

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

The following text and schedules "1", "2", "3", "4" and "5" constitute Amendment Number ## to the Official Plan of the Vaughan Planning Area.

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

Authorized by <Item No. ## of Report No. ##>
of the <DATE> Committee of the Whole Meeting
Adopted by Vaughan City Council on <DATE>

I PURPOSE

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

II LOCATION

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

III BASIS

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

1. On September 7, 2010, Vaughan Council adopted the **VOP 2010**. Volume 1 of the **VOP 2010** designated the Subject Lands “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural” with a “Hamlet” overlay and “Railway”. The “New Community Areas” designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Sections 10.1.1 and 10.1.1.1 of the **VOP 2010**, prior to the approval of any development applications. This amendment implements the results of a detailed Secondary Plan process including consultation which occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub, and the North Vaughan and New Communities Transportation Master Plan (“**NVNCTMP**”). Regular meetings were held at key points of the Secondary Plan Study with the Block 27 participating Landowners Group (“**LOG**”) and the Block 27 Technical Advisory Committee (“**TAC**”). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. In addition, five reports were prepared for Council, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

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

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

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

- June 9, 2016: Public Information Meeting #1; and,

- April 5, 2017: Public Information Meeting #2 (combined meeting with Public Information Centre (PIC) for the **NVNCTMP** and 3rd Public Open House for the Block 27 Secondary Plan).
3. All amendments to the City of Vaughan Official Plan shall conform to the goals, objectives and policies of the York Region Official Plan, 2010 (“**YROP**”). The Subject Lands are located within the “Urban Area”, “Greenbelt Plan” and “Greenbelt Protected Countryside/ Hamlet” designations as identified on Map 1, Regional Structure in the **YROP**. The *Urban Area* designation is intended to allow for the creation of compact and *complete communities* which are sustainable and have the highest standard of urban design. Local Centres are important components of such areas providing focal points for residential, human services, *retail* and office activities. Lands in the Greenbelt Plan Area are to be protected in accordance with the directions of the Provincial Greenbelt Plan. Hamlets are small, existing settlements and their cultural heritage is to be retained.
 4. Places to Grow, the Growth Plan for the Greater Golden Horseshoe in Southern Ontario (2017) (“**Growth Plan**”) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Plan is intended to “support the achievement of *complete communities*” (Section 2.2.1.4). In particular, the Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form. The proposed Secondary Plan has been prepared in conformity with the directions of the **Growth Plan** to ensure that new development will result in the creation of a *complete community* which will be compact, vibrant, inclusive, healthy, sustainable and diverse.
 5. The Greenbelt Plan establishes a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Block 27 includes a stream corridor which forms part of the Greenbelt, and is identified in the Natural Heritage System overlay of the Greenbelt Plan. The proposed Secondary Plan protects the corridor in conformity with the directions of the Greenbelt Plan.
 6. The Secondary Plan is based on detailed background studies, including the Upper West Don Subwatershed Study City of Vaughan, and the North Vaughan and New Communities Transportation Master Plan, and input from public agencies including Metrolinx, the Regional Municipality of York, the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Forestry, the York Region District School Board, the York Catholic District School Board and the Conseil scolaire Viamonde. The proposed Secondary Plan takes into consideration the information gathered through the study process in the establishment of a Local Centre - Kirby GO Transit Hub, the protection of the Natural Heritage Network, the establishment of a community hub and recognition of the need for a number of elementary *schools* and a secondary *school*.
 7. Having held a statutory Public Hearing on March 6, 2018, Council for the City of Vaughan approved an amendment to the **VOP 2010** on <DATE> to provide for the adoption of a Secondary Plan for Block 27.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Adding the text and schedules of the Block 27 Secondary Plan, attached hereto as Schedule 1 to this Amendment, to the **VOP 2010**, Volume 2, as Section 11.##.

2. Identifying the Subject Lands, being the Block 27 Secondary Plan Area, on Schedule 14-A “Areas Subject to Secondary Plans”.
3. Re-designating the Subject Lands from “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, and “Rural” with a “Hamlet” overlay to “Lands Subject to Secondary Plans” on Schedule 13 “Land Use”.
4. Adding Section 11 ## to Section 11.1 Areas Subject to Secondary Plans.
5. Adding a new Policy 11.1.1.## to Section 11.1 “Areas Subject to Secondary Plans” as follows:

“The lands subject to the Block 27 Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.## of this Plan.”

V IMPLEMENTATION

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

VI INTERPRETATION

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

SCHEDULE 1

11.##BLOCK 27 SECONDARY PLAN (OPA #)

11.##.1 Secondary Plan Area

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

11.##.2 Part A The Preamble

1.0 Context

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

1.1 Purpose

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

1.2 Secondary Plan Organization

The Secondary Plan includes the following:

a. Part A The Preamble

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

b. Part B The Secondary Plan

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

2.0 Secondary Plan Area

The Block 27 Secondary Plan Area is located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprises Lots 26 – 43 of Concession 4, in the City of Vaughan. The Block has an area of approximately 400 hectares and is largely undeveloped. It includes a reach of the West Don River and an additional central tributary of the West Don River which is a component of the Greenbelt Plan and the City's Natural Heritage System. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the block in an east-west direction, while the GO Rail Line runs north-south west of Keele Street. The Hamlet of Teston is located in the southwest quadrant of the Block, north of Teston Road and east of Jane Street.

3.0 Secondary Plan Study Process

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

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

Phase 1 – Background Study and Report

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

Phase 2 – Plan Development Process

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

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

- New Community Area 'Block 27' City of Vaughan Environmental Report, Natural Resource Solutions Inc., May 2015.

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

- Natural Heritage Network Study, North South Environmental undertaken on behalf of the City;
- Upper West Don River Subwatershed Study, Cole Engineering and Beacon Environmental on behalf of the Block 27 participating Landowners Group; and,
- North Vaughan and New Communities Transportation Master Plan, HDR Inc. on behalf of the City.

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

Phase 3 – Preparation and Refinement of the Draft Secondary Plan

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

Phase 4 – The Approval Process

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

4.0 Consultation and Engagement

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

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

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

Public consultation sessions for the Sub-Study included:

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

5.0 Policy Context

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

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

- the Regional minimum average density requirements of 20 residential units per hectare and 70 residents and jobs per hectare, in the developable area;
- a minimum target of 100 people and jobs for the Local Centre – Kirby GO Transit Hub, and the Provincial minimum target of 150 people and jobs within 500 metres of the Kirby GO Transit Hub, an approximate 10-minute walking distance, of the Kirby GO Station;
- a wide range and mix of housing types, sizes and *affordability*;
- a community core within reasonable walking distance from the majority of the population which will be the focus of local *retail* and community services and will provide connections to rapid transit;
- provision of live-work opportunities;
- areas that contain a high-quality public realm;
- implementation of the Active Together Master Plan Update 2013;
- implementation of the Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment and active transportation connections to key destination points;
- development that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Greenbelt Plan and Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- development that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a community energy plan;
- a Master Environment and Servicing Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;
- an integrated parks and open space network that provides facilities generally within a 5 to 10 minute walk for a majority of residents;

- reduced heat island effects;
- the protection and conservation of cultural heritage resources; and,
- a phasing plan that ensures orderly development, with a priority on the development of the transit hub, as well as providing that any particular phase of development is substantially complete (approximately 75%) before subsequent phases may be registered.

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

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

6.0 Existing Conditions and Opportunities

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

- natural heritage protection and enhancement, in particular the City’s Natural Heritage Network and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a net positive environmental outcome;
- the significant topographical changes in the Secondary Plan area;
- existing land use;
- existing transportation infrastructure including the Barrie GO railway, related noise mitigation strategies, and existing cycling infrastructure along boundary roads and within adjacent blocks;
- the planned Local Centre-Kirby GO Transit Hub;
- TransCanada natural gas pipeline right-of-way;
- existing cultural heritage resources including the Hamlet of Teston and the need to evaluate their significance and the potential for integration with new development;
- the potential for the identification of archaeological resources which will require investigation and potential mitigation;
- the proximity to the future planned North Maple Regional Park to the east;
- the recommendation in the Active Together Master Plan for the creation of a neighbourhood hub in Block 27;
- the opportunity to achieve high quality and sustainable design;
- existing surrounding neighbourhoods; and,
- connections to the future Highway 400 Employment lands.

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

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

11.##.3 Part B The Secondary Plan

1.0 Introduction

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

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

- a. Schedule 'A' – Block 27 Secondary Plan Area;
- b. Schedule 'B' – Block 27 Land Use Plan;
- c. Schedule 'C' – Block 27 Built Heritage and Cultural Heritage Landscapes;
- d. Schedule 'D' – Block 27 Multi-Modal Transportation Network; and,
- e. Schedule 'E' – Block 27 Natural Heritage Network and Open Space System.

2.0 Vision and Guiding Principles

2.1 Block 27 Vision and Guiding Principles

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

- a. Vision Statement

Block 27 will be a *complete community* that prioritizes people, sustainability and livability with a high quality of urban design. The community will feature a range of low to mid-rise buildings that blend a variety of residential, *retail* and institutional uses. It will be anchored by a local centre that features both institutional uses such as *schools, community facilities* and the Kirby GO transit hub. The community will also provide an integrated and connected multi-modal on and off-road transportation system including transit, walking and cycling. Finally, building upon the area's abundant natural heritage features, a variety of parks and open

spaces will provide residents with space for leisure and recreation.

b. Development Principles

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

2.2 Local Centre – Kirby GO Transit Hub Vision and Guiding Principles

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

a. Vision Statement

The Local Centre – Kirby GO Transit Hub will be a local centre for the community, unique to Vaughan, with seamless multi-modal connections, morning, afternoon and evening destinations, and excellent regional and local transit. Centered on the GO Station and public

square, the Local Centre - Kirby GO Transit Hub will incorporate a combination of mid-rise mixed-use buildings, with ground floor *retail* uses, integrated with the public realm.

b. Development Principles

i. Transit Hub Function Primacy

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

ii. A Balanced Mobility Mix

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

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

iii. Connected

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

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

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

iv. Complete Streets, Open Space, and Parks

Streets within the Kirby GO Station Hub will be planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network of public and semi-private open spaces and pathways will be created to complement the natural heritage

network and increase accessibility to outdoor open space, local public parks, and the future planned North Maple Regional Park.

v. Respect Existing Neighbourhoods

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

vi. Appropriate Scale, Form and Density

Building heights and land uses will be designed to create an appropriate interface with the other components of the Block 27 Secondary Plan.

