

**CITY OF VAUGHAN
COUNCIL MEETING ADDENDUM
AGENDA**

**(NOTE: ADDENDUMS WILL REQUIRE UNANIMOUS VOTE FROM THE MEMBERS
OF COUNCIL PRESENT AT THE MEETING TO BE ADDED TO THE AGENDA.)**

Thursday, September 27, 2018

1:00 p.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Territorial Acknowledgement Statement (prior to the commencement of the meeting)

	Pages
1. CONFIRMATION OF AGENDA	
<u>Addendum Listing</u>	
1. <i>PROCLAMATION REQUEST LEARNING DISABILITIES AWARENESS MONTH</i> Report of the Deputy City Manager, Corporate Services with respect to the above.	3
2. <i>BY-LAW NUMBER 176-2018</i> (Council, June 5, 2017, Item 4, Committee of the Whole (Closed Session), Report No. 22) A By-law to amend City of Vaughan By-law 1-88 as amended by By-law 157-2018. (Z.18.014, OP.05.020, Z.07.029, Tesmar Holdings Inc., located on the northeast corner of Jane Street and Riverrock Gate, in Lot 15, Concession 4)	6

3. *BY-LAW NUMBER 177-2018* 12
(Council, June 19, 2018, Item 33, Committee of the Whole, Report No. 21)

A By-law to adopt Amendment Number 33 to the Vaughan Official Plan 2010 for the Vaughan Planning Area. (File 26.4.1), New Community Areas)
4. *BY-LAW NUMBER 178-2018* 70
(Council, April 19, 2017, Item 5, Committee of the Whole, Report No. 13)

A By-law to adopt Amendment Number 15 to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

Addendum Listing 2
5. *YORK REGION TRANSIT CROSS-BOUNDARY TRAVEL AND GREATER TORONTO AND HAMILTON AREA FARE INTEGRATION* 84
Resolution of Regional Councillor Rosati with respect to the above.

Added at Meeting
6. *LEGAL ADVICE - 5550 LANGSTAFF ROAD*
Request of Councillor Iafrate with respect to the above.

Item:



Council Report

DATE: Thursday, September 27, 2018

WARD(S): ALL

**TITLE: PROCLAMATION REQUEST
LEARNING DISABILITIES AWARENESS MONTH**

FROM:

Nick Spensieri, Deputy City Manager, Corporate Services

ACTION: DECISION

Purpose

To seek Council approval to proclaim October as Learning Disabilities Awareness Month and to post the proclamation on the City's website.

Report Highlights

- Respond to the request received from the Learning Disabilities Association of York Region.
- Proclamation requested for October 2018.

Recommendations

1. That October be proclaimed as Learning Disabilities Awareness Month; and
2. That the proclamation be posted on the City's website.

Background

Correspondence from Learning Disabilities Association of York Region (LDAYR) requesting this proclamation was forwarded from the Office of the Mayor and received in the Office of the City Clerk on September 20, 2018.

October is Public Awareness Month for Learning Disabilities across Canada. This year's campaign theme is "Don't Dis My Abilities". This theme focuses on youth and adults with Learning Disabilities and seeks to encourage young people to reach their full

potential. With more awareness Learning Disabilities can be identified at a younger age, which can mean earlier intervention and support.

Previous Reports/Authority

[Item 12, Report No. 35 of the Committee of the Whole - Learning Disabilities Awareness Month](#)

Analysis and Options

The proclamation request meets the requirements of the City's Proclamation Policy, as follows:

"That upon request, the City of Vaughan issue Proclamations for events, campaigns, or other similar matters:

- (i) which are promoted by any organization that is a registered charity pursuant to section 248 of the Income Tax Act."

Financial Impact

Not applicable.

Broader Regional Impacts/Considerations

LDAYR supports the Regional Municipality of York as a whole.

Conclusion

Staff is asking for Council approval to proclaim October 2018 as Learning Disabilities Awareness Month and to post the proclamation on the City's website.

For more information, please contact: Todd Coles, City Clerk

Attachment

1. Correspondence from the Executive Director of Learning Disabilities of York Region (LDAYR), received on September 20, 2018

Prepared by

Julia Bartolomeo, Supervisor, City Clerk's Administrative Services, ext. 8280

RECEIVED

SEP 20 2018

CLERK'S DEPT.

City of Vaughan Office - City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Dear City Clerk,

October is Public Awareness Month for Learning Disabilities across Canada. This year's campaign theme is, **"Don't Dis My Abilities."** This theme focuses on children, youth, and adults with Learning Disabilities as well as their families and friends.

The campaign seeks to encourage young people to reach their full potential.

"The right to learn, the power to achieve"

"Making the invisible visible!"

"People too often define the life of someone living with Learning Disabilities by the areas where their LDs impact directly, such as math, reading, writing or organizational skills," said Lawrence Barns President and CEO of LDAO. "The goal of this campaign is for people to see beyond that to their multiple areas of strength. LDs didn't stop Richard Branson, Jamie Oliver or John Lennon. A person with LDs just needs the right supports to achieve success."

- By definition someone with LDs has average to above average intelligence.
- LDs impact certain skills, most of which can be improved with the right supports.
- Because LDs usually exhibit in the school system, those with LDs can be identified early in life, and early intervention improves confidence.
- When they don't receive appropriate support, individuals with LDs have higher than the average rates of school dropout, unemployment and poverty.

However if we as a society help them to succeed, all of the above statistics can be radically altered, leading to successful lives that can impact our communities for the better and people with learning disabilities can become among the most creative, and productive members of our communities.

As Executive Director of the Learning Disabilities Association of York Region, I am kindly requesting the City of Vaughan to declare October as Learning Disabilities Awareness Month. In addition, we would like to kindly request to post a message on your website and / or social media outlets.

As part of this campaign, we have developed a poster motivating young people to push their limits inside and outside the classroom through the student voice. I kindly request your support in helping us distribute the material attached throughout your municipal facilities. To contact me directly please call: 905-884-7933 extension 5 or email helga.sirola@ldayr.org.

Sincerely,



Helga Sirola
Executive Director
905-884-7933, ext. 5
Helga.Sirola@ldayr.org

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 176-2018

A By-law to amend City of Vaughan By-law 1-88 as amended by By-law 157-2018.

WHEREAS the matters herein set out are in conformity with the Official Plan of the Vaughan Planning Area, which is approved and in force at this time;

AND WHEREAS there has been no amendment to the Vaughan Official Plan adopted by Council but not approved at this time, with which the matters herein set out are not in conformity;

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

1. That City of Vaughan By-law Number 1-88, as amended, be and it is hereby further amended by:
 - a) Deleting Key Map 4C and substituting therefor the Key Map 4C attached hereto as Schedule “1”, thereby removing the Holding Symbol “(H)” on a portion of the lands shown as “Subject Lands” on Schedule “E-1597”; and effectively zoning the subject lands RA3 Apartment Residential Zone.
 - b) Deleting Schedule “E-1597”; and substituting therefor the Schedule “E1597”; attached hereto as Schedule “2”, thereby deleting the Holding Symbol “(H)” on a portion of the lands.
2. Schedules “1” and “2” shall be and hereby form part of this By-law.

Enacted by City of Vaughan Council this 27th day of September, 2018.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. 4 of Report No. 22
of the Committee of the Whole (Closed Session)
Adopted by Vaughan City Council on
June 5, 2017

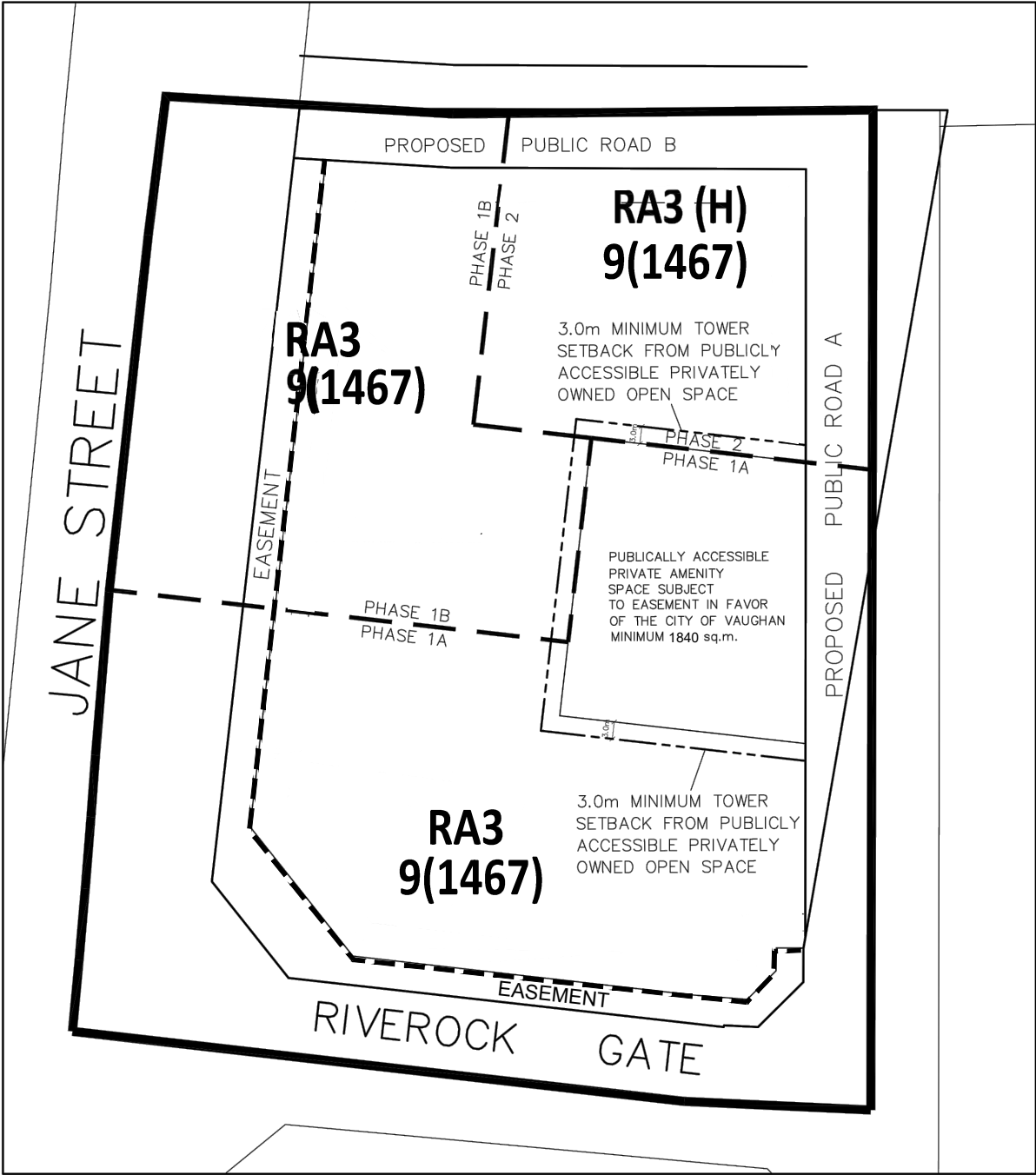
OMB/LPAT Decision dated August 27, 2018.

LEGEND

- SUBJECT LANDS
- PHASE BOUNDARIES



The subject lands are designated as a Class 4 Area pursuant to NPC-300



THIS IS SCHEDULE 'E - 1597'
TO BY-LAW 1-88
SECTION 9(1467)

NOT TO SCALE

THIS IS SCHEDULE '2'
TO BY-LAW 176 - 2018
PASSED THE 27th DAY OF Sept , 2018

FILE No. Z.18.014
RELATED FILES: OP.05.020 & Z.07.029
LOCATION: Part of Lot 4, Concession 15
APPLICANT: TESMAR HOLDINGS INC.
CITY OF VAUGHAN

SIGNING OFFICERS

MAYOR

CLERK

SUMMARY TO BY-LAW 176-2018

The lands subject to this By-law are located on the northeast corner of Jane Street and Riverrock Gate, in Lot 15, Concession 4, City of Vaughan.

The purpose of this By-law is to remove the Holding Symbol "(H)" from a portion of the subject lands, which are zoned RA3 Apartment Residential Zone with site-specific exceptions, to facilitate the development of 2 residential apartment buildings of 20 and 23-storeys, above a podium not exceed 6-storeys.

On January 25, 2018 and January 26, 2018, in an Oral Decision, the Ontario Municipal Board (OMB) approved the applications which will facilitate the development of the subject lands for 2 residential towers of 23 and 20 storeys above a 6-storey podium. The concept includes vacant lands that may be developed as a future phase and will require a minimum of 5,000 square metres of non-residential gross floor area to be included in a minimum 3-storey building. On August 27, 2018, the OMB issued its Decision.

The subject lands were originally zoned with the Holding Symbol "(H)" by By-law 157-2018, until such time that:

Phase 1a

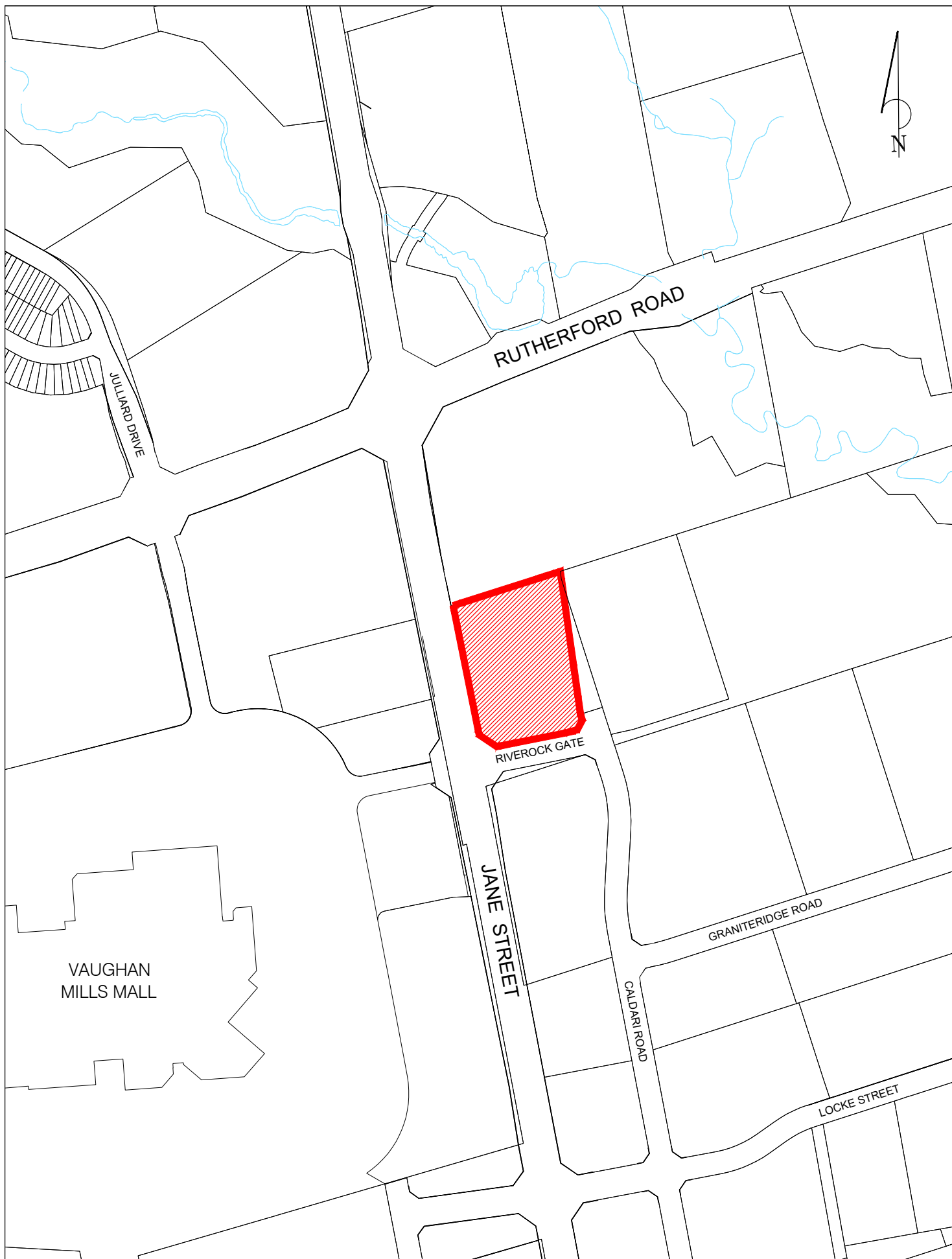
- i. Water and sewer servicing capacity being identified and allocated by the City of Vaughan;
- ii. City of Vaughan being in receipt of confirmation of the Ministry of Environment's Acknowledgement/Registration of the Record of Site Condition;
- iii. The submission of an Environmental Noise Impact Study and an Environmental Vibration Report, prepared in consultation with the operator of the "*Rail Yard*" and the "*Existing Industrial Lands*", to the satisfaction of the City of Vaughan. For the purposes of this Zoning By-law a "*Rail Yard*" is defined as the McMillan Rail Yard and the "*Existing Industrial Lands*" are defined as the Maple Stamping Plant;
- iv. The provision and/or securing of any required noise mitigation and control measures at the Owner's expense as the City of Vaughan may require;
- v. If necessary, the execution of agreements satisfactory to the City of Vaughan between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on these neighbouring lands, as the City may require;
- vi. The approval of a Site Development Application by Vaughan Council or the Ontario Municipal Board for the proposed development;
- vii. The execution of a site plan agreement, or other such agreement, satisfactory to the City of Vaughan to be registered on title which obligates the Owner to include in all Offers of Purchase and Sale, warning clauses for the Subject Lands and to provide notice of the Class 4 Area classification to prospective purchasers of residential units on the Subject Lands;
- viii. A resolution is passed by Vaughan Council classifying the site as a Class 4 Area;
- ix. The execution of an agreement with the City of Vaughan to construct the proposed public road "A" (extension of Caldari Road) to the new proposed public road "B" (east-west road) and the construction of proposed public road "B" to Jane Street, or suitable interim alternative to the satisfaction of the City of Vaughan, and requiring said public roads to be completed prior to first occupancy of Phase 1a; and,
- x. Submission of a Traffic Impact Study for Phase 1 to the satisfaction of the City of Vaughan and York Region.

Phase 1b

- i. Water and sewer servicing capacity being identified and allocated by the City of Vaughan;
- ii. City of Vaughan being in receipt of confirmation of the Ministry of Environment's Acknowledgement/Registration of the Record of Site Condition;
- iii. The submission of a noise and vibration impact study, prepared in consultation with the operator of the "*Rail Yard*" and the "*Existing Industrial Lands*", to the satisfaction of the City of Vaughan;
- iv. The provision and/or securing of any required noise mitigation and control measures at the Owner's expense as the City of Vaughan may require;
- v. If necessary, the execution of agreements satisfactory to the City of Vaughan between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on these neighbouring lands as the City of Vaughan may require
- vi. The approval of a Site Development Application by Vaughan Council or the Ontario Municipal Board for the proposed development;
- vii. The execution of a site plan agreement, or other such agreement satisfactory to the City of Vaughan to be registered on title which obligates the Owner to include in all Offers of Purchase and Sale, warning clauses for the subject lands and to provide notice of the

- Class 4 Area classification to prospective purchasers of residential units on the Subject Lands;
- viii. A resolution is passed by Vaughan Council classifying the site as a Class 4 Area;
 - ix. That public road "A" (extension of Caldari Road) to public road "B" (east-west road) and public road "B", or suitable interim alternative, are constructed to the satisfaction of the City of Vaughan;
 - x. The execution of an agreement with the City that provides for the extension of public road "A" (Caldari Road) north of public road "B" to a signalized (when warranted) intersection with Rutherford Road, including the signalized intersection and any required, related upgrades to Rutherford Road and public road "B" in its ultimate form, to the satisfaction of the City of Vaughan and York Region. Said agreement shall require that these roads be constructed prior to first occupancy of Phase 1b unless construction at a later phase is supported by a Traffic Impact Study to the satisfaction of the City of Vaughan and Region of York; and,
 - xi. Submission of a Traffic Impact Study to the satisfaction of the City of Vaughan and York Region.

The conditions noted above have now been satisfactorily fulfilled and therefore, the Holding Symbol "(H)" can be removed.



NOT TO SCALE

LOCATION MAP TO BY-LAW 176 - 2018



SUBJECT LANDS

FILE No. Z.18.014
RELATED FILES: OP.05.020 & Z.07.029
LOCATION: Part of Lot 4, Concession 15
APPLICANT: TESMAR HOLDINGS INC.
CITY OF VAUGHAN

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 177-2018

A By-law to adopt Amendment Number 33 to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

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

1. THAT the attached Amendment Number 33 to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule(s) “A”, “B”, “C”, “D” and “E” is hereby adopted.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number 33 to the Vaughan Official Plan 2010 of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

Enacted by City of Vaughan Council this 27th day of September, 2018.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. 33 of Report No. 21
of the Committee of the Whole
Adopted by Vaughan City Council on
June 19, 2018.

AMENDMENT NUMBER 33
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA

The following text and schedules "A", "B", "C", "D" and "E" constitute Amendment Number 33 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I" and "II".

Authorized by Item No. 33 of Report No. 21
of the Committee of the Whole Meeting
Adopted by Vaughan City Council on
June 19, 2018.

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 (“VOP 2010”), specifically Volume 1 and 2 to include policies for a new Secondary Plan for the Subject Lands. The lands subject to this Amendment (“Subject Lands”) are designated “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural” with a “Hamlet” overlay and “Railway” in the VOP 2010. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, the protection of cultural heritage and archaeological resources, transportation, *community facilities*, natural heritage and open space. The intent of these policies is to facilitate the *development* of a new community including a mixed-use Kirby GO – Transit Hub Centre, as well as new residential neighbourhoods. These policies are designed to enable the creation of a *complete community* and ensure high quality *development* that is compatible with surrounding land uses.

II LOCATION

The Subject Lands are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprise Lots 26 – 30 of Concession 4 in the City of Vaughan, as identified in Appendix “I” to this Amendment.

III BASIS

The decision to amend the VOP 2010 to provide detailed policies to facilitate the development of a new community including a mixed-use Kirby GO – Transit Hub Centre, as well as new residential neighbourhoods and related community and *retail* services is based on the following considerations:

1. In accordance with Section 3 of the Planning Act R.S.O. 1990, c.P.13, as amended, all land use decisions in Ontario “... shall be consistent with” policy statements issued under the Act.” (Part II: PPS 2014). This includes the PPS 2014 which “... provides policy direction on matters of provincial interest related to land use planning and development” (Part I). The PPS 2014 recognizes that local context is important, noting that “Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.” (Part III: PPS 2014). “Land use must be carefully managed to accommodate appropriate development to meet a full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety” (Part IV: PPS 2014). The policies contained in the Secondary Plan include a range and mix of housing types and densities, employment opportunities, and institutional and public uses to support the future residential community. The Secondary Plan emphasizes active transportation and will achieve connectivity throughout the block based on the policies requiring the implementation of a multi-use recreational trail system in support of active transportation. On this basis, the Block 27 Secondary Plan is consistent with and meets the intent of the PPS 2014.
2. Places to Grow, the Growth Plan for the Greater Golden Horseshoe in Southern Ontario (2017) (“Growth Plan”) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Growth Plan is intended to “support the achievement of *complete communities*” (Policy 2.2.1.4.). In particular, the Growth Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

The Secondary Plan has been prepared in conformity with the directions of the Growth Plan to ensure that new development will result in the creation of a complete community which will be compact, vibrant, inclusive, healthy, sustainable and diverse.

