indicates that the anticipated horizon year for this limitation on growth is a horizon year of 2041. Additional improvements and strategies that improve transportation system capacity will be required to facilitate growth beyond Phase 1; and
 - ii. **The Municipal Service Infrastructure Systems** - There is currently some limited residual capacity in the City/Region water and wastewater systems to accommodate future growth. The City's Functional Servicing Strategy Report identifies a list of water and wastewater system improvements that are required to accommodate up to 62,865 people (including employment equivalent), which is in excess of the estimated growth forecast by this Plan for WESTON 7. The Functional Servicing Strategy Report identifies that water and wastewater system improvements can be identified and developed incrementally to facilitate a phased approach to long-term development within WESTON 7.
- c) The limitations on growth and development due to capacity constraints will require that all development proposals be evaluated partly on the ability of the City and the Region to ensure that capacity to accommodate growth is available. As such, development approvals (Draft Plan of Subdivision/Condominium, Zoning and/or Site Plan Approval) within WESTON 7 shall be conditional upon commitments to the timing, funding and construction of any required element of this Plan, including public service facilities, municipal service infrastructure systems, the transportation system, and the integrated Pedestrian Realm and Active Transportation Networks, to the satisfaction of the City and the Region.

The City may approve an implementing Zoning By-laws, with a holding (H) provision, pending the execution of all agreements including financial agreements and development agreements to provide for the identified and required elements of this Plan including public service facilities, municipal service infrastructure systems, the transportation system, and the integrated Pedestrian Realm and Active Transportation Networks, to the satisfaction of the City and the Region.

Landowner's Group Agreement

- d) To assist the City in addressing capacity constraints, landowners within WESTON 7 shall enter into a WESTON 7-wide Landowner's Group Agreement to implement the financial requirements for the growth related elements of this Plan (the public service facilities, municipal service infrastructure systems, the transportation system, and the integrated Pedestrian Realm and Active Transportation Networks) to ensure their timely provision without adverse financial impact to the City's or the Region's financial capability. This may require front-end financial agreements to advance the timing for the required elements of this Plan, to address any acceleration in associated costs, and to implement a fair and equitable sharing of the costs of providing the required elements of this Plan.

Capacity Allocation Program

- e) In collaboration with the City and the Region, the WESTON 7-wide Landowner's Group Agreement may include provisions related to the allocation of the capacity created through the development of the various required elements of this Plan. Where a capacity allocation program is established, either by the Landowner's Group in collaboration with the City and the Region, or by the City and the Region on their own, the program will prioritize projects that provide the greatest benefit to the community and that are most likely to proceed in the immediate future. The following are capacity allocation criteria to be considered on a site-by-site basis:
 - i. Delivers attainable and/or assisted housing;

- ii. Delivers public service facilities, including the key elements of the integrated Pedestrian Realm and Active Transportation Networks;
 - iii. Achieves defined non-residential floor area requirements;
 - iv. Considers compatibility, community impacts and community benefits; and
 - v. Integrates green building technologies.
- f) Where a capacity allocation program is established, either by the Landowner's Group in collaboration with the City and the Region, or by the City and the Region on their own, the program:
- i. May include a clause that time-limits a capacity allocation, such that capacity not utilized in a timely manner may be reallocated to another project; and
 - ii. Will be periodically reviewed. Where changes to the program are considered significant, such changes shall be subject to an Amendment to this Plan.

Monitoring

- g) To track the effectiveness of the approach to phasing and the capacity allocation program, the City, in partnership with the Region of York, will establish a biennial program to monitor and report on the level of development in WESTON 7. The monitoring program will address matters such as:
- i. Population and employment generated by existing and approved development, including an understanding of the pace of development;
 - ii. Implementation of required municipal service infrastructure system and transportation system enhancements;
 - iii. An understanding of changes in modal split, travel behavior and parking requirements; and
 - iv. The delivery of public service facilities, and the integrated Pedestrian Realm and Active Transportation Networks.

The City may also track the delivery of community benefits, the type and amount of non-residential floor area and affordable housing (defined in this Plan as either attainable or assisted housing).

3.0 BUILDING A SUCCESSFUL COMMUNITY

- a) This Plan promotes WESTON 7 as a Successful Community. As WESTON 7 evolves over the coming years, success will be measured through a host of elements that will continue to define WESTON 7 as a great place to live, to work, to play and to invest in.
- b) Being a Successful Community means making informed choices that take into consideration a number of interrelated principles and policies. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development and for social cohesion. Decision making must be interdisciplinary, integrated, and strategic to ensure economic, cultural, environmental, and social rewards. Building a Successful Community requires a focus on the Vision and Principles, as articulated in this Plan.

3.1 Providing Housing Options

- a) The City shall encourage a range and mix of higher density housing types, styles, tenures and affordability characteristics to meet the economic requirements and affordability needs of a growing and diverse population. All development that includes a residential component shall demonstrate the approach to the delivery of a range and mix of higher density housing

types, styles, tenures and affordability characteristics through the preparation of a Housing Options Statement.

- b) The policies of the VOP establish a target of 35% of all dwelling units in WESTON 7 be affordable housing (defined in this Plan as either attainable or assisted housing), and a portion of those dwelling units should be accessible to people with disabilities.
- c) The following definitions of attainable and assisted housing apply in WESTON 7:
 - i. **Attainable housing** - Attainable housing is defined as housing that is at 80% of the average resale purchase price, or average market rent by housing type within the Vaughan Market Area. Attainable housing is a form of affordable housing typically delivered by the private sector, and can be achieved by building dwellings at higher than typical densities, and/or smaller dwelling units. The City may affect the cost of housing through reductions in Development Charges, parkland dedication requirements, parking requirements or other financial incentives.
 - ii. **Assisted housing** - Assisted housing is defined as housing that is built by, or is directly subsidized by the public sector, and provides dwelling units that are substantially below the identified value/rent of the housing supply by housing type. Assisted housing is a form of affordable housing that may be provided by the public or private sector, and may be in conjunction with senior government programs.
- d) To achieve the City's target for attainable/assisted housing, the City may implement Inclusionary Zoning throughout WESTON 7, as provided for under the Planning Act.
- e) The following strategies may be considered by the City in an effort to incentivize the development community to assist in achievement the attainable/assisted housing target:
 - i. Permit a range of innovative housing types and tenure models, including, for example, cohousing, communal housing, and life-lease housing;
 - ii. Consider assisted housing as a priority use for surplus City-owned and Region-owned land, and work with all levels of government and institutional landowners to make surplus land available to providers of assisted housing at little or no cost;
 - iii. Provide targeted relief from planning, permit and other fees normally charged for projects that provide permanent attainable/assisted housing, including relief from City and Region-wide Development Charges;
 - iv. Apply for government grants and/or subsidies, including land dedication;
 - v. Explore the eligibility of attainable/assisted housing for grant programs established under a Community Benefits By-law;
 - vi. Provide priority allocation of municipal service infrastructure and transportation system capacity for projects that provide appropriately secured attainable/assisted housing;
 - vii. Provide financial incentive programs established through a Community Improvement Plan;
 - viii. Pre-approve zoning for projects that provide attainable/assisted housing; and
 - ix. Establish reduced parkland and/or parking requirements for projects that provide attainable/assisted housing.
- f) To promote the City's commitment to the achievement of the attainable/assisted housing target in WESTON 7, the following agreements/partnerships and associated implementation tools may be considered by the City:
 - i. Enact a Municipal Housing Capital Facilities By-Law under the *Municipal Act* to enable the City to enter into agreements with private and non-profit partners for the provision of attainable/assisted housing;

- ii. Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the attainable/assisted housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of attainable/assisted housing;
- iii. The City may become directly involved in the supply of attainable/assisted housing through land acquisitions, use of surplus land, development partnerships, the provision of financial incentives and/or establishment of a not-for-profit housing corporation; and
- iv. The City may provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of attainable/assisted housing, as well as a full range of Additional Needs Housing.

3.2 Promoting a Strong Economy

- a) This Plan supports a diverse range of employment generating uses to be located throughout WESTON 7. The City will continue to diversify the economic base of WESTON 7 by supporting its evolving urban development forms, which includes a full range of commercial uses, including large and small scale office development, institutional uses and a variety of restaurants, retail, entertainment and service commercial businesses. Collectively, the lands designated for mixed-use development will provide requirements and opportunities to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of WESTON 7, as well as residents of the City and the broader region.
- b) To help attract diverse opportunities for employment generating land uses, the City will support a strong and healthy economy within WESTON 7 by:
 - i. Constructing, upgrading and maintaining high quality, universally accessible municipal service infrastructure systems and public service facilities;
 - ii. Facilitating efficient and convenient transportation options for the movement of people and goods; and
 - iii. Planning for an appropriate range of housing to support the local labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units.
- c) The City recognizes the important contribution of post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Vaughan. The City will support the growth and expansion of creative and cultural industries and institutions throughout WESTON 7 as an important sector of the economy.

3.3 Supporting a Healthy Community

- a) Physical, social, and mental well-being are the necessary components of public health, including opportunities for physical activity. Objectives are to:
 - i. Ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to a range and mix of housing opportunities, healthy food, clean air and water, safe environments and opportunities for social interaction and physical activity;
 - ii. Commit to an enhanced level of community engagement, where equity, inclusion, information and participation are identified as key building blocks in accountable and transparent decision-making;
 - iii. Be well-connected through a comprehensive transit system enabling the City to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities; and

- iv. Enhance the Active Transportation Network, designing communities around pedestrian activity with a substantial number of destinations, including urban parks, cultural and public service facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity.
- b) A fundamental element of a healthy community within WESTON 7 is the inclusion of Active Transportation - walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. As such, this Plan includes an Active Transportation Network which is highly integrated and connected throughout the community and to transportation systems that serve the broader region. This Plan requires that all development contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
- c) Active Transportation linkages throughout WESTON 7 shall be identified, created and enhanced in tandem with the Pedestrian Realm Network to foster pedestrian and cycling activity, and include:
 - i. Sidewalks, protected cycling facilities and multi-use paths will connect to the street network and to the Pedestrian Realm Network and public service facilities and will ensure that there are corridors between key destinations; and
 - ii. Key Active Transportation routes will include streetscaping elements that promote pedestrian and cyclist comfort and safety, are designed to enhance accessibility for all residents, and will comply with the Accessibility for Ontarians with Disabilities Act.

3.4 Providing Public Service Facilities

- a) New development and the projected population in WESTON 7 will require new public service facilities to meet the needs of new and existing residents. Public service facilities include facilities designed to meet the recreational, health, social, educational, self-directed learning and cultural needs of residents including elementary and secondary schools, post-secondary educational facilities, public libraries, museums, cultural centres, community centres and other similar uses.
- b) Public service facilities will be encouraged to provide multi-functional and shared-use facilities and services to better serve residents and achieve capital and operating cost efficiencies. It shall ultimately be the responsibility of the City, and/or other service providers to work with the development industry to secure space for public service facilities within mixed-use buildings. More specifically, it shall ultimately be the responsibility of the School Boards to acquire/secure sites, and/or work with the development industry to secure space for Elementary Schools within mixed-use buildings.
- c) It is the intent of this Plan that public service facilities be incorporated into development plans in all quadrants to ensure equitable access across WESTON 7 and fair distribution across landholdings, on the basis of population yield. **Table 2** identifies the estimated Gross Floor Area to be assigned to public service facilities within each quadrant:

Table 2 - GFA Estimates for Public Service Facilities to 2051

	Gross Land Area (hectares)	Estimated Population	GFA for Public Service Facilities
Northwest Quadrant	30	11,210 people	10,900 m ²
Southwest Quadrant	15	5,995 people	5,800 m ²
Northeast Quadrant	24	9,640 people	8,200 m ²
Southeast Quadrant	35	13,905 people	13,500 m ²
TOTAL	104	40,750 people	38,400 m²

- d) The GFA estimates are on the basis of between approximately 0.85 and 0.97 square metres per person, and it is important that each Quadrant achieve a reasonable amount of public service facility space, in consideration of the access barriers provided by both Weston Road and Highway 7. The City may consider minor adjustments to the gross floor area estimates among the various Quadrants included in **Table 2** without an Amendment to this Plan, in consultation with affected landowners.

- e) A Community Hub is to be considered in WESTON 7, which may consist of a public library and/or a community centre co-located within an Urban Park Space. The Southeast Quadrant, identified on **Schedule 1**, is the preferred location for the WESTON 7 Community Hub. The need for a Community Hub within WESTON 7 will be subject to additional evaluation in accordance with the City's Active Together Master Plan.

