

13

SITE SPECIFIC POLICIES

13.1 Lands Subject to Site Specific Policies

13.1.1 Lands subject to Site Specific Policies

It is the policy of Council that:

- 13.1.1.1. The lands known as the South-West corner of Bathurst Street and Teston Road are identified on Schedule 14-C as Item **1** and are subject to policies set out in Section 13.2 of this Plan.
- 13.1.1.2. The lands known as 7242 Highway 27 are identified on Schedule 14-C as Item **2** and are subject to policies set out in Section 13.3 of this Plan.
- 13.1.1.3. The lands known as 1125 Highway 50 are identified on Schedule 14-C as Item **3** and are subject to policies set out in Section 13.4 of this Plan
- 13.1.1.4. The lands known as Thornhill Liberty Lands are identified on Schedule 14-C as Item **4** and are subject to the policies set out in Section 13.5 of this Plan.
- 13.1.1.5. The lands known as the Vaughan Healthcare Campus Centre are identified on Schedule 14-C as Item **5** and are subject to policies set out in Section 13.6 of this Plan.
- 13.1.1.6. The lands at the north west corner of Rutherford Road and Bathurst Street are identified on Schedule 14-C as Item **6** and are subject to policies set out in Section 13.7 of this Plan.
- 13.1.1.7. The lands known as 2057 Major Mackenzie Drive are identified on Schedule 14-C as Item **7** and are subject to policies set out in Section 13.8 of this Plan.
- 13.1.1.8. The Ahmadiyya Campus lands are identified on Schedule 14-C as Item **8** and are subject to policies set out in Section 13.9 of this Plan.

- 13.1.1.9. The Block 40 lands are identified on Schedule 14-C as Item 9 and are subject to policies set out in Section 13.10 of this Plan.
- 13.1.1.10. The lands known as 8151 Highway 50 are identified on Schedule 14-C as Item 10 and are subject to policies set out in Section 13.11 of this Plan.
- 13.1.1.11. The lands known as 10951 Highway 50 are identified on Schedule 14-C as Item 11 and are subject to policies set out in Section 13.12 of this Plan
- 13.1.1.12. The lands known as the Steeles/Islington Avenues Services Review Area are identified on Schedule 14-C as Item 12 and are subject to policies set out in Section 13.13 of this Plan.
- 13.1.1.13. The Valley Policy Areas are identified on Schedule 14-C as Item 13 and are subject to policies set out in Section 13.14 of this Plan.
- 13.1.1.14. The lands known as 2107638/RioCan/SRF Vaughan are identified on Schedule 14-C as Item 14 and are subject to policies set out in Section 13.15 of this Plan.
- 13.1.1.15. The lands known as the South-East corner of Major Mackenzie Drive and Pine Valley Drive are identified on Schedule 14-C as Item 15 and are subject to policies set out in Section 13.16 of this Plan.
- 13.1.1.16. The lands known as the North-West corner of Steeles and Kipling Avenues are identified on Schedule 14-C as Item 16 and are subject to policies set out in Section 13.17 of this Plan.
- 13.1.1.17. The lands known as 7979 Weston Road are identified on Schedule 14-C as Item 17 and are subject to policies set out in Section 13.18 of this Plan.

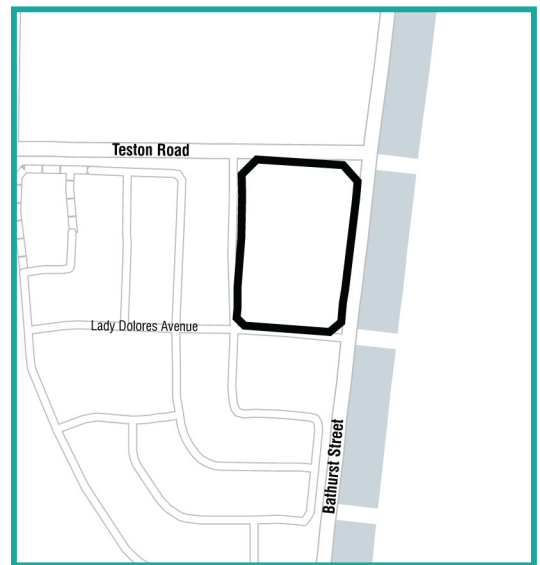
- 13.1.1.18. The lands known as the North-West corner of Keele Street and Kirby Road are identified on Schedule 14-C as Item 18 and are subject to policies set out in Section 13.19 of this Plan.
- 13.1.1.19. The lands known as Huntington South are identified on Schedule 14-C as Item 19 and are subject to policies set out in Section 13.20 of this Plan.
- 13.1.1.20. The lands known as 1600 Teston Road are identified on Schedule 14-C as Item 20 and are subject to policies set out in Section 13.21 of this Plan.
- 13.1.1.21. The lands known as the North Humber Extension are identified on Schedule 14-C as Item 21 and are subject to policies set out in Section 13.22 of this Plan.
- 13.1.1.22. The lands known as 77 Eagleview Heights Drive are identified on Schedule 14-C as Item 22 and are subject to policies set out in Section 13.23 of this Plan.
- 13.1.1.23. The lands known as the Parkwaybelt West Amendment Areas are identified on Schedule 14-C as Item 23 and are subject to policies set out in Section 13.24 of this Plan.
- 13.1.1.24. The lands known as 7615-7675 Keele Street are identified on Schedule 14-C as Item 24 and are subject to policies set out in Section 13.25 of this Plan.
- 13.1.1.25. The lands known as 3400 Teston Road are identified on Schedule 14-C as Item 25 and are subject to policies set out in Section 13.26 of this Plan.
- 13.1.1.26. The lands known as the North-West corner of Major Mackenzie Drive and Bathurst Street are identified on Schedule 14-C as Item 26 and are subject to policies set out in Section 13.27 of this Plan.
- 13.1.1.27. The lands known as the North-East corner of Cityview Boulevard and Major Mackenzie Drive are identified on Schedule 14-C as Item 27 and are subject to policies set out in Section 13.28 of this Plan.

13.2 South West Corner of Bathurst Street and Teston Road

13.2.1 General

- 13.2.1.1. Notwithstanding Policy 9.2.2.4(f) of the Official Plan, for the area identified on Map 13.2.A, Low-Rise Buildings are permitted pursuant to policies in Section 9.2.3 of this Plan.
- 13.2.1.2. Parking between a building and a local street is permitted on the subject lands, shown on Map 13.2.A, provided it is appropriately screened with significant landscaping.

▼ Map 13.2.A:
South West Corner of Bathurst St. and Teston Rd.



13.3 7242 Highway 27

13.3.1 Land Uses and Development Criteria

13.3.1.1. Notwithstanding policy 9.2.1.1, the following policies apply to the area identified on Map 13.3.A.

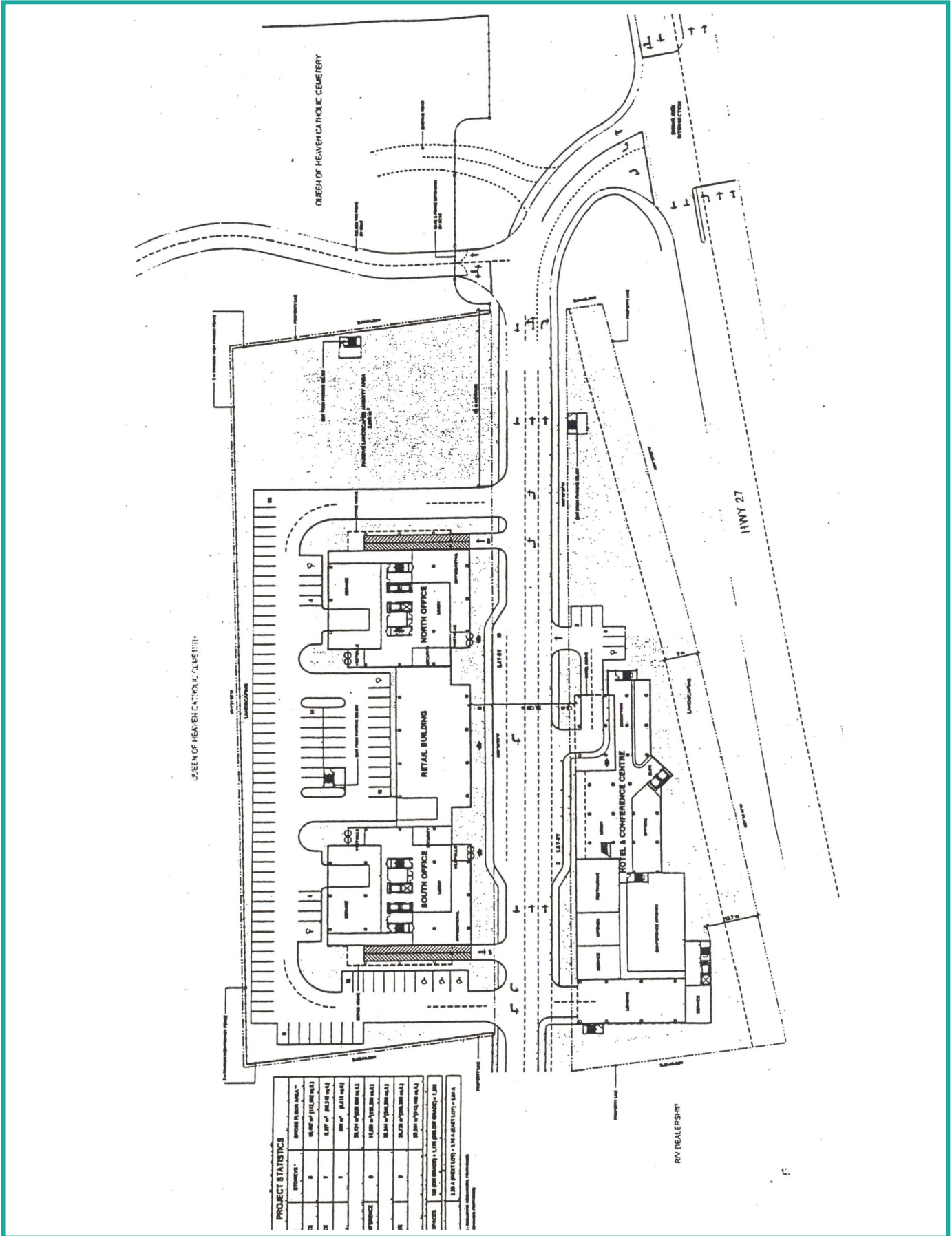
13.3.1.2. The priority uses for the subject lands shall be offices, hotels with related hospitality, eating establishment and conference/ banquet hall facilities, and other prestige employment uses. Ancillary retail commercial uses shall be permitted where their orientation and location are appropriately integrated into a development that is designed and devoted to the priority uses.

- 13.3.1.3. The implementing Zoning By-law shall establish the permitted uses and development standards as follows:
- The provision of a passive landscaped amenity area containing a minimum area of 3000 square metres, with a minimum frontage along Toronto RV Road of 45 metres immediately south of the adjacent cemetery lands. The use of such area will be restricted in the zoning by-law to landscaping;
 - The northerly office building will consist of a maximum of 7 storeys, comprised of 6 typical storeys, in addition to the ground floor. The maximum height of the building shall be as shown on Map 13.3.B. The southerly office building will consist of a maximum of 8 storeys, comprised of 7 typical storeys, in addition to the ground floor; the maximum height of the building shall be as shown on Map 13.3.B. Any retail facility located between the office buildings shall be a maximum of 1 storey and not exceed 12 metres in height. The hotel building on the Site will consist of a maximum of 9 storeys, comprised of 6 typical storeys, in addition to the ground floor, a second storey and a mezzanine; the maximum height of the building shall be as shown on Map 13.3.B;
 - All parking shall be located underground or at grade. No parking, shall be located in above ground structures; and,

▼ Map 13.3.A:
7242 Highway 27



- d. Landscaping and fencing requirements and window treatment shall be established by the City and to the satisfaction of the City in the Site Plan Agreement or Letter of Undertaking, whichever is in effect, in consultation with the land owner and the owner of the adjacent cemetery lands.
- 13.3.1.4. Given the scale and phasing of the overall development, a detailed urban design guidelines report, master landscape plan, and comprehensive development phasing plan shall be submitted with the site plan application.
- 13.3.1.5. Enhanced architectural treatment and appropriate mass and scale of the buildings, shall be provided for the overall development, reflecting the prominence of the Highway 407 and Regional Road 27 location. Buildings shall be designed so that elevations facing a street and the entrance to the site present a “front-like” elevation. Similarly. Sensitive architectural treatment shall be required for the facades that face the cemetery and Toronto RV Centre.
- 13.3.1.6. Surface parking and service areas shall be appropriately landscaped and screened from view, and the outside storage of goods and materials and garbage shall not be permitted. Perimeter landscaping shall be required to enhance the built environment, including sufficient-sized landscaped buffers adjacent to Regional Road 27 and the cemetery, and a significant urban landscaped treatment within the right-of-way of Toronto RV Road.
- 13.3.1.7. The comprehensive site development shall address the above-noted development and policies in Section 9.1 of the Official Plan.
- 13.3.1.8. Road improvements satisfactory to the Region and the City and of the Ministry of Transportation shall be undertaken. Such road improvements are intended to include:
- a. Traffic signal installation at the Highway 27/Toronto RV Road intersection;
 - b. The construction of a southbound right turn lane at the Highway 27/Toronto RV Road intersection; and,
 - c. The widening of the eastbound approach of the Highway 27 / Toronto RV Road intersection. The widening should accommodate two eastbound and one westbound lane.
- 13.3.1.9. Development shall only occur on full water and sewer services. The extension of water and sewer services to the subject lands shall be sized to accommodate the present and future requirements of the adjacent cemetery lands. The costs thereof have been dealt with by private agreement between the land owners.