The most intensive development in the Block 27 Secondary Plan Area will be located in the Local Centre-Kirby GO Transit Hub focused between the railway and Keele Street and immediately to the west of the Transit Hub. Within this area, the greatest *intensification*, up to 12 storeys, or higher subject to bonusing in accordance with Section 37 of the Planning Act, will be adjacent to the public square, to the east of the Kirby GO Station. The rest of the Local Centre - Kirby GO Transit Hub will consist of Mid-Rise buildings up to eight storeys in height or higher, subject to bonusing where appropriate, and townhouse *development* as permitted in this Plan.

vii. Design Excellence

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

viii. Mix of Uses

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

ix. Strategic Parking Management and Innovative Parking Accommodations

Parking for both automobile and bicycles will support commuters accessing Kirby GO Station as well as *retail* and office uses. It is critical to the implementation of the Vision for the Local Centre - Kirby GO Transit Hub to minimize surface parking. Strategic parking management will be required to achieve this goal, including the use of a range of reduced footprint parking options including maximizing the use of shared public parking resources in strategic locations, as well as providing for short and long-term bicycle parking. Optimizing the use of parking through prioritization of cyclists, carpool users, electric/fuel efficient and compact vehicles and emerging – shared mobility commuters will also be needed.

- x. A Flexible Phasing Plan that Accommodates Growth and Change
Phasing strategies account for long-term growth and market conditions and the availability of services. The plan will be designed to be flexible with respect to phasing as work undertaken by Metrolinx on the detailed design for the Kirby GO Station is not complete.

3.0 Community Structure

3.1 General Land Use Policies

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

3.1.1 Land Use Plan

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

3.1.2 Density

- a. Through the policies of this Plan, the City shall seek to meet an overall density target of 70 people and jobs per hectare by 2031 for Block 27 and a minimum target of 100 people and jobs for the Local Centre – Kirby GO Transit Hub, with a minimum target of 150 people and jobs within 500 metres, an approximate 10-minute walking distance, of the Kirby GO Transit Hub.
- b. The approach to building height and density focuses the maximum permitted height and density in the Local Centre – Kirby GO Transit Hub. Building height and density are also focused along major arterial roads and transit corridors - Teston Road, Jane Street, Keele Street and Kirby Road. The policies for each land use on Schedule B establish the maximum density and height permitted in specific land use designations.

3.1.3 Bonusing

The City may use the bonusing provisions for building height and density under Section 37 of the Planning Act where appropriate to secure a range of community benefits in Block 27, with particular focus in the Local Centre – Kirby GO Station Hub. The community benefits shall be those identified in Policy 10.1.2.9 of the **VOP 2010**. The City shall determine the required community benefit at the time of the development application process.

3.1.4 Housing

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

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

3.1.5 Sensitive Uses

- a. All residential *development* or other *sensitive land uses*, including parkland adjacent to the railway, shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres where a safety berm has been provided, subject to review and approval by Metrolinx. Notwithstanding any other provisions of this section, Multi-Use Recreational Pathways may be located within the prescribed setback area subject to review and approval by Metrolinx.
- b. *Development* of residential and other *sensitive land uses* within 500 m of existing Employment Areas shall have regard for the potential noise, vibration and air pollution impacts from the adjacent employment and industrial uses in accordance with Policy 5.2.1.2 of the **VOP 2010**. Development proposals shall demonstrate compatibility and mitigation of the impact on the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all provincial and municipal guidelines.
- c. Applications for residential *development* and other *sensitive land uses* shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets and transportation infrastructure and facilities within and in proximity to the Kirby GO Transit Hub. Where appropriate, applications for residential and other sensitive land uses shall include a noise and vibration study and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with Metrolinx or other agencies as required:
 - i. Within 300 metres of an industrial use; and,
 - ii. Within 75 metres of a railway.
- d. As established in Policies 9.2.2.10(d) and 9.2.2.11(e) of the **VOP 2010**, new *development* should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.

- e. *Development* adjacent to the high pressure natural gas pipelines operated by TransCanada Pipeline Limited shall be subject to the provisions of Section 9.2.2.26 c. of the **VOP 2010**.

3.1.6 Transit Supportive Development

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

3.1.7 Other Permitted Uses in all designations

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

- a. *Public safety services and community facilities*; and,
- b. Renewable energy facilities and district energy systems.

3.2 Low-Rise Residential

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

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

- a. Residential units;
- b. *Home occupations*;
- c. Private home *day care* for a maximum (5) children; and,
- d. *Small-scale convenience retail*, provided the use is:
 - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D; and
 - ii. a maximum of 185 square metres of gross floor area.

3.2.3 The Low-Rise Residential designation permits all the building types identified in Policy 9.2.2.1 c. of the **VOP 2010**, as follows:

- a. Detached House;
- b. Semi-Detached House;
- c. Townhouse including back-to-back and stacked townhouses and other similar building types; and,
- d. Public and Private Institutional Buildings.

3.2.4 The Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) shall consist of a

building typology and site design which limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.

3.3 Low-Rise Mixed-Use

- 3.3.1 The Low-Rise Mixed-Use designation on Schedule B is located along arterial roads and the major east-west collector road which bisects Block 27. The designation allows for an integrated mix of residential, community and *retail* uses.
- 3.3.2 The Low-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.2 b. of the **VOP 2010**, including the existing place of worship and accessory buildings located at 2430 Teston Road and expansion or modifications to the existing place of worship use permitted by the zoning by-law. However, permitted *retail* uses shall be located only on a corner lot where at least one of the sides is on a collector or arterial street. In addition, *retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street. Gas stations may be permitted in accordance with Policy 5.2.3.12 of the **VOP 2010**.
- 3.3.3 The Low-Rise Mixed-Use designation permits all the building types under Policy 9.2.2.2 f. of the **VOP 2010** including back-to-back townhouses and other similar building types, live-work units, the existing place of worship building and accessory buildings at 2430 Teston Road, and expansion or modifications to the existing buildings permitted by the zoning by-law. In addition, retail buildings may be permitted at the corner of collectors and arterials in accordance with the policies of Section 3.15.2 g. The maximum density in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be a *Floor Space Index* ("**FSI**") of 1.5 and the maximum building height shall be five *storeys*. However, the maximum permitted density generally located at the intersections of arterial and collector roads shall be an **FSI** of 2.0 and the maximum building height shall be six *storeys* pursuant to the provisions of Section 9.2.3.4 b. to 9.2.3.4 d. of the **VOP 2010**.
- 3.3.4 The minimum height in the Low-Rise Mixed-Use designation shall be two *storeys* or equivalent, excluding lands in the Hamlet of Teston as designated on Schedules B and C. In addition, low-rise buildings exceeding five *storeys* along arterial roads and the east-west collector road, as well as low-rise buildings exceeding six *storeys* at the intersection of two arterials or arterials and collectors, may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

3.4 Mid-Rise Residential

- 3.4.1 The Mid-Rise Residential Use designation on Schedule B is located in the Local Centre – Kirby GO Transit Hub. *Development* in this designation is planned to consist primarily of Mid-Rise residential buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub. The proposed Community Hub will also be located in this area.
- 3.4.2 The Mid-Rise Residential designation permits all the uses identified in Policy 9.2.2.3 b. of the **VOP 2010**.
- 3.4.3 The Mid-Rise Residential designation permits all the building types identified in Policy 9.2.2.3 c. of the **VOP 2010**. The maximum density shall be 3.0 **FSI** and the maximum building height shall be eight *storeys*. However, it also permits all the building types listed in Policy 9.2.2.3 d. in those areas of the Local Centre – Kirby GO Transit Hub south of the TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) and east of the railway. The additional permitted

building types include Townhouses, Stacked Townhouses and back-to-back Townhouses, other similar building types, live-work units, and Low-Rise Buildings. These additional building types shall only be permitted provided the minimum density target of 100 people and jobs per hectare can be achieved as required in Section 3.1.3.a. of this Plan, and demonstrated through the Block Plan process. The minimum height for all building types shall be three *storeys*. In addition, mid-rise buildings exceeding eight *storeys* may be permitted subject to the bonusing provisions of Policy 3.1.3 of the Plan, where appropriate.

3.5 Mid-Rise Mixed-Use

3.5.1 The Mid-Rise Mixed-Use designation on Schedule B is applicable to the lands immediately east and west of the railway, north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B). The lands in this designation are planned to serve as a community core. Development in this designation shall consist of a broad mix of mid-rise residential, *retail*, community and institutional uses in mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub.

3.5.2 The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4 b. of the **VOP 2010** with the exception of gas stations. *Retail* uses are subject to the requirements of Policy 9.2.2.4 c. and Policy 9.2.2.4 d of the **VOP 2010**. In addition, transit related facilities including parking will be permitted.

3.5.3 The Mid-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.4 e. of the **VOP 2010** with the exception of gas stations. In addition, retail buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of Section 3.15.2 g. The maximum density shall be 4.0 FSI. The minimum height for all building types shall be four *storeys*. In addition, High-Rise Buildings may be permitted subject to Policy 9.2.3.6 of the **VOP 2010**. High-Rise Buildings which are planned to exceed 12 *storeys* may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

3.6 Community Hub

3.6.1 The Community Hub designation on Schedule B is located conceptually at the western limit of the Local Centre – Kirby GO Transit Hub. Its location may be refined without an amendment to this Plan through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the implementing development approval review process. The designation allows the *development* of a facility with a range of community and institutional uses. These include the community services and facilities identified in Section 7.2 of the **VOP 2010** such as a community centre, a library, and elementary *schools*, as well as an Urban Park. Other *community facilities* may be located in the Community Hub and can include a library, *day care* and places of worship, as well as *retail*. The Community Hub is to be designed and developed to ensure accessibility by all residents of Block 27 to act as focal point and meeting place for the community.