3.5 Ensuring High Quality Urban Design

- a) All development within WESTON 7 shall be compatible with the existing and planned community context, including the existing context of lands adjacent to WESTON 7. Built form will be the key determining factor for the types of development permitted. The concept and definition of compatible development is intended to ensure that all new development enhances the image, livability and character of WESTON 7 as it evolves over time. Compatible development shall be considered in the evaluation of all development proposals throughout WESTON 7. The following shall be considered when evaluating the compatibility of development proposals:
 - i. The use, height, massing, orientation and landscape characteristics of nearby properties outside of, and adjacent to WESTON 7 are properly considered and appropriate transitions between various built forms and uses shall be ensured;
 - ii. Appropriately scaled and designed on-site publicly accessible amenity space is provided and, where appropriate, connected to the broader Pedestrian Realm and Active Transportation Networks; and
 - iii. Appropriate streetscape patterns, including block lengths, setbacks and building separations are implemented.
- b) The interaction between different building types, both within WESTON 7 and adjacent to it, will be a key consideration in determining compatible development. This Plan will provide guidance on the various planning and design tools to be implemented to ensure compatible development, including appropriate transitions between different building types, heights and land uses, taking in to account both existing and planned context.
- c) All development applications shall be consistent with the Vaughan City-Wide Urban Design Guidelines, and any other relevant Council adopted Manuals, Master Plans, Guidelines and Strategies, to the satisfaction of the City. To demonstrate consistency, the City may require the submission of an Urban Design Report in support of any development application.
- d) The policies of this Plan shall be further implemented through the Zoning By-law and through the Plans of Subdivision/Condominium and/or Site Plan Approval process, where applicable. In addition, the City will continue to utilize the Design Review Panel in its evaluation of proposals for development. Exemptions from the Design Review Panel process may be considered, to the satisfaction of the City.
- e) All development, with a focus on the integrated Pedestrian Realm and Active Transportation Networks, parking lots and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the principles and directions of Crime Prevention Through Environmental Design (CPTED).
- f) The City shall pursue the installation of public art throughout WESTON 7. Further, in accordance with any enacted Community Benefits Charge By-law, and the applicable policies of this Plan, the City may identify public art as a defined community benefit, in accordance with the Vaughan City-Wide Public Art Program.
- g) The City supports the ongoing investment in public transit service in WESTON 7. Urban design has an impact on ridership and modal choices by enhancing mobility and comfort at transit stops and along pedestrian routes to get to and from the transit stops. Special design attention is essential for all buildings, open spaces and movement networks adjacent to a transit stop.
- h) Transit Supportive Development must consider issues such as activity at street level, streetscape elements to create attractive, safe, and accessible surroundings, as well as

convenient connections to destination points. The design must contribute positively to the quality of the Pedestrian Realm Network year-round. All development shall be consistent with the York Region Transit Oriented Development Guidelines and the Provincial Transit Supportive Land Use Guidelines, as may be amended, through the development approvals process.

3.6 Promoting Sustainability + Adapting to Climate Change

- a) This Plan promotes the development of WESTON 7 based on a conceptual design which inherently maximizes the potential for the creation of a complete community, sustainable development and healthy environments through the efficient use of land and infrastructure. This includes the distribution of height and density pattern, the integrated Pedestrian Realm and Active Transportation Networks and multi-modal transportation system. As such, it is expected that WESTON 7 will grow as an environmentally sustainable community over the long term. The City will utilize planning and capital investment tools, as well as urban design approaches, and the Region's Inflow and Infiltration Reductions Standard for Sewers Servicing New Development in its strategic planning for infrastructure and the approval of new development. In addition, the City will encourage and provide policy direction on:
 - i. Initiatives related to water conservation, energy conservation, air quality protection and integrated waste management opportunities;
 - ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans;
 - iii. Innovative green residential and public building designs that contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices;
 - iv. Green infrastructure to complement existing infrastructure, including the requirement for innovative low impact development opportunities and best practices that minimize the risks associated with natural hazards; and
 - v. Consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.
- b) The City will encourage and support alternative energy systems, renewable energy systems, and district energy systems to accommodate current and projected needs of the community.
- c) The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable development policies of the VOP, as well as the Council approved Sustainability Performance Metrics. In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use and carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency.
- d) To support reducing emissions in the transportation sector, the City shall encourage the installation of a publicly accessible electric vehicle charging network throughout WESTON 7.

4.0 LAND USE + BUILT FORM POLICIES

4.1 Land Use Specific Policies

4.1.1 Land Uses Permitted in All Land Use Designations

- a) Within all of the land use designations the following uses are permitted, subject to the relevant policies of this Plan:
 - i. Any element of the Pedestrian Realm and Active Transportation Networks;
 - ii. Emergency services facilities, generally having convenient access to Arterial Roads and appropriately integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings;
 - iii. Renewable energy systems, subject to relevant Provincial legislation and regulations;
 - iv. Municipal service infrastructure (sewer, water, stormwater management) and public and private roads; and
 - v. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.
- b) The location of such uses and facilities shall be justified and compatible with surrounding land uses.

4.1.2 Land Uses Prohibited in All Land Use Designations

- a) The following uses are prohibited in all land use designations in this Plan:
 - i. Uses that are noxious, polluting, or produce or store hazardous substances;
 - ii. Uses that involve waste management, recycling and/or the storage of contaminated materials;
 - iii. Uses that are prohibited pursuant to the provisions of the *Environmental Protection Act*;
 - iv. Drive-through commercial and/or restaurant facilities;
 - v. Commercial uses requiring extensive outdoor storage areas; and
 - vi. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.
- b) The Zoning By-law shall incorporate general provisions setting out those uses which are prohibited in all zone categories.

4.1.3 Existing Land Uses

- a) Nothing in this Plan shall prevent the use of land, buildings or structures which lawfully existed prior to the date of the approval of this Plan. Replacement, extension, or enlargement of a lawfully existing use is permitted.
- b) Where a Zoning By-law Amendment and/or a Site Plan Approval are required to facilitate the replacement, extension, or enlargement of a lawfully existing use that is not a permitted use identified in the applicable land use designation of this Plan, such development applications shall achieve the following:
 - i. The use is supported from a land use compatibility perspective and will not create or expand any noxious emissions or adverse nuisance;

- ii. The application is supported by an Urban Design Report that identifies that the proposal is consistent with the applicable the City-wide Urban Design Guidelines and the urban design framework identified in this Plan; and
- iii. The proposal will not compromise the achievement of the vision and principles for WESTON 7 from developing into a vibrant, mixed-use urban community.

4.1.4 Sensitive Land Uses

- a) Proposals for the development of residential development and/or other sensitive land uses within WESTON 7 shall have regard for any potential adverse impacts from existing industry and other existing non-residential uses, major streets and transportation infrastructure - particularly proximity to Highways 400 and 407.

Proposals for residential development and/or other sensitive land uses in proximity to existing industry and other existing non-residential uses, major streets and transportation infrastructure - particularly proximity to Highways 400 and 407, shall demonstrate compatibility through the preparation of a Land Use Compatibility Study and/or impact Feasibility Study to identify appropriate measures to mitigate adverse impacts. Such a study shall be completed in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines, to the satisfaction of the City and in consultation with other agencies, as required.

- b) With specific reference to the impacts of noise and vibration, proposals for the development of residential and/or other noise sensitive land uses shall have regard for potential noise and vibration impacts from existing industry and other existing non-residential uses, major streets and transportation infrastructure within and in proximity to WESTON 7. Such proposals shall include a noise and vibration study to the satisfaction of the City and in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines in order to:
 - i. Identify any appropriate measures to mitigate adverse impacts from the source of noise and/or vibration; and
 - ii. Ensure noise compliance for adjacent regulated industries is maintained.

Should the findings of the noise and vibration study indicate difficulties in meeting the applicable sound level limits for the relevant acoustic Class environment, and upon recommendation by a qualified acoustic professional retained by the City, Vaughan Council may, at their discretion and by resolution, grant a Class 4 designation for a site or area which will be implemented by way of the Zoning By-law, condition of Draft Plan of Subdivision/Condominium and/or through Site Plan Approval, in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines and applicable City policy.

4.1.5 Additional Needs Housing

- a) Additional Needs Housing is a permitted use within the Residential I designation, the Mixed-Use I designation and the Mixed-Use II designation. Additional Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social, or physical condition, require a group living arrangement for their well-being.
- b) Additional Needs Housing shall conform to the associated criteria for Low-Rise, Mid-Rise, or High-Rise Buildings that are also identified as permitted within the designation, subject to the Zoning By-law.
- c) Additional Needs Housing shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
 - i. The site is adjacent to and has direct access to an Arterial or Collector Road;
 - ii. The site is located with convenient access to public service facilities;

- iii. The lot size and configuration are sufficient to accommodate the building, required parking and adequately sized amenity areas;
- iv. Any changes to a building resulting from the conversion to Additional Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
- v. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Additional Needs Housing;
- vi. Additional Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority; and
- vii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, public service facilities and retail and service commercial facilities.

4.1.6 Live-Work Units

- a) Live-work Units may be permitted at-grade within the Residential I designation, the Mixed-Use I designation and the Mixed-Use II designation. Live-work Units are subject to the associated development policies identified in this Plan, and shall provide:
 - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and
 - ii. Adequate parking and drop-off/pick-up facilities, to the satisfaction of the City.

4.1.7 Home-Based Businesses

- a) Home-based Businesses may be permitted within the Residential I designation, the Mixed-Use I designation and the Mixed-Use II designation. Home-based Businesses may be permitted in accordance with the following provisions:
 - i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community;
 - ii. The use is primarily carried out within the dwelling unit;
 - iii. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;
 - iv. The property is the principal residence of the person carrying on the home occupation use;
 - v. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted; and
 - vi. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Zoning By-law.
- b) The Zoning By-law may include additional provisions regulating Home-based Businesses. The City may implement a Licensing By-law.

4.1.8 Short-Term Accommodations

- a) Short-Term Accommodations may be permitted within the Residential I designation, the Mixed-Use I designation and the Mixed-Use II designation. Where Short-Term Accommodations, including bed and breakfast establishments, are permitted, they shall only be permitted in the principal residence of the Short-Term Accommodation owner, and shall be subject to the provisions of the Zoning By-law to ensure that the City is satisfied that:

- i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community; and
 - ii. The unit or part of the unit shall only be made available for Short-Term Accommodations if it conforms with the Ontario Building Code, Fire Code and any other applicable legislation, regulation, or standard.
- b) The City may include additional provisions regulating Short-Term Accommodations and may implement a Licensing By-law.

4.1.9 Day Care Facilities

- a) Day Care facilities may be permitted within the Residential I designation, the Mixed-Use I designation and the Mixed-Use II designation. Where Day Care facilities are permitted, they shall be subject to specific regulations in the Zoning By-law and in accordance with the following policies:
- i. The use is intended to serve and support the surrounding community; and,
 - ii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.
- b) Where possible, Day Care facilities should be provided in the early phases of the development of WESTON 7 and integrated with public service facilities, mixed-use developments and residential developments.
- c) The Zoning By-law may include additional provisions regulating Day Care facilities and may implement a Licensing By-law.

4.1.10 Institutional Uses, Entertainment Uses, and Places of Worship

- a) Institutional uses (that are not specifically identified as a public service facility), entertainment uses and places of worship will be located in buildings designed to reflect their role as focal points for the community. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit. Buildings accommodating any of these uses should establish an inviting public entrance on the main façade facing the public street.
- b) Institutional uses (that are not identified as a public service facility), entertainment uses and places of worship will be encouraged to locate in multi-storey buildings and to provide for joint use of parking lots/structures and Pedestrian Realm Network elements to reduce land requirements, where multiple users are located on the same site or in the same building.
- c) A key consideration in the design of institutional uses (that are not identified as a public service facility), entertainment uses and places of worship and any adjacent element of the Pedestrian Realm and Active Transportation Networks is to ensure the efficient and effective use of land and to encourage residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site vehicular parking requirements and minimum on-site bicycle parking requirements. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
- d) Where an institutional use (that is not identified as a public service facility), an entertainment use or a place of worship is specifically identified as a permitted use in a designation in this Plan, it shall be permitted only where the use will not cause any traffic hazards, or an unacceptable level of congestion on surrounding roads, as demonstrated by a Traffic Impact Study, to the satisfaction of the City.

4.1.11 Public Service Facilities, including Elementary Schools

- a) The relevant policies of the VOP will guide the provision of public service facilities. The City shall ensure that the public service facilities required for development are planned for in accordance with the City's Active Together Master Plan (ATMP) and secured as a part of the development approvals process and appropriately phased in accordance with the proposed development. The City shall work with relevant agencies to monitor population growth and to ensure the provision of appropriate public service facilities are provided to serve the needs of a growing population.
- b) In determining appropriate locations for public service facilities, the City shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the City. Where appropriate, public service facilities are encouraged to be incorporated within both public and private development.
- c) It is desirable that public service facilities be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities shall be provided adjacent to elements of the Pedestrian Realm and Active Transportation Networks, and with direct connections to transit facilities. Where public service facilities are specifically permitted within a designation in this Plan, they will be subject to the specific regulations in the Zoning By-law.
- d) **Schedule 1** identifies symbolically conceptual locations for 3 Elementary Schools to serve the future population of WESTON 7. The number and location of future Elementary Schools will be dependent on the actual level of population growth, as WESTON 7 continues to evolve. The following policies shall inform the location and securement of Elementary Schools:
 - i. The precise location, size, configuration and phasing of any Elementary School shall be determined in consultation with the School Boards through the required Block Plan process prior to any planning approvals on sites that include a conceptual location for an Elementary School, as identified on **Schedule 1**. Prior to final approval of such an application for development, satisfactory arrangements shall be made with the appropriate School Board for the securement of lands or floor space to accommodate an Elementary School;
 - ii. Where an Elementary School location identified on **Schedule 1** is not required by a School Board, the lands may be developed in accordance with the underlying land use designation without an Amendment to this Plan;
 - iii. Elementary Schools are a permitted land use within both the Mixed-Use I and Mixed-Use II designations. No Amendment to this Plan shall be required should an Elementary School be located anywhere in a designation where they are specifically identified as a permitted use. Schools should be located adjacent to an Urban Park Space, where feasible; and
 - iv. The City will work with the School Boards to develop Urban Format Elementary Schools that are appropriate within a highly urban context, with a reduced land area, a multi-storey building and/or the opportunity to locate within a mixed-use building.

4.2 Built Form Specific Policies

4.2.1 General Policies

- a) The intent of the built form policies is to define principles and policy directions that will help manage the physical form and character of new development as part of the intensification of WESTON 7. There are three key definitions that will inform the physical form of new development, including:
 - i. **Floor Space Index (FSI):** Means the quotient obtained by dividing the total gross floor area of all buildings on the lot, by the lot area.