13.4 11245 Highway 50

13.4.1 General

13.4.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area D** on Map 13.4.A:

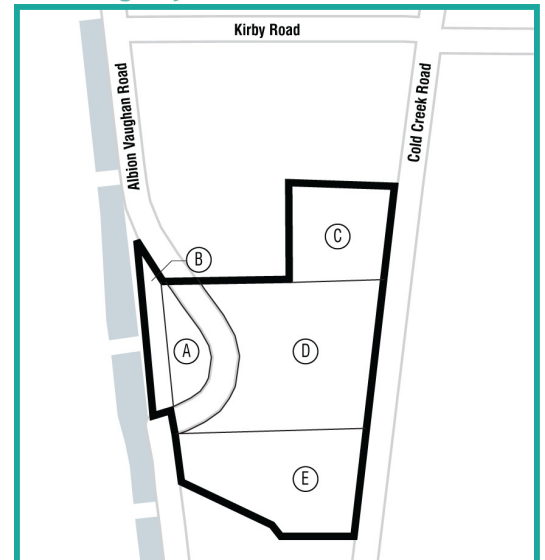
- a. truck transport facility (truck trailers, tip trailers and gravel trucks) and the uses normally incidental to the main trucking uses such as offices, employee parking, truck repair and maintenance facilities, fuel pumping, public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, and limited retail and/or office accessory uses;
- b. for the purposes of policy 13.4.1.1.a, a truck transport facility shall be defined in the implementing zoning by-law as a building or place where trucks or transports are stored, parked and maintained or from which trucks or transports are dispatched for hire as common carriers.

13.4.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, for lands identified as **Areas A** and **B** on Map 13.4.A, the following uses shall be permitted, but only if municipal water and sanitary sewer services are available to the site:

- a. automobile service station, car wash, motor vehicle sales establishment, car rental agency accessory to a main use, restaurant, hotel, motel, tourist information centre accessory to a main use and limited retail uses accessory to a main use.

13.4.1.3. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area C** on Map 13.4.A shall only be used for the parking and storage of transport trucks that are accessory to the main uses permitted on **Areas D** and **E**.

▼ Map 13.4.A:
1125 Highway 50



- 13.4.1.4. Notwithstanding the policy 9.2.1.1 of the Official Plan, for lands identified as **Area E** on Map 13.4.A, the following additional uses shall be permitted:
- a. public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses.
- 13.4.1.5. The lands identified on Map 13.4.A shall be developed in accordance with the following policies:
- a. The lands may be serviced by a private well and a private waste disposal system subject to the approval of the Ministry of the Environment and the York Region Environmental Services Division. Prior to the approval of any site development applications for the subject lands or any part thereof the Owner shall prepare and have approved a servicing study which demonstrates the ability of the on-site servicing system to support any increase in the intensity of development. If required, additional development may not occur until such time as full municipal services are available. A site servicing study for **Areas A** and **B** shall be required prior to site plan approval for those areas;
 - b. The implementing zoning by-law shall establish the following restrictive provisions:
 - i. restricting the use of **Areas A** and **B** on the land, to the west of the proposed Albion-Vaughan Road realignment, to an automobile gas bar, automobile service stations, car wash, motor vehicle sales establishment, car rental agency accessory to a main use, restaurant, hotel, motel, tourist information centre accessory to a main use, and limited retail use accessory to the main use;
 - ii. restricting the use of **Area C** to truck parking and storage;
 - iii. restricting the use of **Area D** to a truck transport facility (truck trailers, tip trailers and gravel trucks) and the uses normally incidental to the main trucking uses such as offices, employee parking, truck repair and maintenance facilities, fuel pumping, public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, and limited retail and/or office accessory uses;
 - iv. restricting the use of **Area E** for public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses, in addition to those uses permitted on the central parcel, west of the proposed Albion-Vaughan Road realignment; and,

- v. the truck transport facility and ancillary uses shall only be permitted provided that the required berming and landscaping on the subject lands is in place.
- c. The perimeter of the portion of the lands comprising **Areas C, D and E** shall be bermed and landscaped so as to ensure that the truck storage on site shall be screened. In addition the design of any buildings on **Areas E or D** shall ensure that there will be no negative visual impact on the adjacent uses. No truck parking or storage shall be permitted until such berming and landscaping is in place to the satisfaction of the City of Vaughan;
- d. At the time of site development for **Area A and B**, the Owner shall submit a full landscape plan which will determine, among other things normally required as part of the site development process, the extent of landscaping required including the width of landscape strips which may be above the minimum by-law requirements;
- e. Access to the subject lands shall only be permitted via the re-aligned Albion-Vaughan Road subject to the approval of the appropriate road authorities, which may include the City of Vaughan, Regional Municipality of York and the Regional Municipality of Peel. The dedication of a one-foot reserve along the entire Cold Creek Road frontage and along the Albion-Vaughan Road frontage save and except for the required driveway locations shall be required. No direct truck access shall be permitted to Cold Creek Road or to Highway No.50. Any passenger access to Cold Creek Road shall only be permitted subject to the approval of the City of Vaughan;
- f. The Owner shall dedicate the road allowance and any road widening for Albion-Vaughan Road, as determined by the City, to the appropriate authority free of all cost and encumbrance. Buildings permits for a permanent building or structure on the lands will not be issued until the alignment is established;
- g. In consultation with the Regional Municipalities of York and Peel, the Town of Caledon and the Ministry of Transportation Ontario, the City of Vaughan shall ensure that all issues concerning road improvement and driveway access have been resolved and the matters dealt with through the implementing zoning by-law, the site development agreement or other means as may be appropriate; and,
- h. Notwithstanding the planned road allowance standards of the Albion-Vaughan Road, the required right-of-way shall be established upon the preferred road alignment for the Albion-Vaughan Road.

- 13.4.1.6. In reviewing site development applications, the City of Vaughan shall ensure that matters such as landscaping and screening, lighting, noise, dust and other site development matters are addressed to ensure nearby residential uses will not be detrimentally impacted. In order to establish necessary noise attenuation measures, a noise study may be required prior to the approval of a site development application
- 13.4.1.7. Prior to the execution of site development agreements, or site plan letters of undertaking, whichever is in effect:
- a. The Owner may be required to submit traffic studies, approved by the appropriate road authorities, to determine the level of development and the location and configuration of access points; and,
 - b. The Owner may be required to submit and have approved additional servicing studies to determine the level of development which can be supported by the current on-site servicing facilities. Any development on the subject lands shall require the approval of the Region of York Health Protection Division. If it is determined that the current servicing facilities cannot support any additional development then subsequent development proposals shall not be approved until such time as full municipal services are available.

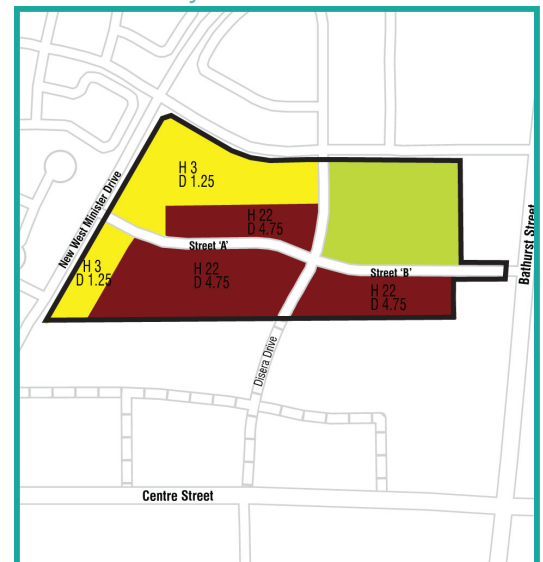
13.5 Thornhill Liberty Lands

13.5.1 General

13.5.1.1. Notwithstanding policy 9.2.1.1 the following policies and development criteria shall apply to the lands identified on Map 13.5.A:

- a. a maximum number of 1,598 units, comprising 93 townhouses units and 1,505 apartment units, or a combination thereof not to exceed 1,598 units, shall be permitted;
- b. the number of apartment buildings shall not exceed seven;
- c. a maximum building height of 3 storeys for the townhouse units, and 22 storeys for the apartment buildings shall be permitted;
- d. a convenience retail store and coffee shop/outdoor patio use shall be permitted on the ground floor of one condominium apartment building, to be located at the northwest corner of Disera Drive and the planned east/west local road between Bathurst Street and New Westminster Drive; and,
- e. the overall development of the lands shall be in accordance with a master plan approved by Council, and intended to guide future development within the subject lands, together with the submission of the following reports to be approved through consideration of a draft plan of subdivision application:
 - i. urban design guidelines;
 - ii. landscape/streetscape and open space master plans;
 - iii. shadow study;
 - iv. traffic impact/phasing report; and,
 - v. any other reports considered appropriate by the municipality.

▼ Map 13.5.A:
Thornhill Liberty Lands



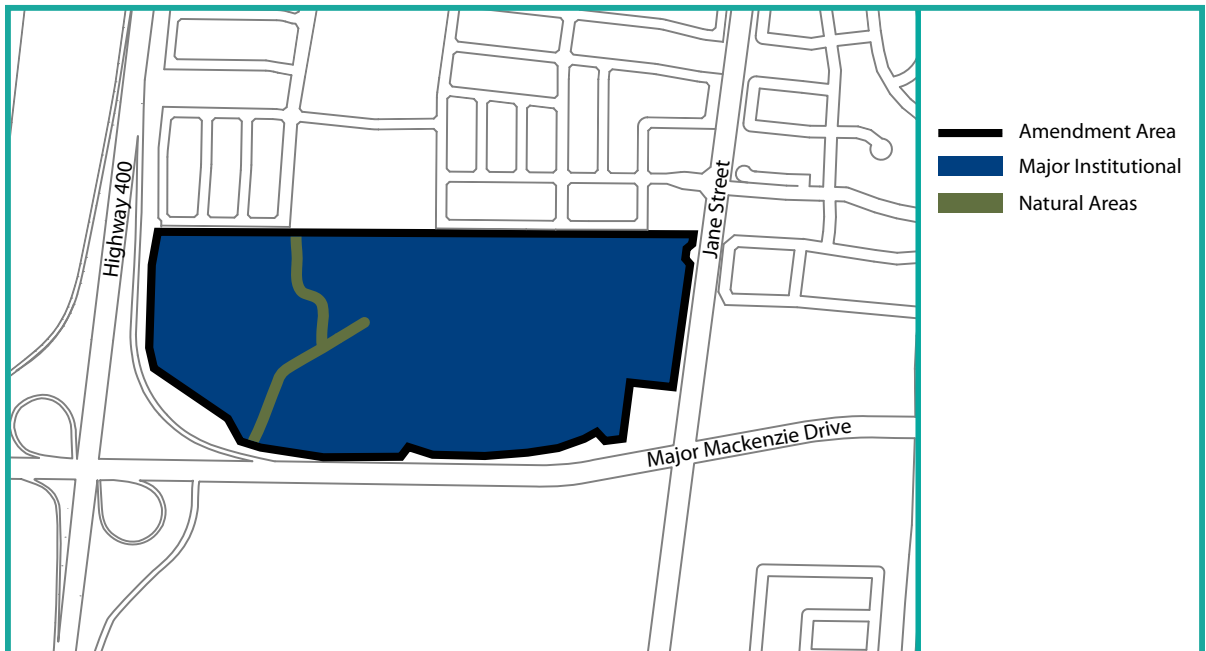
- Parks
- Low-Rise Mixed-Use
- High-Rise Mixed-Use

13.6 Vaughan Healthcare Campus

13.6.1 General Intent

The purpose of the Official Plan Amendment is to provide policy to guide development of a specialized urban Centre focused on a health campus of care to serve the citizens of Vaughan as well as residents of the broader region. Its exceptional accessibility and visibility from Highway 400, Major Mackenzie Drive and Jane Street, as well as its central location within the City of Vaughan, support the development of a Centre in this location. Major Mackenzie Drive is planned to be a Regional Rapid Transit Corridor in this location, providing a ready link to the nearby GO station, municipal civic centre and York Central Hospital in Richmond Hill, as well as to many neighbourhoods within Vaughan. Jane Street south of Major Mackenzie Drive is also planned as a Regional Rapid Transit Corridor, which will provide service to this area. The development of a Healthcare Campus Centre consisting of a mixture of uses at higher densities in a compact, pedestrian friendly form will support increased transit ridership, as planned.

