

13

SITE SPECIFIC POLICIES

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Site Specific Policies

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UNAPPROVED POLICIES OF CHAPTER 13

Certain policies contained within Chapter 13: Site Specific Policies are subject to appeal at the Ontario Municipal Board and are not yet in-effect. The policies and maps which have not been approved are highlighted in yellow throughout this Chapter. Information regarding the appealed policies and maps can be obtained from the City of Vaughan Policy Planning and Environmental Sustainability Department.

13.1 Areas Subject to Site-Specific Policies

13.1.1 Areas Subject to Site-Specific Policies

It is the policy of Council that:

- 13.1.1.1. The lands known as the South-West Corner of Bathurst Street and Teston Road are identified on Schedule 14-C as Item **1** and are subject to policies set out in Section 13.2 of this Plan.
- 13.1.1.2. The lands known as 7242 Highway 27 are identified on Schedule 14-C as Item **2** and are subject to policies set out in Section 13.3 of this Plan.
- 13.1.1.3. The lands known as 11245 Highway 50 are identified on Schedule 14-C as Item **3** and are subject to policies set out in Section 13.4 of this Plan.
- 13.1.1.4. The lands known as Thornhill Liberty Lands are identified on Schedule 14-C as Item **4** and are subject to the policies set out in Section 13.5 of this Plan.
- 13.1.1.5. The lands known as the Vaughan Healthcare Campus Centre are identified on Schedule 14-C as Item **5** and are subject to policies set out in Section 13.6 of this Plan.
- 13.1.1.6. The lands known as the North West Corner of Bathurst Street and Rutherford Road are identified on Schedule 14-C as Item **6** and are subject to policies set out in Section 13.7 of this Plan.
- 13.1.1.7. The lands known as 2057 Major Mackenzie Drive are identified on Schedule 14-C as Item **7** and are subject to policies set out in Section 13.8 of this Plan.
- 13.1.1.8. The Ahmadiyya Campus lands are identified on Schedule 14-C as Item **8** and are subject to policies set out in Section 13.9 of this Plan.
- 13.1.1.9. The lands known as 8151 Highway 50 are identified on Schedule 14-C as Item **9** and are subject to policies set out in Section 13.10 of this Plan.
- 13.1.1.10. The lands known as 10951 Highway 50 are identified on Schedule 14-C as Item **10** and are subject to policies set out in Section 13.11 of this Plan.
- 13.1.1.11. The lands known as the Steeles/Islington Avenues Services Review Area are identified on Schedule 14-C as Item **11** and are subject to policies set out in Section 13.12 of this Plan.
- 13.1.1.12. The Valley Policy Areas are identified on Schedule 14-C as Item **12** and are subject to policies set out in Section 13.13 of this Plan.
- 13.1.1.13. The lands known as 2107638/RioCan/SRF Vaughan are identified on Schedule 14-C as Item **13** and are subject to policies set out in Section 13.14 of this Plan.

- 13.1.1.14. The lands known as 4433, 4455, 4477 Major Mackenzie Drive (South East Corner of Major Mackenzie Drive and Pine Valley Drive) are identified on Schedule 14-C as Item **14** and are subject to policies set out in Section 13.15 of this Plan. (OPA #49)
- 13.1.1.15. The lands known as the North West Corner of Steeles Avenue and Kipling Avenue are identified on Schedule 14-C as Item **15** and are subject to policies set out in Section 13.16 of this Plan.
- 13.1.1.16. The lands known as 7979 Weston Road are identified on Schedule 14-C as Item **16** and are subject to policies set out in Section 13.17 of this Plan.
- 13.1.1.17. The lands known as the North West Corner of Keele Street and Kirby Road are identified on Schedule 14-C as Item **17** and are subject to policies set out in Section 13.18 of this Plan.
- 13.1.1.18. The lands known as Huntington South are identified on Schedule 14-C as Item **18** and are subject to policies set out in Section 13.19 of this Plan.
- 13.1.1.19. The lands known as 1600 Teston Road are identified on Schedule 14-C as Item **19** and are subject to policies set out in Section 13.20 of this Plan. (OPA #28)
- 13.1.1.20. The lands known as the North Humber Extension Area 1 are identified on Schedule 14-C as Item **20** and are subject to policies set out in Section 13.21 of this Plan.
- 13.1.1.21. The lands known as 77 Eagleview Heights are identified on Schedule 14-C as Item **21** and are subject to policies set out in Section 13.22 of this Plan. (OPA #7)
- 13.1.1.22. The lands known as the Parkway Belt West Amendment Areas are identified on Schedule 14-C as Item **22** and are subject to policies set out in Section 13.23 of this Plan.
- 13.1.1.23. The lands known as 7615-7675 Keele Street are identified on Schedule 14-C as Item **23** and are subject to policies set out in Section 13.24 of this Plan.
- 13.1.1.24. The lands known as 3400 Teston Road are identified on Schedule 14-C as Item **24** and are subject to policies set out in Section 13.25 of this Plan.
- 13.1.1.25. The lands known as the North West Corner of Bathurst Street and Major Mackenzie Drive are identified on Schedule 14-C as Item **25** and are subject to policies set out in Section 13.26 of this Plan.
- 13.1.1.26. The lands known as the North East Corner of Cityview Boulevard and Major Mackenzie Drive are identified on Schedule 14-C as Item **26** and are subject to policies set out in Section 13.27 of this Plan.
- 13.1.1.27. The lands known as 30 and 70 Aviva Park Drive are identified on Schedule 14-C as Item **27** and are subject to the policies set out in Section 13.28 of this Plan. (OPA #5)
- 13.1.1.28. The lands known as the South East Corner of Weston Road and Highway 407 are identified on Schedule 14-C as Item **28** and are subject to the policies set out in Section 13.29 of this Plan.

- 13.1.1.29. The lands known as the North West Corner of Highway 427 and Highway 7 are identified on Schedule 14-C as Item **29** and are subject to the policies set out in Section 13.30 of this Plan.
- 13.1.1.30. The lands known as 140 Northview Boulevard are identified on Schedule 14-C as Item **30** and are subject to the policies set out in Section 13.31 of this Plan.
- 13.1.1.31. The lands known as the North East Corner of Weston Road and Highway 7 are identified on Schedule 14-C as Item **31** and are subject to the policies set out in Section 13.32 of this Plan.
- 13.1.1.32. The lands known as 600, 800 & 1000 Tesma Way are identified on Schedule 14-C as Item **32** and are subject to the policies set out in Section 13.33 of this Plan.
- 13.1.1.33. The lands known as 4650 Highway 7 are identified on Schedule 14-C as Item **33** and are subject to the policies set out in Section 13.34 of this Plan.
- 13.1.1.34. The lands known as Kipling Avenue South are identified on Schedule 14-C as Item **34** and are subject to the policies set out in Section 13.35 of this Plan.
- 13.1.1.35. The lands known as Colossus Centre are identified on Schedule 14-C as Item **35** and are subject to the policies set out in Section 13.36 of this Plan.
- 13.1.1.36. The lands known municipally as 7803 and 7815 Dufferin Street are identified on Schedule 14-C as item **36** and are subject to the policies set out in Section 13.37 of this Plan (OPA #17); and
- 13.1.1.37. The lands municipally known as 11, 31 and 51 Woodend Place in addition to lands legally known as Block 42, Registered Plan 65M-4149 are identified on Schedule 14-C (as Item #37) and are subject to the policies set out in Section 13.38 of this Plan. (OPA #19)
- 13.1.1.38. The lands known municipally as the rear portion of 61, 71 and 83 Hayhoe Avenue as identified on Schedule 14-C as item **37** and subject to the policies set out in Section 13.39 of this Plan. (OPA #18)
- 13.1.1.39. The lands known municipally as 9869, 9881 and 9891 Keele Street are identified on Schedule 14-C as item **39** and are subject to the policies set out in Section 13.40 of this plan. (OPA #25)
- 13.1.1.40. The lands known as 7082 Islington Avenue are identified on Schedule 14-C as Item **40** and are subject to the policies set out in Section 13.41 of this Plan. (OPA #27)
- 13.1.1.41. The lands municipally known as 77 Woodstream Boulevard are identified on Schedule 14-C as item 41, and are subject to the policies set out in Section 13.42 of this plan. (OPA #31)
- 13.1.1.42. The lands known as 8500 Huntington Road are identified on Schedule 14-C as Item **42** and are subject to the policies set out in Section 13.43 of this plan. (OPA #32)
- 13.1.1.43. The lands known as 9560 and 9570 Keele Street are identified on Schedule 14-C as item **43** and are subject to the policies set out in Section 13.44 of this plan. (OPA #36)