- ii. **Gross Floor Area (GFA):** Means the aggregate of the floor areas of all storeys of a building measured from the outside of the exterior walls, but excluding any basement, attic, mechanical room, electrical room, elevator shaft, refuse chute, escalators, vehicle and bicycle parking areas, loading areas located above or below grade.
- iii. **Height:** Means in reference to a building or structure, the vertical distance measured from established grade to:
 - In the case of a flat roof, including any roof where more than half of the roof area has a slope of 15 degrees or less above the horizontal, the highest point of the roof surface or parapet, whichever is the greater;
 - In the case of a sloped roof, the mean height between the eaves and the ridge; or,
 - In the case of any structure with no roof, the highest point of the structure.
- b) The location, massing and design of buildings should include a varied skyline (i.e. a variety of roof forms and building heights), and be integrated in an appropriate manner which transitions to the existing and planned context. Further, a variety of building types is encouraged including Low-Rise, Mid-Rise and High-Rise Buildings. The perceived mass of Mid-Rise and High-Rise Buildings should be reduced through design measures such as the vertical articulation of the facades, building step-backs at the upper floors, and the use of a podium and tower built form.
- c) Overall, as WESTON 7 evolves, it will establish an image of well-designed buildings, with high quality architectural detailing. The design of individual buildings and elements of the Pedestrian Realm and Active Transportation Networks will vary throughout WESTON 7, without making impositions of a particular aesthetic. With respect to architectural design, it is the objective of this Plan to:
 - i. Promote and achieve outstanding architecture with a visually harmonious aesthetic; and
 - ii. Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on building 'style'.
- d) The intent of the policies of this Plan is to achieve a balance between a consistency of design as well as individual expression in new developments. This Plan promotes innovation. Rather than requiring a strict level of conformity, the design and architectural quality of development shall be measured according to its level of consistency with the following directions:
 - i. **Identity** - Development shall achieve a unique expressive identity respectful of existing and planned context. Where applicable, the ground floor of buildings shall be designed to express the individuality of the commercial, residential, or public service uses through architectural expression and the inclusion of entrance doors and windows addressing the street;
 - ii. **Green Building** - All development is encouraged to implement the goals and objectives of Green Directions Vaughan, and shall conform to the sustainable development policies of the VOP. New buildings are encouraged to implement strategies to reduce energy use, to reduce its greenhouse gas emissions and increase climate resiliency. All development is required to achieve the appropriate level of sustainability as defined in the City's Sustainability Performance Metrics;
 - iii. **Design Excellence** - All development shall demonstrate design excellence and compatibility with its surrounding existing and planned context. Architectural detailing, landscape treatments and building materials are encouraged to be of the highest quality possible;
 - iv. **Public Art** - Public art may be considered in all significant public or private developments, or on the adjacent streetscape or key element of the Pedestrian Realm Network, in accordance with the City-Wide Public Art Program;

- v. **Building Entrances** - The sense of arrival to a building shall be celebrated through the design, detailing and visibility of its entrance. Where appropriate, canopies extending towards the street providing weather protection may be provided;
- vi. **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall generally be integrated with the architectural treatment of roofs and screened from view and excessive noise shall be appropriately mitigated. To create greater interest in the skyline, taller buildings are encouraged to introduce articulation in the upper floors to be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or other vertical elements;
- vii. **Building Services** - All development shall generally locate and screen service areas, ramps and garbage storage to minimize the impact on the Pedestrian Realm Network and adjacent residences. These facilities shall be located internally within new Mid-Rise and High-Rise buildings. The locations for parking, driveways and service entrances and loading areas are to be carefully considered and coordinated with surrounding developments as well as with the locations for pedestrian entrances. The sharing of building services, service entrances and electrical services among buildings, and among development complexes is encouraged, and should be located below grade where possible;
- viii. **Site Access** - Good site access is generally to be provided from major traffic routes in a safe traffic movement manner on flanking streets or laneways, where available. Any entrances that are placed along said major traffic routes must promote convenient pedestrian access as well as maintain the surrounding streetscape;
- ix. **Parking** - Vehicular parking for residents, visitors and employees must be provided, while also considering strategies to reduce auto dependence. Bicycle parking facilities must also be provided. Overall, vehicular and bicycle parking should be coordinated with surrounding sites to accommodate shared parking facilities. Underground structured parking facilities are preferred;
- x. **Roof Top Amenities** - Where appropriate, roofs and terraces may be used for private and communal outdoor patios, decks and gardens. Roof top amenities may also offer opportunities as dog stations;
- xi. **Privacy** - For residential units with direct access from the street, privacy may be achieved through private outdoor amenity spaces, landscaping, and changes in grade; and
- xii. **Exterior Materials** - Cladding materials are encouraged to be high quality and appropriate for the building type proposed and in recognition of the development context in proximity.

4.2.2 Low-Rise Buildings

- a) **Schedule 2** identifies where Low-Rise Buildings are the permitted built form within WESTON 7. For Low-Rise Buildings, on any site or block:
 - i. The maximum height shall be 3 storeys; and
 - ii. The maximum density shall be a Floor Space Index of 1.5.
- b) The City may consider Low-Rise Buildings up to a maximum of 5 storeys, subject to the confirmation that an appropriate transition to adjacent existing and potential built forms and uses is achieved, and that there are no undue, adverse impacts on any adjacent property. In considering applications for additional height on a site specific basis, the City may:
 - i. Identify and require enhanced contributions for public service facilities, elements of the Pedestrian Realm and Active Transportations Networks and/or attainable/assisted housing; and
 - ii. Implement special measures in the Zoning By-law, such as angular planes, step backs, increased building setbacks, or enhanced landscape buffers.

Notwithstanding the potential for additional height, there shall be no permitted increase in the maximum permitted density (FSI).

- c) Low-Rise Buildings shall generally be located on Local Roads. New Low-Rise Buildings that are located adjacent to Arterial Roads, or Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such roads.
- d) The following design policies shall form the basis of an evaluation of Low-Rise Building proposals:
 - i. **Orientation** - Buildings shall be orientated to address the street with setbacks that are compatible with the immediate neighbours;
 - ii. **Front Door/Porches** - The main front door to the building shall be clearly visible from the street. Front porches are encouraged as features that increase the prominence of the front entrance;
 - iii. **Private Amenity Space** - Provide outdoor amenity space for dwelling units either individually or in a shared space; and
 - iv. **Parking** - Driveways and/or garage doors must not dominate the front façade of the primary building or the view from the street.

4.2.3 Mid-Rise Buildings

- a) **Schedule 2** identifies where Mid-Rise Buildings are a permitted built form within WESTON 7. For Mid-Rise Buildings, on any site or block:
 - i. The minimum height shall be above 3 storeys;
 - ii. The maximum height shall be up to and including 8 storeys; and
 - iii. The maximum density shall be a Floor Space Index of 3.75.
- b) The City may consider Mid-Rise Buildings up to a maximum of 12 storeys, subject to the confirmation that an appropriate transition to adjacent built forms and uses is achieved, and that there are no undue, adverse impacts on any adjacent property. In considering applications for additional height on a site specific basis, the City may identify and require enhanced contributions for public service facilities, elements of the Pedestrian Realm and Active Transportations Networks and/or attainable/assisted housing.

Notwithstanding the potential for additional height, there shall be no permitted increase in the maximum permitted density (FSI).

- c) For a Mid-Rise Building to achieve the identified maximum height or density on any development site, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with, or transitioned to residential uses in Low-Rise built forms. In these circumstances, the City shall require supporting studies, such as shadow, wind and privacy assessments, and may implement special measures in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.
- d) The following design policies shall form the basis of an evaluation of Mid-Rise Building proposals:
 - i. **Suitable Site** - Mid-Rise Buildings should be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services. Mid-Rise Buildings shall have frontage onto a Collector or Arterial Road;
 - ii. **Proximity to Amenities** - Mid-Rise Buildings should be located in proximity to the Pedestrian Realm and Active Transportation Networks, public service facilities and other amenities;

- iii. **Parking** - For all Mid-Rise Buildings, the City shall require the use of structured parking facilities to accommodate the majority of the required vehicular and bicycle parking. Underground parking structures are preferred;
- iv. **Floor Plate** - Mid-Rise Buildings shall maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts;
- v. **Podium/Base** - Mid-Rise Buildings should be placed on a podium building which is within 3 to 6 storeys in height, setting the scale of the appropriate street wall; and
- vi. **Placement and Orientation** - Mid-Rise Buildings shall be sited to align to streets and open spaces to frame these areas. The minimum separation between Mid-Rise Buildings and Mid-Rise/High-Rise Buildings is a minimum of 15 metres.

4.2.4 High-Rise Buildings

- a) The location of lands designated for High-Rise Buildings within WESTON 7 are identified on **Schedule 2**. For High-Rise Buildings on any site or block:
 - i. The minimum height shall be above 8 storeys;
 - ii. **High-Rise I** - The maximum height for High-Rise Buildings identified as High-Rise I on **Schedule 2** shall be 18 storeys. High-Rise I Buildings shall have a maximum Floor Space Index of 6.0; and
 - iii. **High-Rise II** - The maximum height for High-Rise Buildings identified as High-Rise II on **Schedule 2** shall be 32 storeys. High-Rise II Buildings shall have a maximum Floor Space Index of 7.5.
- b) The City may consider taller buildings within the High-Rise I designation up to a maximum of 25 storeys, and within the High-Rise II designation up to a maximum of 45 storeys, subject to the confirmation that there are no undue, adverse impacts on any adjacent property. In considering applications for additional height on a site specific basis, the City may identify and require enhanced contributions for public service facilities, elements of the Pedestrian Realm and Active Transportations Networks and/or attainable/assisted housing; and

Notwithstanding the potential for additional height, there shall be no permitted increase in the maximum permitted density.

- c) Point Towers are the preferred form for High-Rise Buildings because they have a reduced negative impact on the Pedestrian Realm Network. High-Rise Point Towers are compact, slim buildings with small floor plates often organized around a central elevator core. This form of building minimizes shadowing and visual impacts from the perspective of the pedestrian, and with appropriate separation, can maximize views between buildings and reduce privacy and over-look impacts. The following design policies shall form the basis of an evaluation of High-Rise Building proposals:
 - i. **Suitable Site** - High-Rise Buildings should be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services. High-Rise Buildings shall have frontage on a Collector or Arterial Road;
 - ii. **Expressive Forms** - High-Rise Buildings shall clearly express a base at the street level, the main body of the building, and a roof form. This will be achieved through various means including setbacks and step backs;
 - iii. **Proximity to Amenities** - High-Rise Buildings should be located in proximity to the Pedestrian Realm and Active Transportation Networks, public service facilities and other amenities;
 - iv. **Parking** - For all High-Rise Buildings, the City shall require the use of structured parking facilities to accommodate the majority of the required vehicular and bicycle parking. Underground parking structures are preferred;

- v. **Podium/Base** - High-Rise Buildings should be placed on a podium building which is within 3 to 6 storeys in height, setting the scale of the appropriate street wall;
 - vi. **Stepbacks** - The tower portion of the building above the podium structure of any High-Rise Building is required to step back a minimum of 3 metres from the podium façade that forms the street wall;
 - vii. **Massing/Floor Plate** - The tower (the portion of the High-Rise Building above the podium) shall maintain an average gross floor plate size that is no greater than 800 square metres;
 - viii. **Placement and Orientation** - Where possible and appropriate, the placement of a High-Rise Building should be focused on the corner of two intersecting streets and staggered from adjacent towers; and
 - ix. **Minimum Separation** - The minimum separation between residential towers shall be a minimum of 30 metres.
- d) Where a High-Rise building satisfies all other policies, but is intended to accommodate office uses, or other non-residential uses, the building may have a floor plate greater than 800 square metres. Non-residential High-Rise Building proposals shall be evaluated based on all of the relevant design criteria for a High-Rise Building, as modified by the following criteria:
- i. **Massing/Floor Plate** - The average gross floor plate size for an office, or other non-residential building tower shall not exceed 1,800 square metres; and
 - ii. **Minimum Separation** - The minimum separation between High-Rise office, or other non-residential building towers shall be 15 metres. Where a proposed office, or non-residential tower cannot provide an on-site setback of 7.5 metres from any interior side lot line, or rear lot line, legal agreements with abutting, affected landowners shall be required to ensure compliance with required tower separation distances.

5.0 LAND USE DESIGNATIONS

5.1 The Residential I Designation

5.1.1 Intent

- a) Within the Residential I designation, it is the intent of the City to promote well-designed and attractive low-rise residential dwellings that acts as a transition to the established residential communities that are adjacent to the boundary of WESTON 7.

5.1.2 Permitted Built Form/Uses

- a) All development within the Residential I designation, as shown on **Schedule 1**, shall be within a Low-Rise Building. In addition to the land uses permitted by the policies of this Plan, the Residential I designation shall support residential dwelling units, including apartments and all forms of townhouses.
- b) In addition to the identified permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- c) The uses permitted within the Residential I designation may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

5.1.3 General Development Policies

- a) All development within the Residential I designation shall be in conformity with the relevant policies of the VOP and this Plan, and shall be consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Further, and where applicable, Site Plan Approval shall apply to development applications in the Residential I designation.

5.2 The Mixed-Use I Designation

5.2.1 Intent

- a) It is envisioned that the Mixed-Use I designation, as identified on **Schedule 1**, will develop at transit supportive intensities, where new businesses and residents will have access to nearby jobs and services and will be connected to the Pedestrian Realm and Active Transportation Networks.
- b) It is the intent of this Plan to promote within the Mixed-Use I designation the development of Mid to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and public service uses and facilities.