3.6.2 The Community Hub designation permits all the uses identified in Policy 9.2.2.12 a. and b., Major Institutional, of the **VOP 2010**. The permitted uses may serve a community function as well as a City-wide or Regional function. *Retail* uses are subject to the requirements of Policy 9.2.2.4 c. and Policy 9.2.2.4 d of the **VOP 2010**.

- 3.6.3 The Community Hub designation permits all the building types identified in Policy 9.2.2.12 e, Major Institutional, of the **VOP 2010**.

3.7 Transit Hub

3.7.1 Purpose

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

3.7.2 Permitted Uses

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

3.7.3 Building Types

The Transit Hub designation permits all of the building types required for the operation of the Kirby GO Station and related transit infrastructure and facilities as well as all the building types established in Section 3.4.

3.7.4 Transit Hub Special Study Area

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

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

Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choices reduces delay in travel allowing for more trips to be made within a given time. Whereas, increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. These axioms are critical to the design and decision making in the Transit Hub Special Study Area.

The Transit Hub Special Study Area includes lands in the Transit Hub designation, as well as lands in the Natural Areas, Natural Areas - Evaluated Wetlands, Mid-Rise Mixed-Use and Mid-Rise Residential designations. The Special Study Area also includes hydrologic and other natural heritage features. The Block Plan process must generally conform to the location of the Transit Hub, amount of land protected for the Transit Hub Special Study Area, land use designations within the Transit Hub Special Study Area, and location and number of roads in support of the Transit Hub including a "Main Street" aligning with Vista Gate east of Keele Street, established through this Plan on Schedule B. The exact alignment of roads, supporting types of infrastructure, and boundaries of land designations shall be finalized through an environmental assessment or an equivalent process.

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

The modification of any key natural heritage features or key hydrologic features in the development of the Kirby GO station shall be determined through the **TPAP** and have regard for the primary planning and transportation objectives as established in this Plan.

If required to support the primary planning and transportation objectives, modification of any key natural heritage features or key hydrologic features shall be permitted having regard for the principles of this Plan (Section 6.3 Net Positive Environmental Outcome).

3.8 Parks

3.8.1 The Parks in Block 27 include lands designated Neighbourhood Park and Public Square on Schedules B and E. In addition, an Urban Park is permitted in the Community Hub designation on Schedules B and E.

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

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

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

3.9 Schools

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

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

3.10 Private Open Space

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

3.11 Infrastructure and Utilities

- 3.11.1 The Infrastructure and Utilities designation on Schedule B is applicable to the TransCanada Pipeline Limited pipeline corridor and required buffers. The designation also applies to the location of stormwater management facilities (“**SWM**”) which are shown conceptually on Schedule B.
- 3.11.2. The lands in the Infrastructure and Utilities designation are subject to Policy 9.2.2.26 of the **VOP 2010**. The City will seek to have the TransCanada Pipeline Limited corridor lands (designated “Infrastructure and Utilities” on Schedule B) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as a Community Multi-Use Recreational Pathways. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational Pathway and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.
- 3.11.3 Stormwater Management facilities may be located in all land use designations other than in key natural heritage and key hydrologic features. The final number and locations of **SWM** facilities shall be determined through the Master Environment and Servicing Plan developed as part of the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.

3.12 Natural Areas

3.12.1 Natural Areas Designation

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

3.12.2 **Related Directions**

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

3.12.3 **Natural Area Special Study Areas**

The land use designations and street configurations, including the Natural Areas - Evaluated Wetlands designation, in the Natural Area Special Study Areas on Schedule B, Land Use Plan, reflect available information. Additional analysis will be carried out through the Block Plan process to better define key natural heritage features and key hydrologic features in the Natural Area Special Study Areas while ensuring a viable development pattern including a connected, continuous, grid-like street network designed to accommodate all modes of travel. If through the Block Plan process key natural heritage features and hydrologic features require modification and/or realignment of the features, the applicable policies of the adjacent land use designation shall apply. In such instances, an Official Plan amendment shall not be required in the Natural Area Special Study Areas provided the *development* reflects the results of the Block Plan analysis as follows:

a. Natural Area Special Study Area 1 and 3:

If Net Positive Environmental Outcomes are required, then the protection and enhancement of the area, and linkages to the adjacent Key Natural Heritage features shall be considered during the block plan process.

If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Net Positive Environmental Outcome as set out in policy 6.3.

b. Natural Area Special Study Area 2 and 4:

If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Net Positive Environmental Outcome as set out in policy 6.3.

3.13 **Engineered Floodline**

The Engineered Floodline identified on Schedule B, represents an engineered line established by TRCA. *Development, redevelopment* and *site alteration* within the regulated floodplain area as determined by the engineering floodline shall be subject to the applicable policies of the **VOP 2010**, in particular Section 3.3.1. Such *development* will be assessed through the Master Environment and Servicing Plan (MESP) which will form part of the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. *Development, redevelopment* or *site alteration* within the regulated floodplain area shall require the approval of the TRCA.

3.14 **Cultural Heritage and Archaeology**

3.14.1 **Cultural Heritage Resources**

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

3.14.2 **Built Heritage Resources**

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

3.14.3 **Cultural Heritage Landscapes – Individual Properties**

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

3.14.4 **Cultural Heritage Landscapes – Rail and Roadscapes**

Cultural Heritage Landscapes related to the CN Rail (CHL7) and Kirby Road (CHL9) should be documented as part of the Block Plan process.

3.14.5 **Cultural Heritage Landscapes – Hamlet of Teston**

CHL 8, which includes BHR 1 through 14, comprises the Hamlet of Teston. In addition, the Hamlet includes 10933 Jane Street which is designated under Part IV of the Heritage Act. This existing *development* should be conserved and integrated into future *development*. A *Cultural Heritage Impact Assessment* is required as part of the Block Plan process. The *Cultural Heritage Impact Assessment* shall establish the parameters of *development* for this area, which may include identifying the Hamlet as a Cultural Heritage Character Area as defined in the **VOP 2010**.

The intent will be to provide the maximum flexibility to allow adaptive reuse in conformity with the Low- Rise Mixed-Use designation while still maintaining the heritage character of the Hamlet.

3.14.6 **Archaeological Resources**

- a. Block 27 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources throughout the majority of the Secondary Plan Area. Any future developments, beyond those areas that have already been assessed and cleared of any further archaeological concern, must be preceded by a Stage 2 archaeological assessment.
- b. The majority of an ancestral Huron Teston village remains extant within the wooded portion of Lot 26. Any alterations in this area must be preceded by a Stage 3 archaeological assessment to ensure the protection and retention of the site.
- c. The boundaries of the cemetery fronting Keele Street in Lot 28 must be evaluated through a Stage 3 Cemetery Investigation.
- d. A Stage 3 Cemetery Investigation shall also be conducted on the former church property located in Lot 29 prior to *development* to confirm the presence or absence of any burials.

- e. *Predevelopment* topsoil removal (grading) for lands located within 1000 metres of documented village sites and within 300 metres of any current or former water source or within 100 metres of the Teston ossuary should be subject to archaeological monitoring, even after a Stage 2 archaeological assessment. The monitoring must be consistent with the recommendations of the York Region Archaeological Management Plan.

3.15 Urban Design

3.15.1 General Directions

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

3.15.2 Local Centre – Kirby GO Transit Hub

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

- a. Local Centre – Kirby GO Transit Hub Structure
 - i. A wide variety of buildings will be permitted in the Local Centre - Kirby GO Transit Hub including mixed use and single use buildings. However, the most intensive development and greatest mix of uses shall be concentrated in the Mid-Rise Mixed-Use designation as shown on Schedule B.
 - ii. A “Main Street” will be developed between the Public Square to the east of the Transit Hub and Keele Street along the westerly extension of Vista Gate from Keele Street. The Public Square and street will serve as the main entrance to the Local Centre - Kirby GO Transit Hub. The buildings with the highest density and height will be concentrated along the Local Centre – Kirby GO Transit Hub “Main Street”. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.
 - iii. A secondary mixed-use node will be located at the intersection of Keele Street and the major east-west collector road in Block 27.
 - iv. Lands in the Mid-Rise Residential designation in the Local Centre - Kirby GO Transit Hub will be primarily residential in character. In the Mid-Rise Residential designation the highest intensity of development will be located along Keele Street and Kirby Road.
- b. Built Form
 - i. The design of all buildings will support the pedestrian experience by creating vitality and encouraging social interaction on public streets and right-of-ways as well on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.

- ii. All buildings will be designed to respond to the topographical changes in the Local Centre – Kirby GO Transit Hub, particularly in the Mid-Rise Mixed-Use designation to minimize the use of retaining walls and to use the natural landform in placemaking. The submission of modeling including physical and/or digital models to demonstrate how buildings address the topography may be required as determined by the City through the development approval process.
 - iii. Site planning for individual properties should respect, to the greatest extent possible, the Natural Areas, and where feasible provide public views and/or access to the Natural Areas.
 - iv. Architectural treatments and building materials should contribute to creating a distinct sense of community/neighbourhood identity and, in particular, should be, selected to define streetscape appearance, delineate the transition from public to private realm, and highlight land uses, as well as being high quality and durable.
 - v. Buildings over six storeys in height will generally be required to provide a pedestrian-scaled podium of two to three storeys in height or other design approaches which maximize the pedestrian experience.
 - vi. High-rise buildings permitted in keeping with policy 3.5.3 of this Plan must be designated to serve as a signature building or complex and will be integrated in an appropriate manner with surrounding development.
 - vii. Buildings should be designed to create mid-block pedestrian connections, massed and articulated to avoid long building facades.
 - viii. In mixed-use buildings and all buildings on the “Main Street”, grade level units should incorporate a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street.
 - ix. Building entrances should promote visibility to interior lobbies to allow for safe and convenient access to and exit from the building.
 - x. Buildings with frontage onto a public street and/or parks should be designed with high-quality architecture on these frontages.
 - xi. All buildings along the “Main Street”, Keele Street and Kirby Road will have a minimum height of three storeys to help define and enclose the street.
 - xii. All building entrances should generally be grade related.
- c. Open Space, Landscaping and Private Amenity Space
- i. The Natural Heritage Network and Open Space System provide a context for the *development* of Block 27 including the Local Centre – Kirby GO Transit Hub.
 - ii. Public views and accessibility, both physical and visual to the Natural Areas, as well as to the Community Hub, Public Squares and other natural and civic features, will be important considerations in community design. Design should respect natural features and reflect that not all natural features can withstand public intrusion. In particular the siting and design of pathways and trails will be to the satisfaction of the City in consultation with the **TRCA**.
 - iii. Privately Owned Public Spaces (POPS) are privately owned and maintained open spaces which the public is invited to use. POPS complement the City’s Natural Heritage Network and public parks and open space system. POPS will be secured and built through the development application process. The layout, programming and design of POPS will be determined at the initial stages of design. POPS will serve various roles. A key function of POPS will be to incorporate publically accessible open space to provide linkages between the public and private realms

including mid-block connections, walkways, forecourts, courtyards or squares, to enhance the public realm.