▼ **Map 13.6.A:**
Vaughan Healthcare Campus



This Plan covers approximately 33 hectares (82 acres) on the north side of Major Mackenzie Drive, which will develop as a health campus of care to be anchored by a hospital. The Plan also provides for other uses that are related to and support the primary healthcare function.

A Hospital Precinct Plan will be undertaken for the health campus of care to determine the location and extent of the permitted land uses and the integration of the hospital site with the remaining campus centre. It must be approved by Vaughan Council prior to development. The Hospital Precinct Plan will also be required to address higher order transportation and servicing of the entire quadrant, including storm water management and the treatment of the tributary of the West Don River that flows through the site. Also to be addressed are matters relating to urban design, sustainability, pedestrian and vehicle access, cost of infrastructure and transit, phasing of development, the identification of public transit, pedestrian and cycling routes and facilities, and the transition of height, massing and intensity of land uses to provide an appropriate transition in character between the healthcare related uses and the low density neighbourhood to the north. Further planning exercises will include public and agency input.

Access to the site will be primarily from Major Mackenzie Drive and from Jane Street. Both of these Regional Arterial Roads are planned for increasing levels of transit and have been designated as Local Corridors by the existing Region of York Official Plan, where intensification is intended to support planned levels of transit and where mixed use buildings, pedestrian supportive streetscapes and higher density employment and residential land uses will support an urban realm.

The Healthcare Campus Centre Plan provides that land uses along the northern boundary will provide appropriate compatibility with the established, low-density neighbourhood to the north in terms of general height and massing. Development will be required to provide a suitable transition in height and massing from north to south, so that the neighbourhood scale is respected along the northern boundary and more intensive land uses and higher heights will be located close to higher order transit and farther from the neighbourhood to the north.

Within the quadrant, the Plan provides that the vehicular circulation pattern will be organized in a clear and coherent manner to direct traffic to and from boundary roads and to facilitate visitors, transit service, emergency vehicles and service functions within the site. Further planning of the Centre must make provision for pedestrian and cycling opportunities within the site and appropriate linkages to the wider area.

Development throughout the Healthcare Campus Centre will be characterized by a high quality of urban design, including the treatment of streetscapes, public and private open space areas, and pedestrian linkages that are focused on creating a harmonious and attractive image and promoting pedestrian activity and comfort. Urban design will be more specifically addressed in the Hospital Precinct Plan and through the further planning of the Centre. Implementation of urban design requirements will also be achieved through zoning and site plan requirements.

The Health care Campus Centre will be developed incrementally through further studies and analyses, beginning with the Hospital Precinct Plan. The Hospital Precinct Plan will include public input and consultation with affected agencies, the Region, Province, and the Toronto Region Conservation Authority prior to approval by the City. The Hospital Precinct Plan will provide the basis for the preparation of the implementing zoning by-law, draft plans of subdivision and the approval of site plans for each portion of the Healthcare Campus Centre prior to development.

Development approvals will be phased to ensure that infrastructure, including road capacity, is adequate to support planned levels of development and that necessary facilities or agreements are in place. The use of Holding Zoning Bylaws will be used to control development until such matters are in place to the satisfaction of the City. Transportation, services and utilities within the Healthcare Campus Centre will be integrated and co-ordinated to function as efficiently as possible.

All development within the Healthcare Campus Centre will be subject to Site Plan Control.

13.6.2 Urban Structure

- 13.6.2.1. The Healthcare Campus Centre is intended to develop with a primary focus on the delivery of healthcare services while accommodating related businesses and supporting uses. Development will be compact and transit supportive, at heights and densities appropriate for a Centre, which respect the presence of the low density residential community to the north.
- 13.6.2.2. To take maximum advantage of the planned rapid transit corridor on Major Mackenzie Drive and enhanced transit on Jane Street, the arrangement of land uses and the design of internal transit routes, road and pedestrian connections, will be planned to optimize service to the hospital and other major employment uses.
- 13.6.2.3. A transition of land use, height and density will focus less-intensive uses to the north, adjacent to the low density neighbourhood and more intensive uses will be focused in close proximity to transit.

13.6.3 Population and Employment

- 13.6.3.1. Based on a Central LHIN study in 2009, the Healthcare Campus Centre is expected to accommodate a hospital of approximately 600 beds as well as a significant component of long-term and complex care beds, within the continuum of care to serve the aged. Additional health services, medical offices, laboratories, research and development facilities' and health-related educational activities and specialized housing may be part of the Hospital Precinct Plan area.
- 13.6.3.2. A district power system may be developed for the Hospital Precinct or for a wider area.
- 13.6.3.3. Additional opportunities exist in the development of this Healthcare Campus Centre for offices, research facilities, hospitality uses, commercial and institutional uses, specialized care facilities, and higher order forms of residential development. Such potential uses will be supported by open space, and will incorporate a high standard of urban design that creates an attractive pedestrian realm, vibrant streetscapes, mixed use buildings, and a distinctive sense of place, appropriate for a Centre.

13.6.4 Development Principles and Objectives

The following policies include principles and development objectives that will be considered in the evaluation of all future planning exercises and in the approval of capital works and development applications in the Healthcare Campus Centre.

Sustainability

- 13.6.4.1. Development within the Healthcare Campus Centre will exhibit best practices as established by the City to ensure sustainability by creating a healthy environment, vibrant communities and economic vitality in accordance with approved policies of the City such as those contained in “Green Directions” Vaughan Community Sustainability and Environmental Master Plan.
- 13.6.4.2. Development within the Healthcare Campus Centre should be compact and arranged in a manner that encourages pedestrian activity including accessibility for the elderly or disabled, cycling, and the use of transit in order to reduce energy consumption, reliance on the automobile, and the production of greenhouse gases or other harmful emissions.
- 13.6.4.3. Stormwater management practices should foster means of stormwater infiltration to reduce runoff, enhance water quality and support ecological functions, through the inclusion of such techniques as Low Impact Development Standards.
- 13.6.4.4. Green building and community design that promotes energy efficiency, use of renewable energy sources and reduction of waste will be encouraged in the infrastructure planning of the site, and through such programs as LEED.
- 13.6.4.5. The viability and benefits of a renewable source district energy system will be considered for the Hospital Precinct Plan and within the wider Centre, as well as “green” means of ensuring sustained energy production to serve the hospital and wider area.
- 13.6.4.6. The microclimate created by wind, sun and shadow will be considered in the arrangement of land use, the design of buildings, and the use of building materials and landscape treatment so that pedestrian comfort is enhanced and energy consumption is reduced.

- 13.6.4.7. A mixture of land uses and convenience facilities that are planned within the Centre will be arranged in a manner that encourages workers and residents to walk and support a safe, vibrant streetscape while reducing reliance on the automobile. Public safety will be fostered through such measures as the application of Crime Prevention Through Environmental Design (CPTED) principles.
- 13.6.4.8. Installation of state of the art telecommunication infrastructure and smart grid technology will be encouraged throughout the Centre to support advanced healthcare and business uses.

Land Use and Transition

- 13.6.4.9. Higher densities and heights will generally be focused in locations that are best served by transit.
- 13.6.4.10. A sensitive transition in land use, height and massing should be created along the boundary to the low-density neighbourhood to the north, through the arrangements of land uses, as well as setbacks, angular planes and landscaped buffers as appropriate.
- 13.6.4.11. Land uses that may create noise, odour or reflected light should be separated, from sensitive residential land uses or effectively screened and buffered, so that no adverse effect is created on a residential or other, sensitive use.
- 13.6.4.12. Sensitive residential land uses will be buffered or screened from road noise and from unacceptable noise levels from Canada's Wonderland.

Urban Design

- 13.6.4.13. A high quality of urban design will be promoted in public spaces such as streetscapes, parks and open space and in the design of public buildings or infrastructure in order to create an attractive, coherent and comfortable public realm with signature elements that create a distinctive sense of place. These elements will also be promoted within privately owned spaces that are publicly accessible such as private roadways, walkways, squares or courtyards and in the streetscape facade of buildings.

- 13.6.4.14. Transit-supportive development will be strongly encouraged in the arrangement of land uses and through the design of streets and private roadways so that comfortable and coherent pedestrian connections are created that foster safe, convenient and attractive links to existing and planned transit routes and stops.
- 13.6.4.15. Public safety, accessibility and aesthetics will be considered in the arrangement of land uses and design of building elements and lighting, including walkways, parking areas and open areas, so that the design is conducive to public activity and to surveillance.
- 13.6.4.16. Focal points of a high standard of design will be encouraged at the terminus of a street or private roadway, at a significant intersection or at a key transit stop or facility. Particular visual prominence should be given to the hospital so that visitors to the site can easily identify it. This may be achieved through the building design as well as by creating view corridors from the arterial roads and highway, along prime access roads or driveways or from key pedestrian and open space corridors.
- 13.6.4.17. Street-related design shall be promoted through the placement of buildings and building entrances close to the street with consistent setbacks and by encouraging the location of retail and service commercial uses at grade within mixed-use buildings.
- 13.6.4.18. All development will be subject to site plan control and reviewed by the City's Design Review Panel if in effect.

Transportation

- 13.6.4.19. A full range of mobility options will be planned within the Healthcare Campus Centre in order to provide convenient routes for walking, cycling and transit as well as automobiles and service vehicles, and will focus special attention on mobility issues of the elderly, injured or disabled.
- 13.6.4.20. Transit-supportive design of development will be required, in order to improve the modal split for transit and enhance the development potential of the Centre. This may include enhanced transit accommodation or facilities within the Centre.

- 13.6.4.21. Circulation within the Centre will be designed to facilitate emergency vehicles and the clear orientation of visitors within the site through the use of coherent and direct circulation routes and signage that can be readily understood. Delivery and service access roads or driveways will be separated from visitor and employee access routes, wherever feasible.
- 13.6.4.22. Opportunities to provide additional transportation improvements in the future shall be protected, as identified in this Plan, or as identified by higher levels of government through future planning exercises. Travel Demand Management (TDM) measures will be required as part of the development to reduce the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit to and from the urban Centre.
- 13.6.4.23. Development may be phased as necessary, to ensure that sufficient transportation capacity exists or will be in place through committed improvements to serve proposed levels of development.

Municipal Services and Stormwater Management

- 13.6.4.24. Municipal services and utilities will be provided efficiently within the Centre with an emphasis on increased sustainability by reducing energy and water consumption and through increased use of renewable resources.
- 13.6.4.25. Development may be phased to ensure that municipal services are in place or will be available in time to serve proposed levels of development.
- 13.6.4.26. Stormwater management will be designed to minimize runoff, enhance water quality and to provide infiltration in a manner that is sensitive to the environment and supports natural heritage features and functions. Best management practices including Low Impact Development Standards and source controls will be investigated to best achieve this objective.
- 13.6.4.27. Where feasible, watercourses and storm water ponds will provide for and enhance the ecological functions and the visual amenity of the Centre. They should be designed and located to best support its higher order function while not impeding the intensification potential of key sites, potential access locations, or prime connections to transit.

13.6.5 Land Use Designations

The Healthcare Campus Centre is intended to develop a range of land uses that are supportive of a hospital and healthcare focus, and are compatible with the higher order function of a Centre. The following land uses will be permitted in the Hospital Precinct Plan site.

Major Institutional

- 13.6.5.1. The designation of **Major Institutional** within the Hospital Precinct Plan shall include:
- a. a hospital with a full range of care;
 - b. rehabilitation facilities, long term care and other forms of residential use related to health care;
 - c. research and development facilities;
 - d. medical and dental offices of all types;
 - e. laboratories;
 - f. facilities that construct or repair medical devices;
 - g. education, training, meeting or conference facilities related to healthcare; and,
 - h. businesses or health facilities that promote wellness.
- 13.6.5.2. Ancillary uses may include child or adult daycare, retail facilities, a chapel or small place of worship, accommodation facilities, parking areas or structures, utilities and maintenance operations, a district energy plant, and recreational facilities associated with a health care use.
- 13.6.5.3. The appropriate height and massing of buildings and structures within this designation will be further determined through a Hospital Precinct Plan that involves public input, and agency review prior to approval of a Zoning By-law or any further development approval by the City.
- 13.6.5.4. The uses permitted in policies 13.6.5.1 and 13.6.5.2 may be permitted within the Hospital Precinct through a Holding Zoning By-law until the Hospital Precinct Plan has been prepared in accordance with this Amendment and approved by Council, whereupon the “H” holding provision will be removed.

Natural Area

- 13.6.5.5. The designation of **Natural Area** within the Healthcare Campus Centre will be determined through the Hospital Precinct Plan and will include the tributary corridor of the West Don River and natural or constructed wetlands related to stormwater management. Landscaped berm areas may also be designated as **Natural Areas** if they are intended as permanent features and support natural vegetation or contribute to an ecological function or linkage. The specific location of these uses will be determined by the City of Vaughan in consultation with Toronto and Region Conservation Authority.
- 13.6.5.6. Uses within **Natural Areas** shall be limited to pedestrian or cycling pathways, passive recreation, and environmental management activities, if feasible.