3. The Greenbelt Plan (2017) (“Greenbelt Plan”) establishes a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Block 27 includes a *valley and stream corridor* which forms part of the Greenbelt Plan area and is identified in the Natural Heritage System overlay of the Greenbelt Plan. The Secondary Plan protects the corridor in conformity with the directions of the Greenbelt Plan.
4. The York Region Official Plan, 2010 (“YROP”) designates the Subject Lands as “Urban Area”, “Greenbelt Plan” and “Greenbelt Protected Countryside/Hamlet” as identified on Map 1, Regional Structure in the YROP. The *Urban Area* designation is intended to allow for the creation of compact and *complete communities* which are sustainable and have the highest standard of urban design. Lands in the Greenbelt Plan Area are to be protected in accordance with of the Provincial Greenbelt Plan, including Hamlets which are small, existing settlements and their cultural heritage is to be retained. The Secondary Plan is consistent with the policies of the YROP.
5. On September 7, 2010, Vaughan Council adopted the VOP 2010. Schedule 13 of Volume 1 of the VOP 2010 designates the Subject Lands “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural” with a “Hamlet” overlay and “Railway”. The “New Community Areas” designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Sections 10.1.1 and 10.1.1.1. of the VOP 2010, prior to the approval of any *development* applications. This amendment implements the results of a detailed Secondary Plan process that included consultation throughout the Study, the Sub-Study for the Kirby GO Transit Hub, and the North Vaughan and New Communities Transportation Master Plan (“NVNCTMP”). Regular meetings were held at key points of the Secondary Plan Study with the Block 27 participating Landowners Group (“LOG”) and the Block 27 Technical Advisory Committee (“TAC”). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. Five reports were prepared for Council’s consideration, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.
6. The following public consultation meetings were held for the Secondary Plan Study:
 - May 13, 2015: Public Open House #1, Secondary Plan Visioning Summit;
 - November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;
 - April 5, 2017: Public Open House Secondary Plan (combined meeting with Public Information Centre (PIC) #2 for the Kirby GO Transit Hub Sub-Study and the NVNCTMP); and
 - March 6, 2018: Committee of the Whole (Statutory Public Hearing).

Additional specific public consultation sessions for the Kirby GO Transit Hub Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and
 - April 5, 2017: Public Information Meeting #2 (combined meeting with Public Information Centre (PIC) for the NVNCTMP and 3rd Public Open House for the Block 27 Secondary Plan).
7. The Secondary Plan is based on detailed background studies, including the Upper West Don Subwatershed Study City of Vaughan, the North Vaughan and New Communities Transportation Master Plan, as well as input from public agencies including Metrolinx, the Regional Municipality of York, the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Forestry, the York Region District School Board, the York Catholic District School Board and the Conseil scolaire Viamonde. The Secondary Plan takes into consideration the information gathered through the study process in the creation of the Kirby GO - Transit Hub Centre, the protection of the Natural Heritage Network, the development of a community hub and recognition of the need for a number of parks, elementary *schools* and a secondary *school*.
 8. Having held a statutory Public Hearing on March 6, 2018, Council for the City of Vaughan approved an amendment to the VOP 2010 on June 19, 2018 to provide for the adoption of a Secondary Plan for Block 27.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010, Volume 1 and 2 are hereby amended by:

1. Amending Volume 1, Schedule 13 “Land Use” by re-designating the Subject Lands from “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, and “Rural” with a “Hamlet” overlay to “Lands Subject to Secondary Plans”.
2. Amending Volume 1, Schedule 14-A “Areas Subject to Secondary Plans” as follows:
 - Under the “Required Studies” heading, Item 2 “New Community Areas”, delete “Blocks 41 and 27” and replace with “Block 41”.
 - Under Secondary Plan Areas – Chapter 11, add the following: “Block 27 – 11.13”.
3. Amending Volume 2, Section 11.1 “Areas Subject to Secondary Plans”, by adding the following policy:

“(OPA #33) “The lands subject to the Block 27 Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.13 of this Plan.”
4. Amending Volume 2, Section 11 “Secondary Plan Policies” by adding a new Section 11.3 and adding the text and schedules of the Block 27 Secondary Plan, attached hereto as Schedule 1.

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision approval, Draft Plan of Condominium approval, Part Lot Control By-law, and Site Plan approval, pursuant to the Planning Act, R.S.O. 1990, c.P.13, as amended.

VI INTERPRETATION

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

SCHEDULE 1

11.13 BLOCK 27 SECONDARY PLAN (OPA #33)

11.13.1 Secondary Plan Area

The following policies including Part A, The Preamble to the Plan, and Part B, The Secondary Plan, and Schedules “A” – “E” shall apply to the lands identified as “Secondary Plan Area” and “Kirby GO - Transit Hub Centre” on Schedule A: Block 27 Secondary Plan Area.

11.13.2 Part A The Preamble

1.0 Context

The Block 27 Secondary Plan is designed to create a *complete community* focused on a new Centre, the Kirby GO - Transit Hub Centre in the northeast quadrant of Block 27, located south of Kirby Road and west of Keele Street. The new community will be compact, vibrant, inclusive, healthy, sustainable and diverse, while being designed to have a net positive environmental outcome. It will include a mix of uses such as low-rise and mid-rise residential housing, mixed-use, and *retail*, as well as a community hub. The community hub will consist of a variety of *community facilities* such as a community centre, *schools*, a park, library and other *community facilities*. The new community will be linked by a connected multi-modal transportation system including off-road Multi-Use Recreational Trails, sidewalks, walkways, and cycling facilities.

1.1 Purpose

The purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide *development* in the Block 27 Secondary Plan Area. It also provides detailed direction with respect to facilitating the development of a new community including the Kirby GO – Transit Hub Centre.

1.2 Secondary Plan Organization

The Secondary Plan includes the following:

a. Part A The Preamble

Part A establishes the basis for the Secondary Plan, including the Secondary Plan Area, study process, consultation process, policy context and existing conditions and opportunities.

b. Part B The Secondary Plan

The Secondary Plan establishes the Vision and Guiding Principles, including the Vision and Guiding Principles for the Kirby GO - Transit Hub Centre, and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, natural heritage network and open space system, *community facilities*, services and sustainable design, and implementation and interpretation including the phasing of *development*. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as identifying cultural heritage features, and establishing the transportation system, the natural heritage network and the open space system.

2.0 **Secondary Plan Area**

The Block 27 Secondary Plan Area is located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprises Lots 26 – 30 of Concession 4, in the City of Vaughan. The Block has an area of approximately 402 hectares and is largely undeveloped. It includes a reach of the West Don River and an additional central tributary of the West Don River which is a component of the Greenbelt Plan and the City's Natural Heritage System. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the block in an east-west direction, while the GO Rail Line runs north-south west of Keele Street. The Hamlet of Teston is located in the southwest quadrant of the Block, north of Teston Road and east of Jane Street.

3.0 **Secondary Plan Study Process**

The Secondary Plan study process was undertaken in four phases. As part of the study process, the related Kirby GO Transit Hub Sub-Study was also carried out. The Sub-Study provides a greater level of detail with respect to the Kirby GO Transit Hub area. In addition, the NVNCTMP was prepared in parallel with the Secondary Plan study process and provided input to both the Secondary Plan and Sub-Study.

The Secondary Plan study process included the following phases. The Sub-Study and the NVNCTMP provided input in Phase 2, as well as Phase 3 of the Secondary Plan study process:

Phase 1 – Background Study and Report

Phase 1 involved background research to review the existing conditions, current policy framework and information available from the participating landowners as well as aerial photography and contour mapping. It also identified major influences within the study area.

Phase 2 – Plan Development Process

The second phase of the Study utilized the background information as the basis for preparing supporting studies which include:

- City of Vaughan, Secondary Plan Study for New Community Area “Block 27”, Preliminary Background Report, Macaulay Shiomi Howson Ltd., June 2015;
- Land Budget and Housing Mix Analysis for the Block 27 Secondary Plan Area, Hemson Consulting Ltd., May 2015;
- Commercial Needs Assessment, Tate Economic Research Inc., May 2015;
- Secondary Plan Study for New Community Area Block 27 – Parks and Open Space & Community Facilities Report, Macaulay Shiomi Howson Ltd., May 2015;
- Stage 1 Archaeological Resource Assessment of the New Community - “Block 27”, ASI Final January 2017;
- Cultural Heritage Resource Assessment, New Community Area Block 27, ASI, April 2015;
- Noise and Vibration Background Study, Amec Foster Wheeler, May 2015;
- Water and Wastewater Master Servicing Background Study, Amec Foster Wheeler, May 2015;
- Vaughan Sustainability and Community Energy Framework, WSP Canada Ltd., September 2015; and
- New Community Area ‘Block 27’ City of Vaughan Environmental Report, Natural Resource Solutions Inc., May 2015.

Additional studies were also undertaken that provided input to the Secondary Plan Study process. These included:

- Natural Heritage Network Study, North South Environmental Inc., prepared for the City of Vaughan, dated March 2015;
- Block 27 Subwatershed Study, Cole Engineering and Beacon Environmental, on behalf of the Block 27 participating Landowners Group, dated June 2017;
- North Vaughan and New Communities Transportation Master Plan, HDR Inc. on behalf of the City, dated 2018; and
- Provincially Significant Wetland Don River West Branch Headwater Wetland Complex, prepared by Ontario Ministry of Natural Resources and Forestry, dated August 2017.

Phase 2 also included the Secondary Plan Visioning Summit, a visioning session with the public in May 2015 to determine the vision and guiding principles for the Secondary Plan.

Phase 3 – Preparation and Refinement of the Draft Secondary Plan

A land use concept was developed in Phase 3 which was then reviewed and refined through public consultation, as well as input from the Block 27 participating Landowners Group, and the Block 27 Technical Advisory Committee. The draft Secondary Plan, which was developed based on the land use concept, also incorporated the directions arising from the Kirby GO Transit Hub Sub-Study and the NVNCTMP.

Phase 4 – The Approval Process

The draft Secondary Plan was reviewed through a formal statutory process which included a Public Hearing. The input received was reviewed and addressed in a report to Council with recommended changes to the Secondary Plan. The Secondary Plan was then presented to Vaughan Council for adoption.

4.0 Consultation and Engagement

On-going consultation occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub and the NVNCTMP. Regular meetings were held at key points of the Secondary Plan Study process with the Block 27 participating Landowners Group (“LOG”) and the Block 27 Technical Advisory Committee (“TAC”). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. Five reports were prepared for Council’s consideration, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

The following public consultation meetings were held for the Secondary Plan Study:

- May 13, 2015: Public Open House #1 Secondary Plan Visioning Summit;
- November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;
- April 5, 2017: Public Open House Secondary Plan (combined meeting with PIC #2 for the Kirby GO Station Sub-Study and the NVNCTMP); and,
- March 6, 2018: Statutory Committee of the Whole (Public Hearing).

Public consultation sessions for the Kirby GO Transit Hub Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and
- April 5, 2017: Public Information Meeting #2 (combined meeting for NVNCTMP PIC and the third Public Open House for the Block 27 Secondary Plan).

5.0 Policy Context

Block 27 is one of two designated “New Community Areas” in the Vaughan Official Plan 2010 (“VOP 2010”) where new residential uses and related *development* is planned to occur in Vaughan and preparation of a Secondary Plan is required prior to any *development* occurring. The Secondary Plan builds on the policy framework established at the Provincial, Regional and local level. In conformity with that policy direction, *development* in Block 27 is intended to create a *complete community* that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, with a mix of uses and densities that achieves the minimum Provincial and Regional requirements. The Secondary Plan will prioritize people through all phases of life, sustainability and livability, as well as high quality urban design.

To conform to Provincial and Regional policies including the Growth Plan, the Greenbelt Plan and the YROP, as well as the VOP 2010, the Secondary Plan has been designed to address:

- the Regional minimum density of 20 residential units per hectare and 70 residents and jobs combined per hectare, in the *developable area*;
- a minimum density target of 100 people and jobs combined per hectare for the Kirby GO – Transit Hub Centre, and the Provincial minimum density target of 150 people and jobs combined per hectare within approximately 500 metres of the Kirby GO Transit Hub, an approximate 10-minute walking distance, of the Kirby GO Station, as identified on Schedule B of this Plan;
- a wide range and mix of housing types, sizes and *affordability*;
- a community core within reasonable walking distance from the majority of the population which will be the focus of local *retail* and community services and will provide connections to rapid transit;
- provision of live-work opportunities;
- areas that contain a high-quality public realm;
- implementation of the in effect Active Together Master Plan;
- implementation of the Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment and active transportation connections to key destination points;
- *development* that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Greenbelt Plan and Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- *development* that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a Community Energy Plan;
- a Master Environment and Servicing Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;

- an integrated parks and open space network that provides facilities generally within a 5 to 10 minute walk for a majority of residents;
- reduced heat island effects;
- the protection and conservation of cultural heritage resources; and
- a phasing plan that ensures orderly *development*, with a priority on the *development* of the Kirby GO Station, as well as providing that any particular phase of *development* is substantially complete before subsequent phases may be registered.

In addition, with respect to the Kirby GO Transit Hub, the following matters have and will be considered:

- The transit hub is of local, regional and inter-regional importance, and its function, design and integration are vital to this community;
- Major transit station areas are to be planned to achieve increased residential and employment densities and a mix of uses under the Growth Plan;
- Major transit station areas are to be planned and designed to provide access for various transportation modes including transit which, in accordance with the YROP, is intended to be integrated into the community at the early stages of development; and
- Enhanced and efficient pedestrian and cyclist connections to major transit station areas and the provision of an enhanced pedestrian and cycling network within the site; and The GO Rail Station Access Plan, Final Report, dated December 12, 2016 which categorizes the new Kirby GO Station in terms of anticipated GO rail service levels as having “15 min Two-way All-day” service.

6.0 Existing Conditions and Opportunities

The Secondary Plan responds to the existing conditions and opportunities identified through the technical background analysis with respect to the Secondary Plan Study Area including the following:

- natural heritage protection and enhancement, in particular the City’s Natural Heritage Network and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a Net Positive Environmental Outcome;
- the significant topographical changes in the Secondary Plan area;
- existing land use;
- existing transportation infrastructure including the Barrie GO railway, related noise mitigation strategies, and existing cycling infrastructure along boundary roads and within adjacent blocks;
- the planned Kirby GO - Transit Hub Centre;
- TransCanada natural gas pipeline right-of-way;
- existing cultural heritage resources including the Hamlet of Teston and the need to evaluate their significance and the potential for integration with new *development*;
- the potential for the identification of *archaeological resources* which will require investigation and potential mitigation;
- the proximity to the future planned North Maple Regional Park to the east;
- the recommendation in the Active Together Master Plan for the creation of a neighbourhood hub in Block 27;

- the opportunity to achieve high quality and sustainable design;
- existing surrounding neighbourhoods; and
- connections to the future Highway 400 Employment lands.

Other planning considerations that must be taken into account include the conclusions of the supporting studies related to:

- Land Budget/Housing Mix Analysis;
- Commercial Needs Assessment;
- Natural Environment;
- Upper West Don Subwatershed Study City of Vaughan;
- North Vaughan and New Communities Transportation Master Plan;
- Parks, Open Space and Community Facilities;
- Archaeological and Heritage Resources;
- Sanitary Sewers and Water;
- Sustainability and Community Energy Planning; and
- Kirby GO Transit Hub Sub-Study.

11.13.3 Part B The Secondary Plan

1.0 Introduction

The Block 27 Secondary Plan forms part of the VOP 2010. The Secondary Plan builds on the policies in Volume 1 of the VOP 2010 and provides a detailed planning framework specific to the Block 27 Secondary Plan Area. The Secondary Plan should be read in conjunction with Volume 1 of the VOP 2010. Where the policies of this Secondary Plan conflict with the policies in Volume 1, the policies of the Secondary Plan shall prevail.

The following text and schedules constitute the Block 27 Secondary Plan:

- Schedule ‘A’ – Block 27 Secondary Plan Area;
- Schedule ‘B’ – Block 27 Land Use Plan;
- Schedule ‘C’ – Block 27 Built Heritage and Cultural Heritage Landscapes;
- Schedule ‘D’ – Block 27 Multi-Modal Transportation Network; and
- Schedule ‘E’ – Block 27 Natural Heritage Network and Open Space System.

2.0 Vision and Guiding Principles

2.1 Block 27 Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on a Vision Summit with community members, will be used to guide the future planning of the Block 27 Secondary Plan area.

- Vision Statement

Block 27 will be a *complete community* that prioritizes people, sustainability and livability with a high quality of urban design. The community will feature a range of low to mid-rise buildings that blend a variety of residential, *retail* and institutional uses. It will be anchored

by a transit hub centre that features both institutional uses such as *schools, community facilities* and the Kirby GO transit hub. The community will also feature an integrated and connected multi-modal on and off-road transportation system that promotes transit, walking and cycling. Finally, building upon the area’s abundant natural heritage features, a variety of parks and open spaces will provide residents with space for leisure, healthy living and recreation.

b. Development Principles

- i. A distinct community character will be encouraged through the use of low-rise to mid-rise building form and scale.
- ii. New *development* will combine residential, *retail*, and institutional uses to create a walkable, sustainable community with a range of community amenities.
- iii. All public and private buildings will achieve design excellence.
- iv. Streetscape design will support a variety of uses and conditions, including pedestrian, transit, cycling and automobile activity.
- v. Block configuration will follow a modified grid pattern, encouraging compact and sustainable *development*.
- vi. Seamless integration of all modes of transportation will ensure local and regional transportation connectivity, while also encouraging environmental sustainability.
- vii. *Community facilities* such as schools, places of worship, community centres and libraries will be promoted and situated in a way that creates a social and cultural centre for the community.
- viii. Active and safe routes to *community facilities* through the overall multi-modal transportation system including neighbourhood active transportation connections.
- ix. A hierarchy of parks, public squares, and open spaces with a range of programming opportunities will provide the community with a variety of passive and active recreation space.
- x. Preservation of natural heritage features as part of a Natural Heritage Network will ensure their protection and enhancement in an urban setting while providing an opportunity for views and access to nature. This Secondary Plan will provide for an overall Net Positive Environmental Outcome to the community with the build out of Block 27. Where there is potential modification of a natural heritage feature(s), in support of another objective, the overall outcome shall be a Net Positive Environmental Outcome to the community.
- xi. Sustainability will be encouraged through implementation of City guidelines including conscientious selection of building materials and finishes, surface treatments, green infrastructure, and other green features such as the inclusion of pervious surfaces and measures to reduce heat island effects.
- xii. Water, wastewater and stormwater management for Block 27 will be planned based on a spine servicing approach where appropriate, and to minimize life cycle costs in accordance with Regional and City master plans.

2.2 Kirby GO – Transit Hub Centre Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on consultation with community members, build on the Vision and Guiding Principles for Block 27 and provide specific direction for the Kirby GO – Transit Hub Centre.

a. Vision Statement

The Kirby GO – Transit Hub Centre will be a local centre for the community, unique to Vaughan, with seamless multi-modal connections, morning, afternoon and evening destinations, and excellent regional and local transit. Centered on the GO Station and public square, the Kirby GO – Transit Hub Centre will incorporate a combination of mid-rise mixed-use buildings, with ground floor *retail* uses, integrated with the public realm.

b. Development Principles

i. Transit Hub Function Primacy

The creation of a vibrant, efficient, class leading transit hub is paramount to the success and vitality of this community and the City, and its requirements will have planning primacy over other components of the land use planning and design in the Kirby GO – Transit Hub Centre, and in Block 27. The plan envisions all levels of government delivering transit and transit supportive development to work together to deliver this class leading transit hub and community.

ii. A Balanced Mobility Mix

The design of the Transit Hub is envisioned to provide balanced access to and from the Transit Hub with priority in the order listed below for the following modes of travel:

- Public Transit;
- Walking;
- Cycling and other forms of Active Transportation;
- Ride-sharing and taxis;
- Electric/fuel efficient vehicles including Single Occupant Vehicles; and
- Other Single Occupant Vehicles.

iii. Connected

A key objective of the Kirby GO – Transit Hub Centre is connectivity. This includes inter-regional, regional and local connectivity. In particular, the Transit Hub will provide the opportunity to connect residents and visitors to the area's extensive natural heritage network, the future planned North Maple Regional Park, and extensive public transit infrastructure planned for the Transit Hub.

Visual and physical connections will be a central component of new *development*. This includes a particular emphasis on connectivity between all modes of public transit, as well as connectivity to the local pedestrian and cycling networks. Strong, seamless visual and physical connectivity between proposed *development* and the natural heritage network will be an integral part of the plan. The public square, located adjacent to the Kirby GO Station, and the "Main Street" along Vista Gate will be connected in a manner that provides visual direction and a sense of place.

Connections throughout the Kirby GO Station Hub area will be supported via public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans, *retail* signage and quality public art.

- iv. **Complete Streets, Open Space, and Parks**
Streets within the Kirby GO Station Hub will be planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network of public and semi-private open spaces and pathways will be created to complement the Natural Heritage Network and increase accessibility to outdoor open space, local public parks, and the future planned North Maple Regional Park.

- v. **Respect Existing Neighbourhoods**
The stable residential neighbourhoods to the east of the Kirby GO – Transit Hub Centre will be protected. New buildings along Keele Street will be designed to minimize shadowing, noise, air pollution and other adverse impacts with respect to this neighbourhood. Taller buildings are to be located within the immediate Kirby GO Station area and be designed to minimize any adverse impacts on the other uses in the Kirby GO – Transit Hub Centre.

- vi. **Appropriate Scale, Form and Density**
Building heights and land uses will be designed to create an appropriate interface with the other components of the Block 27 Secondary Plan.

The most intensive development in the Block 27 Secondary Plan Area will be located in the Kirby GO - Transit Hub Centre within an approximate 500 metre radius of the Kirby GO Station and will be focused between the railway and Keele Street and immediately to the west of the Transit Hub. Within this area, the greatest *intensification*, up to 12 storeys, will be adjacent to the public square, to the east of the Kirby GO Station. The rest of the Kirby GO – Transit Hub Centre will consist of Mid-Rise buildings up to eight storeys in height, and townhouse *development* as permitted in this Plan.

- vii. **Design Excellence**
Design excellence has the power to inspire people and communities, building pride of place and improving quality of life. *Development* of all public and private buildings within Block 27, but particularly in the Kirby GO – Transit Hub Centre, shall strive for design excellence. Design excellence is driven by functionality and informed by beauty, durability, sustainability, accessibility, value, cost and economic viability.

- viii. **Mix of Uses**
New *development*, consistent with the Block 27 Secondary Plan directions, will provide for a broad mix of uses throughout the Kirby GO – Transit Hub Centre in single use and mixed-use buildings aiming to create a vibrant mixed-use community that supports existing and new transit infrastructure, and morning, afternoon and evening destinations.

- ix. Strategic Parking Management and Innovative Parking Accommodations
Parking for both automobile and bicycles will support commuters accessing Kirby GO Station as well as *retail* and office uses. It is critical to the implementation of the Vision for the Kirby GO – Transit Hub Centre to minimize surface parking. Strategic parking management will be required to achieve this goal, including the use of a range of reduced footprint parking options including maximizing the use of shared public parking resources in strategic locations, as well as providing for short and long-term bicycle parking. Optimizing the use of parking through prioritization of cyclists, carpool users, electric/fuel efficient and compact vehicles and emerging – shared mobility commuters will also be needed.
- x. A Flexible Phasing Plan that Accommodates Growth and Change
Phasing strategies account for long-term growth and market conditions and the availability of services. The plan will be designed to be flexible with respect to phasing as work undertaken by Metrolinx on the detailed design for the Kirby GO Station is not complete.