5.2.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use I designation, as identified on **Schedule 1**, shall be developed within Mid-Rise and High-Rise Buildings. In addition to the uses permitted by the policies of this Plan, uses on lands within the Mixed-Use I designation, may also include, subject to the relevant policies of this Plan:
 - i. Residential apartments;
 - ii. Retail and service commercial uses and restaurants;
 - iii. Office uses;
 - iv. Institutional uses, entertainment uses and places of worship;
 - v. Hotels, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Public service facilities, including elementary schools;
 - viii. Artisan studios and maker spaces;
 - ix. Private clubs; and
 - x. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Mixed-Use I designation, the following uses may also be permitted, subject to the Zoning By-law:
 - i. Uses accessory to any of the identified permitted uses; and
 - ii. Pop-up uses and activities.
- c) The list of permitted uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.2.3 General Development Policies

- a) Buildings and sites within the Mixed-Use I designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified

approach to common issues such as urban design, traffic impact and access, the provision of sewage treatment and water supply infrastructure and stormwater management.

- b) Stand-alone, non-residential buildings are permitted within the Mixed-Use I designation. Stand-alone residential buildings are prohibited. All development applications within the Mixed-Use I designation shall include a minimum of 15% of its Gross Floor Area as non-residential land uses. For the purposes of this Plan, uses that support the residential use, as well as Live-Work Units are to be considered as non-residential uses.
- c) The design of buildings within the Mixed-Use I designation shall enhance the quality of the Pedestrian Realm and Active Transportation Networks by including transparent frontages, the articulation of facades and the use of quality materials at the street level.
- d) Where a property within the Mixed-Use I designation abuts the Residential I designation, appropriate mechanisms shall be established in the Zoning By-law to ensure compatibility, considering the existing and planned context.
- e) The City shall encourage compatible development throughout the Mixed-Use I designation by supporting development applications that conform to all the relevant policies of the VOP and this Plan, and are consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Further, Site Plan Approval shall apply to all development applications in the Mixed-Use I designation.

5.3 The Mixed-Use II Designation

5.3.1 Intent

- a) The Mixed-Use II designation as identified on **Schedule 1**, is expected to be a focus for a range of commercial uses as well as for residential intensification. Development within the Mixed-Use II designation will be transit supportive and incorporate the Pedestrian Realm and Active Transportation Networks.
- b) It is the intent of this Plan to promote within the Mixed-Use II designation the development of Mid to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and public service uses and facilities.

5.2.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use II designation, as identified on **Schedule 1**, shall be developed within Mid-Rise and High-Rise Buildings. In addition to the uses permitted by the policies of this Plan, uses on lands within the Mixed-Use II designation, may also include, subject to the relevant policies of this Plan:
 - i. Residential apartments;
 - ii. Retail and service commercial uses and restaurants;
 - iii. Office uses;
 - iv. Institutional uses, entertainment uses and places of worship;
 - v. Hotels, including ancillary uses;
 - vi. Convention/conference facilities;
 - vii. Public service facilities, including elementary schools;
 - viii. Artisan studios and maker spaces;
 - ix. Private clubs; and
 - x. Commercial and/or accessory parking facilities at-grade and/or in structures.

- b) In addition to the identified list of permitted uses within the Mixed-Use II designation, the following uses may also be permitted, subject to the Zoning By-law:
 - i. Uses accessory to any of the identified permitted uses; and,
 - ii. Pop-up uses and activities.
- c) The list of permitted uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.2.3 General Development Policies

- a) Buildings and sites within the Mixed-Use II designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access, the provision of sewage treatment and water supply infrastructure and stormwater management.
- b) Stand-alone, non-residential buildings are permitted within the Mixed-Use II designation. Stand-alone residential buildings are prohibited. All development applications within the Mixed-Use II designation shall include a minimum of 20% of its Gross Floor Area as non-residential land uses. For the purposes of this Plan, uses that support the residential use, as well as Live-Work Units are to be considered as non-residential uses.
- c) Where residential development is proposed within the Mixed-Use II designation, it is a requirement of this Plan that no dwelling units be permitted at-grade and a minimum of 75% of the ground floor Gross Floor Area be occupied by non-residential uses, to the satisfaction of the City. For the purposes of this Plan, Live-Work units are to be considered as non-residential uses. All development shall incorporate a minimum floor to ceiling height of the ground floor of at least 4.25 metres.
- d) All development within the Mixed-Use II designation shall be designed in a manner that activates street and sidewalk frontages, particularly along Enhanced Urban Streetscapes identified on **Schedule 3**. The design of buildings shall enhance the quality and safety of the Pedestrian Realm and Active Transportation Networks by including transparent frontages and the articulation of facades at street level. Retail, service commercial and restaurant uses are desirable and preferred, however it is recognized that other non-residential uses, including institutional uses, entertainment uses and public service facilities are permitted at-grade in the Mixed-Use II designation.
- e) The City shall encourage compatible development throughout the Mixed-Use II designation by supporting development applications that conform to all the relevant policies of the VOP and this Plan, and are consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Further, Site Plan Approval shall apply to all development applications in the Mixed-Use II designation.

5.4 The Flood Spill Area Overlay

- a) The Flood Plain Spill Area Overlay is depicted on **Schedule 1**. Prior to any development in conformity with the underlying land use designation, for all properties that are located within the Flood Plain Spill Area Overlay, it shall be a requirement that a site-specific hydraulic analysis be prepared to assess the characteristics of the flood water and develop an appropriate strategy that demonstrates how the flood plain spill condition can be permanently remediated in such a way that there will be no increased flood impacts on adjacent lands upstream or downstream, and that any proposed development is appropriate. The required site-specific hydraulic analysis shall be carried out to the satisfaction of the Conservation Authority.
- b) Where updates to the flood plain spill area mapping are provided by the Conservation Authority, or by development proponents through technical studies completed to the satisfaction of the Conservation Authority, the limits of the spill area depicted on **Schedule 1** may be modified and updated without Amendment to this Plan.

5.5 The Colossus Drive Corridor Protection Area Overlay

- a) **Schedule 4** identifies the Colossus Drive Corridor Protection Area Overlay. The intent of this delineation is to preclude the approval of development applications within the Colossus Drive Corridor Protection Area Overlay until such time as a future Environmental Assessment has identified and defined an appropriate corridor for the required Colossus Drive Extension that connects WESTON 7 with the VMC, over Highway 400.
- b) Notwithstanding a) above, where a development application includes lands both within and outside of the Colossus Drive Corridor Protection Area Overlay, such applications may be considered for approval on the portion of the lands located outside of the Colossus Drive Corridor Protection Area Overlay prior to the identification and definition of the Colossus Drive Extension corridor.
- c) Notwithstanding a) above, where a development application includes lands both within and outside of the Colossus Drive Corridor Protection Area Overlay, Zoning By-law Amendments and/or changes to existing Site Plan Agreements to permit minor expansions of existing commercial uses may be permitted on the portion of the lands located outside of the Colossus Drive Corridor Protection Area Overlay prior to the identification and definition of the Colossus Drive Extension corridor.

6.0 THE PEDESTRIAN REALM NETWORK

6.1 Defining the Pedestrian Realm Network

- a) The Pedestrian Realm Network, identified on **Schedule 3**, in WESTON 7 shall be comprised of various and diverse components, including Urban Park Spaces and Streetscapes. All of the components play vital roles in connecting and animating WESTON 7. The components included within the Pedestrian Realm Network are significant contributions to the provision of recreational opportunities and for social activity. Specific planning, design and maintenance considerations are required to ensure the vitality and longevity of these spaces.
- b) The key elements of the Pedestrian Realm Network include:
 - i. Urban Park Spaces; and
 - ii. Streetscapes.

Each element of the Pedestrian Realm Network must be considered in concert with one another and within the context of the evolving WESTON 7 community. A comprehensive understanding of how these spaces work together and complement each other, and their adjacent uses, will lead to well-connected, universally accessible Pedestrian Realm and Active Transportation Networks throughout WESTON 7. Moving people in to, out of and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Plan. The Pedestrian Realm Network works seamlessly with the Active Transportation Network.

- c) A healthy and sustainable tree canopy is a fundamental element of the character of WESTON 7. On public lands and the lands within the public elements of the Pedestrian Realm Network, the planting and maintenance of the tree canopy shall be in accordance with the City's Urban Forestry Management Strategy.
- d) Enhanced maintenance protocols will be established by the City to ensure the ongoing success of these key Pedestrian Realm Network assets. All Urban Park Spaces will be maintained to meet or exceed the City's standard level of service.

6.2 Urban Park Spaces

6.2.1 Intent

- a) A key component of the Pedestrian Realm Network is the Urban Park System. The key components of the Urban Park System are identified on **Schedule 3**. It is the intent of this Plan to create a desirable, high quality and unique Urban Park Space network within WESTON 7. This Plan will be used by the City to assemble a full range of Urban Park Spaces, including larger parcels of land acceptable for a range of recreational programming within WESTON 7.
- b) A comprehensive understanding of how these Urban Park Spaces work together and complement each other, and integrate with adjacent buildings, will lead to a well-connected, and universally accessible Pedestrian Realm Network and associated Active Transportation Network. Moving people through WESTON 7 easily and safely, and providing a variety of spaces for socializing, special events and recreation is a priority.
- c) The Urban Park Space hierarchy appropriate for WESTON 7 is comprised of the following components:
 - i. **Urban Squares** - The locations for the Urban Squares are identified symbolically on **Schedule 1**. On **Schedule 3** the locations, their configuration and sizes of the network of Urban Squares are articulated conceptually. **Schedule 3** also identifies that the vast majority of the future population of WESTON 7 is within a 2-minute walk (200 metres) of a planned Urban Square;
 - ii. **Promenades** - Promenades are identified conceptually on **Schedule 3**; and
 - iii. **Pocket Parks** - Pocket Parks are not identified on the Schedules to this Plan to provide the flexibility to consider these important elements of the Pedestrian Realm Network on a site specific basis.
- d) All of these Urban Park Space elements will play vital roles in animating WESTON 7. Specific planning, design and maintenance considerations are required to ensure the long-term vitality and longevity of these Urban Park Spaces. Adjustments to the location, configuration and sizes of the elements identified on **Schedule 3** can be made through the development application process without an Amendment to this Plan, subject to the City being satisfied that the Pedestrian Realm Network is being achieved.

6.2.2 Policies for Urban Park Spaces

- a) It is the intent of this Plan that between 8 and 10 hectares of land be dedicated/secured for Urban Park Spaces within WESTON 7. All Urban Parks Spaces will:
 - i. **Be safe, secure and accessible** - Be safe, secure and accessible to the public for a minimum of 17 hours per day, unless otherwise established through required legal agreements. Urban Park Spaces will include adequate signage that indicates when they are open and accessible to the public;
 - ii. **Be well maintained** - Comprehensive maintenance schedules will be developed for all Park Spaces, including existing and new, to ensure safe, accessible and healthy landscapes;
 - iii. **Prioritize pedestrian comfort** - Access to sunlight and protection from wind and other elements will be considered to support year-round use of the Urban Park Space. Pedestrian amenities, such as backed seating, tables, washrooms, water fountains and waste receptacles shall be of a high quality and readily available within all Urban Park Spaces, where appropriate;
 - iv. **Be designed to the highest standards** - Top quality and resilient building materials that can withstand high usage levels, green infrastructure, environmentally sustainable planting choices and opportunities for Public Art are priorities in the design of all Urban Park Spaces; and

- v. **Promote connectivity** - Urban Park Spaces shall be appropriately linked with other elements of the Pedestrian Realm Network, the Active Transportation Network and, where appropriate, public service facilities, including elementary schools.

Urban Squares

- b) Urban Squares are the largest element of the Urban Park Space hierarchy anticipated within WESTON 7, and are to be distributed within each of the four Quadrants. Preferred locations for Urban Squares are identified symbolically on **Schedule 1** and conceptually on **Schedule 3**.
- c) Urban Squares, which are the largest element of the Urban Park Spaces anticipated within WESTON 7, are to be distributed within each of the four Quadrants, as conceptually identified on **Schedule 3**, and generally in accordance with **Table 3** below:

Table 3: Urban Squares - Distribution by Quadrant

Quadrant	Gross Land Area (ha)	Dedicated Urban Squares (ha)	Percent of Gross Land Area	Minimum Size of an Urban Square (ha)	Minimum Number of Urban Squares
Northwest Quadrant	30	1.7	5.7%	0.5	3
Southwest Quadrant	15	1.6	10.7%	0.8	2
Northeast Quadrant	24	1.9	7.9%	0.5	3
Southeast Quadrant	35	2.3	6.6%	0.6	3
TOTALS	104	7.5	7.2%		11

No Amendment to this Plan will be required to make changes to the number, size and/or location of the Urban Squares identified in **Table 3** and on **Schedule 1** and **Schedule 3**, however, the number, size and location of the identified Urban Squares shall be confirmed through the required Block Plan process on a Quadrant-by-Quadrant basis, to the satisfaction of the City.

- d) The development of Urban Squares shall be generally consistent with the following policies, in addition to the policies for all Urban Park Spaces:
 - i. Urban Squares are pedestrian spaces include both hardscape and softscape elements, intended to accommodate socializing in a dense urban area. An Urban Square in WESTON 7 is defined as a park space that is a minimum of 0.5 hectares in size (5,000 square metres);
 - ii. Avoid visible garbage storage facilities, loading docks or utilities in or directly adjacent to Urban Squares;
 - iii. Urban Squares shall be designed in a manner that is generally consistent with the following additional criteria:
 - Include a minimum frontage on a public street of at least 40 percent of its depth. It is encouraged to have multiple public street frontages;
 - Include high quality, barrier free programmable space that can facilitate socializing, special events and recreation;
 - Include appropriate landscaping;
 - Adjacent built form shall have abutting active frontages; and
 - Facilities to include seating and a furniture program, including lighting.