- iv. Landscaping should enhance and distinguish different portions of a site by their situation and function, including building edges, the street, parking, building forecourts, mid-block connections and sidewalks and support attractive interfaces between them.
- v. Site design should be sustainable including where feasible the incorporation of low impact development facilities (LIDs), topography and native vegetation.
- vi. *Development* abutting Public Squares shall be designed in coordination with the Public Square to ensure an integrated design approach that considers built form, pedestrian connections, public frontage, maintenance and operations, and ground floor programming. The design of the Public Square shall also reflect the direction in Section 5.2.

d. Parking and Service Facilities

- i. It is the objective of this Plan to minimize the amount of surface automobile parking in the Local Centre – Kirby GO Transit Hub area, in order to realize the urban design objectives of this Plan. It is recognized that surface parking may be provided on an interim basis in the early phases of *development*. It is a requirement of this Plan that all implementing development processes identify how the transition to an end state scenario is achieved where buildings, rather than parking becomes the predominant feature of the streetscape.
- ii. A variety of parking opportunities on public and private sites will be provided, with appropriate pedestrian access, including bicycle parking shelters. The majority of parking shall be encouraged to be provided underground or in alternative parking accommodations including modular structures. In addition, no underground parking facilities will be permitted where their use would require permanent dewatering.
- iii. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in close proximity to main entrance points or destinations.
- iv. All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block. Where such a location is not feasible, surface parking may be located at the side of a building. Any surface parking located adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscaping to reduce the visual impact.
- v. The total area of any surface parking shall be minimized through approaches such as reduced surface parking provisions, shared parking and other alternative parking arrangements. Where larger parking areas are required, planting strips, landscaped traffic islands and/or paving articulation should be used to organize the parking area, improve edge conditions and provide for a comprehensive and safe pedestrian walkway system.
- vi. Alternative parking accommodations may include above-ground and underground structures. Where above-ground structures front on public streets or public open space, active at grade uses are encouraged where feasible to provide attractive facades, animate the streetscape and enhance pedestrian safety. Parking within above-ground structures shall be screened from view at sidewalk level. The street-level wall where an active at grade level is not provided for, shall be enhanced by architectural detailing, landscaping or similar treatments such as display windows.

- vii. Service and loading facilities, including garbage storage, are to be incorporated in the main building wherever feasible. Where located in an accessory building they shall be located to the rear or side and screened by the main building or landscaping or other screening. No service or loading areas will be located outside a building.
- e. Main Street and Public Squares
- i. Main Street

A “Main Street” as designated on Schedule D will be developed between the Public Square to the east of the Kirby GO Transit Hub and west of Keele Street along an extension of Vista Gate. The Public Square and street will serve as the main entrance to the Local Centre - Kirby GO Transit Hub. These facilities will be designed to the City’s highest standards with enhanced street furniture, trees and other plantings, as well as other features such as special paving to create an identity unique to the Block 27 Community, and enhance the linkage between the Transit Hub and Keele Street. A priority will be placed on ensuring that the Public Square and “Main Street” provide generous facilities for pedestrians that create a welcoming and attractive social space, specific to Block 27.
 - v. Buildings along the “Main Street” should define the street and the Public Square. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.

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

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

The Public Squares will provide flexible outdoor spaces for socializing and civic events. The Public Squares will create a focal point for the Local Centre –Kirby GO Transit Hub and Block 27, particularly for the mixed-use, residential or *retail* buildings and streets that face onto the square. The Public Squares should create a common character and cohesive experience within their respective contexts and should include places to sit and socialize and may include dedicated play areas for children of all ages.
- f. Community Hub
- i. The Community Hub will be designed as a “landmark” building(s) which is highly visible to reflect its role as a focal point for Block 27. It should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.

- ii. The Community Hub will be encouraged to be built as a multi-storey building(s) and to provide, where appropriate, the joint use of the building(s) for supporting and compatible, community services including, joint use of parking lots and outdoor recreation spaces to reduce land requirements. Facilities should establish an inviting public entrance on the main façade facing the public street.
 - iii. The Community Hub should be accessible by all travel modes but designed to consider pedestrian safety as a priority. Bus stops at, or within the Community Hub should be incorporated as a layby within the public right-of-way or on-site where safe and efficient access can be provided. Bicycle storage shall be incorporated in convenient locations to building entrances.
- g. *Retail Buildings*
- i. Where *retail* buildings are permitted, the *development* shall be planned on the basis that *intensification* will occur, either through *intensification* over time or *redevelopment* or both. Nevertheless, buildings or other facilities will be viewed as permanent (i.e. potentially there for the long term). Accordingly, *retail* buildings should be located on the site with regard to urban design standards and planned so that future *intensification* or *redevelopment* is not restricted.
 - ii. *Retail* buildings should be designed to address the public street with grade level units incorporating a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street or display windows. Buildings should have a minimum height of two storeys or equivalent, and a second storey is encouraged.
 - iii. All *retail development* should provide continuous physical definition to streets (i.e. establish a street wall) and public spaces. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk with off-street parking located in accordance with the directions in subsection d.
 - iv. *Retail development* will be planned to be pedestrian, bicycle and transit friendly from the outset. In particular, *development* shall be oriented to any public streets which abut the site and designed to promote a vital and safe street life as well as support early provision of transit. Larger *developments* should be planned with a pattern of streets and blocks which encourage pedestrian circulation even where the “street” may initially be privately owned and maintained.
 - v. Landscaping will reflect the policies in subsection c.
 - vi. Section 5.2.3.8 of the **VOP 2010** applies in consideration of drive-through facilities. Drive-throughs shall be limited and shall only be permitted as part of a larger *retail development*. Such uses shall be designed so that vehicular traffic is directed behind the buildings to decrease visibility of the drive-through facility and to limit congestion. The drive-through facility should not be permitted between a building and a street. A traffic impact study shall be required which will consider impacts on pedestrian safety and other traffic impacts including air pollution. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.
- h. *Street and Block Pattern*
- i. Streets within the Local Centre - Kirby GO Transit Hub shall be designed to support a strong connection between streets, the pedestrian system, open space, and buildings. The transportation network shall accommodate all modes of travel prioritizing transit, cycling and walking over the predominant use of the car.

- ii. A system of shorter local streets and block lengths should be designed to promote more even traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed on long road stretches and mitigating the need for traffic calming measures.
 - iii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - iv. On street parking will be encouraged on local streets and along the designated “Main Street” between the Public Square to the east of the Transit Hub and Keele Street along an extension of Vista Gate. Such parking will be designed in a manner which does not impede transit and the on-road cycling network.
 - v. At the terminus of streets and other view corridors, buildings should employ architectural features and high quality façade and landscaping detail to emphasize the prominence of these special locations.
- i. Gateway Features
 - i. Gateways shall be designed to establish a distinctive image for the Block 27 community to ensure that residents and visitors recognize that they are arriving in a unique part of the City.
 - ii. Gateways will be defined through a series of common infrastructure items, such as lighting, sidewalk treatment, street furniture, public art, and signage, as well as landscaping and architecture of a scale and design that signifies a sense of arrival.
 - iii. *Development* at gateways should meet a high standard of design and resiliency recognizing their role as a gateway, and be appropriately oriented to the public realm.
 - iv. A major gateway should be provided at the corner of Keele Street and Vista Gate.
 - v. A minor gateway should be provided where the new east-west collector road meets Keele Street.

3.15.3 Block 27 Neighbourhoods

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

- a. Community Structure
 - i. A wide variety of buildings will be permitted throughout the Block 27 community outside the Local Centre – Kirby GO Transit Hub. However, the majority of the *development* will consist of low-rise residential *development* in the Low-Rise Residential designation.
 - ii. Each neighbourhood, as established through the Block Plan process, will have distinctive characteristics as well as a number of common features. These features should include a central focal point such as a neighbourhood park and related facilities within a five to ten minute walk for most residents. Examples of related facilities would be mail pickup facilities, *retail* or a *significant* Natural Area. Neighbourhoods will be primarily residential but should also include a range of live-work, institutional and open space uses; a range of lot sizes, building types, architectural styles to accommodate a diverse population; and a variety of open space types which can act as “meeting places” for residents including not only parks but private outdoor amenity spaces, storm water management ponds, vista blocks, greenways, and landscape buffers.