3.0 Community Structure

3.1 General Land Use Policies

The land use designations on Schedule B, Land Use Plan, of this Secondary Plan and the policies of this section are designed to establish a community structure which implements the Vision and Development Principles established for the Block 27 Neighbourhoods and the Kirby GO – Transit Hub Centre.

3.1.1 Land Use Plan

- a. Establish the mix of land uses, heights, densities, and their distribution in a manner which supports the creation of a sustainable *complete community* while being compatible with the surrounding existing and planned *development* and ensuring the appropriate protection of cultural and natural heritage resources;
- b. Define the role of the Kirby GO – Transit Hub Centre in the City's Urban Structure including provision for density, height and a mix of uses which will support the Transit Hub; and
- c. Promote high quality urban design including streetscapes which support all modes of transportation including walking, cycling and transit and design which is sustainable.

3.1.2 Density

- a. Through the policies of this Secondary Plan, the City shall seek to meet an overall minimum density of 70 people and jobs combined per hectare by 2031 for Block 27 and a minimum density target of 100 people and jobs combined per hectare for the Kirby GO – Transit Hub Centre, with a minimum density target of 150 people and jobs combined per hectare within 500 metres, an approximate 10 - minute walking distance, of the Kirby GO Station, as identified on Schedule B of this Secondary Plan.
- b. The approach to building height and density focuses the maximum permitted height and density in the Kirby GO – Transit Hub Centre, specifically within an approximate 500 metre radius of the Station. Building height and density are also focused along major arterial

roads and transit corridors Teston Road, Jane Street, Keele Street and Kirby Road. The policies for each land use on Schedule B of this Secondary Plan establish the maximum density and height permitted in specific land use designations.

3.1.3 Bonusing

The City may use the bonusing provisions for building height and density under Section 37 of the Planning Act R.S.O. 1990, c.P.13, as amended, where appropriate to secure a range of community benefits in Block 27, with particular focus in the Kirby GO – Transit Hub Centre. The community benefits shall be those identified in Policy 10.1.2.9. of the VOP 2010.

3.1.4 Housing

The community shall consist of a housing mix which provides for a diverse mix of dwelling units and types to increase housing choice. In accordance with Policy 7.5.1.2. of the VOP 2010, a target of 25% of all housing units in Block 27 shall be *affordable*, and that a portion of these units should be accessible to people with disabilities. To achieve this target, the City shall:

- a. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Block 27 target for *affordable* housing through the preparation of a housing option statement in accordance with the provisions of Policy 7.5.1.3. of the VOP 2010;
- b. Require allocation of *affordable* housing units by participating Landowners to be established through the Block Plan approval process consistent with the requirements of Policy 7.5.1.3. of the VOP 2010 and enforce such allocations through conditions of approval for *development* applications;
- c. Permit *secondary suites* in accordance with policies 7.5.1.4. and 7.5.1.5. of the VOP 2010; and
- d. Encourage new dwellings to be predesigned to accommodate *secondary suites* or that such *secondary suites* be offered as a construction option.

3.1.5 Sensitive Uses

- a. All residential *development* or other *sensitive land uses*, including parkland adjacent to the railway, shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres where a safety berm has been provided, subject to review and approval by Metrolinx. Notwithstanding any other provisions of this section, Multi-Use Recreational Trails may be located within the prescribed setback area subject to review and approval by Metrolinx.
- b. *Development* of residential and other *sensitive land uses* within 500 metres of existing Employment Areas shall have regard for potential noise, vibration and air pollution impacts from the adjacent employment and industrial uses in accordance with Policy 5.2.1.2. of the VOP 2010. *Development* proposals shall demonstrate compatibility and mitigation of the impact on the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all Provincial and municipal guidelines.
- c. Applications for residential *development* and other *sensitive land uses* shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets and

transportation infrastructure and facilities within and in proximity to the Kirby GO Transit Hub. Where appropriate, applications for residential and other *sensitive land uses* shall include a noise and vibration study and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with Metrolinx or other agencies as required:

- i. Within 300 metres of an industrial use; and
 - ii. Within 75 metres of a railway.
- d. As established in policies 9.2.2.10. d. and 9.2.2.11. e. of the VOP 2010, new *development* should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.
- e. *Development* adjacent to the high pressure natural gas pipelines operated by TransCanada Pipeline Limited shall be subject to the provisions of Policy 9.2.2.26. c. of the VOP 2010.

3.1.6 Transit Supportive Development

Development shall have regard to the Metrolinx Mobility Hub Guidelines, York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the *development* approvals process.

3.1.7 Other Permitted Uses in all designations

In addition to the uses identified in Policy 9.2.1.9. of the VOP 2010, the following land uses shall be permitted in all designations within the Block 27 Secondary Plan, with the exception of the Natural Areas - Evaluated Wetlands, and Natural Areas – Provincially Significant Wetlands designations:

- a. Renewable energy facilities and district energy systems.

3.2 Low-Rise Residential

3.2.1 The Low-Rise Residential designation on Schedule B of this Secondary Plan is planned to consist primarily of buildings in a low-rise form no greater than three *storeys*. However, in some limited areas a low-rise form no greater than four *storeys* may be permitted as identified through the Block Plan approval process. Generally, such areas shall be adjacent to lands in the Low-Rise Mixed-Use designation, along collector roads or the railway line. The lands in this designation will be developed as neighbourhoods focused around *community facilities* including schools and parks. The designation applies to the majority of the lands in Block 27 outside the Kirby GO – Transit Hub Centre.

3.2.2 The Low-Rise Residential designation permits all the uses identified in Policy 9.2.2.1. b. of the VOP 2010, as follows;

- a. Residential units;
- b. *Home occupations*;
- c. Private home *day care* for a maximum (5) children; and

- d. *Small-scale convenience retail*, provided the use is:
 - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D of this Secondary Plan; and
 - ii. a maximum of 185 square metres of gross floor area.
- 3.2.3** The Low-Rise Residential designation permits all the building types identified in Policy 9.2.2.1. c. of the VOP 2010, as follows:
- a. Detached House;
 - b. Semi-Detached House;
 - c. Townhouse including back-to-back and stacked townhouses. Back-to-back townhouses are attached low-rise residential forms providing a primary building frontage on two sides, with units sharing a rear wall, to avoid backlotting onto pathways, lanes and streets; and will not have an adverse impact on the context and lot configuration, in accordance with Policy 3.2.1 of this Secondary Plan; and
 - d. Public and Private Institutional Buildings.
- 3.2.4** The Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B of this Secondary Plan) shall consist of a building typology and site design which limits and consolidates the number of driveway accesses to the built form.
- 3.3 Low-Rise Mixed-Use**
- 3.3.1** The Low-Rise Mixed-Use designation on Schedule B of this Secondary Plan is located along arterial roads and the major east-west collector road which bisects Block 27. The designation allows for an integrated mix of residential, community and *retail* uses.
- 3.3.2** The Low-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.2. b. of the VOP 2010, including the existing place of worship and accessory buildings located at 2430 Teston Road and expansion or modifications to the existing place of worship use permitted by the zoning by-law. However, permitted *retail* uses shall be located only on a corner lot where at least one of the sides is on a collector or arterial street. In addition, *retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street. Gas stations may be permitted in accordance with Policy 5.2.3.12. of the VOP 2010.
- 3.3.3** The Low-Rise Mixed-Use designation permits all the building types under Policy 9.2.2.2. f. of the VOP 2010 including back-to-back townhouses, live-work units, the existing place of worship building and accessory buildings at 2430 Teston Road, and expansion or modifications to the existing buildings permitted by the zoning by-law. In addition, retail buildings may be permitted at the corner of collectors and arterials in accordance with the policies 3.15.2. g. of this Secondary Plan.
- 3.3.4** The maximum density, *Floor Space Index* (“FSI”) in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be an FSI of 1.5 and the maximum building height shall be five *storeys*. The maximum permitted density generally located at the intersections of arterial and collector streets along Kirby Road and Jane Street, except in the

Hamlet of Teston, shall be an FSI of 3.0 and the maximum building height shall be eight *storeys*, pursuant to the provisions of policies 9.2.3.4. b. to 9.2.3.4. d. of the VOP 2010. However, the maximum permitted density generally located at the intersections of arterial and collector streets along Teston Road shall be an FSI of 2.0 and the maximum building height shall be six *storeys* pursuant to the provisions of policies 9.2.3.4. b. to 9.2.3.4. d. of the VOP 2010. The minimum height in the Low-Rise Mixed-Use designation shall be two *storeys* or equivalent, with the exception of lands in the Hamlet of Teston as indicated on Schedules B and C of this Secondary Plan, where building heights shall not exceed two *storeys*.

- 3.3.5** The Bonusing provisions of Policy 3.1.3 of this Secondary Plan shall apply to the Low-Rise Mixed-Use designation.

3.4 Mid-Rise Residential

- 3.4.1** The Mid-Rise Residential designation on Schedule B of this Secondary Plan is located in the Kirby GO – Transit Hub Centre. *Development* in this designation is planned to consist primarily of Mid-Rise Buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub. The proposed Community Hub will also be located in this designation.

- 3.4.2** The Mid-Rise Residential designation permits all the uses identified in Policy 9.2.2.3. b. of the VOP 2010.

- 3.4.3** The Mid-Rise Residential designation permits all the building types identified in Policy 9.2.2.3. c. and d. of the VOP 2010. The maximum density shall be an FSI of 3.0 and the maximum building height shall be eight *storeys*. The minimum height for all building types in the Mid-Rise Residential designation shall be three *storeys*. Where lands designated Mid-Rise Residential are located within a 500 metres radius of the Kirby GO Station, the maximum density shall be an FSI of 4.0 and the maximum building height shall be 12 *storeys* as shown on Schedule B of this Secondary Plan.

- 3.4.4** Only the following additional building types shall be permitted: Townhouses, Stacked Townhouses and back-to-back Townhouses, live-work units, and Low-Rise Buildings shall only be permitted in the Mid-Rise Residential designation outside of the 500 metre radius measured from the Kirby GO Station provided the minimum density target of 100 people and jobs combined per hectare can be achieved as required in Policy 3.1.2 a. of this Secondary Plan, and demonstrated through the Block Plan approval process.

- 3.4.5** In addition, Mid-Rise Buildings exceeding 8 *storeys* may be permitted subject to the Bonusing provisions of Policy 3.1.3 of this Secondary Plan, where appropriate.

3.5 Mid-Rise Mixed-Use

- 3.5.1** The Mid-Rise Mixed-Use designation on Schedule B of this Secondary Plan is applicable to the lands immediately north of the TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) and east and west of the railway. The lands in this designation are planned to serve as a community core. Development in this designation shall consist of a broad mix of mid-rise residential, *retail*, community and institutional uses in

mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub.

- 3.5.2** The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4. b. of the VOP 2010 with the exception of gas stations. *Retail* uses are subject to the requirements of Policy 9.2.2.4. c. and Policy 9.2.2.4. d. of the VOP 2010. In addition, the transit station and related transit infrastructure including parking will be permitted.
- 3.5.3** The Mid-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.4. e. of the VOP 2010 with the exception of gas stations.
- 3.5.4** The maximum density shall be an FSI of 4.0. The minimum height for all building types shall be four *storeys*. In addition, Mid-Rise Buildings are subject to the policies of Section 9.2.3 of the VOP 2010.
- 3.5.5** *Retail* buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of 3.15.2. g. of this Secondary Plan.
- 3.5.6** High-Rise Buildings which are planned to exceed 12 *storeys* may be permitted subject to the Bonusing provisions of Policy 3.1.3 of this Secondary Plan, where appropriate.

3.6 Community Hub

- 3.6.1** The Community Hub on Schedule B of this Secondary Plan is located conceptually at the western limit of the Kirby GO – Transit Hub Centre. Its location may be refined without an amendment to this Plan through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the implementing *development* approval review process. If through the Block Plan approval process the location of the Community Hub requires modification, the applicable policies of the adjacent land use designation shall apply. The Community Hub allows the *development* of a facility with a range of community and institutional uses. These include the community services and facilities identified in Section 7.2 of the VOP 2010 such as a community centre, a library, and elementary *schools*, as well as an Urban Park. Other *community facilities* may be located in the Community Hub and can include a library, *day care* and places of worship, as well as *small-scale convenience retail* compatible with *community facilities*. The Community Hub is to be designed and developed to ensure accessibility by all residents of Block 27 to act as focal point and meeting place for the community.
- 3.6.2** The Community Hub permits all the uses identified in Policy 9.2.2.12. a. and b., of the VOP 2010. The permitted uses may serve a community function as well as a City-wide or Regional function. *Small-scale convenience retail* uses are subject to the requirements of Policy 9.2.2.3. b. of the VOP 2010.
- 3.6.3** The Community Hub permits all the building types identified in the designation in which it is located.

3.7 Transit Hub

3.7.1 Purpose

The Transit Hub designation on Schedule B shall provide for the development of a Transit Hub including the Kirby GO Station and related railway and transit infrastructure.

3.7.2 Permitted Uses

The Transit Hub designation permits transit infrastructure and transit related facilities that include parking for transit users, as well as all the permitted uses in the Mid-Rise Mixed-Use designation established in Section 3.5 of this Secondary Plan. Where a GO Station is located, a Mid-Rise Mixed-Use *development* shall only be permitted provided it forms part of a *development* which includes transit infrastructure, and subject to the approval of the applicable transit authority.

3.7.3 Building Types

The Transit Hub designation permits all of the building types required for the operation of the Kirby GO Station and related transit infrastructure and facilities as well as all the building types established in Section 3.5 of this Secondary Plan.

3.7.4 Transit Hub Special Study Area

The prosperity of the City depends on a successful and integrated regional transportation system of which the Kirby GO Station forms a key component. The Transit Hub comprised of the Kirby GO Station is an essential element, as it not only forms part of the Block 27 Community, but it acts as a connection to other communities in the City and other municipalities for work, play and culture.

To ensure the success of the Transit Hub, the proper integration of transportation and land use planning is critical. In weighing the appropriate balance among policy objectives for the *development* of the Transit Hub Special Study Area, all efforts must be made to support and facilitate the *development* of the station and surrounding lands.

By planning for mixed use *development*, it will be possible to promote more live-work relationships and reduce commute times, and facilitate a shift to transit use and active transportation. Accessibility has two components: mobility options (transportation) and proximity (land use). Increasing mobility by providing modal choices reduces delay in travel allowing for more trips to be made within a given time. Whereas, increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. These components are critical to the design and decision-making in the Transit Hub Special Study Area.

The Transit Hub Special Study Area includes lands in the Transit Hub designation, as well as lands in the Natural Areas, Natural Areas – Provincially Significant Wetlands, Mid-Rise Mixed-Use, and Mid-Rise Residential designations. The Special Study Area also includes hydrologic and other natural heritage features. The Block Plan approval process must generally conform to the amount of land protected for the Transit Hub Special Study Area, the land use designations within the Transit Hub Special Study Area, and the location and number of roads in support of the Transit Hub, including a “Main Street” aligning with Vista Gate east of Keele Street, as established through this Secondary Plan on Schedule B. The exact alignment of

roads, supporting types of infrastructure, and boundaries of land use designations shall be finalized through an Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities.

The development of Kirby GO Station within the Transit Hub Special Study Area, and any related infrastructure in this area in support of the GO Station will undergo a Transit Project Assessment Process (“TPAP”) to be conducted by Metrolinx.

The purpose of the Transit Hub Special Study is to guide the development of the study area from an initial phase to an ultimate buildout by 2031 and beyond. The City will initiate the Transit Hub Special Study in accordance with a Terms of Reference that specifies the resources and consultation process required to engage the affected stakeholders.

The modification and/or realignment of any Natural Areas – Provincially Significant Wetlands to support the final phase of development of the Kirby GO Station shall be determined through the Transit Hub Special Study and the necessary study work to confirm the limits of developable land having regard for the primary planning and transportation objectives as established in this Plan. If required to support the primary planning and transportation objectives, modification of Natural Areas – Provincially Significant Wetlands shall be permitted in accordance with Section 6.4 of this Secondary Plan.

The successful transition of the Kirby GO Station and surrounding Transit Hub Area to an integrated mid-rise mixed-use *development* is crucial to ensuring the long-term operational and aesthetic quality of the area.

3.8 Parks

3.8.1 The Parks in Block 27 include lands designated Neighbourhood Park and Public Square on Schedules B and E of this Secondary Plan. In addition, an Urban Park is permitted in the Community Hub designation on Schedules B and E of this Secondary Plan. The location of Parks and Public Squares may be modified without amendment to this Plan through the development of the Block Plan required in accordance with Chapter 10 of VOP 2010.

3.8.2 The Neighbourhood Park designations on Schedules B and E of this Secondary Plan are located conceptually throughout the community to serve many of the residents within a five to ten minute walk. Neighbourhood Parks shall be located adjacent to Natural Areas and/or proposed elementary *schools* to provide for the potential sharing of uses and facilities, wherever feasible and to the satisfaction of the City. Land required for each Neighbourhood Park shall generally be a minimum of 2.5 hectares to accommodate required park facilities.

3.8.3 The Urban Park is proposed to be located in the Community Hub designation. The character and function of the Urban Park shall be coordinated and integrated with the proposed uses and facilities within the Community Hub. Should the Community Hub not be developed, the Urban Park shall be a stand-alone park. Land intended for the Urban Park shall be a minimum of 1 hectare in size and should be have a configuration that can accommodate desired Urban Park facilities and programs.

- 3.8.4** The Public Square designations on Schedules B and E of this Secondary Plan are located conceptually in the Kirby GO – Transit Hub Centre. The Public Square located north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B of this Secondary Plan) is intended to act as a focal point of the *development* in the Mid-Rise Mixed-Use designation. The Public Square located south of the TransCanada Pipeline (designated “Infrastructure and Utilities on Schedule B of this Secondary Plan) is intended to serve the local residential neighbourhood proposed in the area. Public Squares shall generally be 0.5 hectare.

3.9 Schools

- 3.9.1** The Elementary and Secondary *School* designations on Schedule B of this Secondary Plan are located conceptually throughout Block 27 in locations within a five to ten minute walk of many of the residents. The *schools* are located adjacent to proposed Neighbourhood and Urban Parks to provide for the potential sharing of uses and facilities. The locations may be modified without an amendment to this Plan through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process. These designations are in addition to the Elementary *Schools* proposed to be located in the Community Hub designation.

- 3.9.2** The Elementary and Secondary *School* designations shall be developed and designed in consultation with the appropriate school board in accordance with the policies of the VOP 2010 including Section 7.2.3 and the urban design policies of Section 3.15 of this Secondary Plan. Building types will be determined through the design process. The design and layout of *schools* shall account for and consider alternate layouts and designs including smaller *school* site sizes and shared facilities to be compatible with the character and nature of the desired planned context for Block 27. In addition, the *school* site planning process should support and prioritize active transportation access and connections as well as active and safe routes to *school*. In particular, sidewalks should be provided on both sides of local streets in the vicinity of *schools*, and features such as midblock connections and walkways should be incorporated into the block plan designs, where necessary, in a manner designed to enhance active transportation connectivity to *schools*.

3.10 Private Open Space

- 3.10.1** The Private Open Space designation applies to an existing cemetery located on Keele Street.
- 3.10.2** The cemetery has been identified by the City as a “*cultural heritage landscape*”. No new *development* shall be permitted within the cemetery and the boundaries shall not be reduced.

3.11 Infrastructure and Utilities

- 3.11.1** The Infrastructure and Utilities designation on Schedule B of this Secondary Plan is applicable to the TransCanada Pipeline Limited pipeline right-of-way extending through the Block, and the Maple Paralleling Station recognized as required infrastructure for the Barrie GO Rail Line. The designation also applies to the location of stormwater management facilities (“SWM”) which are shown conceptually on Schedule B of this Secondary Plan.

3.11.2 The lands in the Infrastructure and Utilities designation are subject to Policy 9.2.2.26. of the VOP 2010. The City will seek to have the TransCanada Pipeline Limited corridor lands (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as a Community Multi-Use Recreational Trail. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational Trail and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.

3.11.3 Stormwater Management facilities may be located in all land use designations other than the Core Features of the Natural Areas. The final number and locations of SWM facilities shall be determined through the Master Environment and Servicing Plan (“MESP”) developed as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.

3.12 Natural Areas

3.12.1 Natural Areas Designation

The lands in the Natural Areas designations, including the Natural Areas - Evaluated Wetlands designation and the Natural Areas – Provincially Significant Wetlands designations, on Schedules B, D and E of this Secondary Plan are subject to Section 3 and Policy 9.2.2.16. of the VOP 2010, except as modified in this Secondary Plan. In addition, the lands in the Greenbelt Plan Area will be subject to the applicable policies of the Greenbelt Plan and Section 3.5 of the VOP 2010.

3.12.2 Related Directions

The lands in the Natural Areas designation will be protected in accordance with the directions in the Block 27 Upper West Don Subwatershed Study, City of Vaughan, and the MESP developed as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* process, except as modified in this Secondary Plan.

3.12.3 Natural Areas Special Study Areas

The Natural Areas Special Study Areas are comprised of the “Natural Areas”, “Natural Areas – Evaluated Wetlands” and “Natural Areas - Provincially Significant Wetlands” designations, as well as drainage features. The purpose of the Natural Areas Special Study Areas, as shown on Schedule B of this Secondary Plan, is to provide for additional hydrogeological and hydrological analysis through the Block Plan approval process in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. The additional analysis will be conducted to better define and characterize the Evaluated Wetlands and Provincially Significant Wetlands and drainage features. Based on this analysis, modifications and/or realignment of these Evaluated Wetland(s), Provincially Significant Wetland(s) and/or drainage feature(s) within the Natural Areas Special Study Areas may be necessary to facilitate the development of a connected, continuous grid-like transportation network designed to accommodate all modes of travel deemed necessary in the public interest.

If through an Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities it is determined appropriate to modify and/or realign the Natural Areas - Evaluated Wetlands, Natural Areas - Provincially Significant Wetlands and/or drainage features(s) within the Natural Areas Special Study Areas, all efforts shall be made to minimize any resulting negative impacts. Where modifications result in the inability to maintain hydrologic and environmental integrity of wetland(s) and/or drainage feature(s), then works must be undertaken to provide for a Net Positive Environmental Outcome in accordance with Section 6.4 of this Secondary Plan. The results of the Environmental Assessment or the necessary technical environmental studies required, will be finalized through an Official Plan Amendment, to the satisfaction of the appropriate approval authorities. Where such modification and/or realignment occurs, the applicable policies of the adjacent land use designation shall apply, provided the *development* reflects the results of the monitoring and analysis conducted as part of the Block Plan approval process. In such instances, an Official Plan Amendment shall not be required to redesignate the Natural Areas Special Study Areas. Modifications to Provincially Significant Wetlands shall be authorized by the Ministry of Natural Resources and Forestry.

a. Natural Areas Special Study Area 1:

Natural Areas Special Study Area 1 is comprised of the Natural Areas and Natural Areas – Provincially Significant Wetlands designations that are hydrologically connected along a drainage feature. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of any modification and/or realignment of the wetland(s) and/or drainage feature. An Environmental Assessment will be required to confirm the alignment of the street network. Notwithstanding the Natural Areas designation, the status of a Core Feature in accordance with Policy 3.2.3.4. of the VOP 2010 will be confirmed through the MESP.

b. Natural Areas Special Study Area 2:

Natural Areas Special Study Area 2 is designated Natural Areas – Evaluated Wetlands and includes drainage features. The wetlands were evaluated but not identified as Provincially Significant. Additional hydrogeological and hydrological analysis will be required as part of the MESP through the Block Plan approval process to determine their importance, function, and means of protection, and/or maintenance of function, as appropriate to the satisfaction of the City of Vaughan, and in consultation with the TRCA.

c. Natural Areas Special Study Area 3:

Natural Areas Special Study Area 3 includes a portion of a wetland feature designated Natural Areas – Provincially Significant Wetlands. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of the modification and/or realignment of this part of the wetland feature. An Environmental Assessment will be required to confirm the alignment of the street network.

d. Natural Areas Special Study Area 4:

Natural Areas Special Study Area 4 is designated Natural Areas – Provincially Significant Wetlands. The wetland and adjacent drainage feature (Kirby Creek) is recognized as Fish Habitat. An Environmental Assessment will be required to confirm the alignment of the crossing and street network in accordance with Policy 3.2.3.7. of the VOP 2010 in order to ensure safe access to developable areas.