- 13.1.1.44. The lands known as 6061 and 6079 Rutherford Road and 134 and 140 Simmons Street are identified on Schedule 14-C as Item 44 and are subject to the policies set out in Section 13.45 of this Plan. (OPA #38)
- 13.1.1.45. The lands known as 7300 Regional Road 27 are identified on Schedule 14-C as item 45 are subject to the policies set out in Section 13.46 of this Plan. (OPA #45)
- 13.1.1.46. The lands known as 11363 Regional Road 27 are identified on Schedule 14-C as Item 46 and are subject to the policies set out in Section 13.47 of this Plan. (OPA #47)
- 13.1.1.47. The lands known as 11063 and 11191 Regional Road 27 are identified on Schedule 14-C as Item 47 and are subject to the policies set out in Section 13.48 of this Plan. (OPA #48)
- 13.1.1.48. The lands known as 1 Promenade Circle are identified on Schedule 14-C as Item 48 are subject to the policies set out in Section 13.49 of this Plan. (OPA #46)
- 13.1.1.49. The lands known as 23 Rockview Gardens and 10 Southview Drive are identified on Schedule 14-C as Item 49 are subject to the policies set out in Section 13.50 of this Plan. (OPA #51)
- 13.1.1.50. The lands known as 9681 and 9691 Islington Avenue are identified on Schedule 14-C as Item 50 are subject to the policies set out in Section 13.51 of this Plan. (OPA #52)
- 13.1.1.51. The lands known as 5 Uplands Avenue are identified on Schedule 14-C as Item 51 are subject to the policies set out in Section 13.52 of this Plan.
- 13.1.1.52. The lands known as 9785 and 9797 Keele Street are identified on Schedule 14-C as item 52 and are subject to the policies set out in Section 13.53 of this Plan. (OPA #54)
- 13.1.1.53. The lands known as 10, 20 and 25 Di Benedetto Lane and 110 Simmons Street are identified on Schedule 14-C as Item 53 and are subject to the policies set out in Section 13.54 of this Plan. (OPA #55)
- 13.1.1.54. The lands known as 15 Jevlan Drive and 156 Chrislea Road are identified on Schedule 14-C as Item 54 and are subject to the policies set out in Section 13.55 of this Plan. (OPA #67)
- 13.1.1.55. The lands known as the South End of Wallace Street are identified on Schedule 14-C as Item 55 and are subject to the policies set out in Section 13.56 of this Plan.
- 13.1.1.56. The lands known as Block 42 Lands are identified on Schedule 14-C as Item 56 and are subject to the policies set out in Section 13.57 of this Plan.
- 13.1.1.57. The lands known as 131 and 155 Regalcrest Court are identified on Schedule 14-C as item 57 and are subject to the policies set out in Section 13.58 of this Plan.
- 13.1.1.58. Not yet approved
- 13.1.1.59. The lands known as 9773 Keele Street are identified on Schedule 14-C as Item 58 and are subject to the policies set out in Section 13.59 of this Plan. (OPA #62)

- 13.1.1.60. The lands known as 300 Atkinson Avenue Inc. are identified on Schedule 14-C as Item 60 and are subject to the policies set out in Section 13.61 of this Plan. (OPA #65)
- 13.1.1.61. The lands known as the south (rear) portion of 2685 Highway 7 and 44 Killaloe Road are identified on Schedule 14-C as Item 61 are subject to the policies set out in Section 13.62 of this Plan. (OPA #64)
- 13.1.1.62. The lands known as 7850 Dufferin Street are identified on Schedule 14-C as item 62 and are subject to the policies set out in Section 13.63 of the Plan. (OPA #71)
- 13.1.1.63. The Lands known as 5859 Rutherford Road are identified on Schedule 14-C as Item 63 and are subject to the policies set out in Section 13.64 of this Plan.
- 13.1.1.64. Not yet approved
- 13.1.1.65. The Lands known as Part Lot 17, Concession 5, Blocks 31-40 inclusive and Lots 22, 23 and 30 on Registered Plan 65M-3457 are identified on Schedule 14-C as Item 65 and are subject to the policies set out in Section 13.66 of this plan. (OPA #83)

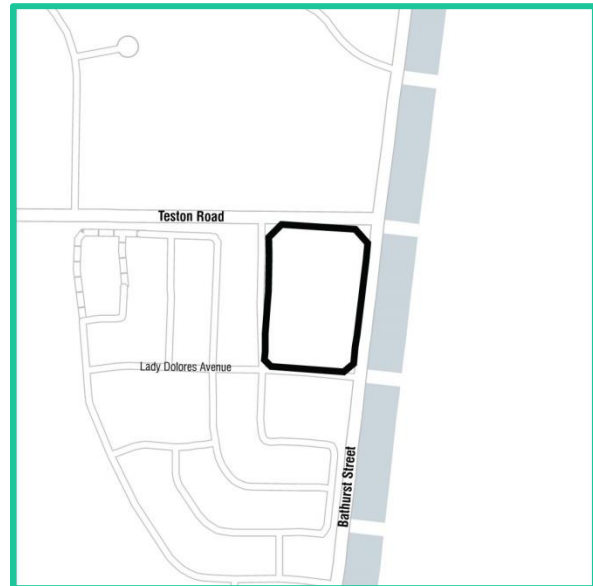
13.2 South West Corner of Bathurst Street and Teston Road

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.2.1 General

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

*Map 13.2.A:
SW Corner of Bathurst St. & Teston Rd.*



13.3 7242 Highway 27

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.3.1 Land Uses and Development Criteria

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

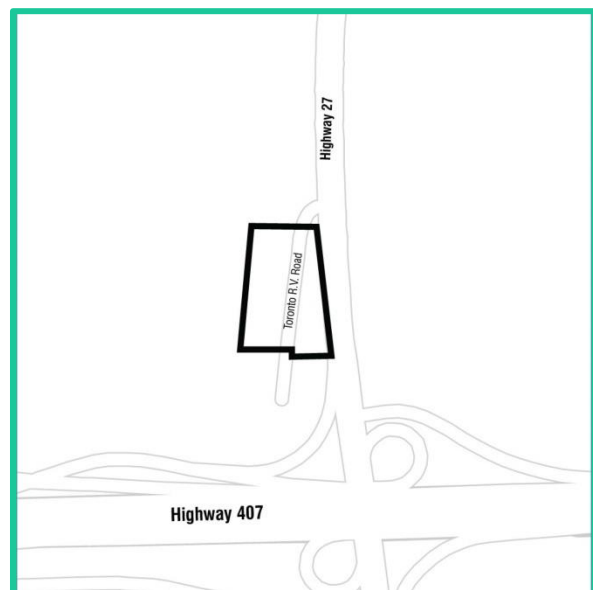
13.3.1.2. The priority uses for the subject lands shall be offices, hotels with related hospitality, eating establishment and conference/banquet hall facilities, and other prestige employment uses. Ancillary retail commercial uses shall be permitted where their orientation and location are appropriately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

13.3.1.3. The implementing Zoning By-law shall establish the permitted uses and development standards as follows:

- a. The provision of a passive landscaped amenity area containing a minimum area of 3000 square metres, with a minimum frontage along Toronto RV Road of 45 metres immediately south of the adjacent cemetery lands. The use of such area will be restricted in the zoning by-law to landscaping;
- b. The northerly office building will consist of a maximum of 7 storeys, comprised of 6 typical storeys, in addition to the ground floor. The maximum height of the building shall be as shown on Map 13.3.B. The southerly office building will consist of a maximum of 8 storeys, comprised of 7 typical storeys, in addition to the ground floor; the maximum height of the building shall be as shown on Map 13.3.B. Any retail facility located between the office buildings shall be a maximum of 1 storey and not exceed 12 metres in height. The hotel building on the Site will consist of a maximum of 9 storeys, comprised of 6 typical storeys, in addition to the ground floor, a second storey and a mezzanine; the maximum height of the building shall be as shown on Map 13.3.B;
- c. All parking shall be located underground or at grade. No parking, shall be located in above ground structures; and,
- d. Landscaping and fencing requirements and window treatment shall be established by the City and to the satisfaction of the City in the Site Plan Agreement or Letter of Undertaking, whichever is in effect, in consultation with the land owner and the owner of the adjacent cemetery lands.