13.6.6 Transportation Policy

- 13.6.6.1. The intent of the transportation system is to provide a coherent, integrated, multimodal transportation network that is safe, convenient, and encourages transit, cycling and pedestrian alternatives in order to conserve energy and minimize impacts on the environment.
- 13.6.6.2. A Functional Master Plan of the transportation system shall be prepared and approved by the City and Region of York prior to development of any land use within the Healthcare Campus Centre. The intent of the Functional Master Plan is to ensure that proposed levels of development within the Centre can be readily accommodated both within the site and on the external transportation system of roads, highways and transit facilities with expected levels of background traffic, including traffic from Canada's Wonderland. Specific terms of reference must be approved by the City, in consultation with the Region and Ministry of Transportation, prior to initiation of the Functional Master Plan study.
- 13.6.6.3. The transportation system will consist of public streets and may, under limited circumstances, consist of private roadways that provide connection to the arterial road system, provided that full public access is permitted to any private road or driveway that is identified as a necessary component of the transportation system. Major connection points to the arterial road network shall be consistent with the approximate locations established on Schedule B. These major connection points are subject to further study as part of the Functional Master Plan and shall require approval from York Region.

- 13.6.6.4. The Functional Master Plan shall address the accommodation of transit, cycling and pedestrian routes, service vehicle access, and parking for all types of vehicles. The internal transportation network shall be continuous so that it is conducive to the efficient routing of transit. The design of the proposed system shall consider the development opportunity of adjacent land and shall facilitate the development of parcels of useable size and maximum accessibility.
- 13.6.6.5. The Functional Master Plan shall be prepared in consultation with the Region of York and will establish necessary improvements to the Regional Road system including the potential expansion of Major Mackenzie Drive to 6 through lanes of traffic during the interim phase to accommodate the traffic generated by the proposed development. If needed, these 6 lanes of traffic shall include 4 general purpose lanes and two High Occupancy Vehicle lanes as per York Region's current policy.
- 13.6.6.6. The requirement for the 45 metre right-of-way along Major Mackenzie Drive is identified on Map 12 - Street Network in the York Region Official Plan. A 45 metre right-of-way is required to support rapid transit along Major Mackenzie Drive through this area in the future. The ultimate cross-section of Major Mackenzie Drive will include 4 general purpose traffic lanes, two dedicated lanes for rapid transit, additional width for turn lanes and transit stations subject to future Environmental Assessment studies.
- 13.6.6.7. Access through the Healthcare Campus Centre shall continue to provide secondary entrances to Canada's Wonderland, as long as it is in operation. All opportunities for pedestrian, bicycle, public transit and vehicular access to protect for and complete the transportation network will be identified and explored through the Functional Master Plan.
- 13.6.6.8. Pedestrian and cycling connections between the Healthcare Campus Centre and the existing residential community to the north shall be encouraged and provided where appropriate to increase accessibility and connectivity.
- 13.6.6.9. No new road links shall be created on the northern boundary of the Healthcare Campus Centre that will introduce increased levels of traffic into the residential community to the north.

- 13.6.6.10. Access from Major Mackenzie Drive to the Healthcare Campus Centre shall include ramps that lead to the current underpass structures and may pass through Canada's Wonderland in accordance with established easements and agreements in favour of Canada's Wonderland. The City will protect for the future normalization of streets intersecting with Major Mackenzie Drive at grade.
- 13.6.6.11. Provision for a future road or driveway connection shall also be protected at a point approximately midway between these underpass structures to connect to an east-west link within the quadrant, as shown on Schedule B, until further determination of the feasibility of such link. This location on Major Mackenzie Drive shall also be protected for a signal that will enable pedestrians to cross in order to reach future transit planned for the centre of Major Mackenzie Drive, unless such signal is not warranted based on future transit plans or is not feasible.
- 13.6.6.12. The primary access from Jane Street shall be at a signalized intersection approximately midway between Major Mackenzie Drive and the signal at Grand Valley Blvd. and shall be coordinated with the access to the plaza east of Jane Street. Additional secondary access points to the north and south of this location, as shown on Schedule B, may be limited by the Region, to right-in and right-out turns.
- 13.6.6.13. The potential for an extension of the Highway 400 (northbound) off-ramp to Major Mackenzie Drive into the Healthcare Campus Centre depicted on Schedule B shall be protected in a manner that can accommodate two lanes of inbound traffic and at least one lane of outbound traffic through the existing traffic signal at Major Mackenzie Drive at the Hwy 400 off ramp, until such time as the matter has been further investigated to determine the desirability and feasibility of constructing this connection. The design and construction of such access shall be subject to the Ministry of Transportation approval.
- 13.6.6.14. The City shall support the increased use of public transit by requiring transit-supportive urban design that will include such things as continuous and connected sidewalks, weather-protected connections, retaining rights of way for off-street transit loops, and on-street bus bays as well as providing for bus shelters, stop locations and other facilities that will enhance the transit system.

- 13.6.6.15. Travel Demand Management (TDM) measures shall be identified and developed as part of this development to reduce the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit to and from the proposed Healthcare Campus Centre.

13.6.7 Municipal Services and Stormwater Management Policy

- 13.6.7.1. Development within the Healthcare Campus Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- 13.6.7.2. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and stormwater management facilities that will service the entire Centre will be prepared to the satisfaction of the City, the Region of York, MTO and the Toronto and Region Conservation Authority, as a condition of approval of the Precinct Plan.
- 13.6.7.3. As a component of the stormwater analysis, studies shall be undertaken that address the floodplain associated with the tributary of the West Don River, to the satisfaction of the Toronto and Region Conservation Authority (TRCA) and the City of Vaughan. Such studies shall include: determination of appropriate buffers; determination of the floodplain in a Regional storm event through hydraulic and hydrologic modeling; assessment of the potential relocation of the watercourse that includes a fluvial geomorphic analysis; a full ecological assessment of all flora and fauna through an Environmental Impact Assessment; and remedial measures and opportunities for enhancement and restoration of the watercourse and stream corridor to improve water quality and encourage fish habitat. The relocation of the watercourse and floodplain will be assessed and may be permitted subject to satisfactorily addressing these matters.
- 13.6.7.4. Water conservation and means of reducing stormwater runoff and improving water quality will be encouraged.
- 13.6.7.5. New infrastructure or improvements to infrastructure, including roads, municipal water supply, wastewater systems, energy supply and stormwater management systems shall be provided concurrent with the rate of development. Development may be phased and holding provision imposed until adequate improvements have been made or committed.

- 13.6.7.6. Stormwater ponds shall be located in a manner that does not preclude intensification along transit corridors or future improvements to the transportation system. The location of the stormwater ponds shall not impede the ecological function of the watercourse open space corridor, if applicable.

13.6.8 Implementation

The more detailed planning of the Healthcare Campus Centre will occur through more intensive studies that will involve transportation and servicing analyses, consultation with the higher levels of government and public consultation as well as approval by Council. Through this process the boundaries of the healthcare campus will be established, and the appropriate land uses and massing will be determined in the context of available and planned infrastructure, sensitivity to adjoining land uses, the planning intent for the Healthcare Campus Centre and the input of residents and other stakeholders. The use of Holding By-laws may be employed to phase development until required studies have been undertaken or necessary infrastructure or required legal agreements are in place.

Hospital Precinct Plan

- 13.6.8.1. The Hospital Precinct Plan shall be a comprehensive document that will require approval by the City after consultation with the Region, Provincial agencies, TRCA and the public in its preparation. The Hospital Precinct Plan will require approval by the City but will not require further amendment to the Official Plan.
- 13.6.8.2. The Hospital Precinct Plan shall include:
- a. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and storm water management facilities, and a plan for district energy that will service the entire Healthcare Campus Centre;
 - b. The establishment of appropriate boundaries of the Natural Areas within the Hospital Precinct, including plans to realign and improve the watercourse, and assess the extent of the current floodplain;

- c. A Functional Transportation Plan that establishes the access points, internal street and driveway layout, expected traffic volumes, and the ability of both internal rights of way and the surrounding road network to accommodate growth planned within the Hospital Precinct Plan area including the identification of improvements that will be necessary; the identification of public transit, pedestrian cycling routes and facilities;
 - d. A Community Energy Plan that sets out a strategy to enable the Hospital Precinct Plan area to reach goals of energy conservation, efficiency and the reduction of greenhouse gas emissions through consideration of such things as passive solar gains design, on-site energy generation, the use of “green” and white roofs, and the use of building materials and landscaping elements to provide shade or reflect or absorb heat to minimize energy consumption;
 - e. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape masterplan and urban design including transit-supportive design, sustainability and public art;
 - f. Investigation of potential archaeological resources;
 - g. A transition of height, massing, and intensity of land use, as well as means of buffering or screening to protect the low density neighbourhood to the north from adverse impacts of noise, shading, or inappropriate overview;
 - h. More specific location of differing land uses, including location of service facilities and major utilities; and,
 - i. Proposed phasing of development.
- 13.6.8.3. Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.
- 13.6.8.4. The approved Hospital Precinct Plan shall be used as the basis for Zoning.
- 13.6.8.5. Evaluation of the Hospital Precinct Plan shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

13.6.9 Zoning and Holding By-laws

- 13.6.9.1. In order to implement development within the Healthcare Campus Centre, Council will enact a By-law providing for zoning categories that are consistent with policies of this Plan and reflect the more detailed Hospital Precinct Plan as appropriate. A Holding Symbol may be applied by the City in certain instances where prerequisite studies or modifications might be considered.
- 13.6.9.2. The City may, when enacting implementing zoning by-laws, designate a Holding Zone with the prefix “H” and specify the future uses of the lands that are considered premature or inappropriate for development at this time due to any one of the following reasons:
- a. The necessary studies outlined in this Plan have not been undertaken as contemplated by this Plan;
 - b. Infrastructure such as water supply, sanitary sewers, stormwater management facilities, internal roads or access driveways, transit or external roads and necessary road and site improvements are not sufficient or have not yet been constructed to support the proposed development;
 - c. The number, design or location of vehicular access points to the site are not sufficient to function safely and effectively;
 - d. Agreements have not been undertaken for site plan, funding of necessary infrastructure, or dedication of necessary land for parks, road widenings or other facilities necessary to support the proposed development; or,
 - e. Provisions for the ultimate treatment of the tributary of the West Don River and its restoration and/or enhancement have not been determined.

13.6.10 Phasing

- 13.6.10.1. Development applications may be phased in order to ensure that the necessary supporting infrastructure will be available to support the proposed development.

13.6.11 Site Plan Control

- 13.6.11.1. The Healthcare Campus Centre is subject to Site Plan Control in accordance with the City's Site plan Control By-law.

13.6.12 Development Agreements

- 13.6.12.1. Development agreements based on this Plan, as well as the finding of any study required by this Plan, may be required by the City as a condition of development approval.

13.6.13 Interpretation

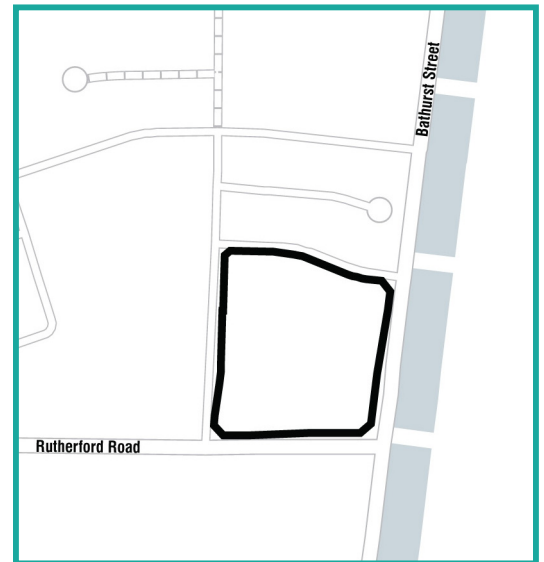
- 13.6.13.1. This Official Plan Amendment is a statement of policy to guide future development in the Healthcare Campus Centre. Some flexibility of interpretation is permitted, provided that the intent of the policies and Principles is maintained.
- 13.6.13.2. Site access points on Schedule B are intended to show the general location. They may be adjusted in consultation with the Region of York, the City of Vaughan, and MTO, as appropriate.

13.7 Northwest Corner of Rutherford Road and Bathurst Street

13.7.1 General

- 13.7.1.1. Notwithstanding policy 5.2.3.6, the maximum permitted Gross Leaseable Area shall be 26,800 square metres on the subject lands at the northwest corner of Rutherford Road and Bathurst Street, as shown on Map 13.7.A, being Block 23, on Plan 65M-3981, and comprising approximately 6.5 ha, in Part of Lot 16 Concession 2, City of Vaughan. For the purposes of this paragraph, the term “Gross Leaseable Area” applies only to the commercial uses on this site.