3.13 Engineered Floodline

The Engineered Floodline identified on Schedule B of this Secondary Plan, represents an engineered line established by TRCA which is subject to modification based on further study to the satisfaction of the TRCA. *Development, redevelopment* and *site alteration* within the regulated floodplain area as determined by the engineering floodline shall be subject to the applicable policies of the VOP 2010, in particular Section 3.6.4. Such *development, redevelopment* and *site alteration* will be assessed through the MESP which will form part of the Block Plan approval process required in accordance with policies 3.6.4.2., 10.1.1.14. to 10.1.1.26. of the VOP 2010. *Development, redevelopment* or *site alteration* within the regulated floodplain area shall require the approval of a flood plain assessment to the satisfaction of the TRCA.

3.14 Cultural Heritage and Archaeology

3.14.1 Cultural Heritage Resources

Schedule C of this Secondary Plan identifies Built Heritage resources and *Cultural Heritage Landscapes* which have been identified through a *Cultural Heritage Impact Assessment*.

3.14.2 Built Heritage Resources

Built Heritage resources BHR15, BHR16 and BHR17 require a Heritage Impact Assessment as part of the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. Built Heritage resource BHR18 has a high archaeological potential. A *Cultural Heritage Impact Assessment*, including an archaeological assessment, is required as part of the Block Plan approval process.

3.14.3 Cultural Heritage Landscapes – Individual Properties

Cultural Heritage Landscapes CHL2 and CHL7 require a Heritage Impact Assessment as part of the Block Plan approval process. In addition, Cultural Heritage Landscape CHL1 requires an investigation to determine the status of the removal of the buildings in 2012 to determine whether further action is required by the City. Consideration will also be given as part of the Block Plan approval process to a *Cultural Heritage Impact Assessment* for CHL3 to determine the boundaries of the cemetery.

3.14.4 Cultural Heritage Landscapes – Rail and Roadscapes

Cultural Heritage Landscapes related to the CN Rail (CHL6) and Kirby Road (CHL9) should be documented as part of the Block Plan approval process.

3.14.5 Cultural Heritage Landscapes – Hamlet of Teston

CHL 8, which includes BHR 1 through 14, comprises the Hamlet of Teston. In addition, the Hamlet includes 10933 Jane Street which is designated under Part IV of the Heritage Act. This existing *development* should be conserved and integrated into future *development*. A *Cultural Heritage Impact Assessment* is required as part of the Block Plan approval process. The *Cultural Heritage Impact Assessment* shall establish the parameters of *development* for this area, which may include identifying the Hamlet as a Cultural Heritage Character Area as defined in the **VOP 2010**. The intent will be to provide the maximum flexibility to allow adaptive reuse in conformity with the Low-Rise Mixed-Use designation while still maintaining the heritage character of the Hamlet.

3.14.6 Archaeological Resources

- a. Block 27 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources throughout the majority of the Secondary Plan Area. Any future developments, beyond those areas that have already been assessed and cleared of any further archaeological concern, must be preceded by a Stage 2 archaeological assessment.
- b. Lot 26 is identified as having significant archaeological potential. Any alterations in this area must be preceded by a further archaeological assessment to ensure the protection and retention of any documented site.
- c. The boundaries of the cemetery fronting Keele Street in Lot 28 must be evaluated through a Stage 3 Cemetery Investigation.
- d. A Stage 3 Cemetery Investigation shall also be conducted on the former church property located in Lot 29 prior to *development* to confirm the presence or absence of any burials.
- e. *Predevelopment* topsoil removal (grading) for lands located within 1000 metres of documented village sites and within 300 metres of any current or former water source or within 100 metres of the Teston ossuary shall be subject to archaeological monitoring, even after a Stage 2 archaeological assessment. The monitoring must be consistent with the recommendations of the York Region Archaeological Management Plan.

3.15 Urban Design

3.15.1 General Directions

In keeping with Section 9.1 of the VOP 2010, Elements of a Great City, Block 27 will be developed in a manner which promotes the creation of an attractive and sustainable public realm and built form which supports active transportation. The applicable directions in Section 9.1.1, The Public Realm, Section 9.1.2, Urban Design and Built Form, and Section 9.1.3, Sustainable Development of the VOP 2010 will provide the general framework for *development* in Block 27 in addition to the specific directions in the following subsections. The urban design guidelines for Block 27 will build upon the City-wide Urban Design Guidelines in order to provide more detailed direction with respect to the character of *development*, as part of the Block Plan approval process.

3.15.2 Kirby GO – Transit Hub Centre

The following area specific urban design policies will be applied to the Kirby GO – Transit Hub Centre. These policies will be further articulated through guidelines resulting from the Block Plan approval process or other such approval process that may be undertaken to guide the *development* of the Kirby GO – Transit Hub Centre area.

- a. Kirby GO – Transit Hub Centre Structure
 - i. A wide variety of buildings will be permitted in the Kirby GO – Transit Hub Centre including mixed use and single use buildings. However, the most intensive *development* and greatest mix of uses shall be concentrated in the Mid-Rise Mixed-Use designation, as shown on Schedule B of this Secondary Plan.

- ii. A “Main Street” will be developed between the Transit Hub and Keele Street along the westerly extension of Vista Gate from Keele Street. The Public Square and street will serve as the main entrance to the Kirby GO – Transit Hub Centre. The buildings with the highest density and height will be concentrated along the Kirby GO – Transit Hub Centre “Main Street”. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other grade related active uses to animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.
 - iii. A secondary mixed-use node will be located at the intersection of Keele Street and the major east-west collector road in Block 27.
 - iv. Lands in the Mid-Rise Residential designation in the Kirby GO – Transit Hub Centre will be primarily residential in character. In the Mid-Rise Residential designation, the highest intensity of the *development’s* builtform and massing will be located along Keele Street and Kirby Road within a 500 metre radius of the Kirby GO Station.
- b. Built Form
- i. The design of all buildings will support the pedestrian experience by creating vitality and encouraging social interaction on public streets and right-of-ways as well on common-element streets and walkways in keeping with the directions in policies 9.1.1.3., 9.1.1.4. and 9.1.1.5. of the VOP 2010.
 - ii. All buildings will be designed to respond to the existing topography in the Kirby GO – Transit Hub Centre, particularly in the Mid-Rise Mixed-Use designation to minimize the use of retaining walls and to utilize the natural landform in placemaking. The submission of modeling including physical and/or digital models to demonstrate how buildings address the topography may be required as determined by the City through the *development* approval process.
 - iii. Site planning for individual properties should respect, to the greatest extent possible, the Natural Areas, and where feasible provide public views, vistas and/or access to the Natural Areas.
 - iv. Architectural expression should emphasize the entry area and other special building areas and articulate large expanses of solid blank walls. Primary entrances should be oriented towards streets and emphasized through the use of canopies, awnings, and other architectural elements.
 - v. Buildings over six storeys in height will be required to address the public realm to maximize sunlight and minimize wind impacts, as demonstrated through a pedestrian level wind study and sun/shadow analysis.
 - vi. In keeping with Policy 3.5.3 of this Secondary Plan mid-rise buildings must be designed to serve as a signature building or complex and will be integrated in an appropriate manner with surrounding *development*.
 - vii. Buildings should be designed to create mid-block pedestrian connections, massed and articulated to avoid long building facades.
 - viii. In mixed-use buildings and all buildings on the “Main Street”, grade level units should incorporate a high proportion of transparent glass that allows activity to be seen from the street.
 - ix. Buildings should be designed with high quality materials selected for performance, durability and energy efficiency. The use of exterior insulation finish systems (EIFs), as a primary façade cladding is strongly discouraged.

- x. The facades of buildings facing public streets or parks should be varied in form and materials. Multiple entrances and active grade-related uses are encouraged.
 - xi. All buildings along the “Main Street”, Keele Street and Kirby Road will have a minimum height of three *storeys* to help define and enclose the street.
 - xii. All building entrances should generally be grade related. Entrances to *retail* shall generally be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by uses other than *retail* shall generally not be raised higher than 2 to 3 steps above the ground level elevations.
- c. Open Space, Landscape and Private Amenity Space
- i. The Natural Heritage Network and Open Space System provide a context for the *development* of Block 27 including the Kirby GO – Transit Hub Centre.
 - ii. Public views and accessibility, both physical and visual to the Natural Areas, as well as to the Community Hub, Public Squares and other natural and civic features, should be considered in community design. The design should respect natural features and reflect that not all natural features can withstand public intrusion. In particular the siting and design of pathways and trails will be to the satisfaction of the City in consultation with the required approval authority.
 - iii. Privately Owned Public Spaces (“POPS”) are privately owned and maintained open spaces which the public is invited to use. POPS complement the City’s Natural Heritage Network, public parks and open space system. POPS will be secured and built through the *development* application process. The layout, programming and design of POPS will be determined at the initial stages of design. A key function of POPS will be to incorporate publically accessible open space to provide linkages between the public and private realms including mid-block connections, walkways, forecourts, courtyards or squares, to enhance the public realm.
 - iv. Landscape treatment should enhance and distinguish different portions of a site based on its situation and function, including building edges, the street, parking, building forecourts, mid-block connections and sidewalks and support attractive interfaces between them.
 - v. Site design should be sustainable and where feasible incorporate low impact development facilities (LIDs), topography and native vegetation.
 - vi. *Development* abutting Public Squares shall be designed in coordination with the Public Square to ensure an integrated design approach that considers built form, pedestrian connections, public frontage, maintenance and operations, and ground floor programming. The design of the Public Square shall also reflect the direction in Section 5.2 of this Secondary Plan.
- d. Parking and Service Facilities
- i. It is the objective of this Plan to minimize the amount of surface automobile parking in the Kirby GO – Transit Hub Centre area, in order to realize the urban design objectives of this Secondary Plan. It is recognized that surface parking may be provided on an interim basis in the early phases of *development*. It is a requirement of this Secondary Plan that all implementing *development* processes demonstrate how the transition to an end state scenario is achieved where buildings, rather than parking becomes the predominant feature of the streetscape.

- ii. A variety of parking opportunities on public and private sites should be provided, with appropriate pedestrian access, including bicycle parking shelters. The majority of parking shall be encouraged to be provided underground or in alternative parking accommodations including modular structures.
 - iii. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in close proximity to main entrance points or destinations.
 - iv. All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block. Where such a location is not feasible, surface parking may be located at the side of a building. Any surface parking located adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscape treatment to reduce the visual impact.
 - v. The total area of any surface parking shall be minimized through approaches such as reduced surface parking provisions, shared parking and other alternative parking arrangements. Where large parking areas are required, planting strips, landscaped pedestrian pathways, traffic islands, and paving articulation should be used to organize the parking area, improve edge conditions and provide a comprehensive and safe pedestrian walkway system.
 - vi. Alternative parking accommodations may include above-ground and underground structures. Where above-ground structures front on public streets or public open space, active uses are encouraged to provide attractive façades, animate the streetscape and enhance pedestrian safety. The above ground structure should incorporate minimum height requirements for future conversion of the at grade parking level to active uses. Parking within above-ground structures shall be screened from view at the sidewalk level. The street and park frontage wall where an active use is not provided for, shall be enhanced by architectural detailing such as architectural panels and display windows.
 - vii. Service and loading facilities, including garbage storage, are to be incorporated in the main building wherever feasible. Where located in an accessory building they shall be located to the rear or side and screened by the main building or landscape treatment or other screening. No service or loading areas will be located outside a building.
- e. Main Street and Public Squares
- i. Main Street

The “Main Street” as designated on Schedule D of this Secondary Plan will be developed between the Public Square to the east of the Kirby GO Transit Hub and west of Keele Street along an extension of Vista Gate. The Public Square and street will serve as the main entrance to the Kirby GO – Transit Hub Centre. These facilities will be designed to the City’s highest standards with enhanced street furniture, trees and landscape planters, soil structures if required, as well as other features such as special paving, to create an identity unique to the Block 27 Community and enhance the linkage between the Transit Hub and Keele Street. Ensuring that the Public Square and “Main Street” provide generous facilities for pedestrians that create a welcoming and attractive social space, specific to Block 27, is a priority of this Secondary Plan.

Buildings along the “Main Street” should define the street and the Public Square. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.

The City will review the design to ensure that the potential for *retail development* or other active uses is maximized (e.g. placement of pillars, taller floor to ceiling heights, double-height glazing). The frontage of buildings, and flankage where applicable, will generally be built to a minimum setback line, with the exception of entrances, outdoor seating areas or other architectural elements where a greater distance can be provided.

ii. Public Squares

In general, Public Squares should be designed in accordance with the provisions of Policy 7.3.2.5. of the VOP 2010 and Section 5.2 of this Secondary Plan.

The Public Squares will provide flexible outdoor spaces for socializing and civic events. The Public Squares will create a focal point for the Kirby GO – Transit Hub Centre and Block 27, particularly for the mixed-use, residential or *retail* buildings and streets that face onto the square. The Public Squares should create a common character and cohesive experience within their respective contexts and should include places to sit and socialize and may include dedicated play areas for children of all ages.

f. Community Hub

- i. The Community Hub will be designed as a “landmark” building(s) which is highly visible to reflect its role as a focal point for Block 27. It should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- ii. The Community Hub will be encouraged to be built as a multi-storey building(s) and to provide, where appropriate, the joint use of the building(s) for supporting and compatible, community services including, joint use of parking lots and outdoor recreation spaces to reduce land requirements. Facilities should establish an inviting public entrance on the main façade facing the public street.
- iii. The Community Hub should be accessible by all travel modes but designed to consider pedestrian and cycling safety as a priority. Bus stops at or within the Community Hub should be incorporated as a lay-by within the public right-of-way or on-site where safe and efficient access can be provided. Bicycle storage shall be incorporated in convenient locations close to building entrances.

g. Retail Buildings

- i. Where *retail* buildings are permitted, the *development* shall be planned on the basis that *intensification* will occur, either through *intensification* over time or *redevelopment* or both. Nevertheless, buildings or other facilities will be viewed as permanent (i.e. potentially there for the long term). Accordingly, *retail* buildings should be located on the site having regard to urban design standards and planned so that future *intensification* or *redevelopment* is not restricted.

- ii. *Retail* buildings should be designed to address the public street with grade level units incorporating a high proportion of transparent glass that allows activity to be seen from the street or display windows. Buildings should have a minimum height of two *storeys* or equivalent, and additional *storeys* up to the permitted maximum building height are encouraged.
 - iii. All *retail development* should provide continuous physical definition to streets (i.e. establish a street wall) and public spaces. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk with off-street parking located in accordance with the directions in the policies of 3.15.2. d. of this Secondary Plan.
 - iv. *Retail development* will be planned to be pedestrian, bicycle and transit friendly from the outset. In particular, *development* shall be oriented to any public streets which abut the site and designed to promote a vital and safe street life as well as support early provision of transit. Larger *developments* should be planned with a pattern of streets and blocks which encourage pedestrian circulation even where the “street” may initially be privately owned and maintained.
 - v. Landscape treatment will reflect the policies in 13.5.2 c. of this Secondary Plan.
 - vi. Policy 5.2.3.8. of the VOP 2010 and Section 7.4.4 of the City-wide Urban Design Guidelines apply in consideration of drive-through facilities. Drive-throughs shall be limited and shall only be permitted as part of a larger *retail development*. Such uses shall be designed so that vehicular traffic is directed behind the buildings to decrease visibility of the drive-through facility and to limit congestion. The drive-through facility should not be permitted between a building and a street. A traffic impact study shall be required which will consider impacts on pedestrian safety and other traffic impacts including air pollution. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.
- h. Street and Block Pattern
- i. Streets within the Kirby GO – Transit Hub Centre shall be designed to support a strong connection between streets, the pedestrian system, open space, and buildings. The transportation network shall accommodate all modes of travel prioritizing transit, cycling and walking over the predominant use of the car.
 - ii. A system of shorter local streets and block lengths should be designed to promote more even traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed on long road stretches and mitigating the need for traffic calming measures.
 - iii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - iv. On-street parking will be encouraged on local streets and along the designated “Main Street” between the Transit Hub designation and Keele Street along the extension of Vista Gate. Such parking will be designed in a manner which does not impede transit and the on-road cycling network.
 - v. At the terminus of streets and other view corridors, buildings should employ architectural features and high quality façade and landscaping detail to emphasize the prominence of these special locations.

- i. Gateway Features
 - i. Gateways shall be designed to establish a distinctive image for the Block 27 community to ensure that residents and visitors recognize that they are arriving in a unique part of the City.
 - ii. Gateways will be defined through a series of common infrastructure items, such as lighting, sidewalk treatment, street furniture, public art, and signage, as well as landscape treatment and architecture of a scale and design that signifies a sense of arrival.
 - iii. *Development* at gateways should meet a high standard of design and resiliency recognizing their role as a gateway and be appropriately oriented to the public realm.
 - iv. A major gateway should be provided at the corner of Keele Street and Vista Gate.
 - v. A minor gateway should be provided where the new east-west collector road meets Keele Street.

3.15.3 Block 27 Neighbourhoods

The following area specific design policies will be applied in the Block 27 Secondary Plan area. These policies will be further articulated through guidelines prepared through the Block Plan approval process and other implementation processes.

- a. Community Structure
 - i. A wide variety of buildings will be permitted throughout the Block 27 community outside the Kirby GO – Transit Hub Centre. However, the majority of the *development* will consist of low-rise residential *development* in the Low-Rise Residential designation.
 - ii. Each neighbourhood, as established through the Block Plan approval process, will have distinctive characteristics as well as a number of common features. These features should include a central focal point such as a neighbourhood park and related facilities within a five to ten minute walk for most residents. Examples of related facilities would be *retail* or *significant* Natural Areas. Neighbourhoods will be primarily residential but should also include a range of live-work, institutional and open space uses; a range of lot sizes, building types, architectural styles to accommodate a diverse population; and a variety of open space types which can act as “meeting places” for residents including not only parks but private outdoor amenity spaces, stormwater management ponds, vista blocks, greenways, and landscape buffers.
 - iii. The most intensive *development* and greatest mix of uses shall be concentrated in the Low-Rise Mixed-Use designations along Teston Road, Jane Street and Kirby Road, as well as the main east-west Major Collector which extends from Jane Street to Keele Street.
 - iv. The main east-west Major Collector will be planned to develop as a “Community Main Street”. It will be encouraged to have a mix of uses including *retail* and institutional uses. *Retail* uses will be focused at intersections with collector and arterial roads.
 - v. Neighbourhood active transportation connections shall be provided and focused on the local and collector roads and, where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient active transportation access to adjacent neighbourhoods and community amenities.

- vi. Where development is proposed along the TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan), access to the Multi-Use Recreational Trail shall generally be provided every 150 metres.
 - vii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - viii. The Hamlet of Teston is a heritage area which will be developed in accordance with the policies of Section 3.14 of this Secondary Plan.
- b. Built Form
- i. The design of all buildings will support the pedestrian experience creating vitality and encouraging social interaction on public streets and right-of-ways as well as on common-element streets and walkways in keeping with the directions in policies 9.1.1.3., 9.1.1.4. and 9.1.1.5. of the VOP 2010.
 - ii. Architectural treatments and building materials in different neighbourhoods should be of high quality and selected to define streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.
 - iii. New *development* should be designed to have buildings front onto streets with generally consistent setbacks and built form. Buildings with frontage onto public streets, private streets, and/or parks should be designed with high-quality architecture on these frontages.
 - iv. All buildings in the Low-Rise Mixed-Use designation, excluding lands in the Hamlet of Teston as designated on Schedules B and C of this Secondary Plan, will have a minimum height of two *storeys* or equivalent to help define and enclose the street. The buildings should front onto the arterial road(s) with access from the rear or side streets.
- c. Landscape and Private Amenity Space
- i. Landscape treatment should be provided in a form that recognizes the context of the surrounding neighbourhood.
 - ii. Private amenity spaces should incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block connections, forecourts, courtyards or squares.
 - iii. Landscape treatment should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.
- d. Parking and Service Facilities
- i. Parking and service facilities for mixed-use, residential buildings, institutional, and *retail* and office buildings should be provided in accordance with Policy 3.15.2. d. of this Secondary Plan.
 - ii. Parking for low-rise residential buildings shall be designed such that driveways and garages do not dominate the front of the building. Garages shall generally not project beyond the front façade of the building or any front porch. In particular, *development* in the Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) shall consist of a building typology and site

- design that limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.
- iii. Surface parking for other low rise residential or mixed-use and institutional buildings should be provided in accordance with Policy 3.15.2. d. ii, iii and iv of this Plan. Servicing and loading facilities should be provided in accordance with Policy 3.15.2. d. vii. of this Secondary Plan.
- e. **Public and Private Institutional Buildings**
- i. Institutional buildings will be designed to reflect their role as focal points for the surrounding neighbourhoods. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
 - ii. Institutional uses will be encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. In particular, public parks should be located adjacent to institutional uses to provide for joint use of facilities.
 - iii. A key consideration in the design of *schools* and any adjacent parks and the surrounding street and pathway system 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 parking requirements, use of lay-by facilities for drop-off/pick-up by *school* buses and on-street parking shall be encouraged. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
 - iv. Institutional buildings should establish an inviting public entrance on the main façade facing the public street.
 - v. Places of worship shall be subject to the policies of 9.2.1.10. of the VOP 2010.
- f. **Retail Buildings**
- Where *retail* buildings are permitted, the *development* shall be designed in accordance with the provisions of Policy 3.15.2. g. of this Secondary Plan.