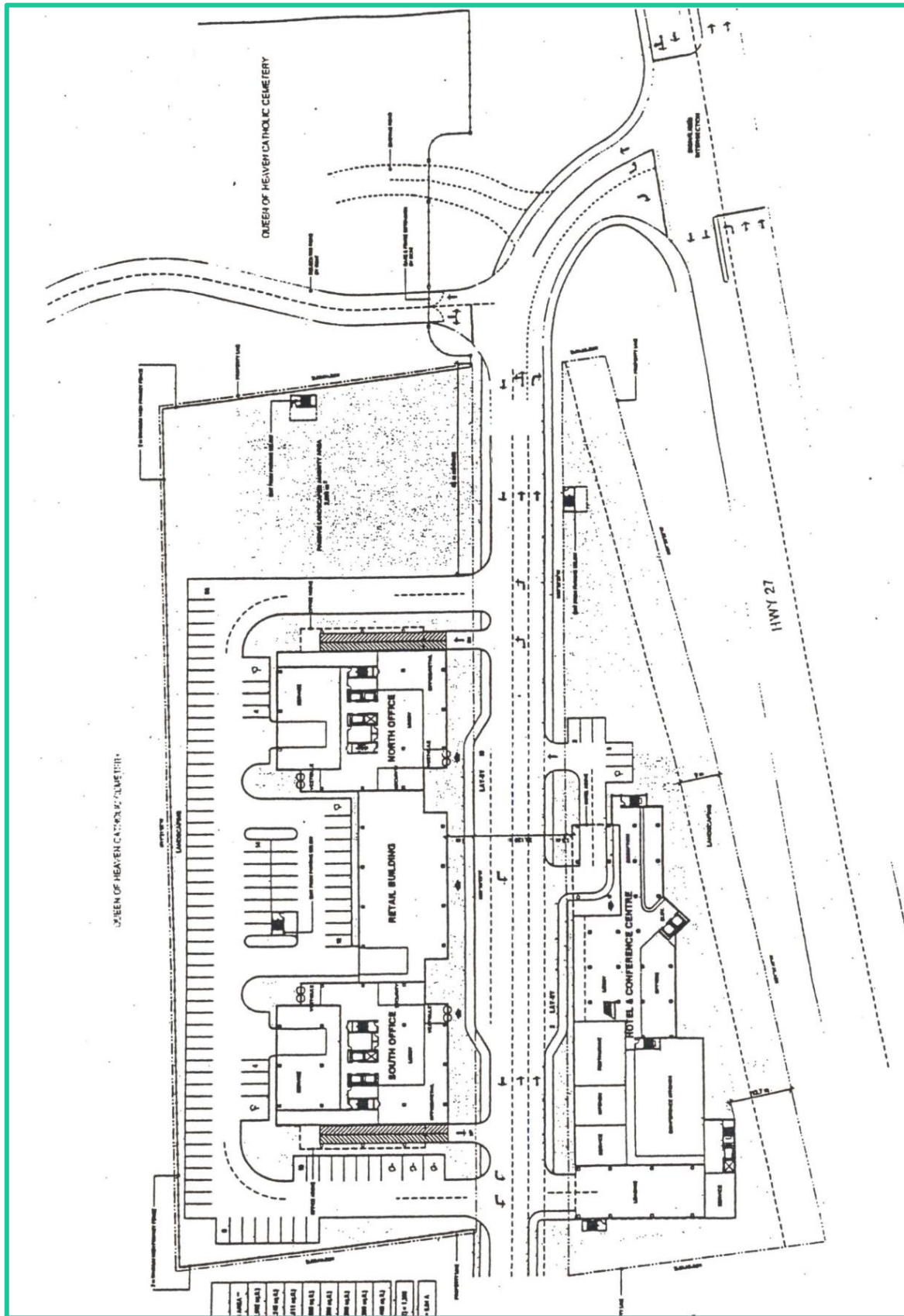
13.3.1.4. Given the scale and phasing of the overall development, a detailed urban design guidelines report, master landscape plan, and comprehensive development phasing plan shall be submitted with the site plan application.

Map 13.3.A:
7242 Highway 27



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

Map 13.3.B:
7242 Highway 27. – Floor Plan



13.4 11245 Highway 50

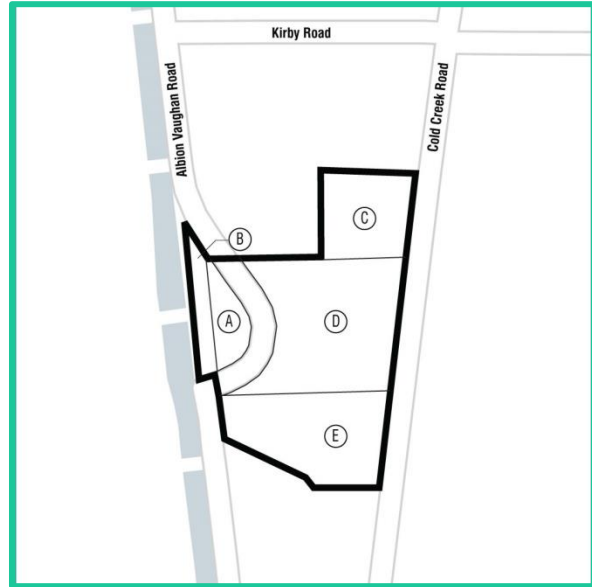
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.4.1 General

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

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

Map 13.4.A:
11245 Highway 50



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

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

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

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

- a. public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses.

13.4.1.5. The lands identified on Map 13.4.A shall be developed in accordance with the following policies:

- a. The lands may be serviced by a private well and a private waste disposal system subject to the approval of the Ministry of the Environment and the York Region Environmental Services Division. Prior to the approval of any site development applications for the subject lands or any part thereof the Owner shall prepare and have approved a servicing study which demonstrates the ability of the on-site servicing system to support any increase in the intensity of development. If required, additional development may not occur until such time as full municipal services are available. A site servicing study for **Areas A and B** shall be required prior to site plan approval for those areas;
- b. The implementing zoning by-law shall establish the following restrictive provisions:
 - i. restricting the use of **Areas A and B** on the land, to the west of the proposed Albion-Vaughan Road realignment, to an automobile gas bar, automobile service stations, car wash, motor vehicle sales establishment, car rental agency accessory to a main use, restaurant, hotel, motel, tourist information centre accessory to a main use, and limited retail use accessory to the main use;
 - ii. restricting the use of **Area C** to truck parking and storage;
 - iii. restricting the use of **Area D** to a truck transport facility (truck trailers, tip trailers and gravel trucks) and the uses normally incidental to the main trucking uses such as offices, employee parking, truck repair and maintenance facilities, fuel pumping, public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, and limited retail and/or office accessory uses;
 - iv. restricting the use of **Area E** for public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses, in addition to those uses permitted on the central parcel, west of the proposed Albion-Vaughan Road realignment; and,
 - v. the truck transport facility and ancillary uses shall only be permitted provided that the required berming and landscaping on the subject lands is in place.
- c. The perimeter of the portion of the lands comprising **Areas C, D and E** shall be bermed and landscaped so as to ensure that the truck storage on site shall be screened. In addition the design of any buildings on **Areas E or D** shall ensure that there will be no negative visual impact on the adjacent uses. No truck parking or storage shall be permitted until such berming and landscaping is in place to the satisfaction of the City of Vaughan;
- d. At the time of site development for **Area A and B**, the Owner shall submit a full landscape plan which will determine, among other things normally required as part of the site development process, the extent of landscaping required including the width of landscape strips which may be above the minimum by-law requirements;
- e. Access to the subject lands shall only be permitted via the re-aligned Albion-Vaughan Road subject to the approval of the appropriate road authorities, which may include the City of Vaughan, Regional Municipality of York and the Regional Municipality of Peel. The dedication of a one-foot reserve along the entire Cold Creek Road frontage and along the Albion-Vaughan Road frontage save and except for the required driveway locations shall be required. No direct truck access shall be permitted to Cold Creek Road or to Highway No.50. Any passenger access to Cold Creek Road shall only be permitted subject to the approval of the City of Vaughan;

- f. The Owner shall dedicate the road allowance and any road widening for Albion-Vaughan Road, as determined by the City, to the appropriate authority free of all cost and encumbrance. Buildings permits for a permanent building or structure on the lands will not be issued until the alignment is established;
 - g. In consultation with the Regional Municipalities of York and Peel, the Town of Caledon and the Ministry of Transportation Ontario, the City of Vaughan shall ensure that all issues concerning road improvement and driveway access have been resolved and the matters dealt with through the implementing zoning by-law, the site development agreement or other means as may be appropriate; and,
 - h. Notwithstanding the planned road allowance standards of the Albion-Vaughan Road, the required right-of-way shall be established upon the preferred road alignment for the Albion-Vaughan Road.
- 13.4.1.6. In reviewing site development applications, the City of Vaughan shall ensure that matters such as landscaping and screening, lighting, noise, dust and other site development matters are addressed to ensure nearby residential uses will not be detrimentally impacted. In order to establish necessary noise attenuation measures, a noise study may be required prior to the approval of a site development application
- 13.4.1.7. Prior to the execution of site development agreements, or site plan letters of undertaking, whichever is in effect:
- a. The Owner may be required to submit traffic studies, approved by the appropriate road authorities, to determine the level of development and the location and configuration of access points; and,
 - b. The Owner may be required to submit and have approved additional servicing studies to determine the level of development which can be supported by the current on-site servicing facilities. Any development on the subject lands shall require the approval of the Region of York Health Protection Division. If it is determined that the current servicing facilities cannot support any additional development then subsequent development proposals shall not be approved until such time as full municipal services are available.