- iii. The most intensive *development* and greatest mix of uses shall be concentrated in the Low-Rise Mixed-Use designations along Teston Road, Jane Street and Kirby Road, as well as the main east-west Major Collector which extends from Jane Street to Keele Street.
 - iv. The main east-west Major Collector will be planned to develop as a “Community Main Street”. It will be encouraged to have a mix of uses including *retail* and institutional uses. *Retail* uses will be focused at intersections with collector and arterial roads.
 - v. Neighbourhood active transportation connections shall be provided focused on the local and collector roads and, where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient active transportation access to adjacent neighbourhoods and community amenities.
 - vi. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - vii. The Hamlet of Teston is a heritage area which will be developed in accordance with the policies of Section 3.14 of this Plan.
- b. Built Form
- i. The design of all buildings will support the pedestrian experience creating vitality and encouraging social interaction on public streets and right-of-ways as well as on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.
 - ii. Architectural treatments and building materials in different neighbourhoods should be of high quality and selected to define streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.
 - iii. New *development* should be designed to have buildings front onto a street with generally consistent setbacks and built form. Buildings with frontage onto public streets and/or parks should be designed with high-quality architecture on these frontages.
 - iv. All buildings in the Low-Rise Mixed-Use designation, excluding lands in the Hamlet of Teston as designated on Schedules B and C, will have a minimum height of two storeys or equivalent to help define and enclose the street. The buildings should front onto the arterial roads with access from the rear or side streets or single loaded (window) public streets that abut the arterial road allowance.
- c. Landscaping and Private Amenity Space
- i. Landscaping should be provided in a form that recognizes the context of the surrounding neighbourhood.
 - ii. Private amenity spaces should incorporate publically accessible open space to provide linkages between the public and private realms including mid-block connections, forecourts, courtyards or squares.
 - iii. Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.
- d. Parking and Service Facilities

- i. Parking and service facilities for mixed-use, residential buildings, and institutional and *retail* and office buildings should be provided in accordance with Policy 3.15.2 d. of this Plan.
 - ii. Parking for low-rise residential buildings shall be designed such that driveways and garages do not dominate the front of the building. Garages shall not project beyond the front facade of the building or any front porch. In particular, *development* in the Low-Rise Residential designation along the east-west collector road north of the Trans-Canada Pipeline (designated “Infrastructure and Utilities” on Schedule B) shall consist of a building typology and site design that limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.
 - iii. Surface parking for other low rise residential or mixed-use and institutional buildings should be provided in accordance with Policy 3.15.2 d. ii, iii and iv of this Plan. Servicing and loading facilities should be provided in accordance with Policy 3.15.2 d.vi. of this Plan.
- e. Public and Private Institutional Buildings
- i. Institutional buildings will be designed to reflect their role as focal points for the surrounding neighbourhoods. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
 - ii. Institutional uses will be encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. In particular, public parks should be located adjacent to institutional uses to provide for joint use of facilities.
 - iii. A key consideration in the design of *schools* and any adjacent parks and the surrounding street and pathway system is to ensure the efficient and effective use of land and encouraging residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, use of lay-by facilities for drop-off/pick-up by *school* buses and on-street parking shall be encouraged. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
 - iv. Institutional buildings should establish an inviting public entrance on the main façade facing the public street.
 - v. Places of worship shall be subject to the policies of Section 9.2.1.19 of the **VOP 2010**.
- f. *Retail* Buildings
- Where *retail* buildings are permitted, the *development* shall be designed in accordance with the provisions of Policy 3.15.2 g.

4.0 Transportation and Mobility

4.1 General Transportation Policies

4.1.1 Street Network

- a. Role of the Street Network

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

b. Street Hierarchy

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

c. Study Areas and Grade Separations

In accordance with Section 4.2.1.7 of the **VOP 2010**, an appropriate environmental assessment or equivalent process will be carried out for transportation infrastructure related to the crossing of environmental features. In addition, a number of potential street routes/alignments have been identified in Block 27 on Schedule D which require an environmental assessment or equivalent process to assess the alternatives and confirm the alignment of proposed street(s) including the alignment of Peak Point Blvd. in a manner which will address floodplain mitigation based on terms of reference established in

consultation with the TRCA.

Similarly, two grade separations of the street and the railway have been identified on Schedule D which will also require an environmental assessment process to assess the alternatives and confirm final design of the grade separation.

If required to support the primary planning and transportation objectives of this Plan, modification of any key natural heritage features or key hydrologic features or modification of the floodplain shall be permitted. Consideration shall also be given to Section 6.3 Net Positive Environmental Outcome.

d. Teston Road/Keele Street Study Area

The Teston Road Individual Environmental Assessment (“**IEA**”) is currently underway. The **IEA** is required to determine the alignment of Teston Road between Keele Street and Dufferin Street. As a result, the Region of York requires that all future *development* in the northwest quadrant of Keele Street and Teston Road be restricted until the completion of the **IEA**, as shown on Schedule D of this plan.

4.1.2 Transit Network

a. Kirby GO Transit Hub

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

b. Transit Service

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

4.1.3 Active Transportation

a. General

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

b. Walking and Cycling

i. All streets will have a sidewalk, and within the Local Centre - Kirby GO Transit Hub sidewalks should be provided on both sides of all streets. Outside the Local Centre - Kirby GO Transit Hub, in areas in proximity to *schools*, parks, transit stops and other public facilities, sidewalks on both sides of the street should be included through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.

ii. A Multi-Use Recreational Pathway system will also be developed through the Natural Areas, along the TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) and along the railway. This pathway system should include pedestrian amenities such as, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit. Convenient and efficient access should be provided to the Pathway system from abutting neighbourhoods through the use of mid-block connections and walkways.

iii. A conceptual Multi-Use Recreational Pathway system is illustrated on Schedule D however the actual design and layout of the system will be determined through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development process. A priority of the development of the Multi-Use Recreational Pathway system will be to:

- minimize impacts on key natural heritage and key hydrologic features;
- provide grade separated or actuated pedestrian grade crossings at Keele Street and Jane Street along the TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) if feasible; and,
- provide pedestrian crossings at Teston Road to connect to the existing Bartley Smith Greenway.

It is the intention of this Secondary Plan that the Multi-Use Recreational Pathways be constructed and available for use to coincide with the occupancy of residential units.

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

v. *Development* occurring adjacent to Multi-Use Recreational Pathways shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting along and adjacent to the Multi-Use Recreational Pathways.

vi. Cycling facilities shall be provided in accordance with the Cycling Facilities policies of Sections 4.2.3.8 to 4.3.2.12 inclusive of the **VOP 2010**. Additional cycling facilities may be considered through the Block Plan process to facilitate a connected network

of cycling facilities.

- vii. Dedicated on-street or in boulevard cycling facilities shall be provided for on all Major Collectors and on Minor Collectors in the Local Centre - Kirby GO Transit Hub as identified on Schedule D.

- viii. The City will work with York Region with respect to the provision of cycling facilities on Regional Arterials. *Developments* abutting Regional Roads shall provide appropriate pedestrian and cyclist access to existing and planned pedestrian and cycling networks along Teston Road, Keele Street, Kirby Road and Jane Street through the development process.

4.1.4 Traffic Calming

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

4.1.5 Parking

- a. General

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

- b. Parking Requirements

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

4.1.6 Travel Demand Management

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

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

5.0 Parks and Open Space

5.1 Parks and Open Space System

- a. The parks and open space system is identified on Schedule E. It is the goal of this Plan to create a desirable, high quality, and unique parks, and open space system through a mix of passive and active spaces that supports the strategic objectives of the City of Vaughan Active Together Master Plan.
- b. It is the goal of this plan to develop a minimum of 17 hectares of parkland which includes approximately 14 hectares of parkland within the Block 27 Neighbourhoods located outside of the Local Centre - Kirby GO Transit Hub, and approximately 3 hectares of parkland within the Local Centre – Kirby GO Transit Hub. To meet or exceed these targets, the City may require the dedication of parkland in addition to those identified in Schedules B and E, in accordance with the provisions of Section 7.3.3 of the **VOP 2010**.
- c. In conformity with Section 7.3.1 of the **VOP 2010**, the intent is to provide for a variety of parks distributed throughout Block 27. A minimum of five Neighbourhood Parks shall be located within the Block 27 Neighbourhoods. A minimum of one Urban Park and a minimum of two Public Squares shall be located in the Local Centre – Kirby GO Transit Hub.
- d. Other open spaces identified in the Plan form part of the Open Space System such as stormwater management facilities, natural areas and the TransCanada Pipeline lands in accordance with Section 7.3.1.3 of the **VOP 2010**.
- e. It is the intent of this Plan to support the use of the Natural Heritage Network and other open spaces for development of a Multi-Use Recreational Pathway system as shown on Schedule D and E, and trail connections to surrounding communities in accordance with the provisions of Section 4.1.3, Active Transportation.

5.2. Parks and Open Space Design

- a. Parks and open spaces, including Public Squares, shall be designed in accordance with the provisions of Sections 3.6.6., and 7.3.2 of the **VOP 2010** to the satisfaction of the City. Parks may include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan.

In addition, Public Squares shall be designed in accordance with Sections 3.15.2 and 5.1 with suitable materials and surfaces to ensure that the facilities' spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that not only creates a common character and cohesive experience.

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

5.3 Parkland Dedication

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

- i. Private outdoor amenity space including privately owned public spaces (POPS);
- ii. Landscape buffers and vistas;

- iii. Natural Heritage Network lands and associated Vegetation Protection Zones (“VPZ”);
- iv. Stormwater management lands and associated VPZs;
- v. TransCanada Pipeline lands (designated “Infrastructure and Utilities” on Schedule B);
- vi. Buffer lands associated with the railway corridor; and,
- vii. Green roofs and sustainability features.

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

5.4 Privately Owned Public Space (POPS)

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

6.0 Natural Heritage Network

6.1 Natural Heritage Network and Greenbelt Plan

The Natural Heritage Network includes the lands designated as “Natural Areas” on Schedule E, including lands designated Natural Areas - Evaluated Wetlands”, except as modified in accordance with the policies of this Plan. The Network reflects the most current information based on the work undertaken as part of the Subwatershed Study and additional assessments which have been undertaken by agencies and private landowners. It reflects the components identified in Section 3.2.3 of the **VOP 2010**. The Network will be refined as required through the Master Environment and Servicing Plan (“**MESP**”) which will form part of the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and which will include consideration of any *wetlands* identified outside the Natural Areas designation. The **MESP** will be carried out in accordance with the policies of Section 3.9 of the **VOP 2010** based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the **TRCA**, which will address all the applicable policies of Section 3.3 of the **VOP 2010**. However, the boundaries of the lands in the Greenbelt Plan will not be modified and the lands within those boundaries will continue to be subject to the provisions of the Greenbelt Plan and Section 3.5 of the **VOP 2010**. The City will seek conveyance into public ownership of Natural Areas which includes the Natural Heritage Network lands and associated **VPZ**.