4.0 Transportation and Mobility

4.1 General Transportation Policies

4.1.1 Street Network

a. Role of the Street Network

In accordance with Section 4.2.1 of the VOP 2010, the street and railway network in Block 27 will serve as the framework on which to build and enhance other movement networks, including walking, cycling and transit. The transportation network for Block 27 will be designed to accommodate all modes of travel while prioritizing transit, cycling and walking, particularly in the Kirby GO – Transit Hub Centre, in doing so, the planned street network will balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

b. Street Hierarchy

- i. The street hierarchy is identified on Schedule D of this Secondary Plan, with the exception of Local Roads which will be established through the development of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process. In conformity with Policy 4.2.1.5. of the VOP 2010, the intent is to develop connected and continuous, grid-like street network while recognizing constraints such as the railway, TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) and Natural Areas that create barriers which limit the achievement of a completely connected street network.
- ii. Minor adjustments to the network on Schedule D of this Secondary Plan will not require an amendment to this Plan provided the general intent and purpose of the Plan is maintained and the City is satisfied that the role and function of such streets are maintained. In areas, where streets cross or abut Natural Areas their design may be modified to minimize impacts on the Natural Areas including a reduced right-of-way width, replacement of sidewalks with a Multi-Use Recreational Trail and use of a rural cross section.
- iii. The collector streets identified on Schedule D of this Secondary Plan, provide important linkages and thoroughfares within Block 27. Major and minor collector streets will be designed to accommodate moderate and low volumes of traffic respectively and will be the focus of active transportation facilities. *Development* abutting major collector streets shall consolidate vehicular accesses wherever possible and be designed to minimize conflicts with active transportation modes, and to avoid negative impacts on traffic movement.
- iv. While generally functioning as a local road, the “Main Street” being the extension of Vista Gate, west of Keele Street, will provide an animated streetscape for active uses leading to the Kirby GO Station building.
- v. The final location, configuration, width and alignment of public streets shall be determined through the Block Plan, Environmental Assessment and *development* approval processes, subject to the recommendations of the NVNCTMP and traffic impact studies prepared by individual applicants.
- vi. Public streets shall be developed in consideration of safe access for all users. Safe access shall be demonstrated through the Block Plan approval process in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010.

c. Study Areas and Grade Separations

In accordance with Policy 4.2.1.7. of the VOP 2010, an appropriate Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities, to implement the street network will be carried out for transportation infrastructure related to the crossing of environmental features. In addition, a number of potential street routes/alignments have been identified in Block 27 on Schedule D of this Secondary Plan, which require an Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities to assess the alternatives and confirm the alignment of proposed street(s) including the alignment of Peak Point Boulevard.

Two grade separations of the street and the railway have been identified on Schedule D of this Secondary Plan which will also require an Environmental Assessment to assess the

alternatives and confirm final design of the grade separation.

If required to support the primary planning and transportation objectives of this Secondary Plan, modification of any Natural Areas – Evaluated Wetlands and/or Natural Areas – Provincially Significant Wetlands or modification of the floodplain shall be permitted in accordance with Section 6.4, of this Secondary Plan, and/or subject to a floodplain assessment undertaken to the satisfaction of the TRCA.

d. Teston Road/Keele Street Study Area

The Teston Road Individual Environmental Assessment (“IEA”) is currently underway. The IEA is required to determine the alignment of Teston Road and that all options for right-of-way requirements are being protected. As such, the general location of lands within Block 27 that may be affected by the realignment are shown on Schedule D of this Secondary Plan. These lands may be subject to a Holding Symbol (“H”) provision under the Planning Act, R.S.O. 1990, c.P.13, as amended and implemented through subsequent *development* applications. If it is determined through the IEA review that the lands are not required for the realignment, the underlying land use designations identified in this Plan shall prevail, without the need for further amendment to this Plan.

4.1.2 Transit Network

a. Kirby GO Transit Hub

- i. The City of Vaughan is committed to working with Metrolinx to support the *development* of a GO Station adjacent to Kirby Road in the Kirby GO – Transit Hub Centre as part of the Regional Express Rail expansion program. The Secondary Plan is based on the City’s preliminary assessment of the station location which has Metrolinx’s general agreement as the proposed preferred location. The precise location of station elements and infrastructure design will be dependent on a Transit Project Assessment Process (“TPAP”) to be carried out by Metrolinx, and further study undertaken by the City as outlined in Section 3.7.4 of this Secondary Plan.
- ii. The new Kirby GO Station will form part of a Transit Hub. The City will work with Metrolinx and York Region on the planning for this facility and associated infrastructure. The City will encourage the integration of transit infrastructure particularly minimizing the impact of commuter parking lots as established in Policy 4.2.2.18. of the VOP 2010 by reducing the size of such lots.
- iii. The City will work with Metrolinx and York Region to ensure that the planning for complementary infrastructure is timely and can support optimized results and efficient implementation. This could include a combined environmental assessment process for the Kirby Road grade separation, and the Metrolinx TPAP for the Kirby GO Station.

b. Transit Service

In accordance with the policies of Section 4.2.2 of the VOP 2010, the City will support and encourage the implementation of a transit network to support the *development* of Block 27. In particular, as part of the *development* approval process, the City will ensure that lands are secured where appropriate for transit facilities. In addition, the City will require that Minor Collectors and key Local Streets in the Kirby GO – Transit Hub Centre and all Major

Collectors in Block 27 are designed to accommodate and prioritize transit.

4.1.3 Active Transportation

a. General

In accordance with the policies of Section 4.2.3 of the VOP 2010, the City will support walking and cycling as viable modes of transportation for commuter, recreational and other travel.

b. Walking and Cycling

- i. All streets will have a sidewalk, except within the Kirby GO – Transit Hub where Centre sidewalks should be provided on both sides of all streets. Outside the Kirby GO – Transit Hub Centre, in areas in proximity to *schools*, parks, transit stops and other public facilities, sidewalks on both sides of the street should be included through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.
- ii. A Multi-Use Recreational Trail system will also be developed through the Natural Areas, along the TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) and along the railway. This trail system should include pedestrian amenities such as, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit. Convenient and efficient access should be provided to the trail system from abutting neighbourhoods through the use of mid-block connections and walkways.
- iii. A conceptual Multi-Use Recreational Trail system is illustrated on Schedule D of this Plan, however, the actual design and layout of the system including local trail network links will be determined through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* process. A priority of the *development* of the Multi-Use Recreational Pathway system will be to:
 - minimize impacts on natural heritage and hydrologic features;
 - provide grade separated or actuated pedestrian grade crossings at Keele Street, Jane Street, and across the railway line along the TransCanada Pipeline (designated Infrastructure and Utilities on Schedule B of this Secondary Plan); and
 - provide pedestrian crossings at Teston Road to connect to the existing Bartley Smith Greenway.

It is the intention of this Secondary Plan that the Multi-Use Recreational Trail be constructed in accordance with a City approved Multi-Use Recreational Trail Master Plan for the Block 27 area as outlined in Policy 9.1.2 a. of this Secondary Plan.

- iv. The City shall seek to have the TransCanada Pipeline corridor lands (designated Infrastructure and Utilities on Schedule B of this Secondary Plan) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as Community Multi-Use Recreational Trail. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational Trail and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.

- v. *Development* occurring adjacent to Multi-Use Recreational Trail shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting along and adjacent to the Multi-Use Recreational Trail.
- vi. Cycling facilities shall be provided in accordance with policies 4.2.3.8. to 4.2.3.12. inclusive of the VOP 2010. Additional cycling facilities may be considered through the Block Plan approval process to facilitate a connected network of cycling facilities.
- vii. Dedicated on-street or in boulevard cycling facilities shall be provided for on all Major Collectors and on Minor Collectors in the Kirby GO – Transit Hub Centre as identified on Schedule D of this Secondary Plan.
- viii. The City will work with York Region with respect to the provision of cycling facilities on Regional Arterials. *Developments* abutting Regional Roads shall provide appropriate pedestrian and cyclist access to existing and planned pedestrian and cycling networks along Teston Road, Keele Street, Kirby Road and Jane Street through the *development* process.

4.1.4 Traffic Calming

Streets will be designed in accordance with Section 4.3.1 of the VOP 2010, to avoid the need for secondary traffic calming measures. The street network should be porous and be designed to promote alternatives for traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed and mitigate the need for traffic calming measures.

4.1.5 Parking

a. General

In accordance with Section 4.3.2 of the VOP 2010, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

b. Parking Requirements

Reduced automobile parking requirements may be considered in accordance with the provisions of policies 4.3.2.2. and 4.3.2.3. of the VOP 2010 in Block 27, as well as other directions related to reducing the impacts of surface parking in policies 4.3.2.2. through 4.3.2.9. of the VOP 2010, including those policy directions related to *Intensification Areas*. In particular, automobile parking will be designed in a manner which does not impede the on-road cycling network. Bicycle parking requirements will be identified through the Block Plan approval process including requirements for parks, *schools* and trailhead locations.

4.1.6 Travel Demand Management

- a. In accordance with the provisions of Section 4.3.3 of the VOP 2010, the City will encourage and support travel demand management programs which are appropriate for Block 27. The City will also work with transit agencies in considering shared mobility options appropriate for Block 27 and within the Kirby GO – Transit Hub Centre as part of the travel demand management program.

- b. *Development* abutting Regional Roads will be subject to York Region Transportation Demand Management Plan and the 2016 York Region Transportation Mobility Plan Guidelines.

5.0 Parks and Open Space

5.1 Parks and Open Space System

- a. The parks and open space system is identified on Schedule E of this Secondary Plan. It is the goal of this Plan to create a desirable, high quality, and unique parks, and open space system through a mix of passive and active spaces that supports the strategic objectives of the City of Vaughan Active Together Master Plan. The locations of parks and open spaces may be modified without amendment to this Plan through the development of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.
- b. It is the goal of this plan to develop a minimum of 17 hectares of parkland which includes approximately 14 hectares of parkland within the Block 27 Neighbourhoods located outside of the Kirby GO – Transit Hub Centre, and approximately 3 hectares of parkland within the Kirby GO – Transit Hub Centre. To meet or exceed these targets, the City may require the dedication of parkland in addition to those identified in Schedules B and E of this Secondary Plan, in accordance with the provisions of Section 7.3.3 of the VOP 2010.
- c. In conformity with Section 7.3.1 of the VOP 2010, the intent is to provide for a variety of parks distributed throughout Block 27. A minimum of five Neighbourhood Parks shall be located within the Block 27 Neighbourhoods. A minimum of one Urban Park and a minimum of two Public Squares shall be located in the Kirby GO – Transit Hub Centre.
- d. Other open spaces identified in the Plan form part of the Open Space System such as stormwater management facilities, natural areas and the TransCanada Pipeline lands in accordance with Policy 7.3.1.3. of the VOP 2010.
- e. It is the intent of this Plan to support the use of the Natural Heritage Network and other open spaces for development of a Multi-Use Recreational Trail system where appropriate as shown on Schedule D and E of this Secondary Plan, and trail connections to surrounding communities in accordance with the provisions of Section 4.1.3, Active Transportation of this Secondary Plan.

5.2 Parks and Open Space Design

- a. Parks and open spaces, including Public Squares, shall be designed in accordance with the provisions of policies 3.6.6.6., and 7.3.2 of the VOP 2010 to the satisfaction of the City. Parks may include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan.

In addition, Public Squares shall be designed in accordance with Sections 3.15.2 and 5.1 of this Secondary Plan with suitable materials and surfaces to ensure that the facilities'

spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that not only creates a common character and cohesive experience.

- b. Parks should generally be rectangular in shape, have predominately flat topography, and be highly visible with approximately 50% of the park perimeter fronting public streets where feasible. The final parkland configuration shall be to the City’s satisfaction.

5.3 Parkland Dedication

5.3.1 Parkland dedications shall be in accordance with the provisions of Section 7.3.3 of the VOP 2010. In addition to the provisions of Section 7.3.3 of the VOP 2010, the following shall not be counted towards parkland dedication:

- a. Private outdoor amenity space including privately owned public spaces (POPS);
- b. Landscape buffers and vistas;
- c. Natural Heritage Network lands and associated Vegetation Protection Zones (“VPZ”);
- d. Stormwater management lands and associated buffers;
- e. TransCanada Pipeline lands (designated “Infrastructure and Utilities” on Schedule B of this Secondary Plan);
- f. Buffer lands associated with the railway corridor; and
- g. Green roofs and sustainability features.

5.3.2 In addition to the provisions of policy 7.3.3.8. of the VOP 2010, parkland shall be unencumbered by railway and pipeline safety buffers, Natural Heritage Network features and their associated VPZs, and regulated floodplain areas.

5.4 Privately Owned Public Space

Privately Owned Public Space (POPS) are privately owned and maintained open space which the public is invited to use. POPS complement the City’s Natural Heritage Network and public parks and open space system. POPS will be secured and built through the *development* application process in accordance with the provisions of this Secondary Plan including Sections 3.15.2 c. iii. and 5.3.1 of this Secondary Plan.

6.0 Natural Heritage Network

6.1 Natural Heritage Network and Greenbelt Plan

The Natural Heritage Network includes the lands designated as “Natural Areas” on Schedule E of this Secondary Plan, including lands designated “Natural Areas – Provincially Significant Wetlands” and “Natural Areas - Evaluated Wetlands”, except as modified in accordance with the policies of this Secondary Plan. The Natural Heritage Network reflects the most current information based on the work undertaken as part of the Subwatershed Study and additional assessments which have been undertaken by agencies and private landowners. It reflects the components identified in Section 3.2.3 of the VOP 2010. The Natural Heritage Network will be refined as required through the Master Environment and Servicing Plan (“MESP”) which will form part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. It will include consideration of any *wetlands* identified outside the “Natural Areas” designation. The MESP will be carried out in accordance with the policies of

Section 3.9 of the VOP 2010 based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the TRCA, which will address all the applicable policies of Section 3.3 of the VOP 2010. However, the boundaries of the lands in the Greenbelt Plan will not be modified and the lands within those boundaries will continue to be subject to the provisions of the Greenbelt Plan and Section 3.5 of the VOP 2010. The City will seek conveyance into public ownership of Natural Areas which includes the Natural Heritage Network lands and their associated VPZ.

6.2 Floodplain, Valley and Stream Corridors

Development, redevelopment and site alteration within regulated floodplain area and *valley and stream corridors* shall be subject to the applicable policies of the VOP 2010, in particular Section 3.3.1, as well as Section 3.13 of this Secondary Plan. Such *development* will be assessed through the MESP which will form part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. In particular, an erosion analysis, demonstration of safe access to developable lands, and the establishment of water balance targets, and potential increases in the Regional Flood elevation will be required as part of the MESP. *Development, redevelopment or site alteration* within regulated floodplain area and *valley and stream corridors* shall require the approval of the TRCA. *Valley and stream corridors* and their associated VPZs will be conveyed into public ownership.

6.3 Interface with the Natural Heritage Network

A key component of the plan is the provision of appropriate visual and physical connections to the Natural Heritage Network. It is a target of this Secondary Plan that a minimum of 25% of all developable lands that abut the Natural Heritage Network be developed with a single-loaded road, a public park, a stormwater management facility or other similar use. Should it be demonstrated that 25% frontage is not achievable due to such matters as serviceability, topography or valley configuration, then the target may be revisited during the Block Plan approval process. *Development* abutting the Natural Heritage Network shall be designed in accordance with Section 9.1.1 of the VOP 2010.

6.4 Net Positive Environmental Outcome

As set out in Policy 2.2 b. i. of this Secondary Plan where the concept of policy primacy is outlined and in order to provide for the creation of a class leading transit hub and connections internal and external to the Block, there may be impacts such as modifications to natural heritage features or hydrologic features that comprise the Natural Areas, Natural Areas – Provincially Significant Wetlands and the Natural Areas - Evaluated Wetlands.

It is a principle of this Plan to ensure a Net Positive Environmental Outcome with respect to the modification of otherwise protected Natural Areas. Where modifications to the Natural Areas cannot be avoided, and after all alternatives and mitigative options have been considered through required study, and an alternative has been established and determined to be necessary to support infrastructure related to the provision of a transit hub and connections internal and external to the Block, a Net Positive Environmental Outcome shall be required through the Block Plan approval process. The intent of the Net Positive Environmental Outcome is to enhance and maintain the overall land area of the Natural

Areas. Notwithstanding, a Net Positive Environmental Outcome is not restricted to “like-for-like” compensation. Such compensation may consider enhancements to features to improve habitat quality, or a range of other related benefits. In accordance with Policy 3.2.3.14. of the VOP 2010, environmental works to satisfy the Net Positive Environmental Outcome requirement may be directed to the preferred Potential Enhancement Areas as identified on Schedule B and E of this Secondary Plan.

The range and nature of the additional works in support of the Net Positive Environmental Outcome could include:

- a. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;
- b. Greater levels of environmental protection in the form of stormwater management quality control, temperature management, or peak flow protections; and
- c. The enhancement or creation of habitat, wildlife linkages and corridors.

The Net Positive Environmental Outcomes shall be evaluated through a collaborative process led by the City, in consultation with the TRCA, York Region, and Provincial ministries, as required.

6.5 Potential Enhancement Areas

Where modifications to the Natural Areas cannot be avoided, and after all alternatives and mitigative options have been considered, a Net Positive Environmental Outcome shall be required through the Block Plan approval process. The Net Positive Environmental Outcome shall be directed towards the preferred potential enhancement areas as shown on Schedules B and E of this Secondary Plan, and/or an alternative area as identified through the Block Plan approval process.

7.0 Community Facilities

7.1 General

- 7.1.1** The policies of Section 7.2 of the VOP 2010 will guide the provision of community services and facilities in Block 27, including community centres, *schools*, libraries and *public safety services*.
- 7.1.2** Schedule B of this Secondary Plan identifies conceptual locations for potential key *community facilities*.
- 7.1.3** The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.
- 7.1.4** The City shall ensure that new community services and facilities required for *development* are secured as a part of the *development* approvals process and appropriately phased in accordance with the proposed *development*.
- 7.1.5** *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.
- 7.1.6** Where appropriate, *community facilities* are encouraged to be incorporated within both public

and private *development*, and where incorporated into private *development*, may be considered a community benefit in accordance with Policy 10.1.2.9. of the VOP 2010.

7.2 Community Hub

The Community Hub, as identified in Section 3.6 of this Secondary Plan, will be designed as a focal point and meeting place for the community. It will have a range of facilities including a community centre, a library, *schools* and an urban park as well as other *community facilities* such as *day care*. A minimum area of 6.8 hectares will be required to accommodate all of the *community facilities*.

7.3 Schools

General locations are identified on Schedule B of this Secondary Plan for one secondary *school* and seven elementary *schools*. Of the seven elementary *schools*, two will be located within the Community Hub designation in accordance with Section 3.6 and 7.2 of this Secondary Plan. Two elementary *schools* will be co-located on individual sites in the southeast quadrant of the Block. The precise location, size, phasing and number of future *schools* shall be determined with the School Boards as part of the *development* approval process. Subject to the satisfaction of the City and the School Boards, the *school* sites identified on Schedule B of this Secondary Plan may be relocated without amendment to the Plan. The size and configuration of each *school* site shall be consistent with the policies and requirements of the respective school board and shall conform to Provincial and Regional policy and the policies of the VOP 2010 and this Secondary Plan.

7.4 Day Care

Where possible *day care* should be provided in the early phases of the *development* of Block 27 and integrated with *community facilities*, mixed-use *developments* and residential *developments*.

8.0 Services and Sustainable Development

8.1 General Water, Stormwater and Wastewater Policies

8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Block 27 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:

- a. leveraging infrastructure investment to direct growth and *development* in accordance with the policies of this Plan;
- b. providing sufficient infrastructure capacity in the Kirby GO – Transit Hub Centre;
- c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term, as determined by the City; and
- d. considering the impacts of a changing climate.

8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of *development* applications shall be contingent upon the availability of water and wastewater capacity, as identified by the York Region and allocated by the City.

8.2 Stormwater

8.2.1 Stormwater management in Block 27 shall be in accordance with the directions in Section 3.6.6 of the VOP 2010; the Block 27 Upper West Don Subwatershed Study and the Master Environment and Servicing Plan developed as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. In addition, the applicable policies of the Approved Source Protection Plan: CTC Source Protection Region will be applied.

8.2.2 *Development* in the Block 27 Secondary Plan area 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.

8.3 Water and Wastewater

8.3.1 Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner based on a spine servicing approach where feasible and shall be guided by the recommendations contained in the City-wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of *development* shall be coordinated with the phasing of municipal services.

8.3.2 Prior to the approval of new urban *development*, with the exception on an interim basis of expansions to existing uses approved by the City, a MESP shall be prepared in accordance with Section 3.9.3 of the VOP 2010 as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010.

8.3.3 *Development* shall consider non-potable water sources, including retained stormwater for use where appropriate in *wetland* flow stabilization and irrigation.

8.4 Sustainable Development

8.4.1 The Block 27 Secondary Plan is 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 long term protection of the Natural Heritage Network; the land use arrangement, including:

- a. the Kirby GO – Transit Hub Centre, which is transit-supportive;
- b. provision of a range of housing and live-work opportunities;
- c. a modified grid street system which enhances the opportunity to provide transit and active transportation facilities;
- d. a Community Hub and *schools* and parks which serve as focal points and meeting places for the community; and
- e. health protection measures such as climate change adaption measures.

8.4.2 The City will also work with the landowners and public agencies to achieve through the *development* of Block 27, as applicable, the goals and objectives of Green Directions Vaughan, the City’s Community Sustainability and Environmental Master Plan, to:

- a. reduce consumption of energy, land and other non-renewable resources;
- b. minimize waste of materials, water, and other limited resources;
- c. create livable, healthy, productive environments;
- d. reduce greenhouse gases and local air pollution and implement climate change adaptation measures;
- e. maintain *predevelopment* recharge and run-off in the post *development* scenario in keeping with infiltration targets determined through the MESP; and
- f. not allow for any increase in erosion and flooding within Block 27, and downstream of Block 27 as a result of the planned *development*.

8.4.3 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 Section 9.1.3 of the VOP 2010, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

8.5 Energy Efficiency

8.5.1 In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use through the implementation of the Block 27 Community Energy Plan, as developed by the City, in consultation with stakeholders including Metrolinx, other public agencies and the landowners.

8.5.2 The City will promote *development* in Block 27 which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design and efficient technologies.
- b. District Energy – The potential for the introduction of district energy production and sharing systems in the Kirby GO – Transit Hub Centre will be explored by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners. Where a system is under development or has been developed, the City shall require new buildings in the area served by the system to utilize the system. Where projects proceed prior to construction of the system but after such a system has been deemed to be viable and construction plans are underway, development plans shall be required to demonstrate that the project can link into the system through submission of a District Energy Viability Study to the satisfaction of the City.
- c. Waste Heat Recovery – The potential to use waste heat from sources such as *retail* and institutional uses, sewers, and wastewater will be explored through the *development* process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the *development* proponent.
- d. Renewable Energy Generation – Renewable energy generation and use will be maximized

as much as possible. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

9.0 Implementation and Interpretation

9.1 General

9.1.1 The policies contained in this Secondary Plan shall apply to the lands shown on Schedule A of this Secondary Plan, as the Block 27 Secondary Plan Area. Except as otherwise provided herein, where there is a conflict the policies of this Secondary Plan shall supersede the policies of the VOP 2010 and any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.

9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the VOP 2010 and the policies of this Secondary Plan. *Development* within the Block 27 Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the VOP 2010. These implementation tools include:

- a. A Block Plan, in accordance with Section 10 of the VOP 2010 as well as a parking strategy for the Kirby GO – Transit Hub Centre which will address reduced surface parking provisions, on-street parking, parking standards including maximum parking standards, public parking and other alternative parking arrangements. The Block Plan shall also include: an Agricultural Impact Assessment which will address the interface between *development* and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility; and a Multi-Use Recreational Trails Master Plan showing feasible trail alignments.
- b. Zoning By-laws;
- c. Temporary Use By-laws;
- d. Holding By-laws;
- e. Bonusing for Increases in Height or Density (Section 37 of the Planning Act, R.S.O. 1990, c.P.13, as amended);
- f. Community Improvement Plans;
- g. Legal Non-Conforming Uses;
- h. Site Plan Control;
- i. Plans of Subdivision/Condominium; and
- j. Consents (Severances).