13.5 Thornhill Liberty Lands

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

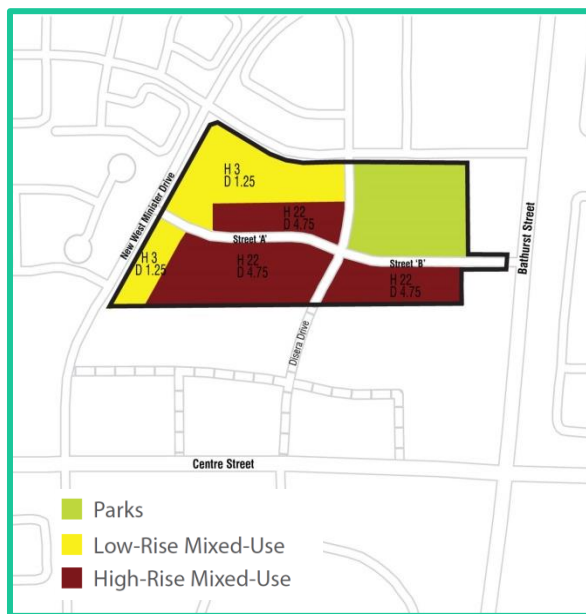
13.5.1 General

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

13.5.1.2.

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

Map 13.5.A:
Thornhill Liberty Lands



13.6 Vaughan Healthcare Campus

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON SEPTEMBER 23, 2010, AS MODIFIED ON MAY 7, 2013

13.6.1 General Intent

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

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

Vaughan Healthcare Campus



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

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

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

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

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

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

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

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

13.6.2 Urban Structure

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

13.6.3 Population and Employment

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

13.6.4 Development Principles and Objectives

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

Sustainability

- 13.6.4.1. Development within the Healthcare Campus Centre will exhibit best practices as established by the City to ensure sustainability by creating a healthy environment, vibrant communities and economic vitality in accordance with approved policies of the City such as those contained in “Green Directions” Vaughan Community Sustainability and Environmental Master Plan.
- 13.6.4.2. Development within the Healthcare Campus Centre should be compact and arranged in a manner that encourages pedestrian activity including accessibility for the elderly or disabled, cycling, and the use of transit in order to reduce energy consumption, reliance on the automobile, and the production of greenhouse gases or other harmful emissions.
- 13.6.4.3. Stormwater management practices should foster means of stormwater infiltration to reduce runoff, enhance water quality and support ecological functions, through the inclusion of such techniques as Low Impact Development Standards.
- 13.6.4.4. Green building and community design that promotes energy efficiency, use of renewable energy sources and reduction of waste will be encouraged in the infrastructure planning of the site, and through such programs as LEED.
- 13.6.4.5. The viability and benefits of a renewable source district energy system will be considered for the Hospital Precinct Plan and within the wider Centre, as well as “green” means of ensuring sustained energy production to serve the hospital and wider area.
- 13.6.4.6. The microclimate created by wind, sun and shadow will be considered in the arrangement of land use, the design of buildings, and the use of building materials and landscape treatment so that pedestrian comfort is enhanced and energy consumption is reduced.
- 13.6.4.7. A mixture of land uses and convenience facilities that are planned within the Centre will be arranged in a manner that encourages workers and residents to walk and support a safe, vibrant streetscape while reducing reliance on the automobile. Public safety will be fostered through such measures as the application of Crime Prevention Through Environmental Design (CPTED) principles.
- 13.6.4.8. Installation of state of the art telecommunication infrastructure and smart grid technology will be encouraged throughout the Centre to support advanced healthcare and business uses.

Land Use and Transition

- 13.6.4.9. Higher densities and heights will generally be focused in locations that are best served by transit.
- 13.6.4.10. A sensitive transition in land use, height and massing should be created along the boundary to the low-density neighbourhood to the north, through the arrangements of land uses, as well as setbacks, angular planes and landscaped buffers as appropriate.

- 13.6.4.11. Land uses that may create noise, odour or reflected light should be separated, from sensitive residential land uses or effectively screened and buffered, so that no adverse effect is created on a residential or other, sensitive use.
- 13.6.4.12. Sensitive residential land uses will be buffered or screened from road noise and from unacceptable noise levels from Canada's Wonderland.

Urban Design

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

Transportation

- 13.6.4.19. A full range of mobility options will be planned within the Healthcare Campus Centre in order to provide convenient routes for walking, cycling and transit as well as automobiles and service vehicles, and will focus special attention on mobility issues of the elderly, injured or disabled.

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

Municipal Services and Stormwater Management

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

13.6.5 Land Use Designations

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

Major Institutional

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

Natural Area

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

13.6.6 Transportation Policy

- 13.6.6.1. The intent of the transportation system is to provide a coherent, integrated, multimodal transportation network that is safe, convenient, and encourages transit, cycling and pedestrian alternatives in order to conserve energy and minimize impacts on the environment.
- 13.6.6.2. A Functional Master Plan of the transportation system shall be prepared and approved by the City and Region of York prior to development of any land use within the Healthcare Campus Centre. The intent of the Functional Master Plan is to ensure that proposed levels of development within the Centre can be readily accommodated both within the site and on the external transportation system of roads, highways and transit facilities with expected levels of background traffic, including traffic from Canada's Wonderland. Specific terms of reference must be approved by the City, in consultation with the Region and Ministry of Transportation, prior to initiation of the Functional Master Plan study.
- 13.6.6.3. The transportation system will consist of public streets and may, under limited circumstances, consist of private roadways that provide connection to the arterial road system, provided that full public access is permitted to any private road or driveway that is identified as a necessary component of the transportation system. Major connection points to the arterial road network shall be consistent with the approximate locations established on Schedule B. These major connection points are subject to further study as part of the Functional Master Plan and shall require approval from York Region.
- 13.6.6.4. The Functional Master Plan shall address the accommodation of transit, cycling and pedestrian routes, service vehicle access, and parking for all types of vehicles. The internal transportation network shall be continuous so that it is conducive to the efficient routing of transit. The design of the proposed system shall consider the development opportunity of adjacent land and shall facilitate the development of parcels of useable size and maximum accessibility.
- 13.6.6.5. The Functional Master Plan shall be prepared in consultation with the Region of York and will establish necessary improvements to the Regional Road system including the potential expansion of Major Mackenzie Drive to 6 through lanes of traffic during the interim phase to accommodate the traffic generated by the proposed development. If needed, these 6 lanes of traffic shall include 4 general purpose lanes and two High Occupancy Vehicle lanes as per York Region's current policy.
- 13.6.6.6. The requirement for the 45 metre right-of-way along Major Mackenzie Drive is identified on Map 12 - Street Network in the York Region Official Plan. A 45 metre right-of-way is required to support rapid transit along Major Mackenzie Drive through this area in the future. The ultimate cross-section of Major Mackenzie Drive will include 4 general purpose traffic lanes, two dedicated lanes for rapid transit, additional width for turn lanes and transit stations subject to future Environmental Assessment studies.
- 13.6.6.7. Access through the Healthcare Campus Centre shall continue to provide secondary entrances to Canada's Wonderland, as long as it is in operation. All opportunities for pedestrian, bicycle, public transit and vehicular access to protect for and complete the transportation network will be identified and explored through the Functional Master Plan.