Promenades

- e) Promenades are conceptually identified on **Schedule 3**. The development of Promenades shall be generally consistent with the following policies, in addition to the policies for all Urban Park Spaces:
 - i. Promenades are elements of the Pedestrian Realm Network that enhance and add to the width of the public sidewalk system. Promenades are defined as additions to the required sidewalk space that create opportunities for plazas or forecourts between the face of the adjacent building and the street;
 - ii. Promenades shall be designed to be a minimum width of 6.0 metres and in a manner that is generally consistent with the following additional criteria:
 - Adjacent built form shall have primary and active frontages facing the Promenade; and
 - Facilities may include opportunities to enhance the street tree canopy, seating and a furniture program, including lighting.
- f) No Amendment to this Plan will be required to make changes to the location of the Promenades identified on **Schedule 3**, however, the location of the identified Promenades shall be confirmed through the required Block Plan process on a Quadrant-by-Quadrant basis, to the satisfaction of the City.

Pocket Parks

- g) Pocket Parks are not identified on **Schedule 3**. The development of Pocket Parks shall be generally consistent with the following policies, in addition to the policies for all Urban Park Spaces:
 - i. Pocket Parks are small-scaled components of the Pedestrian Realm Network that are intended to augment, on a site-by-site basis, the network of Urban Park Spaces within WESTON 7. They are expected to be less than 5,000 square metres, but generally greater than 75 square metres in size;
 - ii. Pocket Parks shall be designed in a manner that is generally consistent with the following additional criteria:
 - Include frontage on a public street of a minimum of 7.5 metres;
 - Promote adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and
 - Provide appropriate facilities that may include seating and a furniture program, lighting, water features and other facilities that promote a passive, relaxing atmosphere. Where appropriate, opportunities for outdoor cafés and restaurants may be considered.

6.3 Streetscapes

6.3.1 Intent

- a) WESTON 7 is expected to incorporate both existing and new roads to serve new developments with varying functional purposes, with varying pavement widths and rights-of-way. The City will implement a flexible approach to streetscape design, including expanded Pedestrian Realm Network and Active Transportation Network elements, green infrastructure and environmentally sustainable trees/planting programs, street furniture and lighting. Inherent to this design flexibility, the principles for Complete Streets are to be implemented. Streetscape development shall be consistent with the City-wide Urban Design Guidelines and any other applicable Council adopted Manuals, Master Plans, Guidelines and Strategies.

- b) On **Schedule 3**, two Street Character Types are defined according to existing or anticipated levels of pedestrian and vehicular traffic and adjacent land uses and built form:
 - i. Enhanced Urban Streetscape; and
 - ii. Standard Urban Streetscape.

Streetscapes in WESTON 7 comprise a significant element of the Pedestrian Realm Network and associated Active Transportation Network - which solidifies their importance as a defining feature of WESTON 7. Streets can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy. Streetscape design shall consider programming strategies that are a key element of street life activation.

- c) How built form interfaces with the Streetscape is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of Streetscape and built form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks. Active frontages correspond to at-grade uses, and the level of animation also define the type of Streetscape that is appropriate. It is the intent of this Plan:
 - i. That the design and maintenance of the range of Streetscapes in WESTON 7 must reflect its high quality character; and
 - ii. To create an enhanced Pedestrian Realm Network and support pedestrian movement and other forms of Active Transportation by expanding the sidewalk width, and employing mid-block access and well designed promenades and intersections.

6.3.2 Policies for Streetscapes

- a) Streets within WESTON 7 are to be defined by their attractive character and by their emphasis on environmental quality. Streetscape design will place an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and they may also incorporate transit routes. The development of the various Street Character Types shall be generally consistent with the following design policies:
 - i. Street furnishings, trees and under story plantings and paving materials must be of the highest quality, and are intended to establish a consistent and recognizable sense of place within WESTON 7;
 - ii. The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic and, where appropriate, opportunities for cycle tracks; and
 - iii. The City-Wide Streetscape Implementation Manual shall guide the design of all new streets in WESTON 7. In addition, Streetscapes shall be designed in a manner that is generally consistent with the following additional criteria:
 - Be designed on the basis of the principles for Complete Streets, using sustainable infrastructure innovations;
 - Incorporate appropriately scaled space for cyclists and pedestrians; and
 - Create opportunities for environmental cover in addition to street trees to enhance the Pedestrian Realm Network.

Enhanced Urban Streetscapes

- b) Enhanced Urban Streetscapes are identified on **Schedule 3** where non-residential land uses are required at-grade. The elements of the Pedestrian Realm and Active Transportation Networks and adjacent uses and built forms shall actively engage with pedestrian traffic.

Standard Urban Streetscapes

- c) On Standard Urban Streetscapes, also identified on **Schedule 3**, active, non-residential land uses are permitted and encouraged at-grade. Where active, non-residential land uses are provided at-grade, a positive pedestrian experience will rely on the effectiveness of the streetscaping treatment.

7.0 TRANSPORTATION, SERVICE INFRASTRUCTURE + UTILITIES

7.1 A Multi-Modal Transportation System

7.1.1 Intent

- a) This Plan has been developed concurrent to a comprehensive Transportation Master Plan. It is the intent of this Plan to:
 - i. Maintain a safe, multi-modal, and integrated Transportation System, comprised of an Active Transportation Network, a Transit Network and a Road Network that permits the safe and efficient movement of people and goods within WESTON 7 and beyond;
 - ii. Enhance the Region’s transit system by ensuring that transit routes are connected to the Pedestrian Realm and Active Transportation Networks, public service facilities, and that transit is frequent and reliable enough to serve the needs of WESTON 7 and beyond; and
 - iii. Create and enhance a connected Active Transportation Network that is fully integrated with the Pedestrian Realm Network that serves WESTON 7’s anticipated population and business community, and fosters a seamless, multi-modal community where daily travel does not rely primarily on the use of a private automobile.
- b) Planned Transportation System improvements shall be implemented through the development process as set out in the VOP, including the conveyance of streets through the Plan of Subdivision, Rezoning and/or Site Plan Approval processes. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned Transportation System improvements.
- c) The multi-modal Transportation System in WESTON 7, as depicted on **Schedule 4**, consists of three equally important elements: the Road Network, the Transit Network and the Active Transportation Network. The Transportation System serves as the framework on which to provide for travel by all modes, with a focus on, but not limited to, walking, cycling, emerging mobility opportunities and transit.
- d) The Transportation System is premised on the pattern of development and increases in traffic volumes anticipated within WESTON 7 over time. All development, including all public works related to the Transportation System, shall conform with the relevant policies of the VOP and this Plan. This Plan provides a broad based policy framework with respect to:
 - i. The Active Transportation Network;
 - ii. The Road Network;
 - iii. Public Transit; and
 - iv. Park Access and Service Facilities.

7.1.2 The Active Transportation Network

- a) The intent of the Active Transportation Network is to provide enhanced connectivity to maximize access to, from and within WESTON 7. The Active Transportation Network is planned to provide a fine-grained and highly connected network, intended to allow Active Transportation options and to have the same or shorter travel times than automobiles.
- b) The Active Transportation Network is fundamentally connected to the Pedestrian Realm Network identified on **Schedule 3** and includes sidewalks and cycle tracks (vertically-separated cycling facilities), as well as the Active Transportation Links identified conceptually on **Schedule 4**.
- c) The Active Transportation Network must be safe and comfortable for all users, consistent with the facility selection guidance of the City's Pedestrian and Bicycle Master Plan. This will ensure the greatest amount of encouragement for travelers in WESTON 7 to travel by means other than the private automobile. The Active Transportation Network shall be designed to:
 - i. Provide comfortable, pedestrian-friendly and cycling-friendly environments which may include shade trees and other vegetation, street furniture, parking for bicycles, lighting and signed and safe street crossings and other traffic controls;
 - ii. Where possible and applicable, connect to Active Transportation Networks in communities adjacent to WESTON 7 to create a continuous network;
 - iii. Minimize road crossings and, where viable, provide pedestrian overpasses/underpasses constructed where the Active Transportation Network intersects with major roads;
 - iv. Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding, as well as the management of vehicle speeds where on-road facilities are provided; and
 - v. Incorporate changes in elevation and direction. Where possible, steep grades should be avoided.

Active Transportation Links

- d) The Active Transportation Network includes a number of Active Transportation Links which are identified conceptually on **Schedule 4**. Active Transportation Links shall have a minimum right-of-way width of 6.0 metres. However, the actual location and design of the identified Active Transportation Links will be determined by the City through the development approval process. The development of the various Active Transportation Links shall be generally consistent with the following policies:
 - i. May be publicly owned, or privately owned and publicly accessible.
 - ii. Can be outdoor or indoor;
 - iii. Will be safe, secure and accessible and shall include appropriate lighting;
 - iv. Shall be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces;
 - v. Shall include several egress opportunities to the public sidewalk system;
 - vi. Will be located between pedestrian destinations and may become destinations themselves;
 - vii. Shall include opportunities for retail along their length, or alternately a green soft landscape treatment with plantings, furnishings and lighting;
 - viii. Shall be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities;

- ix. Facilities shall include seating and a full furniture program, including lighting, facilities that promote a passive, relaxing atmosphere, water features and Public Art. Where appropriate, opportunities for outdoor cafés and restaurants shall be considered;
 - x. Shall include comprehensive maintenance schedules to ensure safe, accessible and healthy spaces; and
 - xi. Shall be open to the public for a minimum of 17 hours per day.
- e) The City may adjust the location and/or alignment of the Active Transportation Links identified on **Schedule 4** to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Plan.

7.1.3 The Road Network

- a) The planned Road Network in WESTON 7, identified conceptually on **Schedule 4** has been established and supported through the associated Transportation Master Plan. The planned Road Network is expected to be fine-grained and is intended to establish the pattern of development sites and blocks. Development sites and blocks are required to have frontage on a public road.
- b) Modifications to the location and alignment for the planned Major and Minor Collector Roads identified on **Schedule 4** are permitted without Amendment to this Plan. The alignments shall be determined by the City, in consultation with the Region through a Municipal Class Environmental Assessment, a suitable equivalent study and/or through the development approval process.
- c) Modifications to the location, alignment and requirement for planned Local Roads identified on **Schedule 4** are permitted without Amendment to this Plan, provided that:
 - i. Modified Local Roads connect to Minor Collector Roads; and
 - ii. The spacing between Local Roads which connect to Minor Collector Roads is accepted by the City through the development approval process.
- d) The planned Road Network identified on **Schedule 4** shall have minimum rights-of-way as follows:
 - i. **Highway 7** - A Regional Rapid Transit Corridor - The right-of-way width and design of Highway 7 shall comply with the requirements of the Region;
 - ii. **Weston Road** - A Regional Arterial Road - The right-of-way width and design of Weston Road shall comply with the requirements of the Region;
 - iii. **Major Collector Roads** - Major Collector Roads shall have a minimum right-of-way width of 30 metres. Major Collector Roads shall have sidewalks and cycle tracks on both sides of the Road. They shall include up to 4 vehicle travel lanes. Where necessary, the right-of-way may increase to accommodate additional turn lane(s) at intersections;
 - iv. **Minor Collector Roads** - Minor Collector Roads shall have a minimum right-of-way width of 24 metres. Minor Collector Roads shall have sidewalks and cycle tracks on both sides of the Road. They shall include a minimum of 2 vehicle travel lanes. Where necessary, the right-of-way may increase to accommodate additional turn lane(s) at intersections; and
 - v. **Local Roads** - Local Roads shall have a minimum right-of-way width of 23 metres. Local Roads shall accommodate 2 vehicle travel lanes and on-street parking, as well as sidewalks on both sides of the Road and cycle-tracks. The City may consider reduced right-of-way requirements if it is demonstrated that parking and/or cycle-tracks are not required based on the appropriate justification, to the satisfaction of the City.

In addition, the City may consider privately owned Local Roads, subject to meeting appropriate design criteria as well as legal agreements registered on title to ensure full public access and public infrastructure emplacement, to the satisfaction of the City.

- e) The Road Network provides connectivity within, as well as to and from WESTON 7. Major and Minor Collector Roads and Local Roads form the internal road network, with Local Roads primarily connecting to development and Major and Minor Collector Roads primarily connecting to Highway 7 and Weston Road.
- f) The Road Network within WESTON 7 should be designed to an appropriate speed limit to minimize the potential for motorist speeding. Speed limits should be reviewed in the context of the City's Speed Limit Policy to encourage lower speed limits on streets, wherever technically justified, to increase safety for vulnerable road users.
- g) Priority will be placed on providing safe and comfortably designed spaces for pedestrians and cyclists, with streetscapes that encourage users to walk or bicycle.
- h) The number, type, and design of permitted entrances shall protect the existing, or planned function of the road. Development abutting Collector and Local Roads shall consolidate vehicular accesses wherever possible to minimize conflicts with the Pedestrian Realm and Active Transportation Networks and to limit impacts on traffic flow.
- i) Vehicular access to development for parking, servicing and pick-up/drop-off shall be provided from Local Roads unless technically unfeasible. Shared private driveways will provide vehicular and servicing access to development blocks and shall be coordinated within the blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the City and enhance pedestrian safety through providing adequate lighting, connecting with a street at both ends, and providing sufficient landscaping to buffer from outdoor amenity areas.
- j) Entrances on to the Road Network shall comply with the standards established by the City, the Region, or the Province. All new entrances on to the Road Network shall require the approval of the agency having jurisdiction. Changes in land use, or the density of development may also require the approval of the agency having jurisdiction.
- k) Private, mid-block mews or laneways connecting to Local Roads may be considered by the City where they serve development and support the establishment of the interconnected, fine grained planned Road Network identified on **Schedule 4**. Mews and laneways may be considered through the development approval process, and shall be fully publicly accessible, as established through legal agreements registered on title, to the satisfaction of the City.