9.2 Infrastructure

9.2.1 The City will work with and support Metrolinx and York Region during the planning, design and construction of the planned transit initiatives within the Secondary Plan Area, particularly the new Kirby GO Station.

9.2.2 The City shall assist Metrolinx and York Region in protecting and obtaining lands required for right-of-ways, street widening and other facilities for the provision of public transit services including parking, other transportation facilities, services, and utilities through the *development* approval process.

- 9.2.3** In addition to the policies identified in Chapter 10 of Volume 1 of the VOP 2010, the City shall require that landowners enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, Multi-Use Recreational Trail system, stormwater management facilities, and land for *schools* and other community services.

9.3 Pre-Consultation and Complete Application Submission Requirements

To ensure that *development* approval process is understood by all involved, the City shall require pre-consultation meeting(s) in accordance with the provisions of Section 10.1.3 of the VOP 2010 to identify the required studies, information and materials required to be submitted as part of the *development* application review process. In addition, for *development* proposals within 200 metres of the TransCanada pipelines, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. For crossings, applicants should consult with TransCanada as soon as possible through the third party crossings tool.

9.4 Phasing

- 9.4.1** Detailed phasing will be developed through the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010.
- 9.4.2** The first priority shall be the *development* of the Kirby GO Station and related transit infrastructure and facilities including parking and access area. *Development* of the lands in the Kirby GO – Transit Hub Centre may proceed as soon as the necessary municipal services and transportation network are provided to the satisfaction of the City.
- 9.4.3** The phasing of *development* of lands outside the Kirby GO – Transit Hub Centre will reflect the provision of necessary municipal services and the transportation network to the satisfaction of the City. A phasing plan shall be developed for those lands that ensures that any particular phase of *development* is substantially complete before subsequent phases may be registered and shall not preclude the development of the Kirby GO Station.
- 9.4.4** Planning controls such as a Holding By-law will be used to ensure that *development* does not occur until the necessary municipal services and transportation network are provided to the satisfaction of the City. The allocation of servicing capacity will be confirmed in conjunction with Council approval of individual *development* applications in accordance with the City's current Protocol.
- 9.4.5** Construction of any segment of the Multi-Use Recreational Trail shall coincide with the *development* of such lands or phase thereof through a *development* application approved by Council. Where feasible, temporary connections to maintain connectivity shall be provided.
- 9.4.6** The phasing, prioritization and ultimate construction of the transportation network will be based on an order that is established through the Block Plan approval process ensuring the external and internal connections required to support the Kirby GO Station are a priority.

9.5 Zoning By-Law

In addition to policies 10.1.2.6. and 10.1.2.7. of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

- a. A phasing plan has not been submitted and finalized to the City’s satisfaction;
- b. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks recreation facilities and *schools*, are insufficient to serve the proposed *development*; and
- c. Technical studies are required on matters that the City considers necessary.

9.6 Conveyance of Lands

9.6.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a *development* application, the dedication of such lands shall be required as a condition of *development* approval, in accordance with the Planning Act, R.S.O. 1990, c.P. 13, as amended.

9.6.2 To secure the related infrastructure improvements and community facilities required, all new *development* in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, as part of its initial *development* application process, generally shall proceed by way of the subdivision approval process. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of *development*, typically for a small *development* block, the City may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.

9.6.3 The City will seek conveying into public ownership the lands designated “Natural Areas” on Schedule B of this Secondary Plan which includes the Natural Heritage Network lands and their associated VPZ.

9.6.4 The City will seek conveyance into public ownership of the lands designated “Infrastructure and Utilities (TransCanada Pipeline lands) on Schedule B of this Secondary Plan.

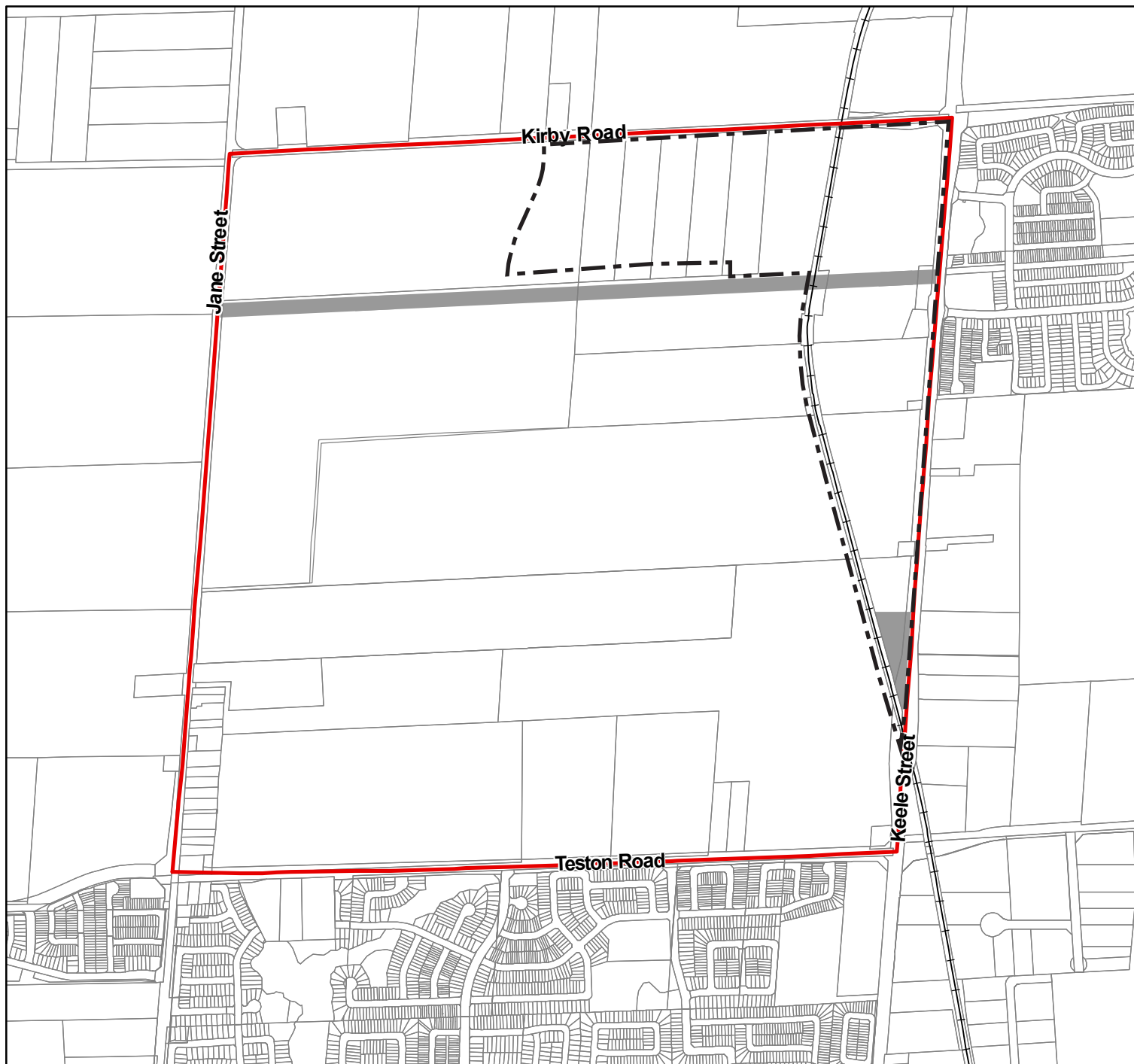
9.6.5 *Valley and stream corridors* will be conveyed into public ownership.

9.6.6 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the City. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the City. All landowners within the area of the Plan shall be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act R.S.O. 1990, c.P.13, as amended, respecting the proposed *development* or *redevelopment* of their lands.

9.7 Monitoring

Pursuant to Section 26 of the Planning Act R.S.O. 1990, c.P.13, as amended, the City shall review the Secondary Plan as a part of the City's regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of this Secondary Plan in the context of the changing built environment such as:

- a. Population and employment generated by both existing and proposed *development*;
- b. Pace of *development*;
- c. Implementation of planned infrastructure or infrastructure enhancements including the proposed Transit Hub;
- d. Road and servicing capacities, especially traffic volumes on key routes and at key intersections;
- e. Changes in modal split and travel behavior as infrastructure is implemented;
- f. The effectiveness of Travel Demand Management strategies; and
- g. Monitoring of the natural heritage system in terms of targets and thresholds that are identified in the MESP.







SCHEDULE A

BLOCK 27

SECONDARY PLAN AREA

Legend

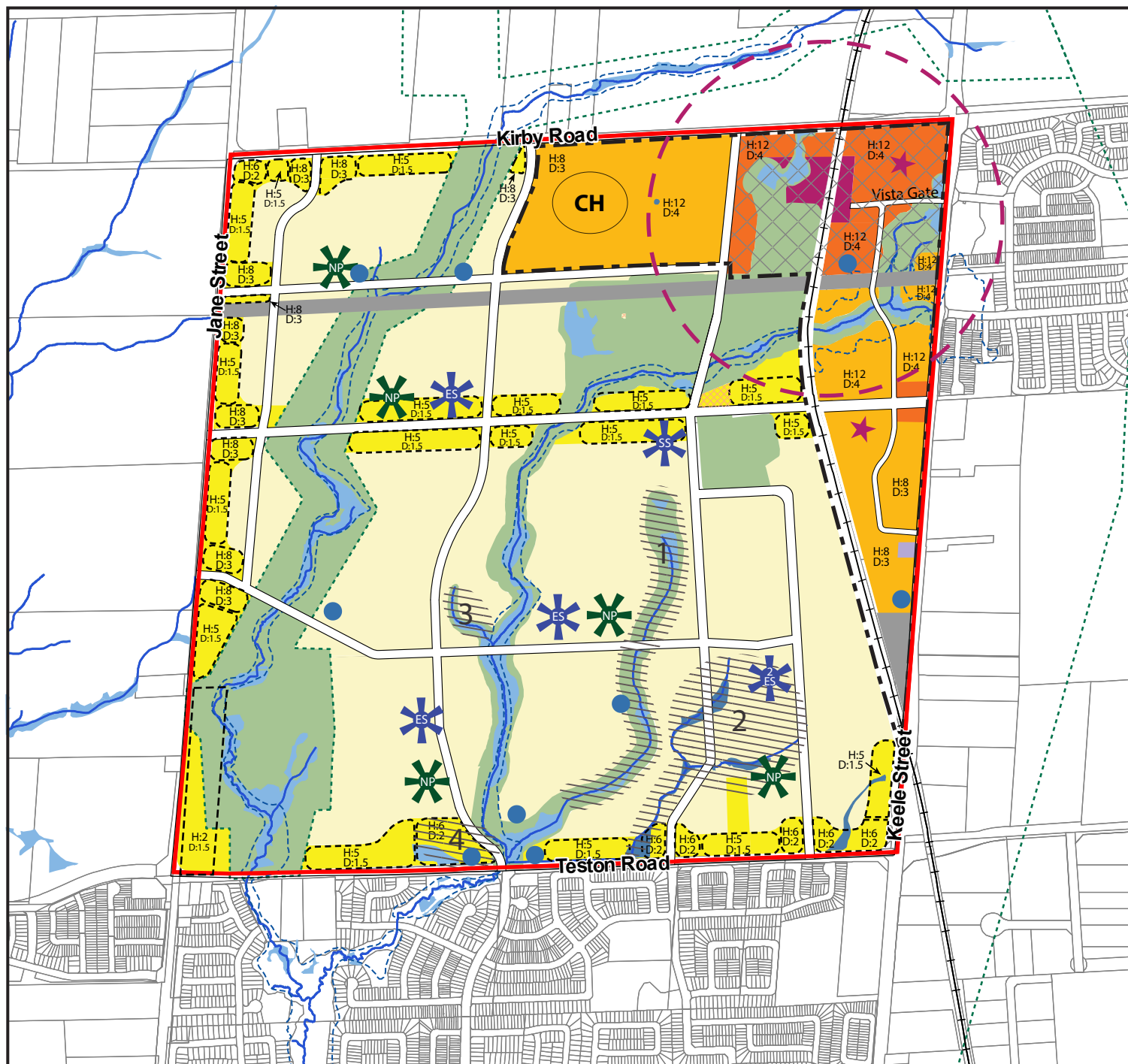
-  Secondary Plan Area
-  Kirby GO - Transit Hub Centre
-  Infrastructure and Utilities
-  Railway Line

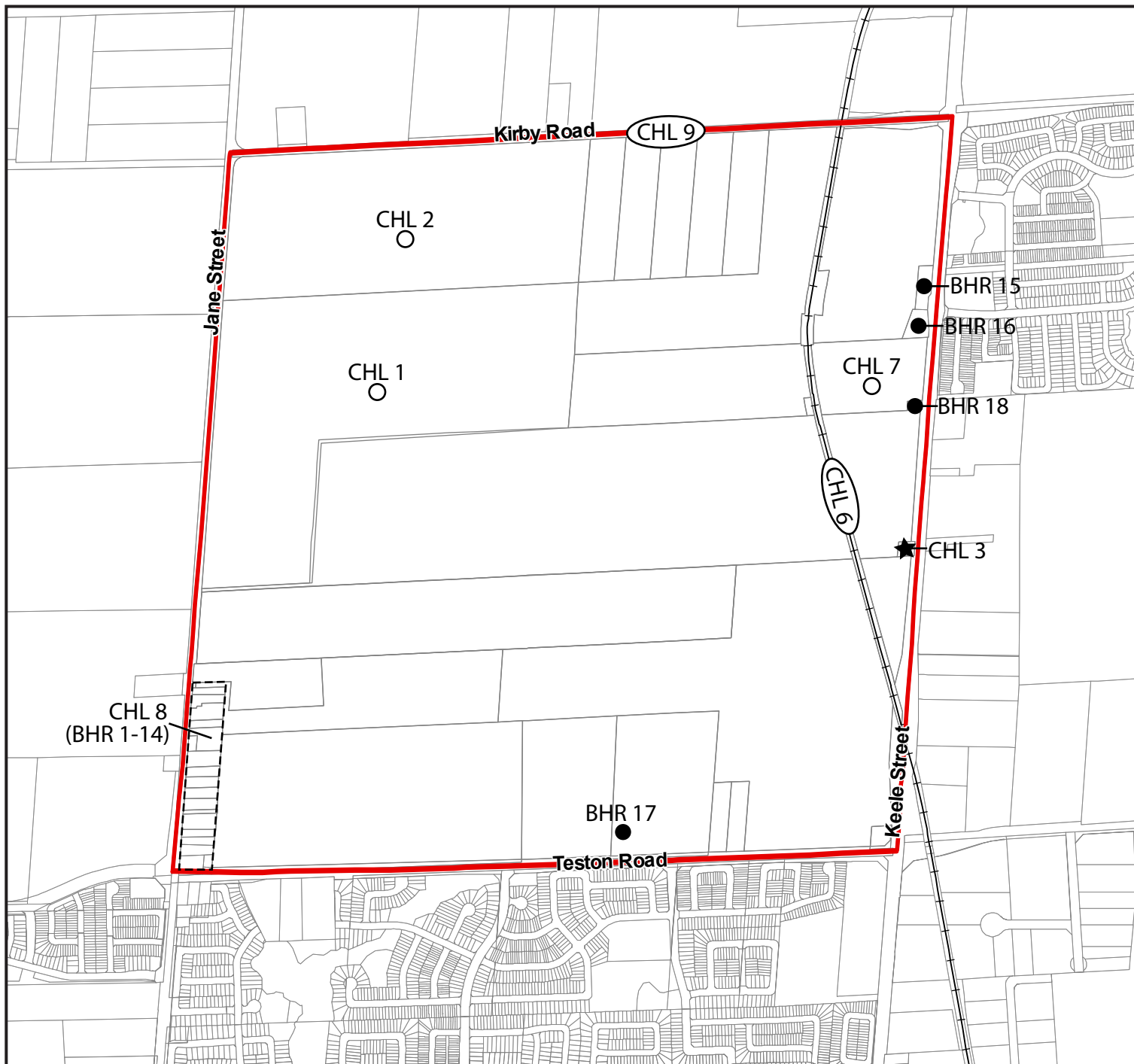


SCHEDULE B BLOCK 27 LAND USE PLAN

Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- 500m Radius
- Transit Hub Special Study Area
- Potential Enhancement Areas
- Hamlet of Teston
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- CH Community Hub
- Transit Hub
- ✱ Neighbourhood Park
- ✱ Public Square
- ✱ Elementary School
- ✱ Secondary School
- Private Open Space
- Infrastructure and Utilities
- Potential SWM Facility
- Natural Areas
- Natural Areas - Provincially Significant Wetlands
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- +— Railway Line
- Stream
- Engineered Floodline
- ||||| Natural Areas Special Study Areas
- H Maximum Height
- D Maximum Density



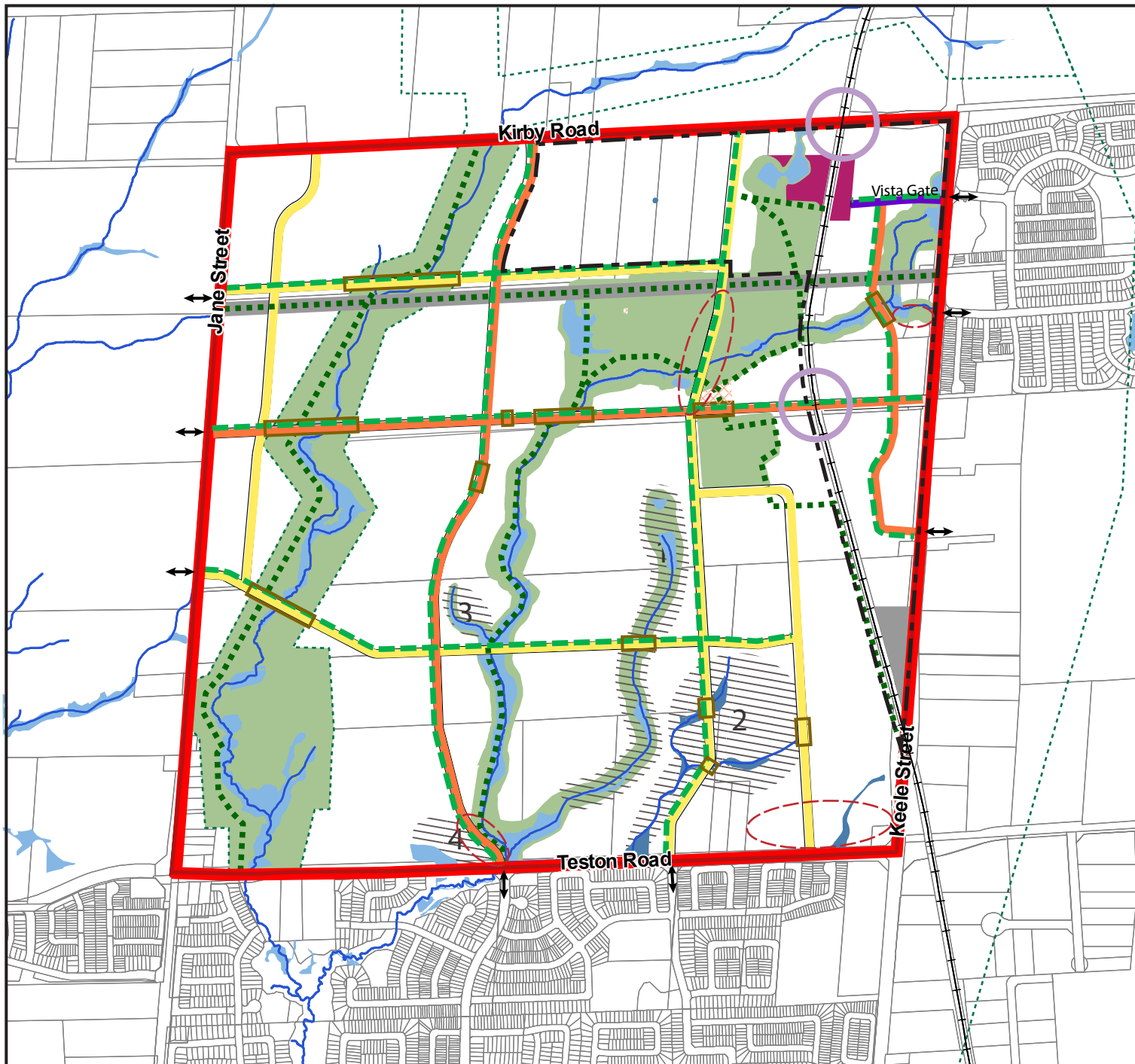


SCHEDULE C **BLOCK 27** **BUILT HERITAGE AND** **CULTURAL HERITAGE** **LANDSCAPES**

Legend

- Secondary Plan Area
- Built Heritage Resource
- Cultural Heritage Landscape
- Cemetery (CHL 3)
- Hamlet of Teston
- Railway Line





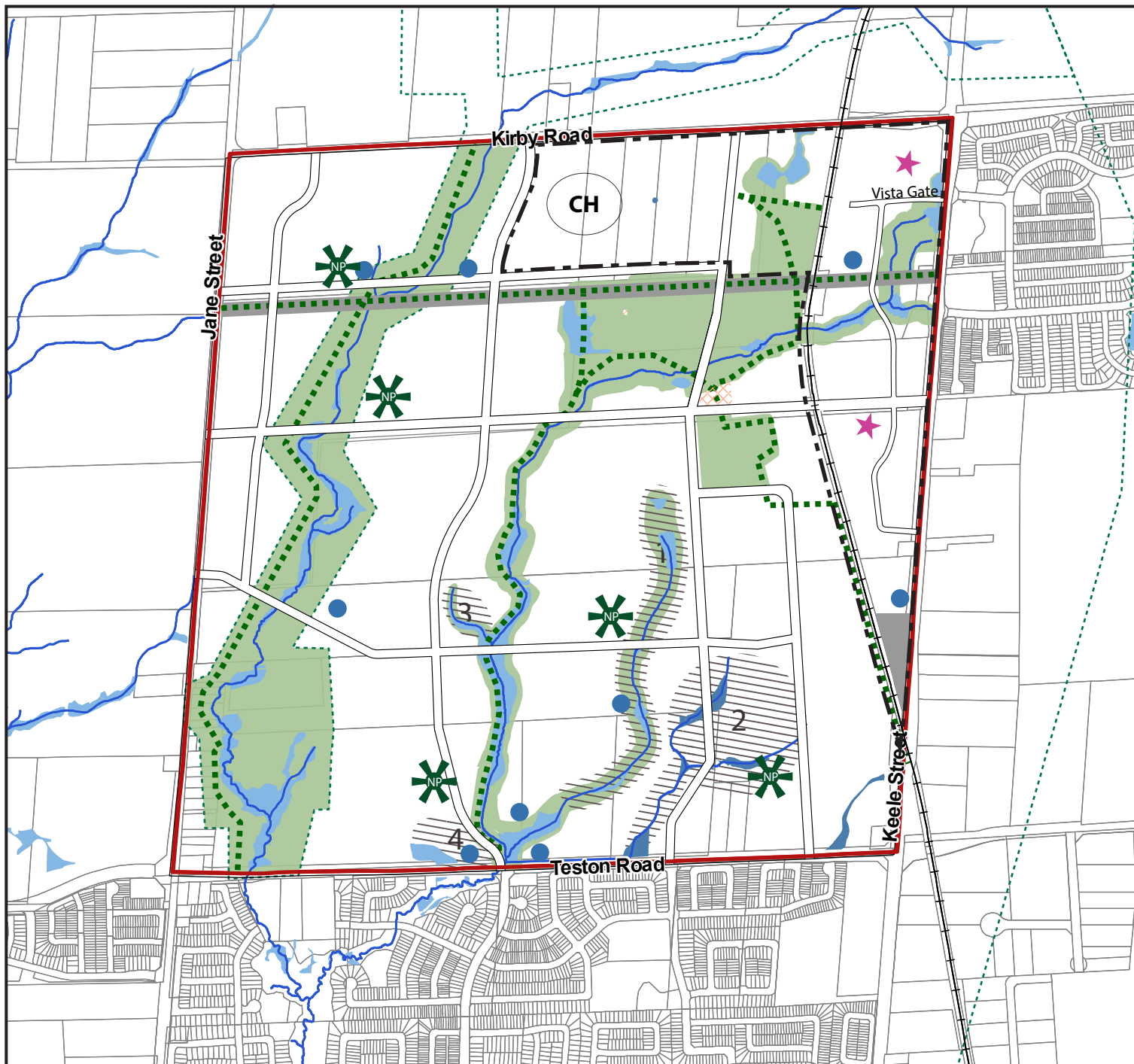
SCHEDULE D **BLOCK 27** **MULTI-MODAL** **TRANSPORTATION** **NETWORK**

Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Arterial Street
- Major Collector Street³
- Collector Street³
- Main Street
- External Connections
- Grade Separation
- Route/Alignment Subject to Further Study
Refer to Policy 4.1.1.c and d
- Transit Hub
- Separated Cycling Facility
- Multi-Use Recreational Path
- Natural Areas
- Potential Enhancement Areas
- Natural Areas - Provincially Significant Wetlands
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- Infrastructure and Utilities
- Railway Line
- Stream
- Potential Valley Crossing
Refer to Policy 4.1.1.c and d
- Natural Areas Special Study Areas