6.2 Floodplain, Valley and Stream Corridors

Development, redevelopment and site alteration within regulated floodplain area and *valley and stream corridors* shall be subject to the applicable policies of the **VOP 2010**, in particular Section 3.3.1, as well as Section 3.13. Such *development* will be assessed through the **MESP** which will form part of the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. In particular, an erosion analysis and the establishment of water balance targets, and potential increases in the Regional Flood elevation will be required as part of the **MESP**. *Development, redevelopment or site alteration* within regulated floodplain area and *valley*

and stream corridors shall require the approval of the **TRCA**. Valley lands and their **VPZs** shall generally be conveyed into public ownership.

6.3 Interface with the Natural Heritage Network

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

6.4 Net Positive Environmental Outcome

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

It is a principle of this Plan to ensure a Net Positive Environmental Outcome. Where modifications to the Natural Areas cannot be avoided, and after all alternatives have been considered through required study, and an alternative has been established which has been determined to be necessary to support infrastructure related to the provision of a transit hub and connections internal and external to the Block, a Net Positive Environmental Outcome shall be required through the Block Plan process. Providing for this Net Positive Environmental Outcome is over and above the mandatory requirement to protect and enhance Natural Areas. In particular, it is a requirement of the Net Positive Environmental Outcome policy that the overall land area in the Natural Areas designations shall generally be maintained.

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

- a. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;
- b. Greater levels of environmental protection in the form of storm water management quality control, temperature management, or peak flow protections;
- c. The enhancement or creation of habitat, wildlife linkages and corridors;
- d. Community environmental awareness and sustainability;
- e. Support for local food and community gardens; and/or,
- f. Energy efficiencies, Emission reduction, or other significant climate change initiatives beyond existing Provincial codes and standards or municipal requirements.

The Net Positive Environmental Outcomes shall be evaluated by a committee comprised of City staff, in consultation with the Toronto and Region Conservation Authority, and provincial ministries, as required.

7.0 Community Facilities

7.1 General

7.1.1 The policies of Section 7.2 of the **VOP 2010** will guide the provision of community services and facilities in Block 27, including community centres, *schools*, libraries and *public safety services*.

7.1.2 Schedule C, Land Use Plan identifies conceptual locations for potential key community facilities.

7.1.3 The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.

7.1.4 The City shall ensure that new community services and facilities required for development are secured as a part of the development approvals process and appropriately phased in accordance with the proposed *development*.

7.1.5 *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.

7.1.6 Where appropriate, *community facilities* are encouraged to be incorporated within both public and private *development*, and where incorporated into private *development*, may be considered a community benefit in accordance with Section 10.1.2.9 of the **VOP 2010**.

7.2 Community Hub

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

7.3 Schools

General locations are identified on Schedule C, Land Use Plan, for seven elementary *schools* and one secondary *school*, including two shared sites based on consultation with the School Boards. One of the shared sites is located in the Community Hub. The precise location, size, phasing and number of future *schools* shall be determined with the School Boards as part of the development approval process. Subject to the satisfaction of the City and the School Boards, the *school* sites identified on Schedule C may be relocated without amendment to the Plan. The size and configuration of each *school* site shall be consistent with the policies and requirements of the respective school board and shall conform to Provincial and Regional policy and the policies of the **VOP 2010** and this Plan.

7.4 Day Care

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

8.0 Services and Sustainable Development

8.1 General Water, Stormwater and Wastewater Policies

- 8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Block 27 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:
- a. leveraging infrastructure investment to direct growth and development in accordance with the policies of this Plan;
 - b. providing sufficient infrastructure capacity in the Local Centre- Kirby GO Transit Hub;
 - c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and
 - d. considering the impacts of a changing climate.
- 8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity, as identified by the Region of York and allocated by the City.

8.2 Stormwater

- 8.2.1 Stormwater management in Block 27 shall be in accordance with the directions in Section 3.6.6 of the **VOP 2010**; the Block 27 Secondary Plan Subwatershed Study (Upper West Don Subwatershed Study) and the Master Environment and Servicing Plan developed as part of the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. In addition, the applicable policies of the Approved Source Protection Plan: CTC Source Protection Region will be applied.
- 8.2.2 *Development* in the Block 27 Secondary Plan area is required to incorporate “Low Impact Development” measures wherever feasible to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

8.3 Water and Wastewater

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

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

8.3.3. *Development* shall consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater for use where appropriate in *wetland* flow stabilization and irrigation.

8.4 Sustainable Development

8.4.1 The Block 27 Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a *complete community*, sustainable *development* and healthy environments through the efficient use of land and infrastructure. This includes the long term protection of the Natural Heritage Network; the land use arrangement, including:

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

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

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

8.4.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable *development* policies of Section 9.1.3 of the **VOP 2010**, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

8.5 Energy Efficiency

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

- 8.5.2 The City will promote *development* in Block 27 which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:
- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design, efficient technologies and behavioural change initiatives.
 - b. District Energy – The potential for the introduction of district energy production and sharing systems in the Local Centre-Kirby GO Transit Hub will be explored by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners. Where a system is under development or has been developed, the City shall require new buildings in the area served by the system to utilize the system. Where projects proceed prior to construction of the system but after such a system has been deemed to be viable and construction plans are underway, development plans shall be required to demonstrate that the project can link into the system through submission of a District Energy Viability Study to the satisfaction of the City.
 - c. Waste Heat Recovery – The potential to use waste heat from sources such as *retail* and institutional uses, sewers, and wastewater will be explored through the development process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the development proponent.
 - d. Renewable Energy Generation – Renewable energy generation and use will be maximized as much as possible. Renewable heat sources include solar, thermal and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

9.0 Implementation and Interpretation

9.1 General

- 9.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the Block 27 Secondary Plan Area. Except as otherwise provided herein, the policies of this Plan shall supersede the policies of the **VOP 2010** and any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.
- 9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the **VOP 2010** and the policies of this Plan. *Development* within the Block 27 Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the **VOP 2010**. These implementation tools include:
- a. A Block Plan, including a parking strategy for the Local Centre – Kirby GO Transit Hub which will address reduced surface parking provisions, on-street parking, parking standards including maximum parking standards, public parking and other alternative parking arrangements;
 - b. Zoning By-laws;

- c. Temporary Use By-laws;
- d. Holding By-laws;
- e. Bonusing for Increases in Height or Density (Section 37 of the Planning Act);
- f. Community Improvement Plans;
- g. Legal Non-Conforming Uses;
- h. Site Plan Control;
- i. Plans of Subdivision/Condominium; and,
- j. Consents (Severances).

9.2 Infrastructure

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

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

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

9.3 Pre-Consultation and Complete Application Submission Requirements

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

9.4 Phasing

9.4.1 Detailed phasing will be developed through the Block Plan process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**.

9.4.2 The first priority shall be the *development* of the Kirby GO Station facilities in the Transit Hub including parking and access area. *Development* of the lands in the Local Centre - Kirby GO Transit Hub may proceed as soon as water and wastewater services are available.

9.4.3 The phasing of *development* of lands outside the Local Centre - Kirby GO Transit Hub will reflect the availability of water and wastewater services. A phasing plan shall be developed for those lands that ensures that any particular phase of *development* is substantially complete (approximately 75%) before subsequent phases may be registered. Planning controls such as

holding by-laws will be used to ensure that *development* does not occur until water and wastewater services are available. The allocation of services will be confirmed through the execution of applicable subdivision, condominium and site plan agreements.

9.5 Zoning By-Law

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

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

9.6 Conveyance of Lands

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

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

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

9.6.4 The City will seek conveyance into public ownership of the lands designated “Infrastructure and Utilities (TransCanada Pipeline lands) on Schedule B. 9.6.5 Valleylands, shall generally be conveyed into public ownership.

9.6.5 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the City. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the City, including parkland base requirements and will provide for the cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland. All landowners within the area of the Plan will

generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed *development* or *redevelopment* of their lands.

9.7 Monitoring

Pursuant to Section 26 of the Planning Act, the City shall review the Secondary Plan as a part of the City's regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of the Plan in the context of the changing built environment such as:

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

APPENDIX I

<Context Location Map>

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APPENDIX II

The subject lands are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and forms Lots 26-40, Concession 4, City of Vaughan.