▼ Map 13.7.A:
N-W Corner of Rutherford Rd. and Bathurst St.



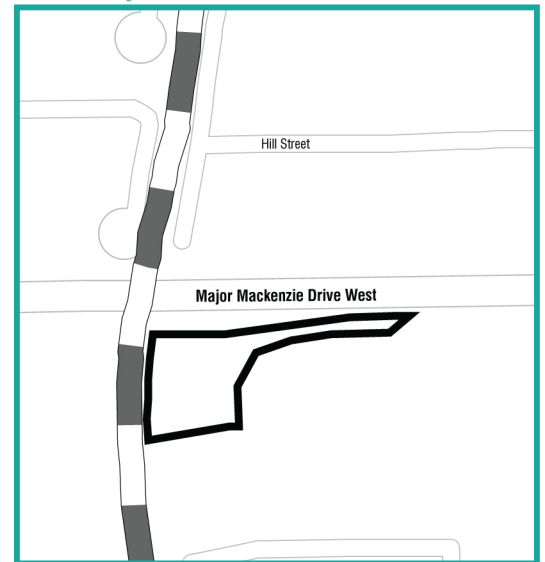
13.8 2057 Major Mackenzie Drive

13.8.1 General

13.8.1.1. Notwithstanding policy 9.1.1.1, the following policies shall apply to the lands identified at 2057 Major Mackenzie Drive, identified on Map 13.8.A:

- a. the existing heritage building shall be maintained, protected, integrated with the new development on the property in accordance with the policies of the Official Plan;
- b. existing vegetation should be preserved to the greatest extent possible through the site plan review process;
- c. all required tenant parking spaces shall be located underground and limited visitor parking may be permitted above grade, subject to site plan approval;
- d. the overall development of the lands shall be subject to a comprehensive site plan approved by Council, together with the submission of the following reports to be approved through consideration of a site plan application:
 - i. heritage building preservation plan and architectural design brief guidelines;
 - ii. existing vegetation assessment and tree preservation plan;
 - iii. landscape master plan;
 - iv. shadow study;
 - v. noise study;
 - vi. traffic impact study; and,
 - vii. any other reports considered appropriate by the City as set out in Section 10.1.3 of the Official Plan.

▼ Map 13.8.A:
2057 Major Mackenzie Drive



13.9 Ahmadiyya Campus

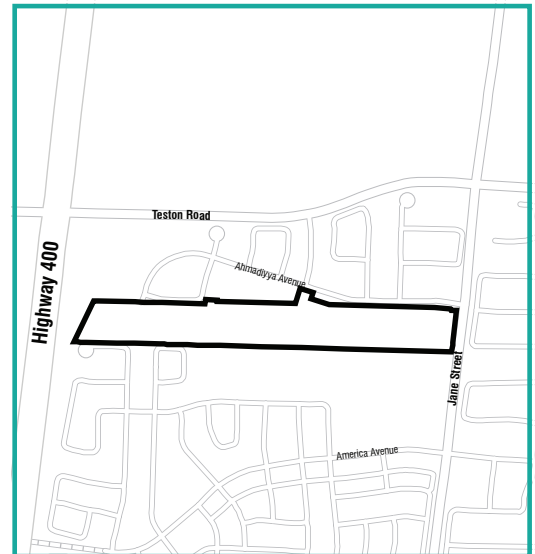
13.9.1 General

13.9.1.1. Notwithstanding the policies of Section 9.2.2.11 “Major Institutional” the following uses shall be permitted on lands identified on Map 13.9.A and shown as “Ahmadiyya Campus” on Schedule 14-C and such uses shall be associated with and be in support of the primary Place of Worship use, its activities and its community:

- a. Schools and other Educational Facilities including lecture halls and meeting rooms;
- b. Libraries;
- c. Cultural facilities including a community hall;
- d. Community Centres;
- e. Recreation Facilities;
- f. Day Care;
- g. Media, Broadcasting and Communications Facilities;
- h. Non-Commercial Hospitality Facilities;
- i. Residential Units or other Residential Accommodation for Students, Staff, Volunteers and Visitors;
- j. Offices;
- k. An Apartment Building;
- l. A Nursing Home and a Retirement Home;
- m. Portable buildings for temporary use as offices and classrooms.

13.9.1.2. In consideration of all implementing development approvals it is the objective of the City to provide for the long-term evolution of the subject lands as a major institutional use, while ensuring compatibility with the adjacent low-rise, low density residential community, including but not limited to the consideration of building heights and massing, setbacks, landscaping and screening and building placement.

▼ Map 13.09.A:
Ahmadiyya Campus



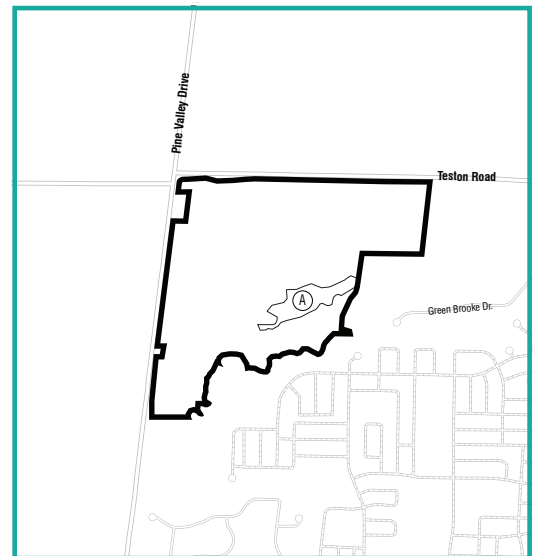
13.10 Block 40

13.10.1 General

- a. Notwithstanding policy 9.2.1.1, the following policies shall apply to the lands shown as **Area A** on Map 13.10.A.
- b. With respect to a land feature identified as the “Peninsula Lands” within the Block 40 proposed Block Plan, the precise limits of the valley land, and development land, in proximity of and inclusive of the “Peninsula Lands” will be established to the satisfaction of the City and the TRCA through the Block Plan process based on studies and criteria

as established by the City in conjunction with the TRCA. If it is determined by the City in conjunction with the TRCA that developable land is identified through these studies and in accordance with the criteria prescribed by the City and the TRCA then the Low-Rise Residential designation will apply to the developable lands without further Amendment to the Plan.

▼ Map 13.10.A:
Block 40

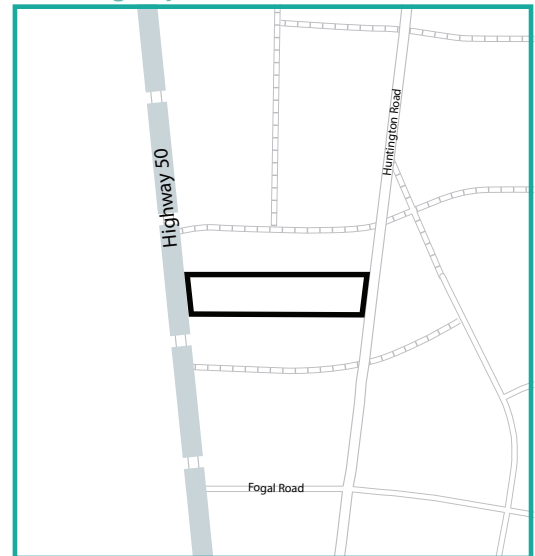


13.11 8151 Highway 50

13.11.1 General

- 13.11.1.1. Notwithstanding the policies of Section 9.2.2.10, this Official Plan recognizes the commercial, retail warehouse and other uses permitted by By-law 171-2010 on the lands located at 8151 Highway 50, as identified on Map 13.11.A. The permitted uses and regulations in By-law 171-2010 shall be deemed to conform to this Official Plan.

▼ Map 13.11.A:
8151 Highway 50

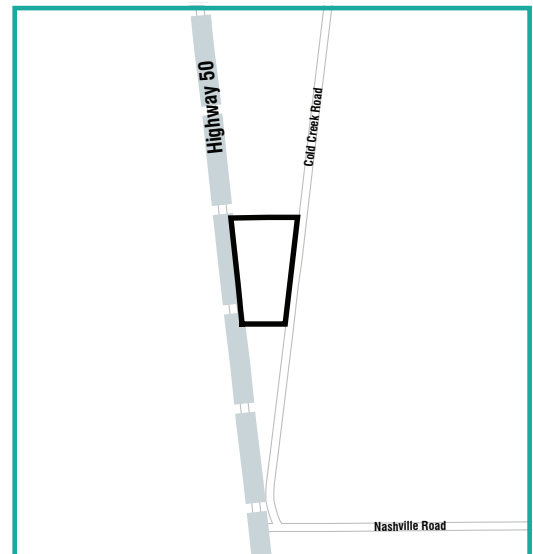


13.12 10901 Highway 50

13.12.1 General

- 13.12.1.1. Notwithstanding the policies of Section 9.2.2.24, this Official Plan recognizes the truck stop and ancillary uses permitted by By-law 265-2002 on the lands located at 10901 Highway 50, as identified on Map 13.12.A. The permitted uses and regulations in By-law 265-2002 shall be deemed to conform to this Plan.

▼ Map 13.12.A:
10901 Highway 50



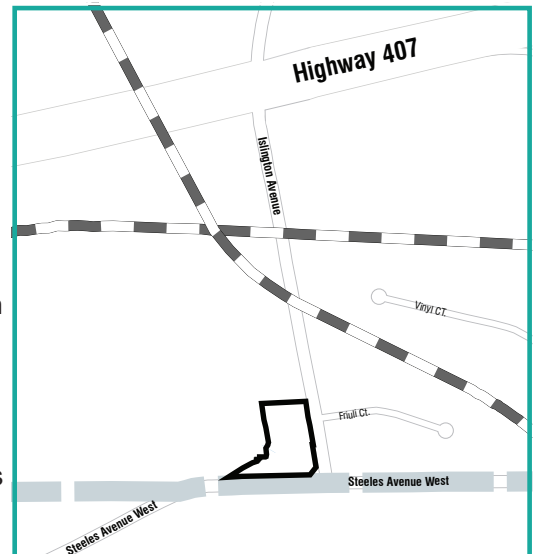
13.13 Steeles/Islington Avenues Services Review Area

13.13.1 General

13.13.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.13.A shall be developed in accordance with the following policies:

- a. The subject lands require a services review of the northwest quadrant of the intersection of Steeles Avenue and Islington Avenue, to address such matters as the availability of parkland and other services as may be determined, prior to the development of the first site for residential purposes in this quadrant, and be considered in the review of all development applications in this area.

▼ Map 13.13.A:
Steeles/Islington Ave. Services Review Area



13.14 Valley Policy Areas

13.14.1 General

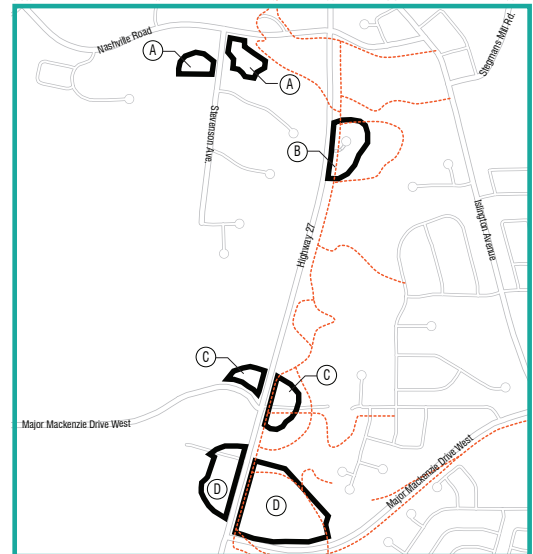
13.14.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified on Map 13.14.A:

- a. parks and open space
- b. woodlands
- c. home occupation
- d. private home daycare
- e. institutional uses

13.14.1.2. Notwithstanding policy 9.2.1.1 and the Environment policies in Chapter 3 of the Official Plan, all areas identified on Map 13.14.A shall be developed in accordance with the following policies:

- a. Where floodplain, valley side slopes, and woodlands identified to be retained and protected, are located on the lands subject to a development application, such features shall be conveyed to a public authority; and
- b. Provisions shall be included in any development application for the construction of the Regional Road 27 trail shown on Map 13.14.A, and any connecting links, either:
 - i. on the property subject to the development application; or
 - ii. on the road right-of-way adjacent to the property subject to the development application.
- c. all new development shall be serviced by full municipal water and sanitary servicing, subject to the servicing policies of this Plan, provided servicing capacity is available without compromising the servicing opportunities for other Community Areas. In **Area A**, waste treatment may be serviced by either private waste disposal systems or municipal sanitary sewer provided servicing capacity is available without compromising the servicing opportunities provided for other Community Areas;