- 13.6.6.8. Pedestrian and cycling connections between the Healthcare Campus Centre and the existing residential community to the north shall be encouraged and provided where appropriate to increase accessibility and connectivity.
- 13.6.6.9. No new road links shall be created on the northern boundary of the Healthcare Campus Centre that will introduce increased levels of traffic into the residential community to the north.
- 13.6.6.10. Access from Major Mackenzie Drive to the Healthcare Campus Centre shall include ramps that lead to the current underpass structures and may pass through Canada's Wonderland in accordance with established easements and agreements in favour of Canada's Wonderland. The City will protect for the future normalization of streets intersecting with Major Mackenzie Drive at grade.
- 13.6.6.11. Provision for a future road or driveway connection shall also be protected at a point approximately midway between these underpass structures to connect to an east-west link within the quadrant, as shown on Schedule B, until further determination of the feasibility of such link. This location on Major Mackenzie Drive shall also be protected for a signal that will enable pedestrians to cross in order to reach future transit planned for the centre of Major Mackenzie Drive, unless such signal is not warranted based on future transit plans or is not feasible.
- 13.6.6.12. The primary access from Jane Street shall be at a signalized intersection approximately midway between Major Mackenzie Drive and the signal at Grand Valley Blvd. and shall be coordinated with the access to the plaza east of Jane Street. Additional secondary access points to the north and south of this location, as shown on Schedule B, may be limited by the Region, to right-in and right-out turns.
- 13.6.6.13. The potential for an extension of the Highway 400 (northbound) off-ramp to Major Mackenzie Drive into the Healthcare Campus Centre depicted on Schedule B shall be protected in a manner that can accommodate two lanes of inbound traffic and at least one lane of outbound traffic through the existing traffic signal at Major Mackenzie Drive at the Hwy 400 off ramp, until such time as the matter has been further investigated to determine the desirability and feasibility of constructing this connection. The design and construction of such access shall be subject to the Ministry of Transportation approval.
- 13.6.6.14. The City shall support the increased use of public transit by requiring transit-supportive urban design that will include such things as continuous and connected sidewalks, weather-protected connections, retaining rights of way for off-street transit loops, and on-street bus bays as well as providing for bus shelters, stop locations and other facilities that will enhance the transit system.
- 13.6.6.15. Travel Demand Management (TDM) measures shall be identified and developed as part of this development to reduce the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit to and from the proposed Healthcare Campus Centre.

13.6.7 Municipal Services and Stormwater Management Policy

- 13.6.7.1. Development within the Healthcare Campus Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- 13.6.7.2. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and stormwater management facilities that will service the entire Centre will be prepared to the satisfaction of the City, the Region of York, MTO and the Toronto and Region Conservation Authority, as a condition of approval of the Precinct Plan.
- 13.6.7.3. As a component of the stormwater analysis, studies shall be undertaken that address the floodplain associated with the tributary of the West Don River, to the satisfaction of the Toronto and Region Conservation Authority (TRCA) and the City of Vaughan. Such studies shall include: determination of appropriate buffers; determination of the floodplain in a Regional storm event through hydraulic and hydrologic modeling; assessment of the potential relocation of the watercourse that includes a fluvial geomorphic analysis; a full ecological assessment of all flora and fauna through an Environmental Impact Assessment; and remedial measures and opportunities for enhancement and restoration of the watercourse and stream corridor to improve water quality and encourage fish habitat. The relocation of the watercourse and floodplain will be assessed and may be permitted subject to satisfactorily addressing these matters.
- 13.6.7.4. Water conservation and means of reducing stormwater runoff and improving water quality will be encouraged.
- 13.6.7.5. New infrastructure or improvements to infrastructure, including roads, municipal water supply, wastewater systems, energy supply and stormwater management systems shall be provided concurrent with the rate of development. Development may be phased and holding provision imposed until adequate improvements have been made or committed.
- 13.6.7.6. Stormwater ponds shall be located in a manner that does not preclude intensification along transit corridors or future improvements to the transportation system. The location of the stormwater ponds shall not impede the ecological function of the watercourse open space corridor, if applicable.

13.6.8 Implementation

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

Hospital Precinct Plan

- 13.6.8.1. The Hospital Precinct Plan shall be a comprehensive document that will require approval by the City after consultation with the Region, Provincial agencies, TRCA and the public in its preparation. The Hospital Precinct Plan will require approval by the City but will not require further amendment to the Official Plan.
- 13.6.8.2. The Hospital Precinct Plan shall include:
- a. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and storm water management facilities, and a plan for district energy that will service the entire Healthcare Campus Centre;
 - b. The establishment of appropriate boundaries of the Natural Areas within the Hospital Precinct, including plans to realign and improve the watercourse, and assess the extent of the current floodplain;
 - c. A Functional Transportation Plan that establishes the access points, internal street and driveway layout, expected traffic volumes, and the ability of both internal rights of way and the surrounding road network to accommodate growth planned within the Hospital Precinct Plan area including the identification of improvements that will be necessary; the identification of public transit, pedestrian cycling routes and facilities;
 - d. A Community Energy Plan that sets out a strategy to enable the Hospital Precinct Plan area to reach goals of energy conservation, efficiency and the reduction of greenhouse gas emissions through consideration of such things as passive solar gains design, on-site energy generation, the use of “green” and white roofs, and the use of building materials and landscaping elements to provide shade or reflect or absorb heat to minimize energy consumption.
 - e. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape masterplan and urban design including transit-supportive design, sustainability and public art;
 - f. Investigation of potential archaeological resources;
 - g. A transition of height, massing, and intensity of land use, as well as means of buffering or screening to protect the low density neighbourhood to the north from adverse impacts of noise, shading, or inappropriate overview.
 - h. More specific location of differing land uses, including location of service facilities and major utilities; and,
 - i. Proposed phasing of development.
- 13.6.8.3. Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.
- 13.6.8.4. The approved Hospital Precinct Plan shall be used as the basis for Zoning.
- 13.6.8.5. Evaluation of the Hospital Precinct Plan shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

13.6.9 Zoning and Holding By-laws

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

13.6.10 Phasing

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

13.6.11 Site Plan Control

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

13.6.12 Development Agreements

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

13.6.13 Interpretation

- 13.6.13.1. This Official Plan Amendment is a statement of policy to guide future development in the Healthcare Campus Centre. Some flexibility of interpretation is permitted, provided that the intent of the policies and Principles is maintained.

- 13.6.13.2. Site access points on Schedule B are intended to show the general location. They may be adjusted in consultation with the Region of York, the City of Vaughan, and MTO, as appropriate.

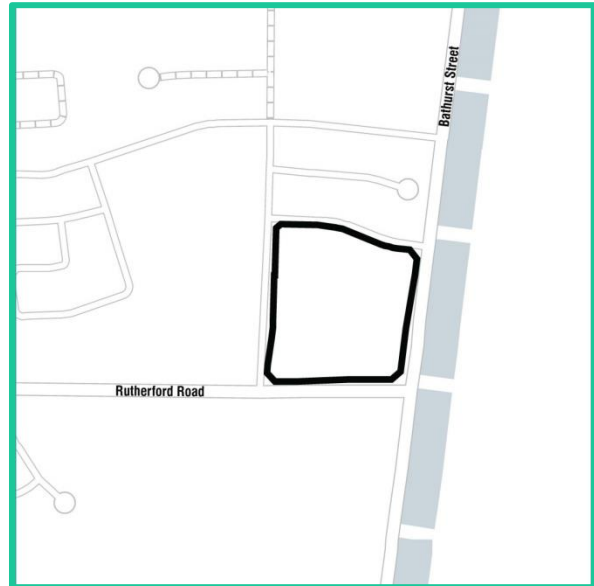
13.7 North West Corner of Bathurst Street and Rutherford Road

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON APRIL 11, 2016
FINAL ONTARIO MUNICIPAL BOARD ORDER DATED MARCH 20, 2018

13.7.1 General

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

*Map 13.7.A:
NW Corner of Bathurst St. & Rutherford Rd.*



13.8 2057 Major Mackenzie Drive

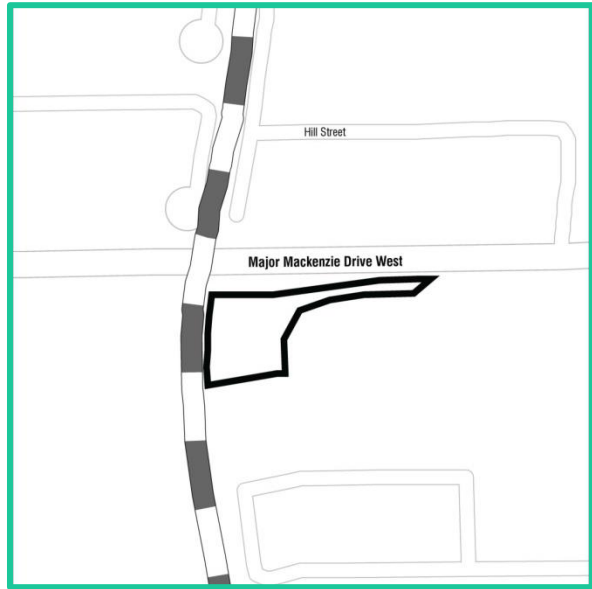
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.8.1 General

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

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

Map 13.8.A:
2057 Major Mackenzie Dr.