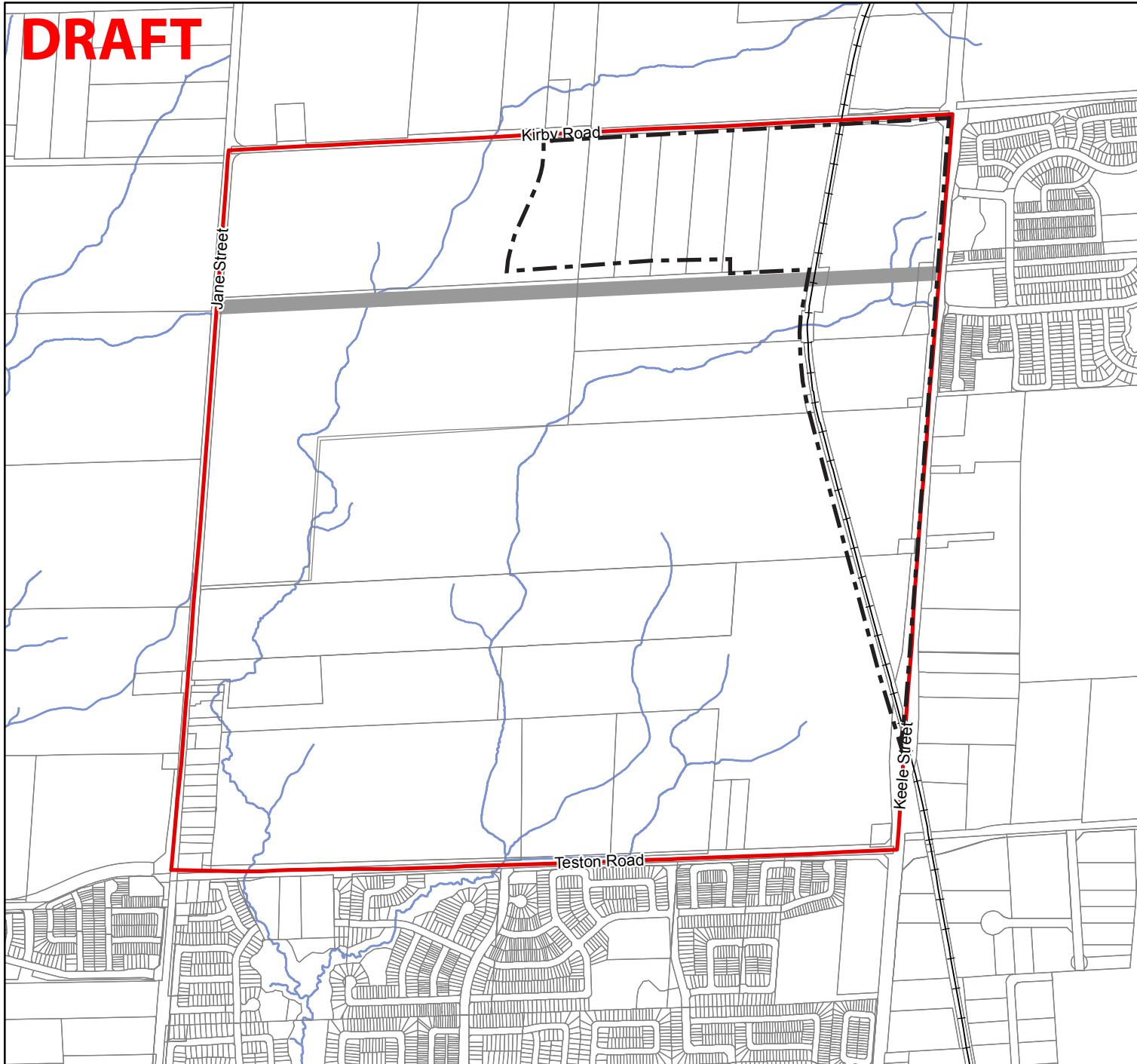
On **<DATE>**, Council considered a report and the following recommendation from the Commissioner of Planning with respect to the **<TITLE OF SECONDARY PLAN>**, File No. **##.##**.

- c. THAT **<RECOMMENDATION FROM REPORT>**; and,
- d. THAT **<RECOMMENDATION FROM REPORT>**.

At the **<DATE>** Council Meeting, Council approved the above-noted recommendation.




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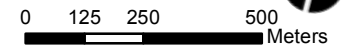
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SCHEDULE A
BLOCK 27
SECONDARY PLAN AREA

Legend

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



Revised January 2, 2018

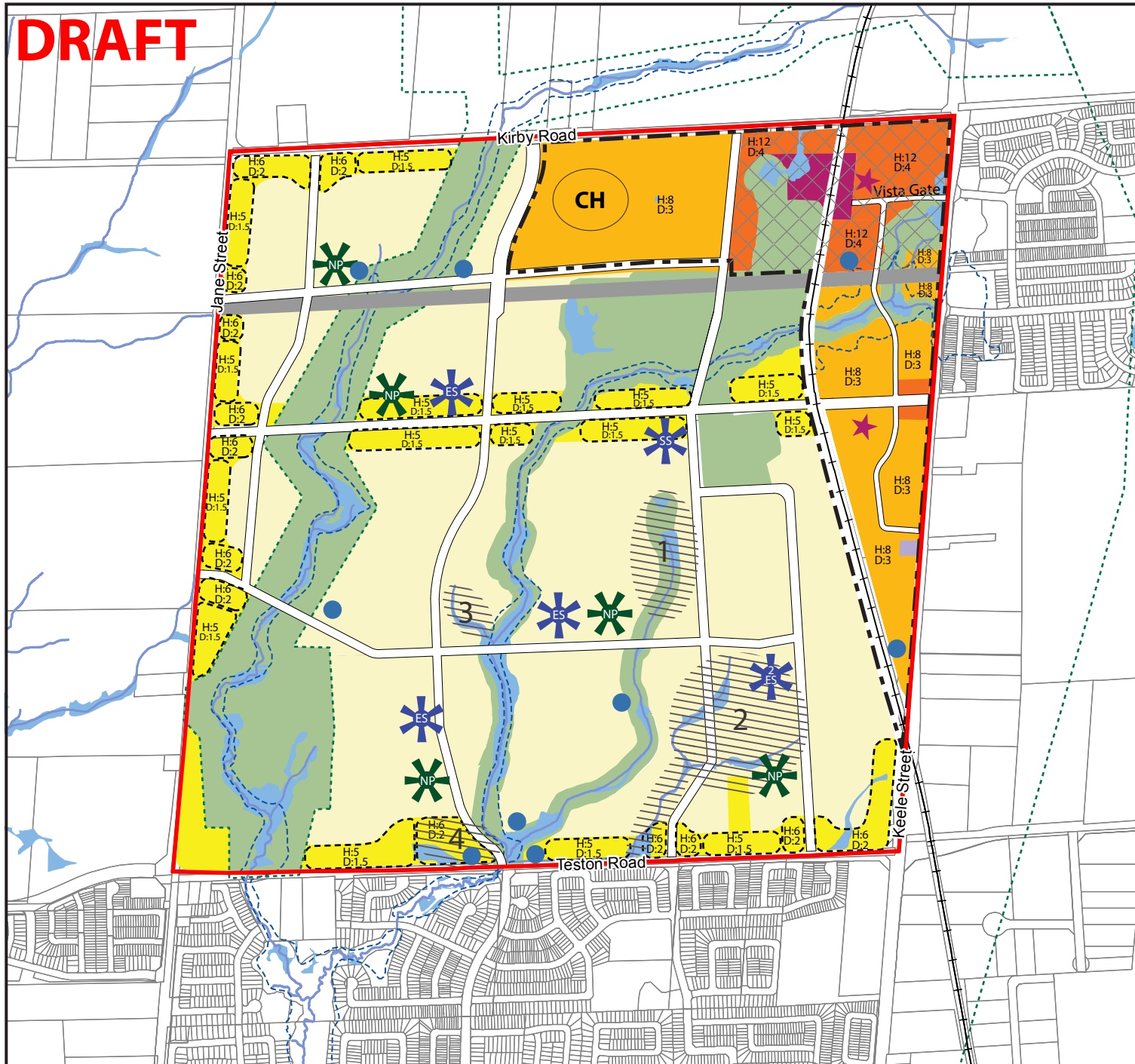


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SCHEDULE B BLOCK 27 LAND USE PLAN

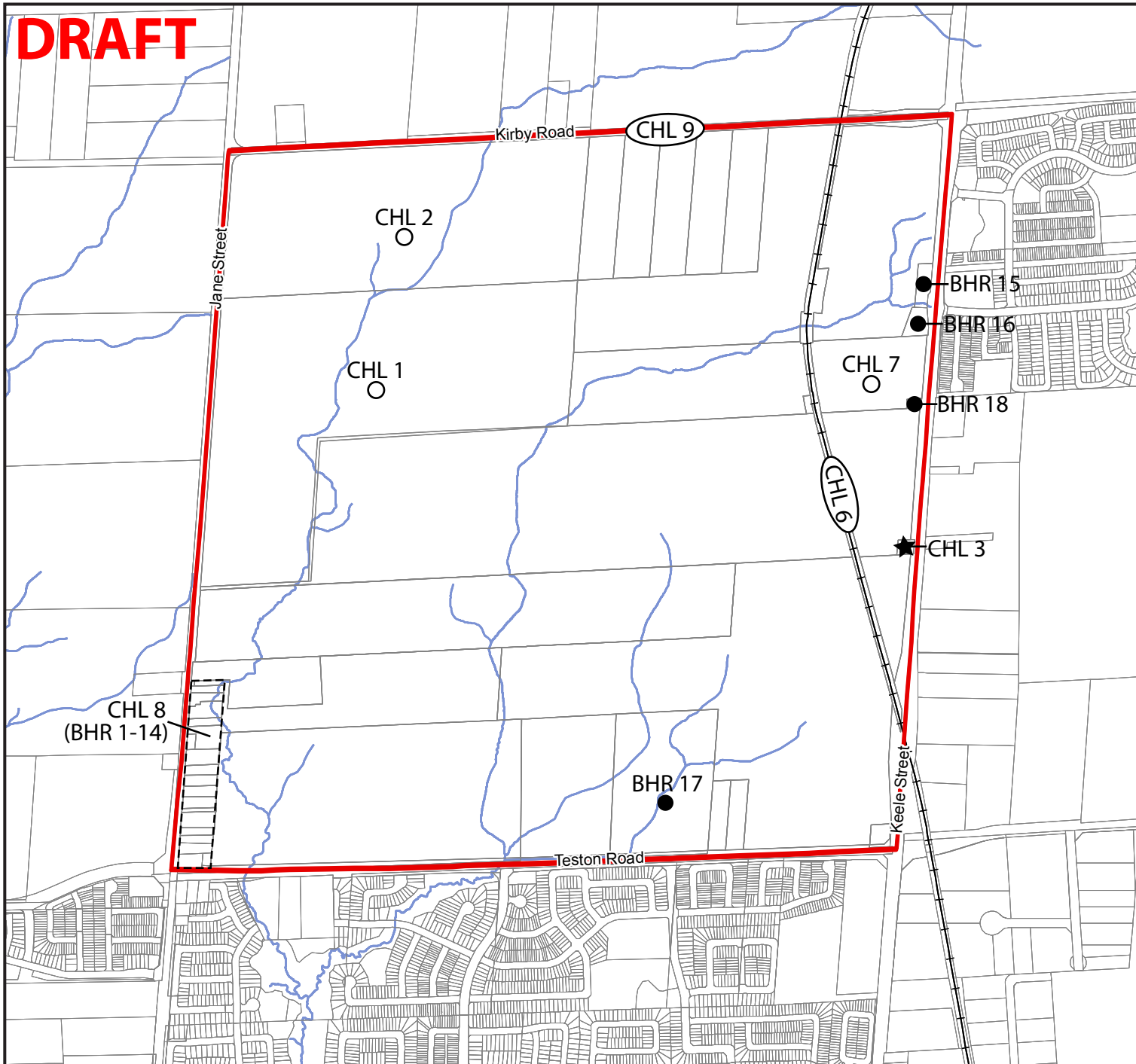
Legend

- Secondary Plan Area
- Local Centre - Kirby GO Transit Hub
- Transit Hub Special Study Area
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- Community Hub
- Transit Hub
- Neighbourhood Park
- Public Square
- Elementary School
- Secondary School
- Private Open Space
- Infrastructure and Utilities
- Potential SWM Facility
- Natural Areas
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream
- Engineered Floodline
- Natural Area Special Study Area
- H Maximum Height
- D Maximum Density