Note: 1. Main Street functions as a Collector Road
 2. See NVNCTMP for description of roads
 3. Route/Alignment subject to further study





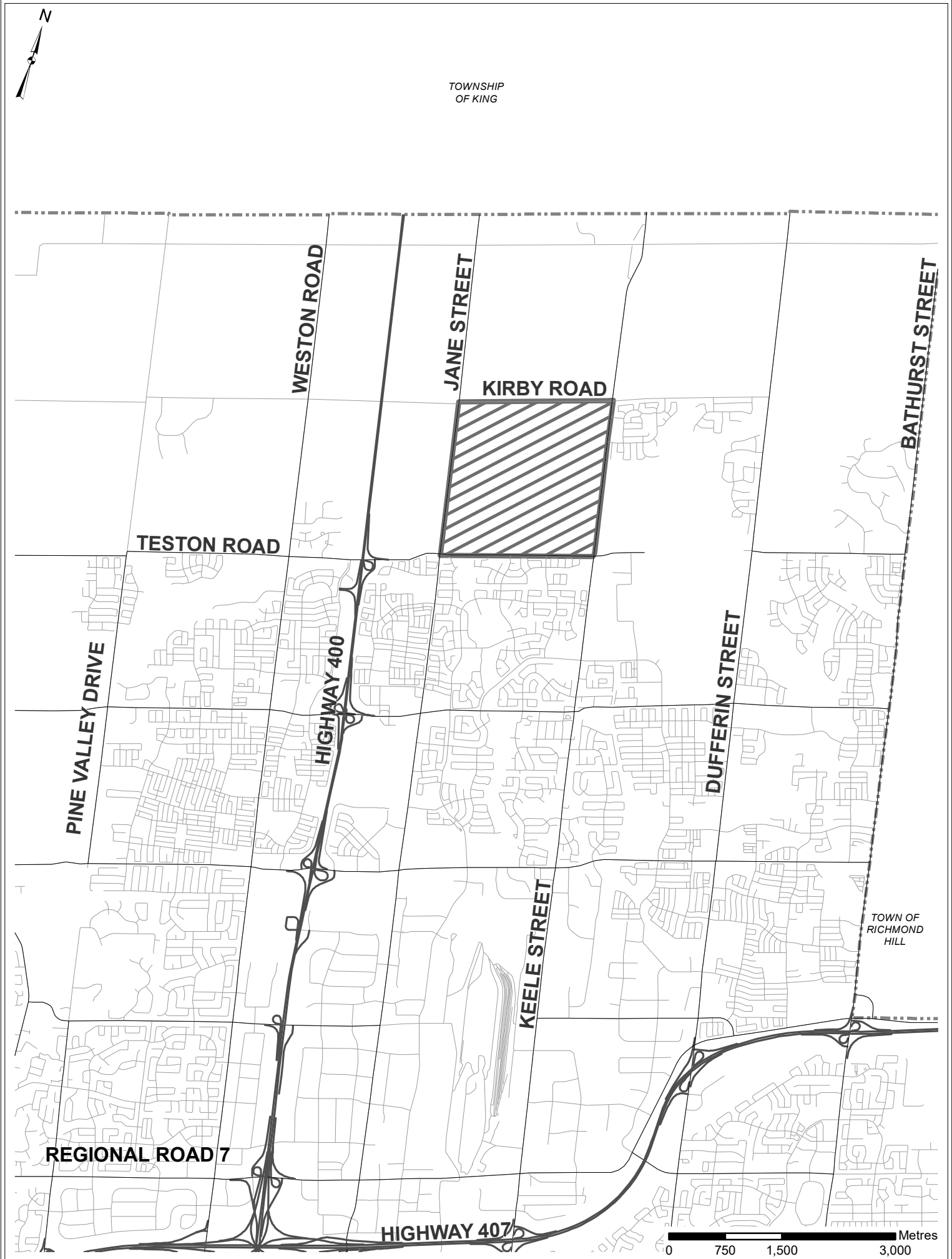
SCHEDULE E BLOCK 27 NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- CH Community Hub
- ✱ Neighbourhood Park
- ★ Public Square
- Infrastructure and Utilities
- Potential SWM Facility
- Multi-Use Path
- Natural Areas
- Potential Enhancement Areas
- Natural Areas - Provincially Significant Wetlands
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream
- Natural Areas Special Study Areas

Note: Location and number of potential SWM to be finalized through the Block Plan/MESP process





**LOCATION MAP
TO AMENDMENT NO. 33
ADOPTED THE 27TH DAY OF SEPT, 2018**

FILE: 26.4.1

LOCATION: LOTS 26 TO 30, CONCESSION 4

APPLICANT: NEW COMMUNITY AREAS - BLOCK 27 SECONDARY PLAN
CITY OF VAUGHAN



AREA SUBJECT TO
AMENDMENT NO. 33

APPENDIX II

Record of Council Action

The lands subject to this Amendment are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprise Lots 26-40, Concession 4, City of Vaughan, as shown on Appendix I.

The following recommendation from the Deputy City Manager, Planning and Growth Management was considered at the June 5, 2018 Committee of the Whole meeting with respect to the New Community Area – Block 27 Secondary Plan, File No. 26.4.1 and ratified by Council on June 19, 2018:

On June 19, 2018, Vaughan Council adopted the following June 5, 2018 Committee of the Whole recommendations:

1. That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated June 5, 2018, be approved;
2. That the following be approved in accordance with Communication C7, Memorandum from the Deputy City Manager, Planning and Growth Management dated June 4, 2018:
 1. That Attachment 1 to this Communication be added as an additional response to Attachment 6 of Item 5.33 “NEW COMMUNITY AREA – BLOCK 27 SECONDARY PLAN STUDY FILE 26.4.1”; and
3. That the deputation by Mr. David Falletta, Bousfields Inc., Church Street, Toronto, be received.

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 178-2018

A By-law to adopt Amendment Number 15 to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

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

1. THAT the following text constitutes Amendment Number 15 to the Vaughan Official Plan 2010 of the Vaughan Planning Area.
2. AND THAT the City Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the aforementioned Amendment Number 15 to the Vaughan Official Plan 2010 of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

Enacted by City of Vaughan Council this 27th day of September, 2018.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

AMENDMENT NUMBER 15
TO THE VAUGHAN OFFICIAL PLAN 2010
OF THE VAUGHAN PLANNING AREA

The following text constitutes Amendment Number 15 to the Vaughan Official Plan 2010 of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I"

Authorized by Item No. 5 of Report No.13
of the Committee of the Whole
Adopted by Vaughan City Council on April 19, 2017

I PURPOSE

To amend the provisions of Volume 1 of Vaughan Official Plan 2010 to clarify and support the existing policy in order to address concerns regarding the compatibility of infill development in Community Areas with a Low-Rise Residential designation.

II LOCATION

This Amendment applies to all areas designated as Low-Rise Residential within the Community Areas in the City of Vaughan, except for lands shown on Schedule 14-A, 14-B, and 14-C, of Vaughan Official Plan 2010 unless the Volume 1 Low-Rise Residential designation is explicitly used by the Plan in force.

III BASIS

The decision to amend the Official Plan is based on the following considerations:

1. This amendment to the Vaughan Official Plan implements the findings of the Community Area Policy Review for Low Rise Residential Designations. The Review was undertaken in response to development pressures in neighbourhoods designated Low-Rise Residential in the City's stable Community Areas (Schedule 1, Urban Structure, VOP 2010), which provide most of the City's ground related housing stock. This related primarily to townhouse developments being proposed for arterial road sites. A need was identified to examine the City's existing policies to determine if they were sufficient to maintain the character, form and planned function of the Community Area in consideration of current and future development applications. This was in recognition that the Community Area is made up of a diversity of neighbourhood types varying in age, lot size, development standards and physical character. The examination also included areas that are still to be developed.

The study was conducted in consideration of the following criteria:

- Clarity of Interpretation;
- Ability to ensure compatibility;
- The need to provide more definitive policy or schedules;
- Such criteria as may emerge as a result of the study; and
- Production of policy or schedule amendments as required.

The Review was undertaken with the benefit of a public consultation program. It resulted in proposed amendments to the Vaughan Official Plan 2010 that responded to the issues that were identified during the review. These amendments respond to the policy regime established by the Province based on the Provincial Policy Statement, the Places to Grow Act 2005, the York Region Official Plan and the Vaughan Official Plan 2010. The resulting amendments provide for greater clarity of interpretation and more definitive policies that will support compatible infill

development that will address the unique needs of the Low-Rise Residential Areas in Established Community Areas.

2. All land use decisions in Ontario shall be consistent with the Provincial Policy Statement, 2014 (PPS), as set out in Section 3 of the Planning Act. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Under the broad objective of strong, healthy communities and efficient, resilient land use patterns, the PPS promotes intensification, housing diversity and cost-effective development, as articulated in Sections 1.1.1 and 1.1.3.

Policy 1.1.3.3 also acknowledges that existing building stock and areas must be taken into account when identifying appropriate locations and promoting opportunities for intensification and redevelopment.

Of relevance for the Community Area Policy Review for Low-Rise Residential Designations and this Official Plan Amendment is Policy 1.7.1(d):

Long-term economic prosperity should be supported by ... encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The amendments in this Official Plan Amendment are consistent with the Provincial Policy Statement, 2014.

3. The Provincial Growth Plan for the Greater Golden Horseshoe 2017 (“Growth Plan”) establishes residential and employment growth targets for each region in the Greater Golden Horseshoe and provides policies to inform and regulate where and how growth should occur. The Growth Plan directs growth to settlement areas and promotes intensification of existing built-up areas, with a focus on prioritizing intensification in strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating intensification in these areas provides a focus for transit and infrastructure investment to support growth and for building compact, transit-supportive communities. Key policies in the Growth Plan relevant to the Community Area Policy Review for Low-Rise Residential Designations and this Official Plan Amendment include:

- Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields (2.1);
- All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will... identify the appropriate type and scale of development and transition of built form to adjacent areas (2.2.2.4.b); and

- All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will... identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (2.2.2.4.c).

Council direction to proceed with the amendment to the Vaughan Official Plan was received on April 19, 2017. On July 1, 2017 the new Provincial Growth Plan for the Greater Golden Horseshoe 2017 took effect. The amendments to the Vaughan Official Plan were reviewed in the context of the new 2017 Growth Plan. It has been concluded that the amendments in this Official Plan Amendment conform with Provincial Growth Plan for the Greater Golden Horseshoe 2017.

4. An overarching goal of the York Region Official Plan (YROP) is to enhance the Region's urban structure through city building, intensification, and the development of compact and complete communities. The YROP allocates population targets for each local municipality and requires local municipalities to prepare intensification strategies that identify the role of Regional Centres and Corridors and Local Centres and Corridors in helping to achieve allotted intensification targets. It further directs local municipalities to identify intensification areas (5.3.3). Map 1 of the YROP identifies Regional Centres and Corridors. Local Centres and Corridors are to be identified by the local municipalities (Policy 5.5.2).

The YROP's urban design and cultural heritage policies, in Sections 5.2 and 3.4 respectively, are also relevant to low-rise residential areas. Policy 5.2.8 states that it is the policy of Council to employ the highest standard of urban design, which, in part:

- a. provides pedestrian scale, safety, comfort, accessibility and connectivity;
- b. complements the character of existing areas and fosters each community's unique sense of place;
- c. promotes sustainable and attractive buildings that minimize energy use;
- d. promotes landscaping, public spaces and streetscapes;
- e. ensures compatibility with and transit on to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation; and
- h. creates well-defined, centrally-located urban public spaces.

Regarding cultural heritage, it is an objective of the YROP to recognize, conserve and promote cultural heritage and its value and benefit to the community. It is the policy of Regional Council to:

- To encourage local municipalities to consider urban design standards in core historic areas that reflect the areas' heritage, character and streetscape (3.4.8).

The policies of the YROP promote intensification while also recognizing the need for infill development and redevelopment to be sensitive to its surroundings and to respect the valued

character of established areas. The policies also highlight the need for pedestrian connectivity, walkability and built form compatibility.

The amendments in this Official Plan Amendment conform with the York Region Official Plan.

5. The City of Vaughan Official Plan 2010 (VOP 2010) was adopted by City Council on September 7, 2010. The VOP's purpose is to manage growth within the City of Vaughan. Schedule 1 of VOP 2010 illustrates the City's Urban Structure and identifies areas that are suitable for intensification and those which are intended to be areas of stability. This dual emphasis on growth and preservation is reflected in the set of policy objectives of the VOP, which include:

- identifying Intensification Areas, consistent with the intensification objectives of the Plan and the Regional Official Plan, as the primary locations for accommodating intensification; (2.1.3.2 (c))
- ensuring the character of established communities is maintained; (2.1.3.2 (e))
- providing for a diversity of housing opportunities in terms of tenure, affordability, size and form; (2.1.3.2 (j))
- establishing a culture of design excellence with an emphasis on providing for a high quality public realm, appropriate built form and beautiful architecture through all new development. (2.1.3.2 (l))

6. VOP 2010 identifies Community Areas on Schedule 1 - Urban Structure. Schedule 1 identifies designated "Intensification Areas", which are focused on centres, nodes and corridors which are served, or are planned to be served, by higher order transit, and stable "Community Areas", which are typically located in the interior of the communities with limited exposure to arterial roads. This amendment pertains to lands that are designated as Low-Rise Residential within stable "Community Areas".

7. Two policies in Chapter 2 address the degree of change planned in Community Areas:

2.2.3.2. [It is the policy of Council] that Community Areas are considered Stable Areas and therefore Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.

2.2.3.3. [It is the policy of Council] that limited intensification may be permitted in Community Areas as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 9 of this Plan. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.

8. The Community Area Policy Review for Low-Rise Residential Designations amendments have been prepared to provide for clarity of interpretation and more definitive policies that will support compatible infill development in Low-Rise Residential Areas in Community Areas. This Official Plan

Amendment provides detailed amendments to the Community Area policy in Chapter 2, Urban Design and Built Form policy in Chapter 9, Land Use Designations policy in Chapter 9, and Building Types and Development Criteria policy in Chapter 9.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Vaughan Official Plan 2010 (VOP 2010) Volume 1 is hereby amended by:

1. Adding Map 1B: Areas Subject to Policy 9.1.2.3 - Vaughan's Large Lot Neighbourhoods to VOP 2010 Volume 1 thereby identifying Vaughan's Large Lot Neighbourhoods as being subject to Policy 9.1.2.3.
2. Adding "that would alter the general character of established neighbourhoods" after the word "change" in policy 2.2.3.2.
3. Adding "and orientation" after the words "building type" in policy 2.2.3.2.
4. Replacing "and 9.1.2.3" with "– 9.1.2.4" after "policies 9.1.2.2" in policy 9.1.2.1.a.
5. Replacing "policy 9.1.2.4" with "policy 9.1.2.5" after the words "surroundings, as set out in" in policy 9.1.2.1.a.
6. Adding "An Established Community Area is a portion of the **Community Area** identified on Schedule 1 (Urban Structure) generally bounded by Major or Minor Arterial streets or other significant features such as the Natural Heritage System, which is entirely or almost entirely developed and occupied, such that its physical character is well defined" after the final sentence in policy 9.1.2.1.a.
7. Adding "Established" before the words "**Community Areas**", and removing the bold formatting from the same "**Community Areas**" in policy 9.1.2.2.
8. Deleting "with established *development*" after the words "**Community Areas**" in policy 9.1.2.2.
9. Adding "as reflected in any zoning, variance, subdivision, consent or part lot control exemption application, will" after the words "new *development*," and before the words "be designed" in policy 9.1.2.2.
10. Replacing "paying particular attention to" with "specifically respecting and reinforcing" after the words "surrounding area," in policy 9.1.2.2.
11. Adding policy 9.1.2.2.d after 9.1.2.2.c as follows, and renumbering the section accordingly.

"the orientation of buildings;"
12. Replacing "nearby" with "adjacent and immediately surrounding" after the words "the heights and scale of" in policy 9.1.2.2.e.

13. Adding policy 9.1.2.2.h after 9.1.2.2.g as follows, and renumbering the section accordingly.

“the presence of mature trees and general landscape character of the streetscape;”

14. Adding policy 9.1.2.2.i after 9.1.2.2.h as follows, and renumbering the section accordingly.

“the existing topography and drainage pattern on the lot and in the adjacent and immediately surrounding properties;”

15. Adding the word “Established” before the words “**Community Areas**”, and removing the bold formatting from the same “**Community Areas**” in policy 9.1.2.3.

16. Deleting “older,” after the words “a number of” in policy 9.1.2.3.

17. Adding “exclusively or predominantly” after the word “characterized” in policy 9.1.2.3.

18. Adding “Detached Houses located on generally” before the words “large lots” in policy 9.1.2.3.

19. Adding “with frontages exceeding 20 metres” after the words “large lots” in policy 9.1.2.3.

20. Adding “These neighbourhoods are generally identified on Schedule 1B “Areas Subject to Policy 9.1.2.3 – Vaughan’s Established Large Lot Neighbourhoods”. Some of these established neighbourhoods, including estate lot neighbourhoods,” after the words “landscape value.” in policy 9.1.2.3.

21. Replacing “Often, these areas are” with “These include neighbourhoods” before the words “at or near” in policy 9.1.2.3.

22. Adding “For clarity, the policy text prevails over the mapping shown on Schedule 1B. In addition to those areas identified on Schedule 1B, this policy shall also apply to other areas where the subdivision and *redevelopment* of a large lot or multiple large lots would not respect and reinforce the elements identified in Policy 9.1.2.2.” after the words “respective Heritage Conservation Districts.” in policy 9.1.2.3.

23. Replacing “these areas” with “established, large-lot neighbourhoods” after the words “In order to maintain the character of” in policy 9.1.2.3.

24. Replacing “adjacent nearby and facing” with “adjoining” after the words “frontages of the” in policy 9.1.2.3.a.

25. Adding “, or the average of the frontage of the adjoining lots where they differ” at the end of policy 9.1.2.3.a.

26. Replacing “adjacent and nearby” with “adjoining” after the words “size of” in policy 9.1.2.3.b.

27. Adding “in the immediately surrounding area” after the word “fabric” in policy 9.1.2.3.c.

28. Adding policy 9.1.2.3.f after 9.1.2.3.e as follows, and renumbering the section accordingly.

“Dwelling types: A new dwelling replacing an existing one shall be of the same type, as defined in Section 9.2.3 of this Plan, except on a lot fronting an Arterial Street, as identified in Schedule 9 (Future Transportation Network), where a Semi-detached House or Townhouse replacing a detached dwelling may be permitted, subject to Policy 9.1.2.4 and the other urban design policies of this plan;”

29. Deleting “these” before the words “**Community Areas**” in policy 9.1.2.3.g.

30. Adding policy 9.1.2.4 after policy 9.1.2.3, as follows, and renumbering the section accordingly.

“(OPA #15) 9.1.2.4 Notwithstanding Policy 9.1.2.3, where a lot or a parcel composed of multiple lots in a designated Low-Rise Residential neighbourhood in an Established Community Area fronts an Arterial Street, as identified in Schedule 9 (Future Transportation Network) of this Plan, limited intensification in the form of Semi-detached Houses or Townhouses may be permitted, subject to the following:

- a. All new dwellings shall front and address a public street;
- b. Parking for units fronting on an Arterial Street shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;
- c. Private laneways or driveways shall not be used to provide frontage for residential dwellings;
- d. The general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements;
- e. The scale and massing of townhouse and semi-detached house *developments* shall respect the scale and massing of adjacent *development* and any applicable urban design guidelines;
- f. Subject to policies 9.1.2.4.a through e. and g., where future intensification on adjacent lots would be appropriate and is anticipated through a Block Plan or Development Concept report, developments shall protect for future street and/or laneway interconnections with the adjacent properties to minimize accesses to the Arterial Street and facilitate the establishment of a rational and efficient street and laneway network over

time. Access arrangements on Arterial Streets shall be to the satisfaction of the City and York Region; and

- g. Where a parcel does not front an Arterial Street, as identified on Schedule 9 (Future Transportation Network), townhouses shall not be permitted. (OPA #15)".

31. Adding policy 9.1.2.5 after policy 9.1.2.4, as follows, and renumbering the section accordingly.

"(OPA #15) 9.1.2.5 Where a new street network and other infrastructure are required to facilitate and service new *development* in Established Community Areas, the City will require a Block Plan, as per Policies 10.1.1.14 - 10.1.1.15, to ensure an orderly and comprehensive approach to *development* in the area. A Block Plan submission will be required in order for an application to be deemed complete and will address such matters as:

- a. the configuration and design of streets;
- b. traffic management;
- c. extensions and connections to existing pedestrian and cycling networks;
- d. the provision of public and private services and the detailed approach to stormwater management;
- e. the protection and enhancement of the Natural Heritage Network;
- f. the precise locations of natural and cultural heritage features of the area;
- g. the precise location of any parks and open spaces;
- h. the proposed implementation of sustainable *development* policies as contained in subsection 9.1.3 of this Plan;
- i. phasing of *development* on the subject site (if applicable) and in the broader area; and
- j. compatibility with the existing neighbourhood character as per Policies 9.1.2.1 to 9.1.2.4. (OPA #15)".