13.9 Ahmadiyya Campus

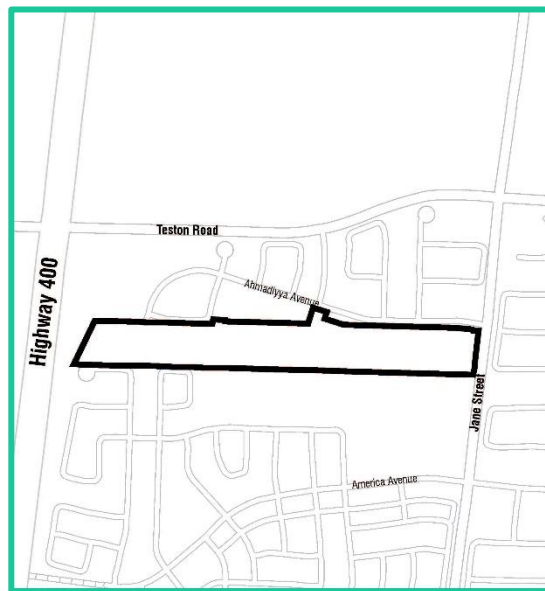
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.9.1 General

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

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

Map 13.9.A:
Ahmadiyya Campus



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

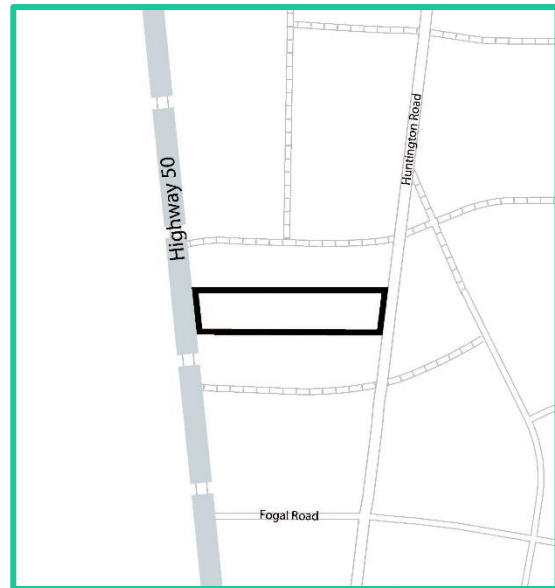
13.10 8151 Highway 50

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON OCTOBER 3, 2013

13.10.1 General

- 13.10.1.1. Notwithstanding the policies of Section 9.2.2.10, this Official Plan recognizes the commercial, retail warehouse and other uses permitted by By-law 171-2010 on the lands located at 8151 Highway 50, as identified on Map 13.10.A. The permitted uses and regulations in By-law 171-2010 shall be deemed to conform to this Official Plan.

Map 13.10.A:
8151 Highway 50



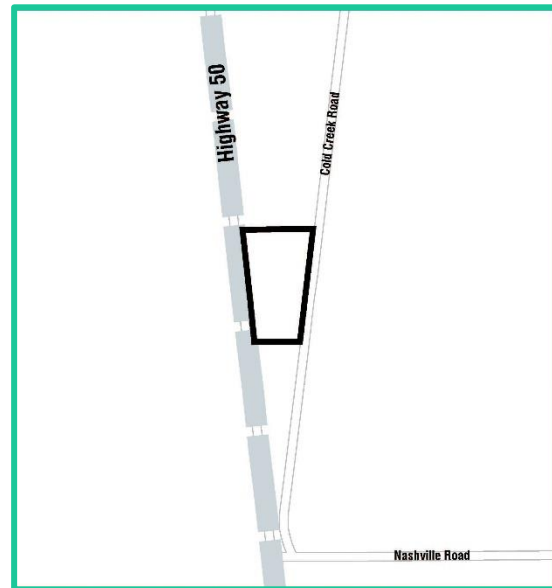
13.11 10951 Highway 50

APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL ON MAY 27, 2019

13.11.1 General

- 13.11.1.1. Notwithstanding the policies of Section 9.2.2.24, this Official Plan recognizes the truck stop and ancillary uses permitted by By-law 265-2002 on the lands located at 10951 Highway 50, as identified on Map 13.11.A. The permitted uses and regulations in By-law 265-2002 shall be deemed to conform to this Plan.

Map 13.11.A:
10951 Highway 50



13.12 Steeles/Islington Avenues Services Review Area

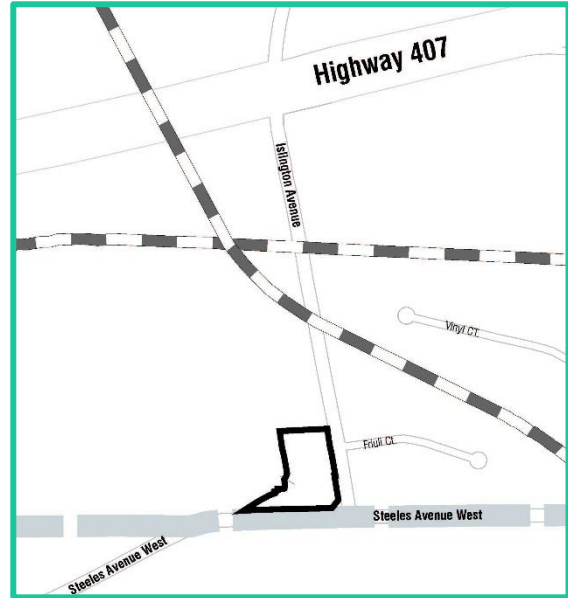
APPROVED BY LOCAL PLANNING APPEAL TRIBUNAL ON APRIL 28, 2020

13.12.1 General

13.12.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.12.A shall be developed in accordance with the following policies:

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

*Map 13.12.A:
Steeles/Islington Ave. Services Review Area*



13.13 Valley Policy Areas

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.13.1 General

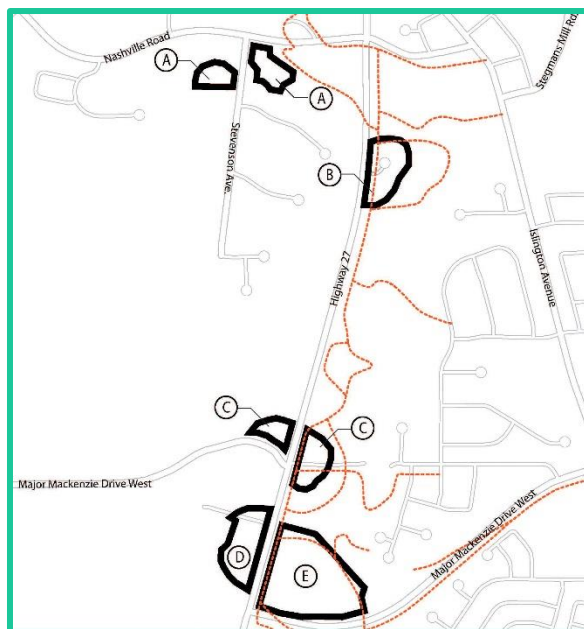
13.13.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified on Map 13.13.A:

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

13.13.1.2. Notwithstanding policy 9.2.1.1 and the Environment policies in Chapter 3 of the Official Plan, all areas identified on Map 13.13.A shall be developed in accordance with the following policies:

- a. Where floodplain, valley side slopes, and woodlands identified to be retained and protected, are located on the lands subject to a development application, such features shall be conveyed to a public authority.
- b. Provisions shall be included in any development application for the construction of the Regional Road 27 trail shown on Map 13.13.A, and any connecting links, either:
 - i. on the property subject to the development application; or
 - ii. on the road right-of-way adjacent to the property subject to the development application.
- c. All new development shall be serviced by full municipal water and sanitary servicing, subject to the servicing policies of this Plan, provided servicing capacity is available without compromising the servicing opportunities for other Community Areas. In **Area A**, waste treatment may be serviced by either private waste disposal systems or municipal sanitary sewer provided servicing capacity is available without compromising the servicing opportunities provided for other Community Areas.
- d. The City shall require that, prior to permitting development on or within 500 metres of an existing or former waste disposal site, the following be completed to the satisfaction of the City and the appropriate approval authority:

Map 13.13.A:
Valley Policy Areas



----- Regional Road 27 Trail Route

- i. submission of technical studies, such as engineering studies addressing residues, gas, leachate and hydrogeology to be carried out by qualified engineers;
 - ii. implementation of mitigation or remedial measures, including phasing of development if necessary, recommended by the technical studies described in (i) above; and,
 - iii. the City shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure.
- 13.13.1.3. Notwithstanding policy 9.2.1.1 and the Environment policies contained in Chapter 3 of the Official Plan, the lands identified as **Area A** and **Area C** on Map 13.13.A shall be developed in accordance with following policies:
 - a. Residential development is permitted in the form of single detached dwellings at a maximum density of 2 units per hectare and a minimum lot size of 0.4 hectares subject to servicing considerations.
 - b. The designation of estate residential subdivisions shall provide for a range of lot sizes directly related to the site's topography, vegetation, soil and drainage characteristics, the governing criterion being to retain a semi-rural character in the development and discourage urban density forms. Lot areas larger than the minimum will be required in specific instances where the topographic and environmental characteristics of the site warrant a larger area. For each lot, sufficient area shall be set aside for the installation of two septic tile beds and a recreational amenity area.
 - c. Where internal public roads are proposed to access onto a public road allowance which is not paved, the developer shall provide for the paving of the public road allowance, built to municipal standards from the entrance of the subdivision to the nearest paved public road.
 - d. Access to individual lots shall be from internal public roads constructed to municipal standards and not from existing concession roads, regional roads or provincial highways.
 - e. All intersections between internal roads accessing a suburban residential subdivision and City, Regional or Provincial road or highway shall be approved by the appropriate authority to ensure that no unsafe traffic conditions are created.
 - f. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity and aesthetics to ensure proper flood and erosion control.
 - g. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Municipality or the TRCA. Where public ownership of all or part of the buffer portion is not considered practical or feasible, the City in consultation with the TRCA may permit the buffer area or portions of it to remain in private ownership subject to an acceptable level of protection being provided.
 - h. The design shall provide for the linkage of public open spaces to connect, where possible, woodlands, river valleys and areas of severe terrain to provide continuous open space corridors.
 - i. A natural vegetative buffer area with a minimum width of 30 metres from watercourses and ponds will be required, or to the limit of the valley and steam corridor, whichever is greater, in order to minimize the impacts of development on the water resource.

- j. Roads should follow the topography of the site;
 - k. Suburban residential plans of subdivision containing or adjacent to historic or cultural sites, shall incorporate any design and siting features necessary to ensure their protection.
 - l. In conjunction with any suburban residential proposal, the following information is required to be submitted by the proponent at the time of the submission of the required applications in order to assist in evaluating the proposal:
 - i. a detailed engineering and servicing report prepared by a professional engineer which demonstrates that the proposed lots can be serviced by individual sewage systems or communal sewage systems and that a sufficient supply and quality of potable water is available to service the development. The engineering and servicing report shall include an impact assessment completed in accordance with the MOE guidelines demonstrating that the impacts of ground and surface water will be within acceptable limits;
 - ii. an environmental study prepared in accordance with the requirements as outlined in Chapter 3 of the Official Plan;
 - iii. an analysis of landscaped features to determine the extent of grading, vegetation loss and other impacts.
 - m. Development shall exhibit exemplary urban design and shall conform to and satisfy the Urban Design policies of this Plan.
- 13.13.1.4. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area B** and **Area E** on Map 13.13.A shall be developed in accordance with following policies:
- a. residential enclave development is permitted which is low in scale, ground-related, and buffered and screened from the arterial roads to maintain a sense of natural valley; development is in a clustered format to maximize naturalized open space opportunities, at an overall density of 5.0 to 7.5 units per hectare;
 - b. development is subject to the Environmental policies in Chapter 3 of this Plan;
 - c. prior to development of this site, a comprehensive development plan shall be prepared by all land owners for approval by Council, which shall detail:
 - i. lotting, form and structure of the proposed residential development;
 - ii. functional servicing report;
 - iii. opportunities to maximize naturalized open space areas;
 - iv. integration of the Regional Road 27 Trail system;
 - v. protection of natural features
 - vi. a comprehensive urban design plan
 - vii. an integration of a gateway feature in **Area E**
 - d. to maintain the character of the valley corridor, a landscape buffer shall be provided along Regional Road 27 and shall effectively screen any residential development from the arterial roads. This buffer shall generally be 30-50 metres wide and landscaped in

dense naturalized plan materials. The buffer shall not form part of the parkland dedication, but may be used in the calculation of residential density;

13.13.1.5. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area D** on Map 13.13.A shall be developed in accordance with following policies:

- a. The existing residential uses outside of the Regional Storm Floodplain will be recognized; limited new residential development or redevelopment may be permitted which is compatible with the existing housing form and lot sizes in the area.

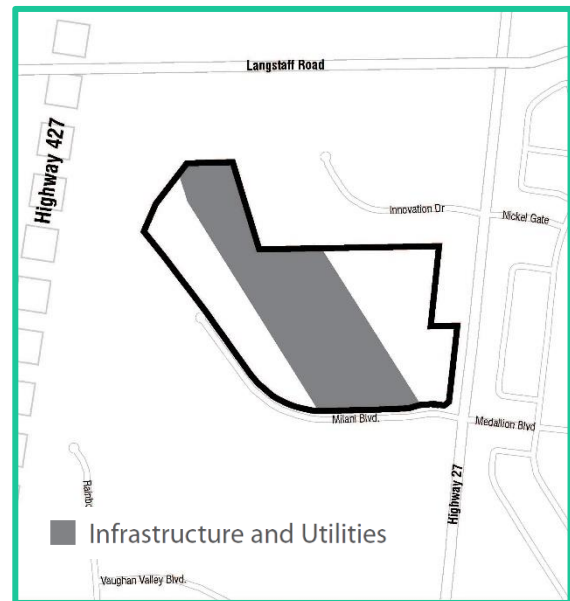
13.14 2107638/RioCan/SRF Vaughan

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON NOVEMBER 28, 2013

13.14.1 General

- 13.14.1.1. The following policies shall apply to the lands identified on Map 13.14.A.
- 13.14.1.2. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, in addition to the existing permitted uses, Major Retail uses are permitted.
- 13.14.1.3. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, Retail units may exceed a gross floor area of 3,500 square metres.

Map 13.14.A:
2107638/RioCan/SRF Vaughan



13.15 4433, 4455, 4477 Major Mackenzie Drive (South East Corner of Major Mackenzie Drive and Pine Valley Drive) (OPA #49)

13.15.1 General

- 13.15.1.1. The following policies shall apply to the lands identified on Map 13.15.A.
- 13.15.1.2. A maximum of 91 townhouse units shall be permitted with access from a private, common element condominium road.
- 13.15.1.3. Notwithstanding Policy 9.2.3.2.a) a townhouse is a Low-Rise Residential building, up to three-storeys in height, and part of a row of at least three but no more than eight attached residential units.”

*Map 13.15.A:
SE Corner of Major Mackenzie Dr. & Pine Valley Dr.*



13.16 North West Corner of Steeles Avenue and Kipling Avenue

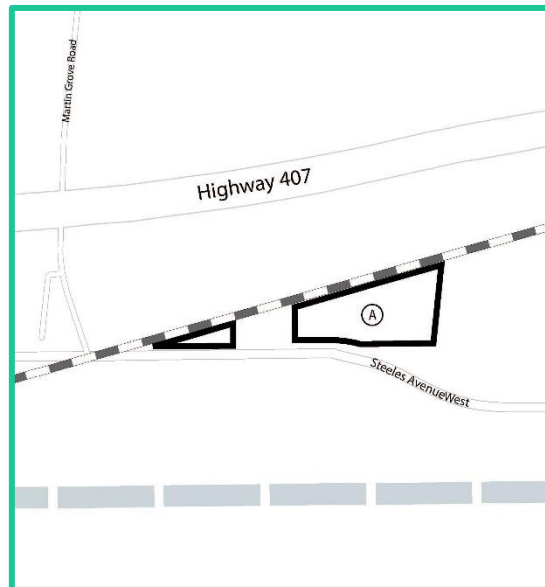
NOT YET APPROVED BY THE ONTARIO MUNICIPAL BOARD
OFFICIAL PLAN AMENDMENT #12 APPROVED BY THE REGION OF YORK ON APRIL 21, 2016

13.16.1 General

13.16.1.1. Notwithstanding Policy 10.1.1.5, the lands shown on Map 13.16.A shall be developed on the basis of an approved Official Plan amendment based on the following:

- a. A complete Official Plan Amendment Application pursuant to Section 10.1.3 of Volume 1;
- b. In order to fulfill the requirements for the development of a “Complete Community”, such application shall address the applicable requirements for the preparation of secondary plans as set out in Section 10.1.1 of Volume 1., and shall address, but not be limited to, the criteria identified in Policy 10.1.1.3 of Volume 1, as follows:

Map 13.16.A:
NW Corner of Steeles Ave. & Kipling Ave.