7.1.4 Public Transit

- a) WESTON 7 is well served by public transit. **Schedule 4** identifies a number of existing and potential transit opportunities to serve WESTON 7, including a potential enhanced public transit link to the subway facility to the east in the VMC, as well as to the planned 407 Transitway.
- b) This Plan encourages the use of public transit by connecting patrons and residents with transit services through the accommodation of local transit service and the Pedestrian Realm and Active Transportation Networks. The provision of high-quality walking and cycling facilities is encouraged to further increase the potential catchment area of public transit services within WESTON 7.
- c) Vaughan is committed to working with the relevant transit agencies to support public transit service improvements required to ensure the success of WESTON 7. In addition, as part of the development approval process, the City will ensure that lands are secured where appropriate for public transit facilities.
- d) The City shall assist relevant transit agencies in protecting and obtaining lands required for rights-of-way, street widening and other facilities for the provision of public transit services including parking, services and utilities through the development process.

7.1.5 Parking, Access and Service Facilities

- a) It is the intent of this Plan to minimize the amount of surface automobile parking in WESTON 7 in order to realize the intensity of built-form anticipated by this Plan. In accordance with the relevant policies of the VOP, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.
- b) Parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Parking facilities for Low-Rise Buildings are encouraged to be in structure. Parking facilities for Mid-Rise and High-Rise Buildings shall be primarily accommodated in structure and, where possible, so should loading and garbage collection areas.
- c) Within WESTON 7, above-grade parking structures are permitted. Where above-grade parking structures front onto a public or private road, or any element of the Pedestrian Realm Network, active ground floor uses are encouraged to animate the streetscape and enhance pedestrian and cyclist safety. Where active ground-floor uses are not provided, an above-grade parking structure shall include facades finished with high quality materials to minimize the visual impact of the structure on the Pedestrian Realm Network. In all circumstances, an above-ground parking structure shall screen parking facilities from view at the sidewalk level. The street frontage wall, where an active use is not provided, shall be enhanced by architectural detailing.
- d) It is recognized that surface parking may be provided for development in the Residential I designation, or on an interim basis in the early phases of new development in other designations. It is a requirement of this Plan that all applications for development demonstrate the transition to an end state scenario where buildings, rather than parking, become the predominant feature of the streetscape.

Where surface parking currently exists or is proposed as part of an initial phase of development, a phasing plan shall demonstrate how such parking will be eventually minimized. Surface automobile parking facilities shall be designed in a manner which does not impede the Active Transportation components of the Transportation System. Where provided, the design of surface parking shall consider:

- i. Planting strips and landscaped traffic islands, medians, or bump-outs shall be provided within lots to screen these facilities from adjacent streets and to break up the expanse of hard surface; and
 - ii. Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks.
- e) Parking, other than short-term surface parking (taxi, delivery, pick-up and drop-off), for any Mid-Rise or High-Rise Building shall be primarily provided in underground, or in above-ground parking structures. Parking structures shall:
 - i. Have well designed facades which appear as a fenestrated building, with well-articulated openings and high-quality materials above grade;
 - ii. Have entrances off of public or private roads and be integrated with the design of the building; and
 - iii. Have pedestrian entrances to integrated parking structures which are easily identified, well-lit and designed with consideration for CPTED principles.
 - f) Service and loading facilities, including garbage storage, shall generally be enclosed within a building for all Mid-Rise and High-Rise Buildings and be accessed from a Local Road. Where loading and servicing is visible at the rear or side of a building, it shall be screened by the main building, landscape treatment or other screening. Underground loading and service areas shall be encouraged.
 - g) Access to loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are perceived from

the Streetscape and should be hidden from view. Where possible, access to parking, loading and garbage collection areas should be located on the road with the least pedestrian traffic.

- h) Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in proximity to main entrance points or destinations.
- i) The City may consider permitting parking, including access to parking, under the elements of the Pedestrian Realm and Active Transportation Networks provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City’s design and construction requirements and a strata title agreement with conditions established to the satisfaction of the City.
- j) The provision of automobile parking shall be encouraged to include the establishment of maximum parking standards as a mechanism to support transit use and to reduce traffic congestion within WESTON 7.
- k) The City shall monitor the need for public parking in WESTON 7 and may prepare a public parking strategy that addresses, among other matters, the role of a Municipal Parking Authority, in accordance with the relevant policies of the VOP.
- l) Both short-term street-level bike parking, as well as long-term sheltered bike parking shall be provided. Bicycle parking facilities shall be designed to maximize user convenience in terms of physical location, weather protection, security and ease of use, including but not limited to meeting the provisions of the City's Zoning By-law. Bicycle parking requirements will be identified through the development approval process.

7.1.6 Implementation of the Transportation System

- a) The implementation of the Transportation System for WESTON 7 will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling and transit, in accordance with the principles of the Vaughan Complete Streets Guide. The planned Road Network will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night.
- b) The Road Network identified on **Schedule 4** shall be conveyed to the municipality as a condition of the approval of development. The Road Network will be developed in conformity with the relevant policies of the VOP and the recommendations of the comprehensive Transportation Master Plan. The intent is to ultimately develop a connected and continuous Road Network, while recognizing constraints that create barriers which limit the achievement of a completely connected network.
- c) The Implementing Zoning By-laws for each development within a Quadrant will include the Holding (H) provision. One of the requirements for the removal of the (H) symbol shall be the securement of all the lands necessary for the establishment of the Major and Minor Collector Road Network within the affected Quadrant as identified on **Schedule 4**.

7.2 Service Infrastructure + Utilities

7.2.1 General Policies

- a) Municipal service infrastructure includes water, wastewater and stormwater facilities that are a critical element in the development of WESTON 7. The objectives of this Plan with respect to municipal service infrastructure are to:
 - i. Provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of development in WESTON 7 in accordance with the phasing policies this Plan and based on sound financial planning; and
 - ii. Develop necessary municipal service infrastructure enhancements and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality’s ability to finance such projects.

- b) Municipal service infrastructure in WESTON 7 shall be planned in recognition of the two tier municipal water and wastewater services model and in an integrated and financially sustainable manner, having regard for the long-term development potential for WESTON 7 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:
 - i. Leveraging investments in municipal service infrastructure enhancements to direct growth and development in accordance with the policies of this Plan;
 - ii. Providing sufficient municipal service infrastructure capacity for the ultimate intensification of WESTON 7;
 - iii. Identifying the full life cycle costs of municipal service infrastructure and developing options to pay for these costs over the long-term, as determined by the City and the Region; and
 - iv. Considering the impacts of a changing climate.
- c) All development within WESTON 7 shall be provided with full municipal service infrastructure.
- d) In planning for the expansion of existing municipal service infrastructure corridors, the City will encourage the co-location of linear water, wastewater and stormwater service infrastructure, wherever possible, subject to any more detailed policies of this Plan;
- e) Planned municipal service infrastructure enhancements shall be implemented through the development approval process as set out in the VOP. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.
- f) The processing and approval of development applications shall fully consider the availability of water and wastewater capacity within the local municipal systems, in addition to capacity identified by the Region. Where adequate municipal service infrastructure does not exist, the City may not approve the application, or may use Holding (H) provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing capacity does not exist to support a proposed development, neither the City nor the Region will not be obligated to provide such servicing in advance of development.

7.2.2 Municipal Water and Wastewater Servicing Infrastructure

- a) Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal water and wastewater services.

7.2.3 Stormwater Management Infrastructure

- a) Stormwater management in WESTON 7 shall be in accordance with the relevant policies of the VOP and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Plan Class Environmental Assessment.
- b) Both public and private sector development in WESTON 7 is required to incorporate Low Impact Development measures, wherever feasible, to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

7.2.4 Utilities and Communications/Telecommunications Facilities

- a) Public and private utilities will be permitted in all land use designations and will be installed, where possible, within public road allowances. Where facilities cannot be located in a public road allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.

- b) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the City will encourage the co-location of linear utilities and communication/telecommunication facilities.
- c) All utilities and communication/telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road right-of-way or appropriate easement. Where these facilities are required to be located above grade, the City shall require appropriate locations are identified in consideration of City policies or procedures and that may take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.

8.0 IMPLEMENTATION + INTERPRETATION

8.1 Implementation

8.1.1 This Plan

Plan Review

- a) The City will review the policies of this Plan to identify planning issues and trends affecting the ongoing evolution of WESTON 7, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Plan to ensure its continued relevance and usefulness.
- b) The City will review existing and future legislation contained in the Planning Act, the Municipal Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

Monitoring

- c) In order to evaluate the effectiveness of this Plan, the City will monitor development activity and changes in land use and may develop key performance indicators for this Plan. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated. Monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall Vision, Principles and intent of the policies of this Plan;
 - iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City; and
 - iv. The priorities identified in this Plan remain constant or require change.

Amendments to this Plan

- d) An Amendment to this Plan shall be required where the Vision or Principle, a policy, designation, or Schedule is added, deleted or significantly altered. The City will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan. All Amendments to this Plan shall proceed in accordance with the Planning Act approval requirements set out in the VOP. The responsible approval authority may be assisted in their review of a proposed Amendment by any agency having jurisdiction.

- e) An applicant of an Amendment to this Plan shall be required to submit a Planning Justification Report to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:
 - i. Conformity/consistency with relevant Provincial legislation, policies and plans;
 - ii. Conformity to the relevant policies of the VOP, and other City adopted By-laws, and consistency with any applicable Design Guidelines, Master Plans, or any sustainable development standards adopted by the City;
 - iii. The need for the proposed Amendment;
 - iv. Suitability of the lands for the proposal;
 - v. Land use compatibility with the existing and future uses and built forms on surrounding lands; and
 - vi. Adequacy of municipal servicing infrastructure, the transportation system and public service facilities to support the proposed use.

Technical Revisions to this Plan

- f) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
 - i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
 - ii. Altering punctuation or language for consistency;
 - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors; and/or
 - iv. Changing format or presentation.

8.1.2 Consideration of Development Applications

- a) All applications for development within WESTON 7 shall be evaluated in the context of:
 - i. The availability of capacity within the municipal service infrastructure systems and the transportation system;
 - ii. Conformity with this Plan and the relevant policies of the VOP; and
 - iii. Consistency with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies.
- b) To ensure orderly development of WESTON 7, and the most efficient and economical use of existing infrastructure, justification shall be required with a development application, to the satisfaction of the City that:
 - i. Transportation System requirements, including transit, the Road Network and the Active Transportation Network are in place and/or available within a timeframe deemed acceptable to the City and the Region. The capital costs for any Transportation System requirement necessary to facilitate the proposed development shall not adversely affect the City's or the Region's budget;
 - ii. Municipal service infrastructure requirements are in place and/or available within a timeframe deemed acceptable to the City and the Region. The capital costs for any municipal service infrastructure requirement necessary to facilitate the proposed development shall not adversely affect the City's or the Region's budget;
 - iii. The requirements for the Pedestrian Realm and Active Transportation Networks and the delivery of public service facilities are in place and/or available within a

timeframe deemed acceptable to the City, and the associated capital costs associated with the Pedestrian Realm and Active Transportation Networks, as well as the public service facilities required for the development shall not adversely affect the City's budget; and

- iv. Adequate school capacity has been confirmed by the school boards including provision of school sites, as required, or such other alternative solution has been agreed upon by the school boards.
- c) As a condition of approval of development in WESTON 7, the City shall require the implementation of appropriate development agreements and other appropriate measures/agreements to ensure that new development in WESTON 7 is coordinated and that the required commitments of funds, lands and services are secured and/or in place.

These agreements and other measures shall ensure that the reasonable costs of the identified municipal service infrastructure enhancements, transportation system improvements and the delivery of the Pedestrian Realm and Active Transportation Networks and public service facilities are fairly and equitably shared without adverse impact on the City's financial capability. The agreements and measures permitted by this policy shall be only those permitted by law and otherwise agreed to by the landowner(s) and the City.

8.1.3 Implementing Zoning By-laws

- a) It is anticipated that this Plan will be implemented through a number of Implementing Zoning By-laws that are development site or block specific. Implementing Zoning By-laws shall implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the Planning Act and, where appropriate, may be more restrictive than this Plan. Implementing Zoning By-laws shall:
 - i. Include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation;
 - ii. Include regulations for development to ensure compatibility between different uses and built forms, taking into account existing and planned context. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions;
 - iii. Be approved by the City where the City is satisfied that:
 - The proposed use and/or building/structure will be compatible with adjacent development;
 - The proposed use does not pose a danger to adjacent uses by virtue of any defined hazardous nature;
 - The proposed use will not pollute any water, groundwater and/or soil or otherwise threaten the environment, including any endangered species or species at risk;
 - The proposed use conforms to the policies and designations of this Plan, the VOP and the provision of the Planning Act; and
 - Municipal service infrastructure, including municipal water and wastewater capacity and the transportation system is sufficient and available to support the proposed use.

8.1.4 Site Plan Approval

- a) Site Plan Approval will be used by the City in accordance with the provisions of the Planning Act and the City's Site Plan Control By-law as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Approval is

one of the key tools for implementing the City's policies on urban design in accordance with this Plan.