▼ Map 13.14.A:
Valley Policy Areas



----- Regional Road 27 Trail Route

- d. the City shall require that, prior to permitting development on or within 500 metres of an existing or former waste disposal site, the following be completed to the satisfaction of the City and the appropriate approval authority:
 - i. submission of technical studies, such as engineering studies addressing residues, gas, leachate and hydrogeology to be carried out by qualified engineers;
 - ii. implementation of mitigation or remedial measures, including phasing of development if necessary, recommended by the technical studies described in (i) above;
 - iii. the City shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure

- 13.14.1.3. Notwithstanding policy 9.2.1.1 and the Environment policies contained in Chapter 3 of the Official Plan, the lands identified as **Area A** and **Area C** on Map 13.14.A shall be developed in accordance with following policies:
- a. residential development is permitted at a maximum density of 2 units per hectare and a minimum lot size of 0.4 hectares subject to servicing considerations;
 - b. the designation of estate residential subdivisions shall provide for a range of lot sizes directly related to the site's topography, vegetation, soil and drainage characteristics, the governing criterion being to retain a semi-rural character in the development and discourage urban density forms. Lot areas larger than the minimum will be required in specific instances where the topographic and environmental characteristics of the site warrant a larger area. For each lot, sufficient area shall be set aside for the installation of two septic tile beds and a recreational amenity area;
 - c. where internal public roads are proposed to access onto a public road allowance which is not paved, the developer shall provide for the paving of the public road allowance, built to municipal standards from the entrance of the subdivision to the nearest paved public road;
 - d. access to individual lots shall be from internal public roads constructed to municipal standards and not from existing concession roads, regional roads or provincial highways;
 - e. all intersections between internal roads accessing a suburban residential subdivision and City, Regional or Provincial road or highway shall be approved by the appropriate authority to ensure that no unsafe traffic conditions are created;

- f. wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity and aesthetics to ensure proper flood and erosion control;
- g. as a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Municipality or the TRCA. Where public ownership of all or part of the buffer portion is not considered practical or feasible, the City in consultation with the TRCA may permit the buffer area or portions of it to remain in private ownership subject to an acceptable level of protection being provided;
- h. the design shall provide for the linkage of public open spaces to connect, where possible, woodlands, river valleys and areas of severe terrain to provide continuous open space corridors;
- i. a natural vegetative buffer area with a minimum width of 30 metres from watercourses and ponds will be required, or to the limit of the valley and stream corridor, whichever is greater, in order to minimize the impacts of development on the water resource;
- j. roads should follow the topography of the site;
- k. suburban residential plans of subdivision containing or adjacent to historic or cultural sites, shall incorporate any design and siting features necessary to ensure their protection;
- l. in conjunction with any suburban residential proposal, the following information is required to be submitted by the proponent at the time of the submission of the required applications in order to assist in evaluating the proposal:
 - i. a detailed engineering and servicing report prepared by a professional engineer which demonstrates that the proposed lots can be serviced by individual sewage systems or communal sewage systems and that a sufficient supply and quality of potable water is available to service the development. The engineering and servicing report shall include an impact assessment completed in accordance with the MOE guidelines demonstrating that the impacts of ground and surface water will be within acceptable limits;
 - ii. an environmental study prepared in accordance with the requirements as outlined in Chapter 3 of the Official Plan;
 - iii. an analysis of landscaped features to determine the extent of grading, vegetation loss and other impacts.
- m. development shall exhibit exemplary urban design and shall conform to and satisfy the Urban Design policies of this Plan; and,

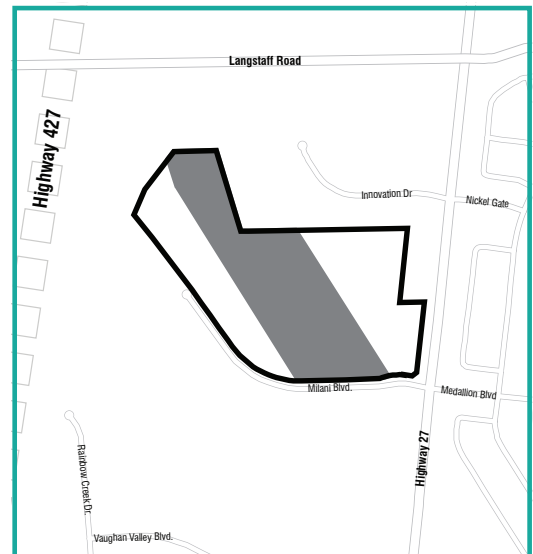
- 13.14.1.4. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area B** and **Area E** on Map 13.14.A shall be developed in accordance with following policies:
- a. residential enclave development is permitted which is low in scale, ground-related, and buffered and screened from the arterial roads to maintain a sense of natural valley; development is in a clustered format to maximize naturalized open space opportunities, at an overall density of 5.0 to 7.5 units per hectare;
 - b. development is subject to the Environmental policies in Chapter 3 of this Plan;
 - c. prior to development of this site, a comprehensive development plan shall be prepared by all land owners for approval by Council, which shall detail:
 - i. lotting, form and structure of the proposed residential development;
 - ii. functional servicing report;
 - iii. opportunities to maximize naturalized open space areas;
 - iv. integration of the Regional Road 27 Trail system;
 - v. protection of natural features
 - vi. a comprehensive urban design plan
 - vii. an integration of a gateway feature in **Area E**
 - d. to maintain the character of the valley corridor, a landscape buffer shall be provided along Regional Road 27 and shall effectively screen any residential development from the arterial roads. This buffer shall generally be 30-50 metres wide and landscaped in dense naturalized plan materials. The buffer shall not form part of the parkland dedication, but may be used in the calculation of residential density;
- 13.14.1.5. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area D** on Map 13.14.A shall be developed in accordance with following policies:
- a. the existing residential uses outside of the Regional Storm Floodplain will be recognized; limited new residential development or redevelopment may be permitted which is compatible with the existing housing form and lot sizes in the area;

13.15 2107638/RioCan/SRF Vaughan

13.15.1 General

- 13.15.1.1. The following policies shall apply to the lands identified on Map 13.15.A.
- 13.15.1.2. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, in addition to the existing permitted uses, *Major Retail* uses are permitted.
- 13.15.1.3. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, *Retail* units may exceed a gross floor area of 3,500 square metres.

▼ Map 13.15.A:
2107638/RioCan/SRF Vaughan



■ Infrastructure and Utilities

13.16 SE Corner of Major Mackenzie Dr. and Pine Valley Dr.

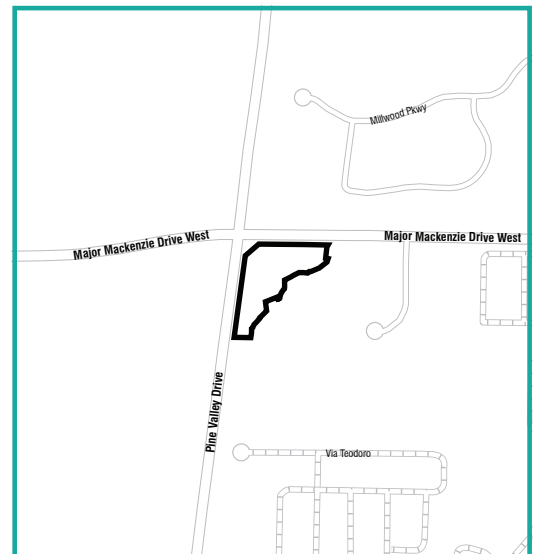
13.16.1 General

13.16.1.1. The following policies shall apply to the lands identified on Map 13.16.A.

13.16.1.2. In consideration of a development application in the southeast quadrant of the Major Mackenzie Drive and Pine Valley Drive intersection, or for any other reason, Council may initiate a study of all or part of the lands identified on Map 13.16.A in respect of its land use, urban design, environmental and heritage potential and its location in the community.

- 13.16.1.3. Such study shall establish the appropriate development form and be prepared in accordance with terms of reference satisfactory to Council and may include, but not be limited to the examination of:
- Land use and density;
 - Urban design, including building height, massing, architecture and streetscaping and visual impact assessment;
 - Traffic impact;
 - Heritage;
 - Environment: In the form of an Environmental Impact Study consistent with the requirements of Policy 3.9.2 focusing on the features and functions of Marigold Creek;
 - Potential impacts on nearby sensitive uses; and
 - The appropriate integration of new infrastructure into the area.

▼ Map 13.16.A:
SE Corner of Major Mackenzie Dr. and Pine Valley Dr.



13.17 NW Corner of Steeles and Kipling Avenues

13.17.1 General

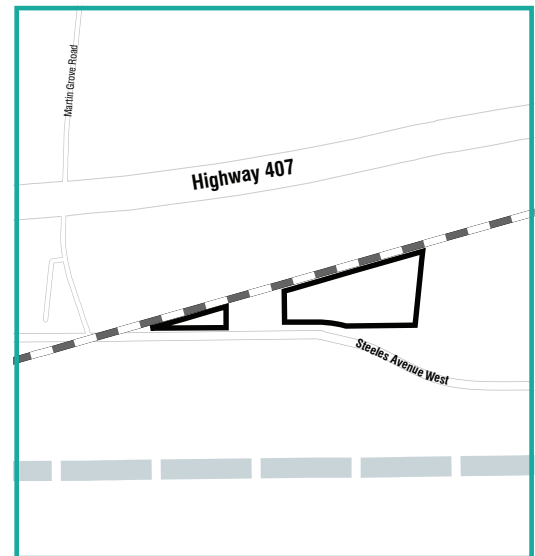
13.17.1.1. Notwithstanding Policy 10.1.1.5, the lands shown on Map 13.17.A shall be developed on the basis of an approved Official Plan amendment based on the following:

- a. A complete Official Plan Amendment Application pursuant to Section 10.1.3 of Volume 1;
- b. In order to fulfill the requirements for the development of a “Complete Community”, such application shall address the applicable requirements for the preparation of secondary plans as set out in Section 10.1.1 of Volume 1., and shall address, but not

be limited to, the criteria identified in Policy 10.1.1.3 of Volume 1, as follows:

- i. Overall capacity for development, including projections for residential units and/or jobs;
- ii. Street and Block patterns;
- iii. Land-Use designations, building heights and densities;
- iv. Built form urban design and public realm policies;
- v. Parks and open space requirements;
- vi. Housing mix and strategies, including, where appropriate, opportunities for affordable housing;
- vii. Employment mix and strategies, where appropriate, the provision of retail uses;
- viii. The transportation network, including provision for transit, walking and cycling within the plan area and connections to City-wide networks;
- ix. Servicing requirements for the area;
- x. Protection and enhancement of the Natural Heritage Network including any environmental reporting required through Section 3.3.4 of Volume 1;

▼ Map 13.17.A:
NW Corner of Steeles Ave. and Kipling Ave.



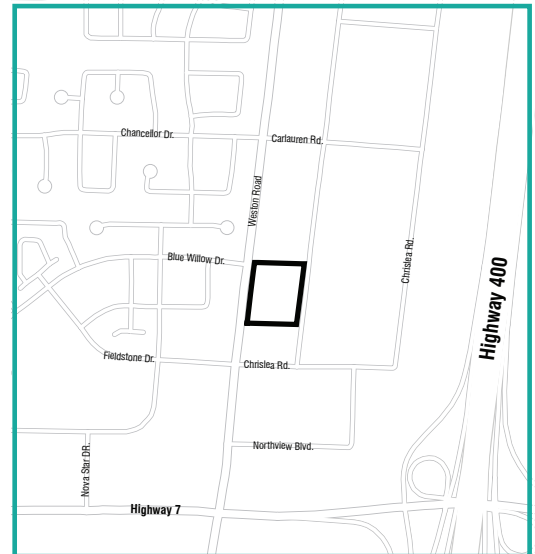
- xi. Cultural heritage features of the area, including built heritage and potential archaeological resource;
 - xii. Provision of community services, including schools, libraries and community centres;
 - xiii. Consideration of Human Services needs, including educational, social, health, arts, culture and recreation facilities;
 - xiv. Sustainable development requirements consistent with subsection 9.1.3 of this Plan; and
 - xv. Phasing of development.
- c. Detailed implementation measures, including but not limited to the consideration of Block Plans, Development Concept Reports, Guidelines and development applications, will be identified and refined in the application review process for incorporation in the Official Plan amendment.
 - d. The parcel forming the triangle of land west of the Senior Citizens' building may proceed by way of a separate official plan amendment application subject to the process identified above.

13.18 7979 Weston Road

13.18.1 General

- 13.18.1.1. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use, the maximum allowable gross floor area for retail units will be 5000 square metres for the lands identified on Map 13.18.A.

▼ Map 13.18.A:
7979 Weston Rd.