0 125 250 500 Meters
Revised February 13, 2018

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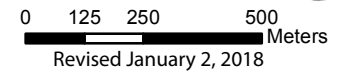
SCHEDULE C

BLOCK 27

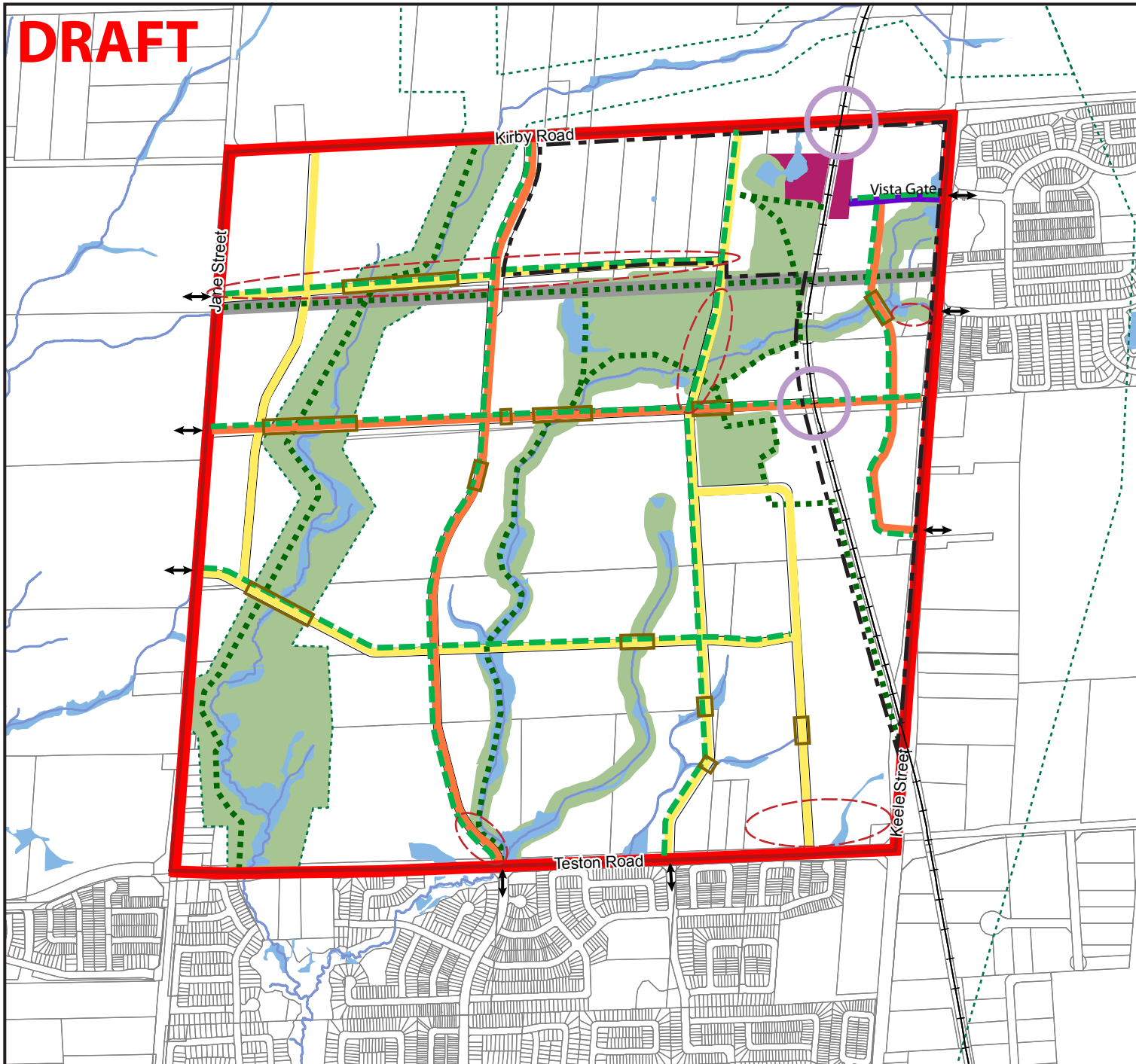
BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES

Legend

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



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SCHEDULE D BLOCK 27 MULTI-MODAL TRANSPORTATION NETWORK

Legend

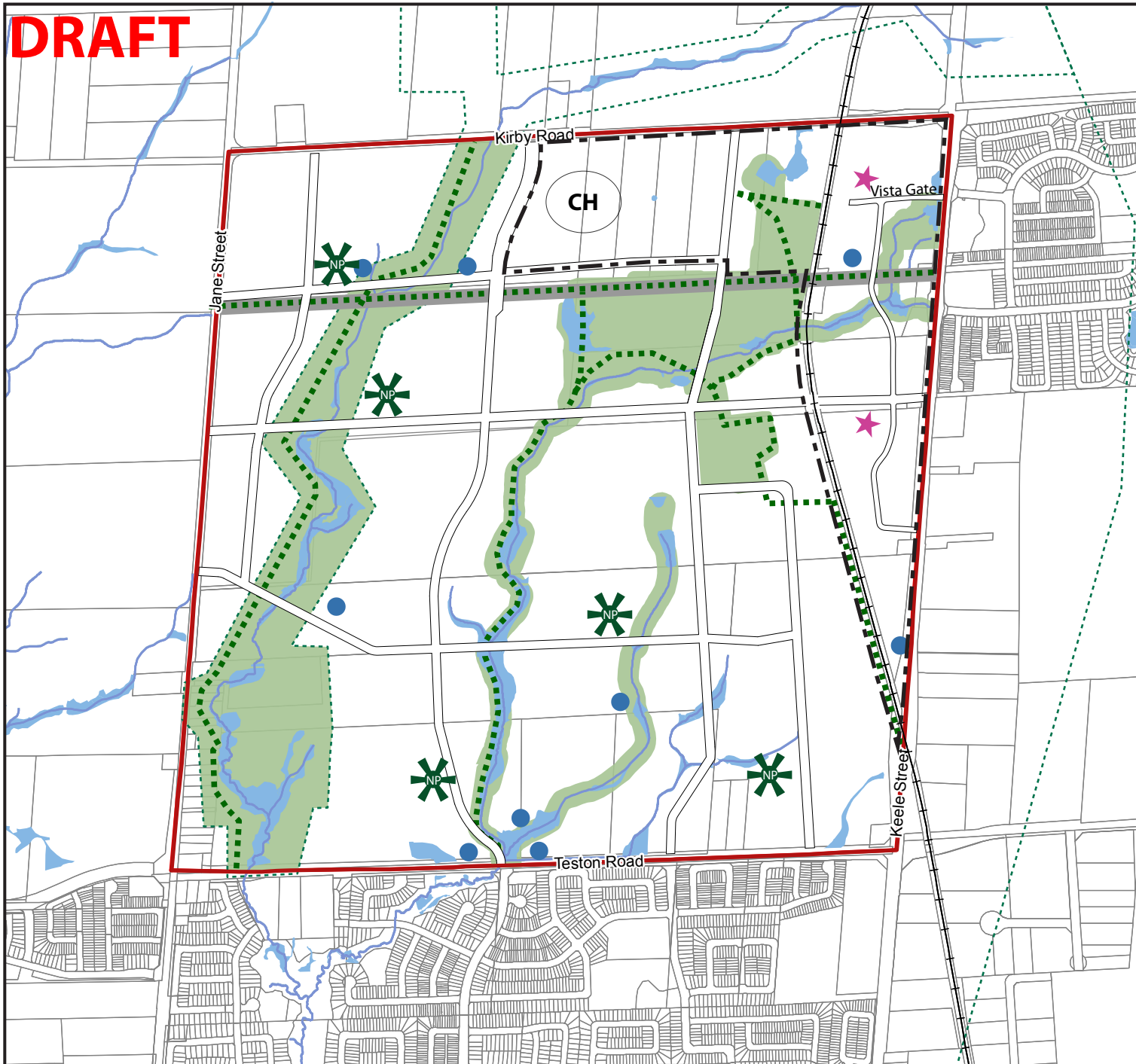
- Secondary Plan Area
- Local Centre - Kirby GO Transit Hub
- Arterial Road
- Major Collector Road
- Collector Road
- Main Street
- External Connections
- Grade Separation
- Route/Alignment Subject to Further Study
Refer to Policy 4.1.1c and d
- Transit Hub
- Dedicated On-Street Cycling/
In-Boulevard Facility
- Multi-Use Recreational Path
- Natural Areas
- Natural Areas - Evaluated
Wetlands
- Greenbelt Plan Area
- Infrastructure and Utilities
- Railway Line
- Stream
- Potential Valley Crossing

Note: 1. Main Street functions as a Collector Road
2. See NVNCTMP for description of roads

0 125 250 500 Meters
Revised February 13, 2018



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SCHEDULE E

BLOCK 27

NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

Legend

- Secondary Plan Area
- Local Centre - Kirby GO Transit Hub
- Community Hub
- Neighbourhood Park
- Public Square
- Infrastructure and Utilities
- Potential SWM Facility
- Multi-Use Path
- Natural Areas
- Natural Areas - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream

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

0 125 250 500 Meters

Revised February 13, 2018