- b) All development within WESTON 7, including public buildings shall be subject to Site Plan Approval, with the specific exemption of residential development that includes 10 dwelling units or less.
- c) As part of the City's design review process, any development application may be subject to review by the City's Design Review Panel, prior to the submission of formal development applications, as necessary.
- d) Notwithstanding b) above, the City may exempt forms of development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed.
- e) Site Plan Approvals shall be consistent with the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. However, where Site Plan Approval is required, or an Amendment to an existing Site Plan Agreement is required to facilitate modifications to an existing use, these Site Plan Approvals/Amendments shall be evaluated on their ability to generally improve existing on-site conditions to the satisfaction of the City, in general consideration of the Vaughan City-Wide Urban Design Guidelines and any other relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies.

8.1.5 Existing Uses

- a) Land uses which legally existed as of the date of adoption of this Plan may be recognized by an appropriate zoning category in the Zoning By-law. Additions to existing uses/buildings and/or the construction of new accessory buildings may be permitted, including:
 - i. Drive-through commercial and/or restaurant facilities;
 - ii. Commercial uses requiring extensive outdoor storage areas; and
 - iii. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.
- b) It is recognized that extensions to existing uses/buildings and/or the construction of new accessory buildings are expected to be comprehensively redeveloped over time, in conformity with the policies of this Plan.

8.1.6 Existing Development Approvals

- a) Where there is a conflict between this Plan and any existing development approval, the existing development approval shall prevail.

8.1.7 Other Planning Tools

- a) The City shall utilize the planning tools available to them, as they are empowered by the VOP, and as they are refined through this Plan.

Inclusionary Zoning

- b) Pursuant to the Planning Act, Inclusionary Zoning may be implemented by the City within WESTON 7. Inclusionary Zoning would authorize the inclusion of attainable/assisted housing units within buildings or projects containing other residential units, and for ensuring that those attainable/assisted housing units are maintained as such over time.

Parkland Dedication

- c) The City has the authority to require parkland dedication, or cash-in-lieu of parkland dedication under the Planning Act. That authority shall be utilized to acquire the Urban Park Space elements of the identified Pedestrian Realm Network. Parkland dedication, and/or the payment of cash-in-lieu of land shall be required in accordance with the Planning Act and the relevant policies of this Plan and the City's Parkland Dedication By-law, as a condition of all development approvals.

- d) In accordance with the Planning Act, residential developments and mixed-use developments with development sites or blocks greater than 5 hectares shall make a maximum parkland dedication, or cash-in-lieu equivalent contribution of 15% of the gross development site area. Residential developments and mixed-use developments on development sites of 5 hectares or less shall make a maximum parkland dedication/cash-in-lieu equivalent contribution of 10% of the gross development site area.
- e) Within WESTON 7, all cash-in-lieu of parkland dedication funds resulting from development within WESTON 7, shall be spent by the City to enhance the supply of public parkland, or to fund parkland improvement projects within WESTON 7.
- f) All development that includes a residential component shall be required to make an appropriate contributions to the Pedestrian Realm Network, including a land contribution on-site of at least 5% of the area of the development site/block, where the development site or block is greater than 1,500 square metres in size. The required on-site land contribution shall generally have a minimum frontage on a private or public road of 7.5 metres, and a minimum size of 75 square metres.

Where a development site/block includes an Urban Square or smaller scale Urban Park Space element identified on **Schedule 3**, the requirement identified in this policy may be waived, to the satisfaction of the City.

- g) It is the objective of the City to utilize its parkland dedication authority to secure the Urban Park Space elements as they are articulated on **Schedule 3** to this Plan. In addition to f), above, residual land dedication requirements and/or cash-in-lieu of land shall be utilized in accordance with the following priorities:
 - i. The first priority is the securement of the Urban Squares identified symbolically on **Schedule 3** as a first priority; and
 - ii. The second priority is the securement of the smaller scale Urban Park Space elements identified on **Schedule 3**.
- h) If there is an element of the Pedestrian Realm Network identified on any property, as shown on **Schedule 3**, the applicable parkland dedication shall be dedicated to the City as a condition of approval, subject to appropriate legal agreement respecting interim use of the lands for parking for existing uses, construction access and staging operations.
- i) The City may accept Strata Parks as contributions to the required parkland dedication on a site by site basis, by way of legal agreements where the following have been demonstrated, to the satisfaction of the City:
 - i. The park space is provided at-grade, is publicly accessible and meets all other requirements of its respective Urban Park Space classification;
 - ii. The park space, together with the air rights above it, shall be in public ownership;
 - iii. The City will retain sole and unencumbered control of the surface lands above the strata title and operate the park space as part of the public Pedestrian Realm Network;
 - iv. All surface strata to be conveyed to the City for use as public parkland shall be free of any surface easements, structures and systems that would have a negative impact on the design, construction and use of the proposed public park facilities; and
 - v. The Strata Park will be designed in a manner commensurate with the planned function of the space in consideration its respective Urban Park Space classification, and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed the Site Plan Approval process.

It is the City's first priority to secure unencumbered, fee simple parkland dedication. Strata Park arrangements are not preferred. Where Strata Parks are proposed, they shall be evaluated on a case-by-case basis, subject to the approval of the City.

Where a Strata Park arrangement is deemed acceptable to the City, parkland dedication credits will be based on a partial parkland credit formula which takes into account the potential additional costs of the development and maintenance of a Strata Park, liabilities and the limited uses that are inherent to this type of land development/ownership model.

- j) The City may accept Privately Owned Public Spaces (POPS) as contributions to the required parkland dedication on a site by site basis, by way of easements/legal agreements where the following have been demonstrated, to the satisfaction of the City:
 - i. Design, programming and maintenance of the POPS area to the City's satisfaction and, if necessary, secured through appropriate easements/agreements with the City;
 - ii. POPS shall be provided at-grade and shall be universally accessible to the public and shall be visually and physically accessible from public roads;
 - iii. POPS shall have proper signage identifying them as publicly accessible places; and
 - iv. Developments are discouraged from having vehicular access, servicing and loading facilities directly abutting or facing a POPS.

It is the City's first priority to secure unencumbered, fee simple parkland dedication. POPS are not preferred. Where POPS are proposed, they shall be evaluated on a case-by-case basis, subject to the approval of the City.

Where a POPS arrangement is deemed acceptable to the City, parkland dedication credits will be based on a partial parkland credit formula which takes into account the potential programming limitations and the limited uses that are inherent to this type of land development/ownership model.

Development Charges By-law

- k) To implement specifically the required growth related costs anticipated for the long-term development of WESTON 7 in accordance with the policies of this Plan, the City may prepare a background study and enact an Area Specific By-law under the Development Charges Act, to ensure that the capital costs of growth related services does not place a financial burden upon the City's existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- l) The City may exempt all components of any development that fulfills the attainable/assisted housing target within WESTON 7. Further, the City may exempt some or all of the Development Charge, or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment, or revitalization objectives in accordance with this Plan.

Community Planning Permit System

- m) The City may prepare a background study and enact a By-law under the provisions of the Planning Act, to establish a Community Planning Permit System within WESTON 7.

8.1.8 Conveyance/Acquisition of Lands

- a) Where lands have been identified as required for the construction of the street network or for parkland, or for municipal service infrastructure, 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.
- b) It is the intent of the City to work cooperatively with the Region, the Province, the Government of Canada, Land Trusts and private property owners to increase the supply of attainable/assisted housing in accordance with the policies of this Plan.
- c) The City may establish a Land Securement Fund to be used to contribute to the costs of land acquisitions for the purposes of implementing this Plan in accordance with the provisions of the Planning Act. Mechanisms to secure lands within WESTON 7 for the

purposes of implementing this Plan in accordance with the provisions of the Planning Act may include, but are not limited to, the following property acquisition tools:

- i. Land dedications/conveyance;
 - ii. Voluntary sale and public purchase through funds allocated in the City's budget;
 - iii. Land swaps/exchanges;
 - iv. Donations, gifts, bequests from individuals and/or corporations;
 - v. Density transfers; and/or
 - vi. Other appropriate land acquisition methods.
- d) The City may provide an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities for the purposes of implementing this Plan.

8.1.9 Municipal Finance

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide required municipal service infrastructure enhancements and transportation system improvements are paid for in an equitable and appropriate manner.
- b) Development will be monitored to ensure that a balance is maintained between demands for municipal service infrastructure enhancements and transportation system improvements and the overall fiscal capacity of the City.
- c) Where possible, the City will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use planning and the provision of municipal service infrastructure enhancements, transportation system improvements, the Pedestrian Realm and Active Transportation Networks, public service facilities and any identified community benefits.
- d) It is the intent of this Plan that, wherever possible, the City, on the basis of the policies contained within this Plan, establish a staged program for the implementation of municipal service infrastructure enhancements, transportation system improvements, public works and/or any other municipally-assisted projects within WESTON 7. A five-year capital improvement program should be developed to systematically implement necessary capital improvements. This program should be reviewed annually as part of the capital budget procedure.
- e) The City will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal service infrastructure enhancements and the transportation system improvements that are necessary to facilitate the ongoing development of WESTON 7.

8.2 Interpretation

8.2.1 Land Use Boundaries and Roads

- a) The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and Active Transportation Networks shown on the Schedules to this Plan are illustrated in approximate locations only. As such, Amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries, location of roads, or service area boundaries, provided that the general intent of this Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Plan.

- b) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

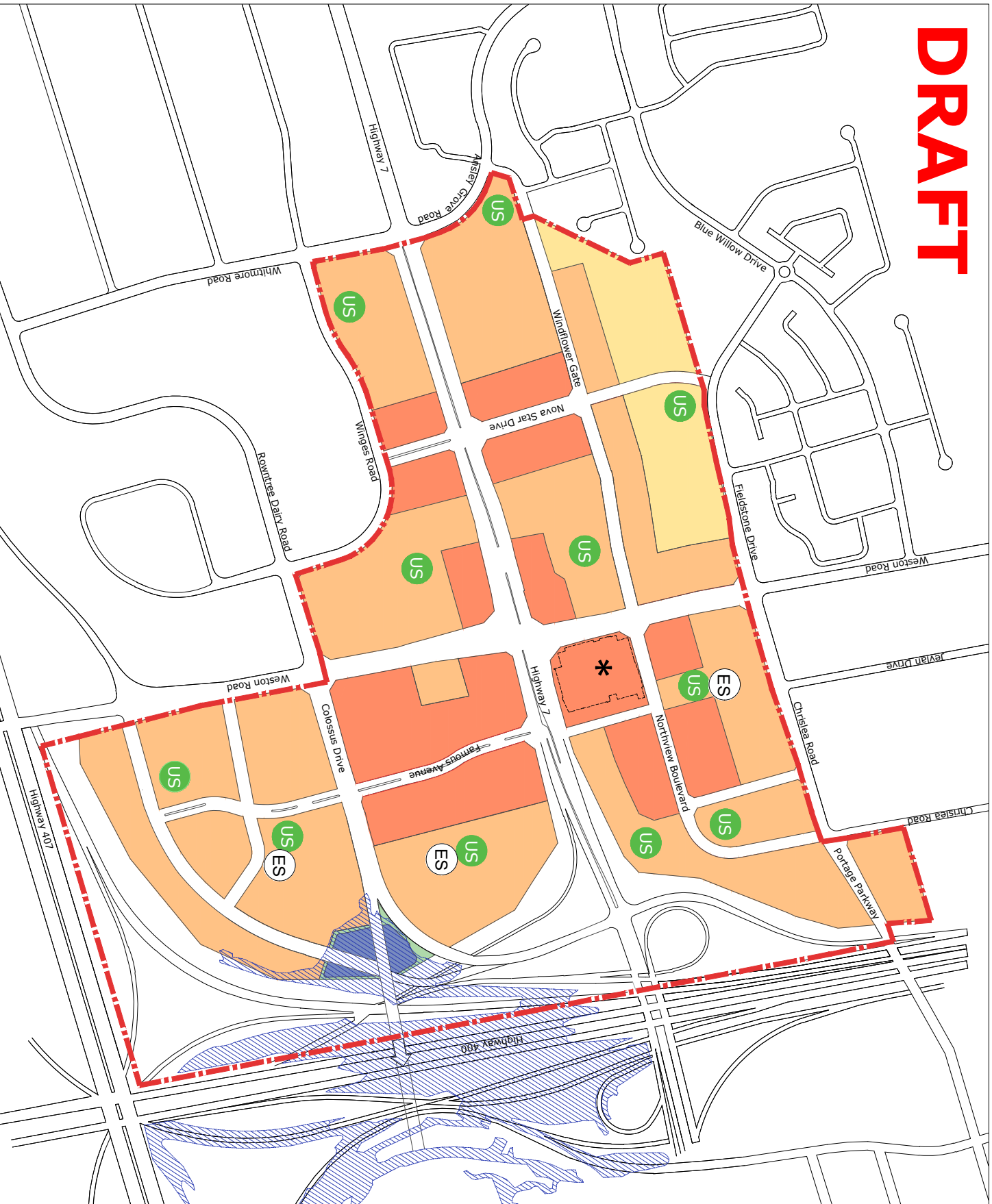
8.2.2 Numeric Standards

- a) With the specific exception of identified building height and density (FSI) limitations, it is intended that all other numeric standards identified in this Plan be considered approximate and not absolute. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

8.2.3 Subsequent Legislation/Companion Documents

- a) Where a Provincial or Federal Act, regulation or guideline is referred to in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to Region or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.
- b) Where reference is made to the VOP, it is intended that such reference be interpreted to include any subsequently approved Official Plan Amendment, or any approved revised or updated Official Plan.
- c) Where reference is made to any Council adopted Master Plan, Strategy, Guidelines Manual, or municipal By-law, or any Appendix to this Plan, it is intended that such reference be interpreted to include any subsequently revised or updated version, policy, regulation or guideline that may replace the specified companion document, or municipal By-law.