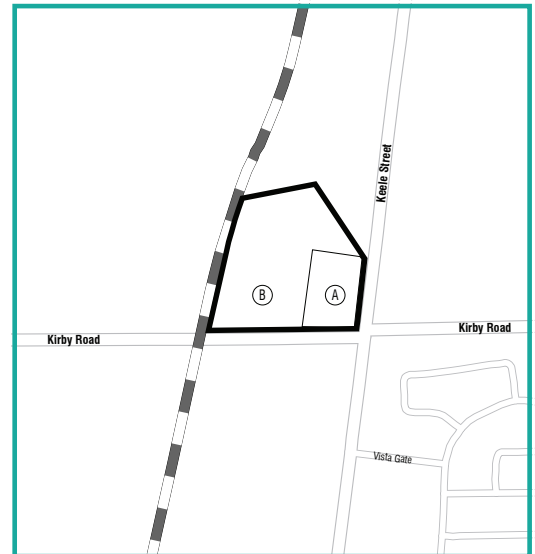
13.19 NW Corner of Keele Street and Kirby Road

13.19.1 General

13.19.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area A** on Map 13.19.A:

- a. One (1) of each of the following uses: an Automobile Gas Bar, an Automobile Service Station, and Eating Establishment – Convenience, provided such use is operated in conjunction with an Automobile Gas Bar and/or an Automobile Service Station, are permitted subject to the following:
 - i. Within an Automobile Gas Bar and Automobile Service Station site only the sale of fuel, oil and lubricant, and other related products, and the provision of repair and maintenance services for vehicles shall be permitted.
 - ii. Outside storage shall be limited in the implementing zoning by-law.
 - iii. On-site landscaping suitable to mitigate undue impact upon adjacent lands, particularly residential neighbourhoods, shall be provided.
 - iv. The site with Automobile Gas Bar and Automobile Service Station uses shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands.
- 13.19.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area B** on Map 13.19.A:
- a. Places of worship
 - b. Institutional uses
 - c. Transportation and Industrial Uses

▼ Map 13.19.A:
NW Corner of Keele St. and Kirby Rd.

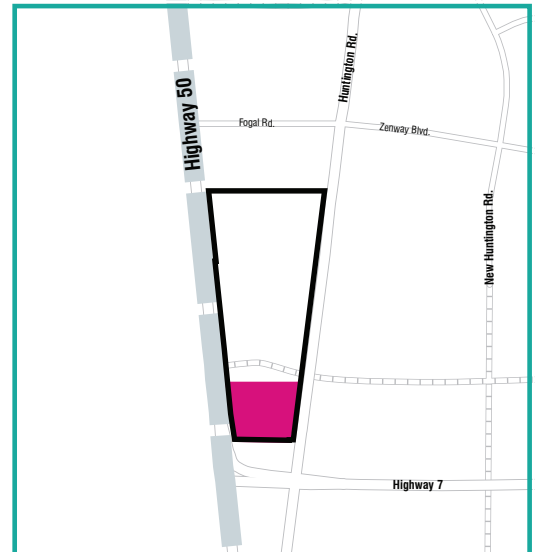


13.20 Huntington South

13.20.1 General

- 13.20.1.1. Notwithstanding policy 10.2.1.6, in the block on the north side of Highway 7 between Highway 50 and Huntington Road, identified on Map 13.20.A, the Employment Commercial Mixed Use designation will be interpreted as having a depth of approximately 200 metres from Highway 7, and accordingly will have a depth of more than one lot from Highway 7.

▼ Map 13.20.A:
Huntington South



■ Employment Commercial Mixed-Use

13.21 1600 Teston Rd.

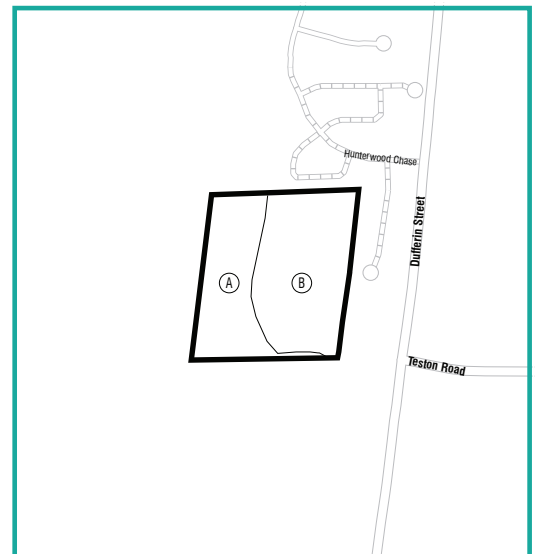
13.21.1 General

13.21.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.21.A are subject to the following policies.

13.21.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, for lands designated Natural Areas at 1600 Teston Road, shown on Map 13.21.A as **Area B**, and which are under private ownership, it shall not be construed that these lands will necessarily remain designated as such indefinitely or that such areas are free and open to the general public. Where such lands are not acquired by a public body, application for their designation for other uses will be given due consideration by the municipality.

13.21.1.3. Core Features policies in Section 3.2.3 of Volume 1 of the Official Plan apply to the lands identified as **Area A** on Map 13.21.A. Enhancement Areas policies in Section 3.2.3 of Volume 1 of the Official Plan apply to lands identified as **Area B** on Map 13.12.A.

▼ Map 13.21.A:
1600 Teston Rd.



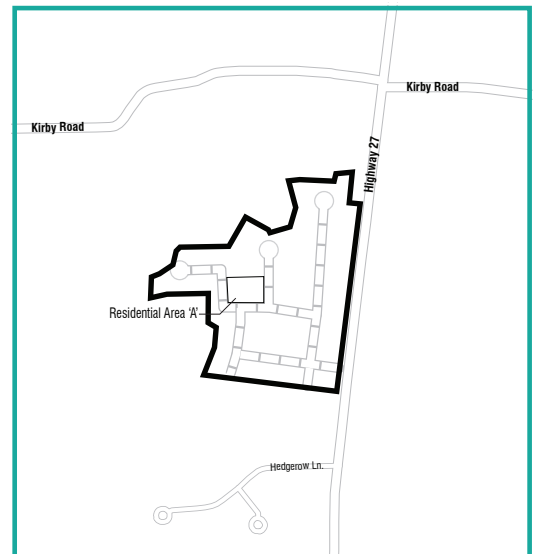
13.22 North Humber Extension

13.22.1 General

13.22.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.22.A shall be developed in accordance with the following policies:

- a. The lands identified as **Area A** on Map 13.22.A may permit either detached residential dwellings or park and open space uses subject to the provision of a linear park. Should the lands be developed as park and/or open space and conveyed to the City as parkland, the size of the park may be a minimum of 0.73 ha in size.
- b. Growth in the subject lands shall be staged and phased, based on the availability of the water supply and sanitary services for the North Humber Extension Site Specific Area.
- c. The permitted residential density for the subject lands shall not exceed a maximum of 7.55 units per net residential hectare.
- d. Sustainable community objectives shall be implemented through neighbourhood designs that:
 - i. support cycling and walking within and external to the community, including connective transit facilities;
 - ii. ensure neighbourhood connectivity to the broader community;
 - iii. provide transit opportunities; and,
 - iv. provide water and energy efficiencies and energy alternatives, and green building design and site development.
- e. The community edge buffer along Regional Road 27 shall be a minimum width of 24m for the subject lands and shall include naturalized landscaping and an

▼ Map 13.22.A:
North Humber Extension



acoustical barrier/berm to the satisfaction of the City. The community edge buffer shall not form part of the parkland dedication and shall be dedicated to the City free of all costs and encumbrances, to the satisfaction of the City. A low maintenance acoustical earth barrier/berm ranging between 20m and 24m in width shall be located within the community edge buffer and shall be well landscaped with large calliper coniferous and deciduous tree planting and other naturalized landscaping in accordance with City standards.

- 13.22.1.2. The subject lands shall be zoned with the Holding Symbol "H". Prior to the removal of the Holding Symbol from any residential zone for any lot and/or block, the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan. Approval of an implementing Zoning By-law and use of the Holding Symbol "H" for the Subject Lands shown on Map 13.22.A shall be subject to the following policies:
- a. The applicable development standards shall be established in the implementing zoning by-law;
 - b. a no pre-sales agreement shall be included in the implementing zoning by-law, for all lots zoned with the Holding Symbol "H", and as a condition of draft plan of subdivision approval, pending the water supply and sewage servicing capacity being identified and allocated by the Council of the City of Vaughan for the North Humber Extension Site Specific Area; and,
 - c. the lands identified as Area A on Map 13.22.A will be zoned with the Holding Symbol "H" pending the determination of the parkland for the subject lands.
- 13.22.1.3. Prior to the approval of any Draft Plan of Subdivision for the subject lands, Phase I and Phase II Environmental Site Assessments are required for review and approval by the City of Vaughan and a registered Record of Site condition acknowledged by an Officer of the Ministry of the Environment shall be submitted to the City of Vaughan.
- 13.22.1.4. All requirements of the Regional Municipality of York shall be satisfied for the Subject Lands shown on Map 13.22.A.

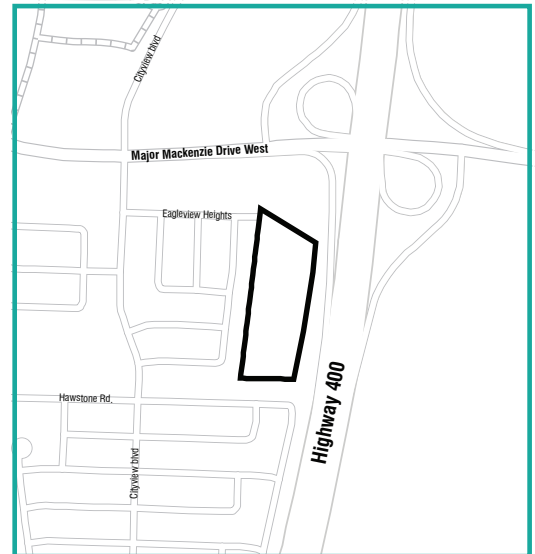
13.23 77 Eagleview Heights Drive

13.23.1 General

13.23.1.1. Notwithstanding policy 9.2.2.6 High-Rise Mixed-Use, the lands located at 77 Eagleview Heights Drive, identified on Map 13.23.A, are subject to the following policies:

- a. The maximum Floor Space Index (FSI) shall be 2.32.
- b. There shall be a maximum of 864 apartment units in two apartment buildings and 54 block townhouse dwelling units.
- c. The development shall respond to existing residential context through the use of a variety of design and massing techniques, including:
 - i. Buildings A and B shall be tiered in height from west to east as follows:
 - A. Building A
maximum building heights shall be 12-storeys, with tiers down to a maximum building height of 6-storeys;
 - B. Building B
maximum building height shall be 10-storeys, with tiers down in height to a maximum building height of 6-storeys (north wing) and a maximum building height of 9-storeys, with tiers down in height to a minimum building height of 6-storeys (south wing);
 - ii. Block townhouse dwelling units shall be located adjacent to the westerly and southerly property boundaries and shall have a maximum building height of 2-storeys, or 11m (whichever is less); and have a maximum of 6 townhouse dwelling units per townhouse block.

▼ Map 13.23.A:
77 Eagleview Heights Drive



- d. The implementing Zoning By-law in accordance with OMB Case No. PL110572 shall identify standards for Building A and Building B, and the block townhouse dwelling units.
- e. All roof-top mechanical equipment shall be integrated into the roof building form.

13.23.1.2. Prior to Site Plan approval or phase thereof, and to the satisfaction of the City of Vaughan and/or respective approval authority, the Owner shall:

- a. develop and implement a comprehensive Transportation Demand Management Program;
- b. address other Site Plan matters including but not limited to transportation and servicing including traffic circulation, parking, underground parking access points, site access, emergency access, site grading, noise and appropriate conveyances and easements, if required;
- c. provide an Urban Design and Architectural Design Brief, and a Landscape Master Plan, to address the following:
 - i. a comprehensive design showing the general orientation and configuration of the residential apartments and block townhouse dwellings and appropriate transition to adjacent existing properties;
 - ii. pedestrian walkways to include primary building entrance linkages through the site, lighting, bicycle parking, underground accesses and surface parking;
 - iii. a barrier free pedestrian connection to the GO Transit Commuter Station, which shall function as a secondary emergency access;
 - iv. on site traffic circulation and underground parking access points;
 - v. landscaping and planting including fencing, internal courtyards, visual screening and buffering;
 - vi. building setbacks and maximum building heights;
 - vii. sustainable development objectives and demonstrate how they will be implemented through water and energy efficiencies, energy alternatives, green building design, and the provision of bicycle parking on site;
- d. a barrier free pedestrian connection to the GO Transit Commuter Station which shall function as an emergency access should be provided if technically feasible;
- e. the proposed development may occur in phases. Should the Subject Lands develop in phases, a phasing plan will be required and shall be approved;

- f. the Owner shall carry out the Environmental Site Assessment clearance to completion, up to and including the satisfactory registration of the Record of Site Condition (RSC). The proof of which requires two (2) documents, a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE). The complete Environmental site Assessment (ESA) will include the ESA Phase 1 if required, an ESA Phase 2, which will then determine the requirement for Phase 3 (a Remediation Plan), and the subsequent Remediation Plan Implementation Report. The approval of a Site Plan application will be conditional on, if required, the review and approval of the Remediation Plan. The review and approval of the Remediation Plan Implementation Report and the RSC will be a condition of Site Plan Approval and will be required prior to the issuance of any building permit;
- g. Cash-in-lieu of Parkland Dedication will be required at 5% cash-in-lieu or 1 hectare per 300 units of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act, and Vaughan's Cash-in-lieu of Parkland Policy in effect at the time; and,
- h. the Owner shall contribute their proportionate share towards major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and storm water management facilities. Property Owners will be required to enter into one or more agreements as a condition of the development approval, providing for the equitable distribution of the costs of the land and community facilities. Prior to final Site Plan approval, the Trustee for Block 32 West shall provide the City with a letter indicating that the owner has fulfilled all cost sharing and other obligations of the Block 32W Developers Group Agreement.