32. Adding ", subject to Policies 9.1.2.3, 9.1.2.4, and 9.2.3.1" after the word "House," in policy 9.2.2.1.c.ii.

33. Adding ", subject to Policies 9.1.2.3, 9.1.2.4, and 9.2.3.2" after the word "Townhouse" in policy 9.2.2.1.c.iii.

34. Adding policy 9.2.2.1.d after policy 9.2.2.1.c, as follows.

"(OPA #15) 9.2.2.1.d In applying Policy 9.2.2.1.c. the following shall apply:

- i. In developing **Community Areas**, Townhouses as identified in 9.2.2.1.c. iii. will be permitted in accordance with Policy 9.2.3.2.c.;
- ii. All Townhouse uses in the **Low-Rise Residential** designation in the Established Community Areas that have been legally approved shall continue to be considered a legal conforming use under VOP 2010; and
- iii. Policy 2.2.5.9 and 2.2.5.14 shall apply to the portions of the Established Community Area designated **Low-Rise Residential** that are located within the Regional Corridors and the **Low-Rise Residential** areas located in the **Primary Intensification Corridors**.

35. Adding the word “Established” before the words “**Community Areas**”, and removing the bold formatting from the same “**Community Areas**” in policy 9.2.3.1.b.

36. Replacing “with existing *development*” with “where Detached Houses and Semi-Detached Houses exist” after the word “Areas” in policy 9.2.3.1.b.

37. Adding “new” after the words “orientation of” in policy 9.2.3.1.b.

38. Deleting “Detached Houses and/or Semi-Detached Houses” after the word “approved” in policy 9.2.3.1.b.

39. Adding “houses of the same type” before the words “in the immediate area” in policy 9.2.3.1.b.

40. Adding the word “Established” before the words “**Community Areas**”, and removing the bold formatting from the same “**Community Areas**” in policy 9.2.3.2.b.

41. Deleting “with existing *development*” after the words “**Community Areas**” in policy 9.2.3.2.b.

42. Adding the word “new” after the words “orientation of” in policy 9.2.3.2.b.

43. Replacing “Townhouses in the immediate area” with “*development* in the surrounding area and shall be consistent with Policies 9.1.2.2, 9.1.2.3, and 9.1.2.4” after the word “approved” in policy 9.2.3.2.b.

44. Adding “For clarity, back-to-back and stacked townhouses shall not be permitted in areas designated **Low-Rise Residential**. Back-to-back townhouses share a rear wall as well as a sidewall(s), resulting in a building with two facades where individual entrances to the units are located with no rear yard. Stacked townhouses are defined in Policy 9.2.3.3.” after the words “closer to the street than garages.” in policy 9.2.3.2.b.

45. Replacing “areas of new *development*” with “developing **Community Areas**” after the word “In” in

policy 9.2.3.2.c.

46. Replacing “Townhouse blocks not fronting onto a public street are only permitted if the unit(s) flanking a public street provide(s)” with “Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) shall provide” before the words “a front-yard” in policy 9.2.3.2.d.

47. Adding “Notwithstanding the above, Townhouses in designated **Low-Rise Residential** areas in Established Community Areas shall be developed in accordance with Policy 9.1.2.4.” after the words “facing the public street.” in policy 9.2.3.2.d.

48. Deleting “**Low-Rise Residential**” after the word “attached” in policy 9.2.3.3.a.

V IMPLEMENTATION

It is intended that the policies of Vaughan Official Plan 2010 of the Vaughan Planning Area shall be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, and Site Development Approval, pursuant to the *Planning Act*.

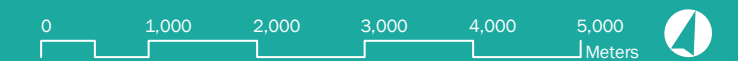
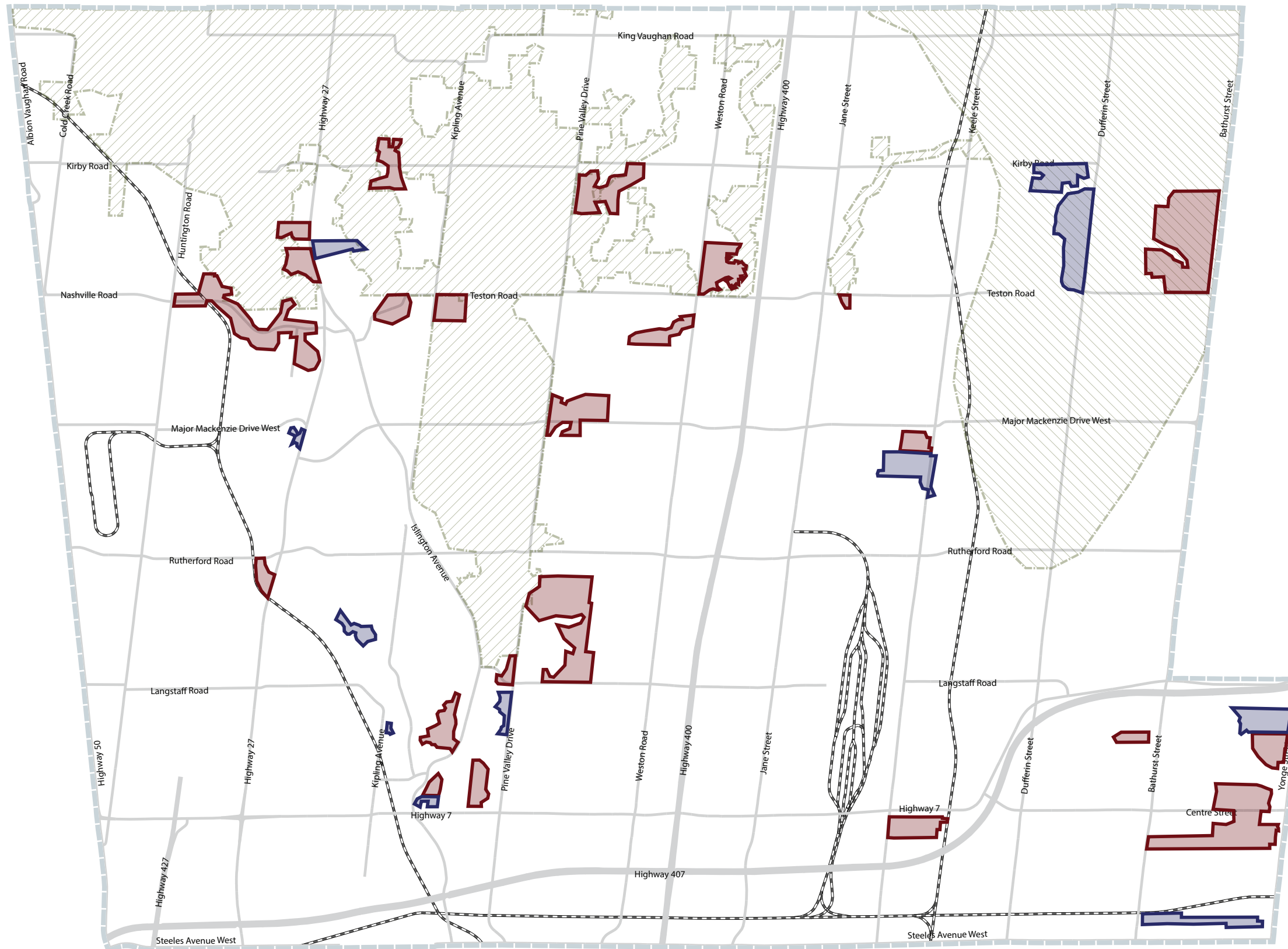
VI INTERPRETATION

The interpretation of provisions of Vaughan Official Plan 2010 of the Vaughan Planning Area, as amended from time to time, shall apply to this Amendment.

SCHEDULE 1B

Areas Subject to Policy 9.1.2.3 - Vaughan's Established Large-Lot Neighbourhoods

- 30m+ (100ft+)
- 21m to 29m (70ft to 95ft)



APPENDIX I

Record of Council Action

This Amendment applies to all areas designated as Low-Rise Residential within the Community Areas in the City of Vaughan, except for lands shown on Schedule 14-A, 14-B, and 14-C, of Vaughan Official Plan 2010 unless the Volume 1 Low-Rise Residential designation is explicitly used by the Plan in force.

The following recommendation from the Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability was considered at the April 4, 2017 Committee of the Whole meeting with respect to the Community Area Policy Review for Low-Rise Residential Designations, File 15.120.1 and approved by Council on April 19, 2017:

1. THAT the presentation on the City-Wide Community Area Policy Review for Low-Rise Residential Designations, Amendment to Vaughan Official Plan 2010 BE RECEIVED; and
2. THAT the draft amendment to the Vaughan Official Plan 2010, forming Attachment 4 to this report, reflecting the modifications set out in Section (6) and Attachment 2 hereto, BE APPROVED and be brought forward for adoption subject to final staff review.

MEMBER'S RESOLUTION

Meeting/Date	COUNCIL MEETING - SEPTEMBER 27, 2018
Title:	YORK REGION TRANSIT CROSS-BOUNDARY TRAVEL AND GREATER TORONTO AND HAMILTON AREA FARE INTEGRATION
Submitted by:	Regional Councillor Gino Rosati

Whereas, York Region Transit (YRT) provides Transit Services for Vaughan Citizens travelling throughout the Region; and

Whereas, YRT continues to work with Metrolinx and other transit agencies across the Greater Toronto and Hamilton Area on an integrated fare strategy (fare integration); and

Whereas, YRT service routes to York University were realigned in early September 2018 eliminating direct bus routes to the university; and

Whereas, approximately 4,600 travellers to York University are impacted by the service change which results in the rider paying a full fare to YRT and TTC; and

Whereas, Regional Council adopted recommendations of Report No. 1, of the Commissioner of Transportation Services, titled "*York Region Transit Cross-Boundary Travel and Greater Toronto and Hamilton Area Fare Integration*", at its meeting on September 20, 2018 (Attachment 1); and

Whereas, the following recommendations approved at the York Region Council meeting of September 20, 2018, read:

1. Council pass a resolution seeking commitment from the Board of Directors of Metrolinx to finalize a Greater Toronto and Hamilton Area wide fare integration solution by 2019, to allow for full implementation as part of the PRESTO device refresh, scheduled for 2020 or sooner.
2. The Regional Chair forward the resolution to The Honourable John Yakabuski, Minister of Transportation, with a copy to Local Members of Provincial Parliament and the Chair of Metrolinx, highlighting the urgency and the importance to have this issue addressed.
3. This Council resolution and report be circulated to the Clerks of the Regional Municipality of Durham, City of Toronto, City of Brampton, City of Mississauga, City of Milton, City of Oakville, City of Burlington, and the City of Hamilton.
4. Staff request the TTC to consider an exception to the 2009 Memorandum of Understanding signed by York Region, City of Toronto and TTC allowing service to continue to York University until fare integration is implemented.

Whereas, one of Vaughan Council's 2014-2018 Term of Council Priorities is to continue to develop transit, cycling and pedestrian options to get around the City;

It is therefore recommended:

- 1. That Council support the recommendations noted above adopted by York Regional Council at its meeting of September 20, 2018; and***

<i>2. That Council request the City Clerk to forward this resolution to the following: The Toronto Transit Commission, the Region of York, Metrolinx, and the Ministry of Transportation.</i>

Respectfully submitted,

Gino Rosati, Regional Councillor

Attachment 1: Report No. 1, of the Commissioner of Transportation Services

The Regional Municipality of York

Regional Council
September 20, 2018

Report of the
Commissioner of Transportation Services

York Region Transit Cross-Boundary Travel and
Greater Toronto and Hamilton Area Fare Integration

1. Recommendations

It is recommended that:

1. Council pass a resolution seeking commitment from the Board of Directors of Metrolinx to finalize a Greater Toronto and Hamilton Area wide fare integration solution by 2019, to allow for full implementation as part of the PRESTO device refresh, scheduled for 2020 or sooner.
2. The Regional Chair forward the resolution to The Honourable John Yakabuski, Minister of Transportation, with a copy to Local Members of Provincial Parliament and the Chair of Metrolinx, highlighting the urgency and the importance to have this issue addressed.
3. This Council resolution and report be circulated to the Clerks of the Regional Municipality of Durham, City of Toronto, City of Brampton, City of Mississauga, City of Milton, City of Oakville, City of Burlington, and the City of Hamilton.

2. Purpose

This report responds to the request made by Committee of the Whole on September 6, 2018 to provide Council with a status report on cross-boundary travel and Greater Toronto and Hamilton Area (GTHA) fare integration initiative.

3. Background

63,000 daily transit trips across the GTHA require travellers to pay two fares

Eleven transit agencies deliver services across the GTHA. While bilateral fare integration exists amongst the seven 905 transit agencies, those travellers also using the Toronto Transit Commission (TTC) continue to pay two fares. Of the estimated 63,000 daily trips, approximately 25,000 trips that require the payment of double fares occur at the YRT/TTC interface.

Approximately 4,600 travellers to York University are impacted by the September 2, 2018 service change, accounting for a third of the estimated 25,000 trips crossing the York Region and Toronto boundary daily

Since 2001, YRT buses have served one specific, non-transit terminal destination south of Steeles Avenue, without requiring double fare. On September 2, 2018, this service to York University Keele Campus was redirected to Pioneer Village Bus Terminal to conform with the 2009 Memorandum of Understanding signed by York Region, City of Toronto and TTC. The terminal is located on the north side of Steeles Avenue, east of Jane Street, in the City of Vaughan. Walking distance from the terminal to the edge of the York University Keele Campus is approximately 200 metres. Overall walking distance will vary, based on where an individual needs to go on campus (see Attachment 1).

In addition, Viva orange operates across Highway 7 to the Vaughan Metropolitan Centre, where travellers can transfer onto the subway for direct service into the campus.

PRESTO is starting to facilitate seamless inter-regional transit travel throughout the GTHA

The 905 transit agencies and the TTC have made significant investments to implement PRESTO fare card technology and equipment, with the goal of seamless travel across the GTHA.

In consideration of the signed 2009 MOU, and recognizing the need for cross-boundary travel, YRT and TTC began to research a technical solution that would facilitate travel for YRT passengers travelling to and from York Region, including those travelling to and from York University, using both bus and subway service.

YRT and TTC jointly presented two solutions to PRESTO both requiring travellers to tap-on/tap-off the PRESTO system. PRESTO subsequently

determined that implementing the necessary changes to the system for either solution was cost-prohibitive at that time.

Recognizing full fare integration through PRESTO would not be in place to coincide with the subway opening in 2016, YRT pursued a stand-alone Universal Pass program specifically for York University students

YRT led discussions between TTC, Brampton Transit, GO Transit, York University Senior Administration and the York Federation of Students on developing a multi-system Universal Pass (U-Pass) program. YRT also worked with PRESTO staff to develop a potential technical solution for a U-Pass using the PRESTO fare card.

Early in 2018 York University Senior Administration and the York Federation of Students chose not to proceed with the U-Pass as they felt a student referendum would not be successful, particularly in the absence of GO Transit. GO Transit service is pay-by-distance and GO Transit does not participate in any U-Pass programs.

The U-Pass would have been a temporary solution to the cross-boundary travel issues for students, allowing unlimited travel on TTC, YRT and Brampton Transit for under \$400 per semester.

4. Analysis and Implications

All GTHA transit agencies seek to minimize additional costs while pursuing fare integration to ease traveller access

Every GTHA transit system supplements its fare revenues with other sources of funding to address the system's operating costs. At York Region, approximately 40 per cent of operating costs are recovered from fare revenues, with the remainder funded from property tax or gas tax funding.

Metrolinx has led the fare integration discussions with the GTHA transit authorities since 2014

An integrated fare strategy would require significant standardization of fare policies, concession discounts, loyalty fares and rules regarding transfers. Transit agencies have worked with Metrolinx towards a harmonized fare structure regarding concessions and definitions; however, more work is needed.

Currently, each of the GTHA transit agencies has its own fare structure. Although fare payment methods have been harmonized with PRESTO, the underlying calculation of how much a traveller should pay remains to be resolved.

There are existing co-fare arrangements between the 905 area transit agencies and GO Transit; however, no arrangement exists between the 905 transit agencies and the TTC, leading travellers to pay an additional fare when they transfer.

Municipalities operating transit services will likely be seeking a similar financial framework that would not increase the subsidies required and allow them to maintain current level of service.

The PRESTO device refresh scheduled for 2020 would be significantly enhanced by the implementation of GTHA-wide fare integration

Under the new agreement with PRESTO that Council approved in 2017, PRESTO devices and associated software are planned to be upgraded. A refresh process without a fare integration solution may be perceived negatively by GTHA transit users. Therefore, the PRESTO device refresh, scheduled for 2020, provides an opportunity for Metrolinx staff to work with all transit agencies to incorporate features that will help implement a future fare integration solution.

5. Financial Considerations

Approximately \$22.4 million in revenue is collected from York Region travellers crossing the Steeles Avenue boundary

The TTC is responsible for the operating cost of the cross-boundary bus service south of Steeles Avenue and for the entire TTC Line 1 subway extension into York Region. In turn, TTC retains 100 per cent of the TTC fare revenue collected.

YRT collects approximately \$8.2 million in fare revenue from travellers destined for York University.

Approximately 2.5 million revenue rides are provided annually to and from York University Keele Campus on YRT services. This equates to approximately \$8.2 million in fare revenue.

6. Local Municipal Impact

Citizens of York Region would benefit from a simple and effective integrated fare system that includes a harmonized fare structure, a reliable fare card system, and supports seamless travel using multiple modes or services.

Initial changes to the fare structure would have a financial impact that would likely require a reduction in service levels or increase in the property tax levy to offset the loss in revenue. Over time, benefits may include an increase in ridership and traveller satisfaction.

7. Conclusion

Staff continue to work with other stakeholders towards a fare integration solution to result in single fare payment when moving between YRT and TTC

Along with other transit agencies in the GTHA, York Region Transit staff continues to push for Metrolinx to implement a GTHA-wide fare integration solution as soon as possible. Metrolinx has indicated it will host a workshop with transit leaders this fall to discuss the long-term solution.

Regarding York University, the York Federation of Students decided on August 17, 2018 it will conduct an on-line survey seeking feedback from students on the U-Pass. The results will be presented to TTC, YRT and Brampton Transit.

Further, staff will continue to work with persons with disabilities who require additional support to access York University, by providing assistance based on their abilities and needs, including travel training and coordination with VanGO - York University's on-campus mobility service.

Staff will also continue to engage the provincial government in respect to fare integration.

For more information on this report, please contact Ann-Marie Carroll, General Manager, York Region Transit, at 1-877-464-9675 ext. 75677.

York Region Transit Cross-Boundary Travel and
Greater Toronto and Hamilton Area Fare Integration

The Senior Management Group has reviewed this report.

Recommended by:

Approved for Submission:

Paul Jankowski
Commissioner of Transportation Services

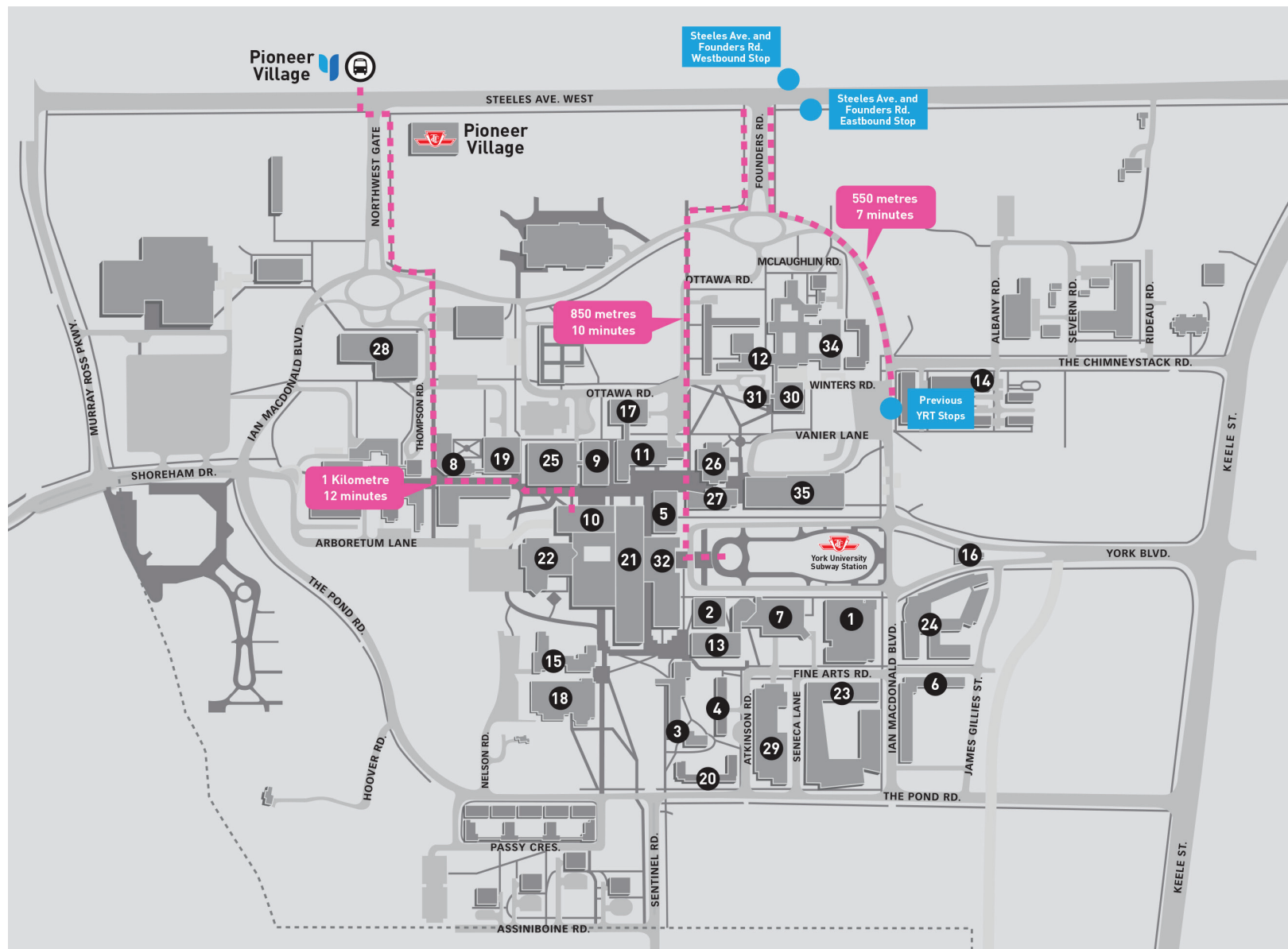
Bruce Macgregor
Chief Administrative Officer

September 18, 2018

Attachment

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Accessible formats or communication supports are available upon request



1. Accolade East
2. Accolade West
3. Atkinson
4. Atkinson Residence
5. Behavioural Science
6. Bennett Centre for Student Services
7. Centre for Film & Theatre
8. Chemistry
9. Computer Science & Engineering
10. Curtis Lecture Halls

11. Farquharson Life Sciences
12. Founders College
13. Goldfarb Centre for Fine Arts
14. Harry Sherman Crowe Co-op
15. HNES Building
16. Lorna R. Marsden Honour Court & Welcome Centre
17. Lumbers Building
18. Osgoode Hall Law School
19. Petrie Science & Engineering

20. Pond Road Residence
21. Ross Building
22. Scott Library
23. Seneca@York
24. Seymour Schulich Building
25. Steacie Science & Engineering
26. Stedman Lecture Halls
27. Student Centre
28. Tait McKenzie Centre
29. Technology Enhanced Learning

30. Vanier College
31. Vanier Residence
32. Vari Hall
33. William Small Centre
34. Winters College
35. York Lanes