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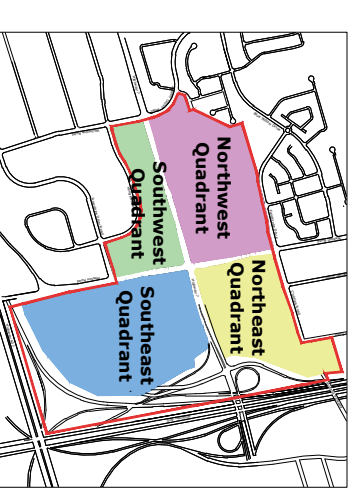
Schedule 1 Weston 7

Land Use Designations

Legend

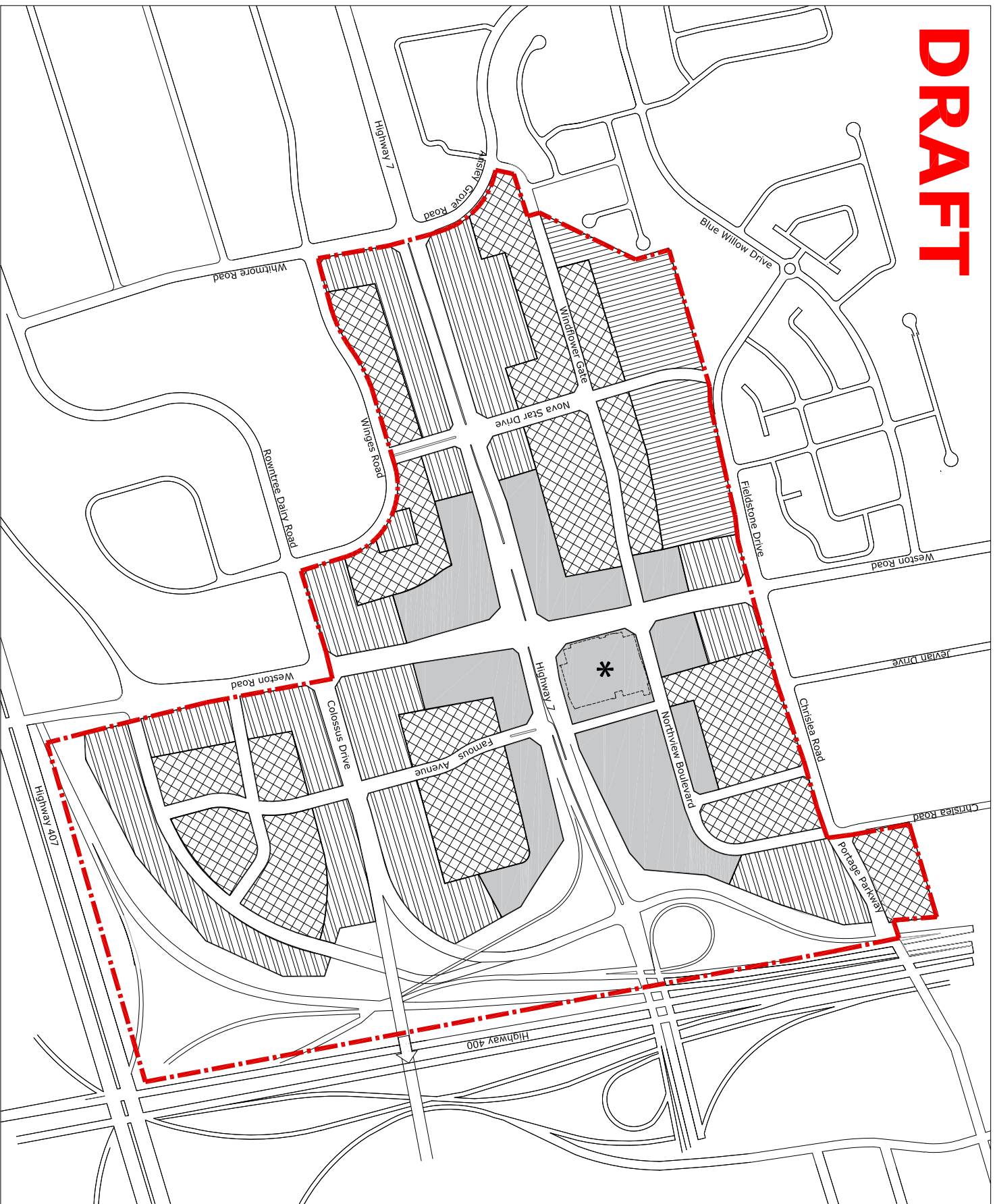
- Secondary Plan Area
- Residential I
- Mixed-Use I
- Mixed-Use II
- Urban Squares
- Elementary School (ES)
- Existing Stormwater Management Pond
- Flood Plain Spill Area Overlay
- Existing Development (Centro Square)

Quadrants









May 2024

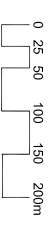
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Schedule 2 Weston 7 Building Height

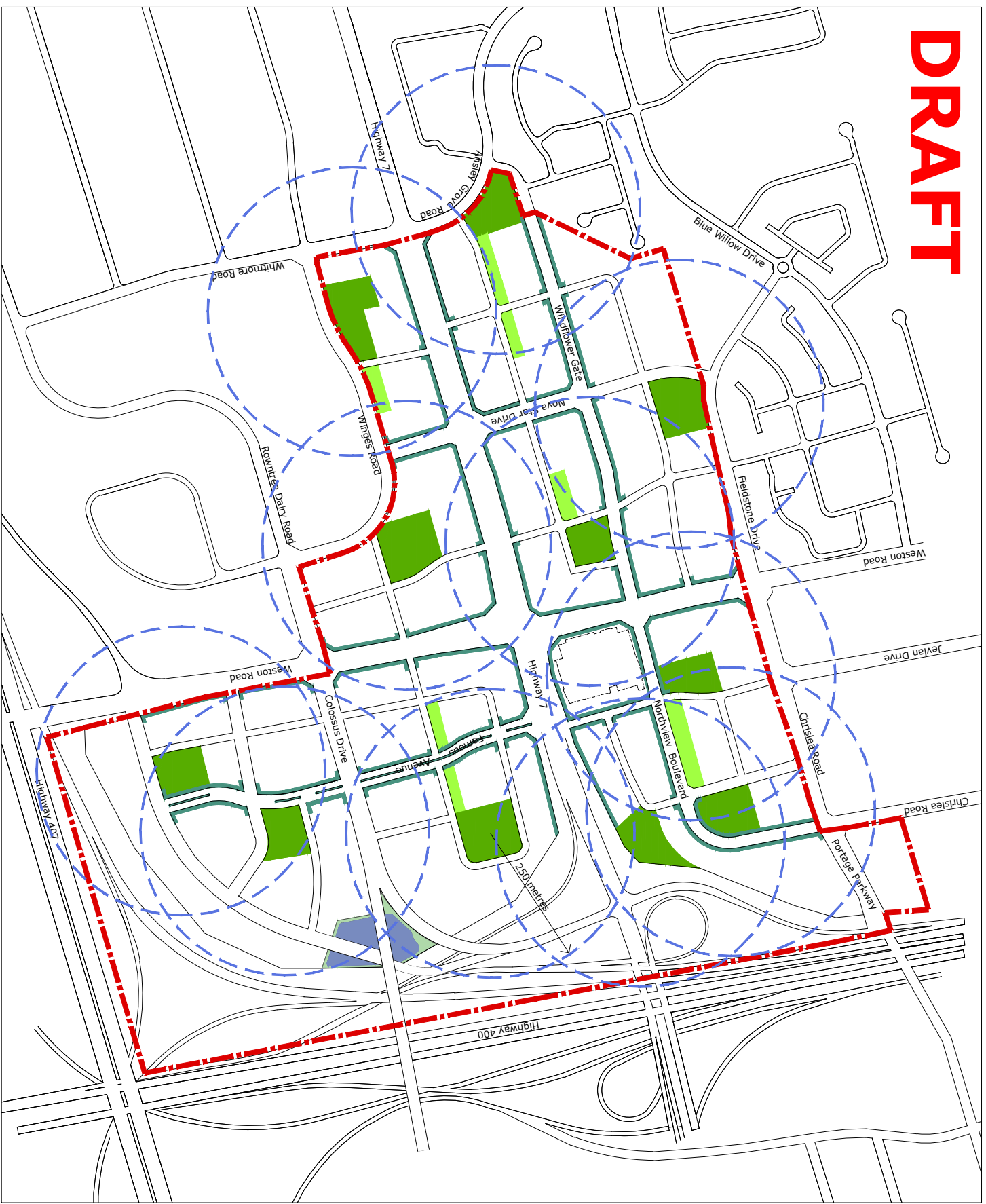
Legend

-  Secondary Plan Area
-  Low-Rise
-  Mid-Rise
-  High-Rise I
-  High-Rise II
-  Existing Development (Centro Square)



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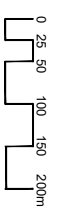


Schedule 3 Weston 7 Pedestrian Realm Network

Legend

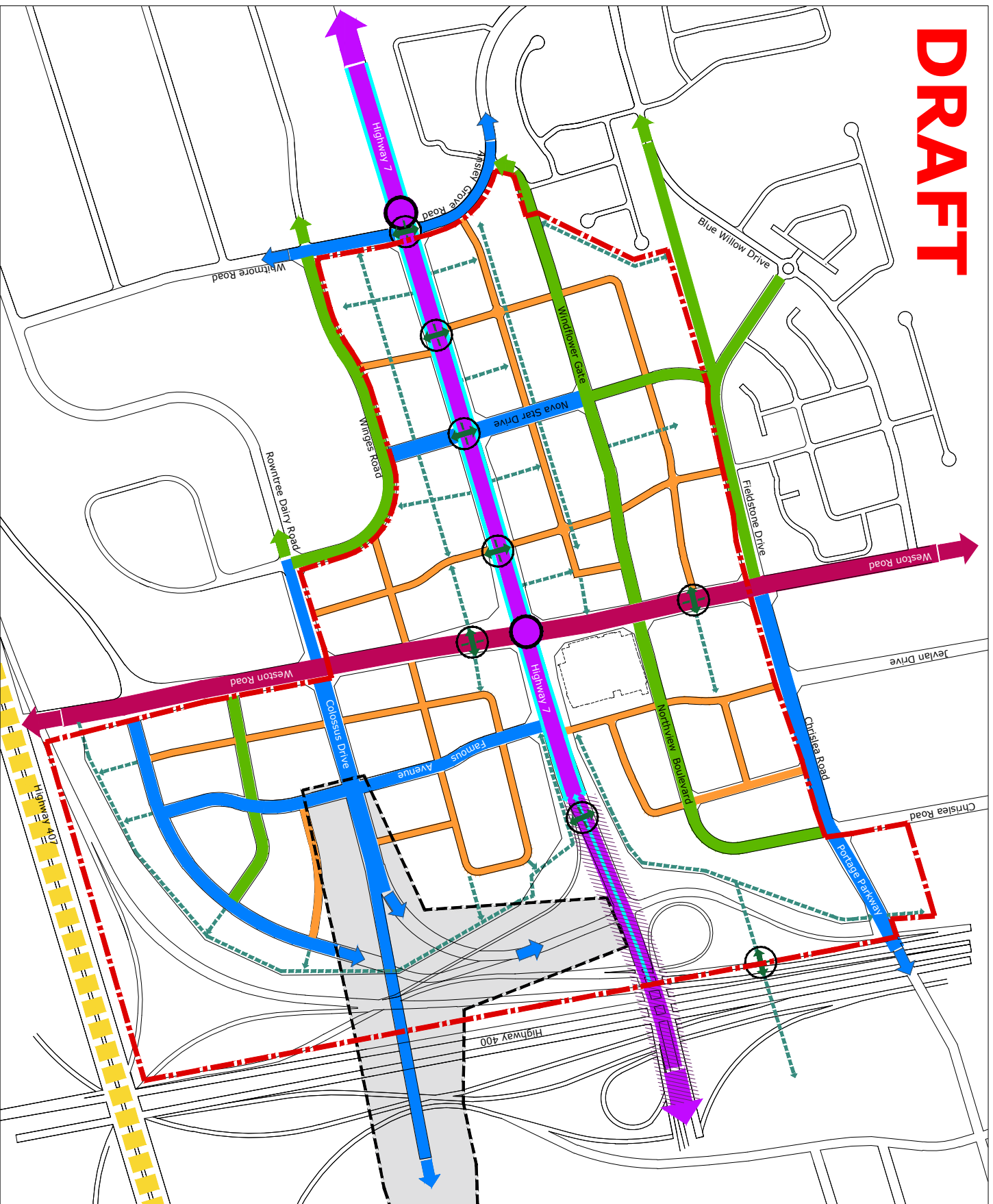
- Secondary Plan Area
- Urban Squares
- Promenades
- Enhanced Urban Streetscape
- Standard Urban Streetscape
- Existing Stormwater Management Pond
- 250m Radius, 2-3 Minute Walking Distance

Note: Park Locations are Conceptual



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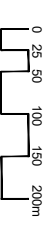


Schedule 4 Weston 7 Transportation System

Legend

- Secondary Plan Area
- Street and Transit Network**
- Existing Roads
- Highway 7 - Regional Bus Rapid Transitway
- Bus Rapid Transit (BRT) Stop
- Regional Arterial Road
- Major Collector
- Minor Collector
- Local Road
- Colossus Drive Corridor Protection Area
- Potential Enhancement Link to VMC
- Potential 407 Transitway
- Active Transportation Network**
- Existing Cycle Track
- Active Transportation (AT) Link
- AT Grade Separated Pedestrian Connection

Note: Alignments are Conceptual



May 2024