- 13.23.1.3. A Holding Symbol "H" shall be placed on the Subject Lands and shall not be removed until the following conditions are addressed to the satisfaction of the city:
- a. sewer and water allocation has been identified and allocated by the City of Vaughan Council;
 - b. the City has been provided with written clearance from the Trustee for Block 32W that the Owner has entered into and signed the Block 32W Cost Sharing Agreement;
 - c. A Site Development Application is approved by Vaughan Council for the subject lands or Phase thereof;

- d. the City shall require proof of registration and a Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE);
- e. the Owner shall address the requirements of the City's external review consultant (Decommissioning Consulting Services Limited) as delineated in their letter of October 18, 2010, to the satisfaction of the City.

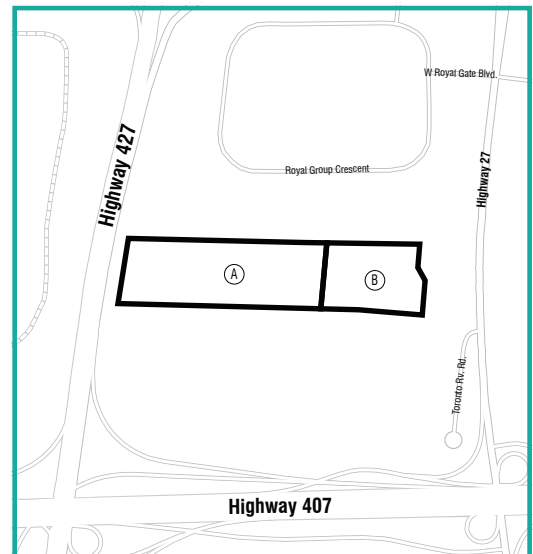
13.24 Parkwaybelt West Amendment Areas

13.24.1 General

13.24.1.1. Notwithstanding policy 9.2.1.1 and the designation of the subject lands in the Parkway Belt West Plan, July 1987, an interim private parking area and interim on-site storage uses are permitted on the lands identified as **Area A** and **Area B** on Map 13.24.A, subject to satisfaction of the following requirements:

- a. Interim parking and interim on-site storage on the subject lands are only permitted until such time as the subject lands are required for the purposes of the existing hydro corridor and/or other related future public uses, as contemplated by the Parkway Belt West Plan;
- b. No permanent buildings or structures are permitted; and
- c. The interim private parking and interim on-site storage uses shall be appropriately zoned in accordance with the requirements of the Ministry of Transportation, City of Vaughan, Hydro One Networks Inc., Toronto and Region Conservation Authority and Infrastructure Ontario.

▼ Map 13.24.A:
Parkwaybelt West Amendment Areas



13.25 7615-7675 Keele Street

13.25.1 General

13.25.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.25.A are subject to the following policies:

- a. permitted uses shall be restricted to business and professional offices, and compatible service commercial uses serving the needs of the business and residential communities. Eating establishments and retail uses will not be permitted along with uses which generate high volumes of traffic and uses which may impose a detrimental impact on the adjacent residential community such as noise, fumes and hours of operation. Permitted uses shall be specifically defined in the implementing zoning by-laws which will be enacted on the basis of site specific applications;
- b. all new development shall be of a scale and form complimentary to and compatible with the character of the existing low density residential community to the east. Developments shall incorporate residential design, massing and scale. Maximum building height shall be in the range of two storeys and shall incorporate sloped roofs and roof lines reflecting a residential form. Buildings shall generally be directed toward Keele Street with parking being oriented to the rear and side yards. Strip commercial plazas are not considered to be an appropriate form of development;

▼ Map 13.25.A:
7615-7675 Keele Street



- c. buffering between commercial and residential uses shall be required. Buffering measures shall include, but not be limited to fencing, the provision of generous landscaped strips and plant materials. Parking areas adjacent to residential areas shall be enhanced by the provision of landscaped islands. All lightening shall be directed downward and away from residential areas. Mechanical facilities and any external garbage storage facilities shall be screened from both the residential area and Keele Street;
- d. a comprehensive design scheme for the portions of the amendment area located to the north and south of Rockview Gardens shall be approved by Council to guide the evaluation of individual site developments within the area. The plan will deal with building location, the provision of access, a linked internal traffic circulation and parking plan, adequate parking and appropriate landscaping areas. Each scheme shall form the basis for the submission of individual development applications in the respective portions of the amendment area. The design schemes may be approved independently;
- e. access to Keele Street shall be subject to review and approval of the Regional Municipality of York and the City of Vaughan. The Vaughan Engineering and York Region Transportation Departments and Ministry of Transportation may require that individual development applications be supported by a traffic impact study which may serve to, among other things, minimize the number and restrict the nature of access points to Keele Street and limit the type and intensity of land uses; and,
- f. prior to the final approval of site development applications, the City of Vaughan, in consultation with the Region of York and the Ministry of Transportation, shall be satisfied that adequate arrangements have been provided for the ultimate development of a shared internal traffic circulation, access and parking system, and servicing, drainage and storm water management.

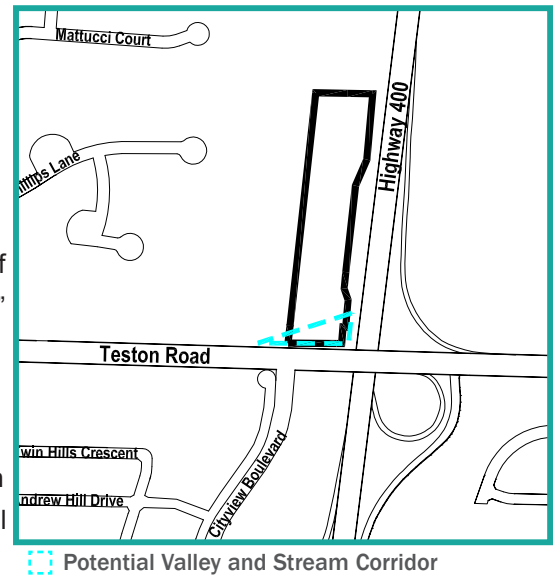
13.26 3400 Teston Road

13.26.1 General

13.26.1.1. The following policies shall apply to the lands identified on Map 13.26.A:

- a. Notwithstanding Section 2.3.2.10 of OPA 450 as amended by OPA 637 and Section 3.4.2 of OPA 450 regarding the Block Plan process, the developable area for that part of the lands shown as “Subject Lands” on Map 13.26.A and designated “Potential Valley and Stream Corridor” on Schedule “C” to OPA No. 637, will be determined through the preparation of an Environmental Impact Study (EIS). Such

▼ Map 13.26.A:
3400 Teston Road



Environmental Impact Study, demonstrating the extent of any developable area, shall be approved by the City of Vaughan subject to consultation with any pertinent agency or authority. The developable limits will be reflected in the implementing zoning by-law, without further amendment to this Official Plan.

- 13.26.1.2. In determining the developable area of the Subject Lands, through the preparation of the Environmental Impact Study, the following policies shall apply:
 - a. The scope and content of the EIS will be determined through a pre-consultation meeting and Terms of Reference approved by the City of Vaughan. The Terms of Reference will be informed by the environmental policies of OPA 450, as amended by OPA 637 and the City’s Environmental Management Guideline;

- b. The specific requirements for the Environmental Impact Study are established in the City's Environmental Management Guideline. The EIS will address, at minimum, the following:
 - i. the condition of the Natural Heritage Network, and its ecosystem functions on or adjacent to the subject lands;
 - ii. the manner in which the proposed development might have an impact on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;
 - iii. mitigation of any impacts on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;
 - iv. proposed improvements to the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands.

- c. Where a *woodland, wetland, or Life Science Area of Natural and Scientific Interest* identified for protection is located both within and outside the boundary of the Oak Ridges Moraine, or the Natural Heritage System of the Protected Countryside in the Greenbelt, and more than 50% of the feature is located within that boundary, the *vegetation protection zone* that is most protective of the feature shall generally apply to the portion outside of the Provincial Plan area unless an *environmental impact study* demonstrates that a lesser buffer is appropriate. The vegetation protection zone outside of the Provincial Plan area shall not be less than that required by Section 2.2 of the Region of York Official Plan.

- 13.26.1.3. The subject lands shall be developed in accordance with the policies of Section 2.2.3.1 Prestige Areas – Office/Business Campus of OPA 450, as amended by OPA 637. For the purposes of this paragraph the site shall be limited to the following uses:
- a. Office Building;
 - b. Business and Professional Offices;
 - c. Veterinary Clinic;
 - d. Technical School;
 - e. Data Processing;
 - f. Research and Development;
 - g. Printing and Publishing;
 - h. Daycare Facility;

- i. Public Storage Facility: Which means a multi-storey storage building without outside storage or loading doors facing a public street or provincial highway, where space within the building is available to the public for rent or lease for the storage of property and such space is accessed through a common service area and all storage space available for rent or lease is accessed from the interior of the building;
- j. Car Brokerage;
- k. Health Centre: Which means a building or part thereof which is used for the purpose of physical fitness, and may include a gymnasium, exercise room, steam room, sauna, racquet sports, swimming pool, or other related facilities, but not including a body rub parlour, or an all season sports facility, provided that a minimum of 75% of the required parking for this use is provided in an underground parking facility and that the potential for underground parking on the site is demonstrated in the Environmental Impact Study.

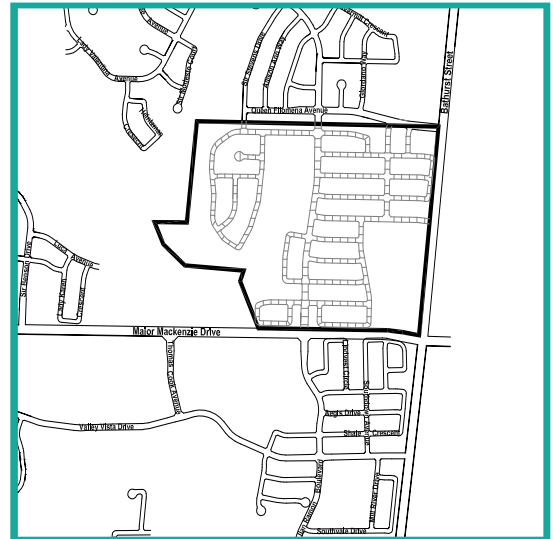
13.27 NW Corner of Major Mackenzie Dr. and Bathurst St.

13.27.1 General

13.27.1.1. The following policies shall apply to the lands identified on Map 13.27.A:

- a. The application 19T-03V13 draft plan approved prior to the approval of this plan, any revisions to the draft plan and all subsequent planning applications including applications for zoning by-law amendment, minor variance, consent and site plan approval to implement the draft plan of subdivision, are deemed to conform to this Plan provided they comply with the policies of OPA

▼ Map 13.27.A:
NW Corner of Major Mackenzie Dr. & Bathurst St.



600, applicable and in force prior to the approval of this Plan. In the event that draft plan approval 19T-03V13 is substantially revised to the effect that such revisions in their totality constitute a new application, the City Official Plan policies in effect at the date of application shall apply. In addition to the parks identified on Schedule 13, Blocks 779 and Block 781 within 19T-03V13 shall be eligible for parkland dedication credits through the development process.

13.28 NE Corner of Cityview Blvd and Major Mackenzie Dr.

13.28.1 General

13.28.1.1. The following policies shall apply to the lands identified on Map 13.28.A:

- a. Notwithstanding Policy 9.2.2.7 or anything else in this Plan, in addition to existing permitted uses, *Major Retail* uses are permitted.
- b. Notwithstanding Policy 9.2.2.7 or anything else in this Plan, retail units may exceed 3,500 square metres.
- c. Provision 9.2.2.7(d) shall only apply to the lands within 100m of Major Mackenzie Drive West.
- d. Notwithstanding provision 9.2.2.7(e)(i), Low-Rise Buildings are permitted on the entirety of the site.
- e. Provisions 9.2.3.4(c) and (d) shall not apply.
- f. Outdoor storage and display shall be permitted subject to being screened by black metal architectural fencing and/or other materials and architectural details, to the satisfaction of the City. The amount and location of outdoor storage and display shall be determined through the Site Plan approval process.

▼ Map 13.28.A:
NE Corner of Cityview Blvd. & Major Mackenzie Dr.