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

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

(OPA #12) 13.16.1.2. The following shall be permitted on the lands identified as **Area A** on Map 13.16.A:

- a. Low-Rise Residential uses in the form of the following building types: Low-Rise buildings, townhouses, and back-to-back townhouses;
- b. Retail, restaurant and service commercial uses.
- c. Back-to-back townhouses are Low-Rise Residential buildings, up to three-storeys in height, and part of a row or block of residential units. A block of back-to-back townhouse units shall consist of two rows sharing a common back wall. A block of back-to-back townhouses must contain at least four units (i.e., two units on each row forming a block) but no more than twelve attached residential units (i.e. six units on each row forming a block). Each unit shall be accessed from the outside ground level and share three above ground party walls with abutting units. Units located at the end of each townhouse dwelling block shall share only two above ground party walls. (OPA #12)

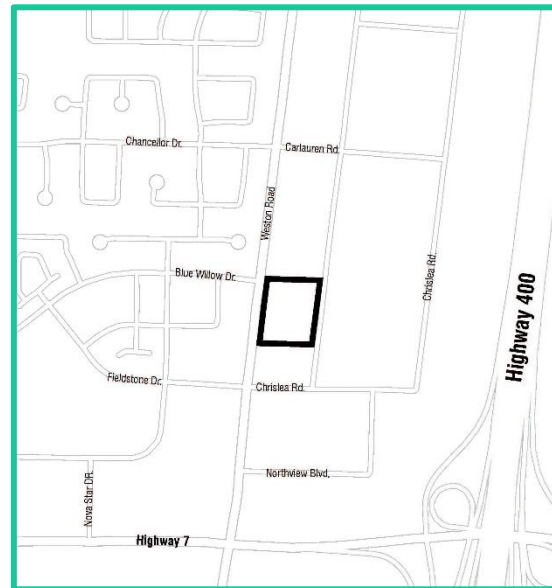
13.17 7979 Weston Road

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON APRIL 2, 2015

13.17.1 General

- 13.17.1.1. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use, the maximum allowable gross floor area for each retail unit will be 5000 square metres for the lands identified on Map 13.17.A.

*Map 13.17.A:
7979 Weston Rd.*



13.18 North West Corner of Keele Street and Kirby Road

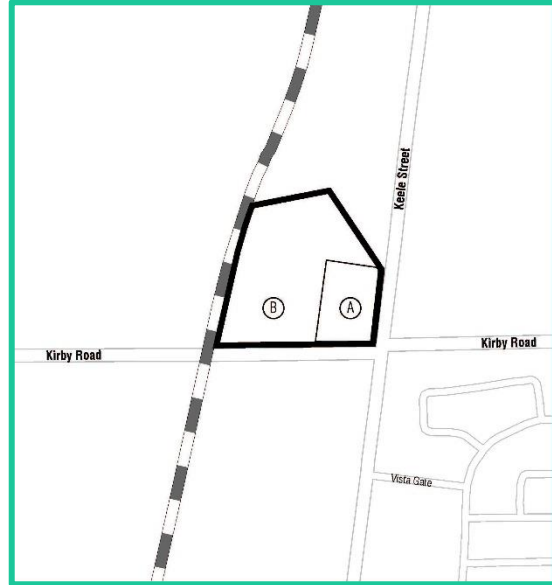
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON OCTOBER 3, 2013

13.18.1 General

13.18.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area A** on Map 13.18.A:

- a. One (1) of each of the following uses: an Automobile Gas Bar, an Automobile Service Station, and Eating Establishment – Convenience, provided such use is operated in conjunction with an Automobile Gas Bar and/or an Automobile Service Station, are permitted subject to the following:
- Within an Automobile Gas Bar and Automobile Service Station site only the sale of fuel, oil and lubricant, and other related products, and the provision of repair and maintenance services for vehicles shall be permitted.
 - Outside storage shall be limited in the implementing zoning by-law.
 - On-site landscaping suitable to mitigate undue impact upon adjacent lands, particularly residential neighbourhoods, shall be provided.
 - The site with Automobile Gas Bar and Automobile Service Station uses shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands.

*Map 13.18.A:
NW Corner of Keele St. & Kirby Rd.*



13.18.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area B** on Map 13.18.A:

- Places of worship
- Institutional uses
- Transportation and Industrial Uses

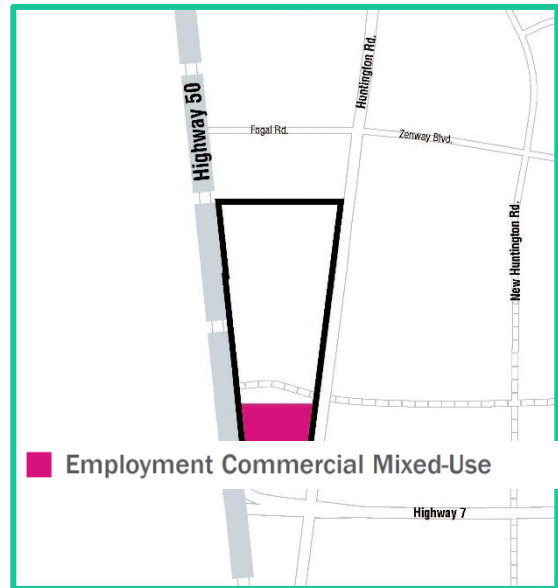
13.19 Huntington South

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON OCTOBER 3 2013

13.19.1 General

- 13.19.1.1. Notwithstanding policy 10.2.1.6, in the block on the north side of Highway 7 between Highway 50 and Huntington Road, identified on Map 13.19.A, the Employment Commercial Mixed Use designation will be interpreted as having a depth of approximately 200 metres from Highway 7, and accordingly will have a depth of more than one lot from Highway 7.

Map 13.19.A:
Huntington South



13.20 1600 Teston Road (OPA #28)

APPROVED BY LOCAL PLANNING APPEAL TRIBUNAL ON JANUARY 03, 2020

13.20.1 General

- 13.20.1.1. The land use designations and the following policy shall apply to the lands identified on Map 13.20.A:
- 13.20.1.2. The southern portion of the subject lands may be affected by the recommendations of the Teston Road Individual Environmental Assessment (“IEA”) and that a portion may be subject to Holding Symbol “(H)” provisions under the *Planning Act*, implemented through subsequent development applications. If it is determined that the lands are not required for the Teston Road extension, the underlying land use designations identified in the Plan shall prevail, without the need for further amendment to this Plan. Subsequent development applications will need to be consistent with the findings of the approved Teston Road IEA.

Map 13.20.A:
1600 Teston Rd.



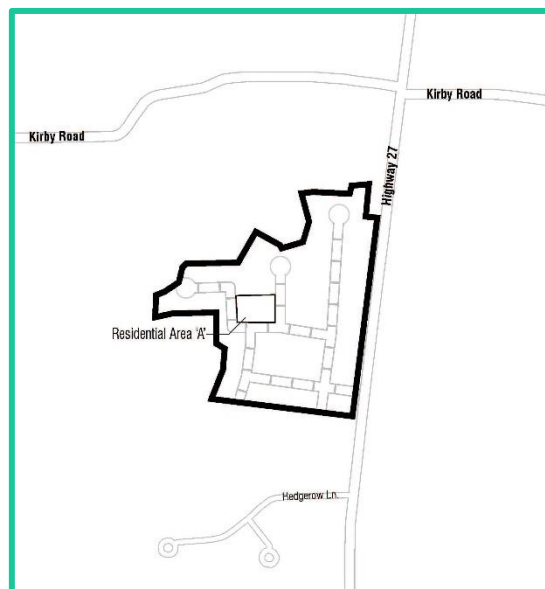
13.21 North Humber Extension Area 1

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.21.1 General

13.21.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.21.A shall be developed in accordance with the following policies:

*Map 13.21.A:
North Humber Extension Area 1*



- a. The lands identified as **Area A** on Map 13.21.A may permit either detached residential dwellings or park and open space uses subject to the provision of a linear park. Should the lands be developed as park and/or open space and conveyed to the City as parkland, the size of the park may be a minimum of 0.73 ha in size.
- b. Growth in the subject lands shall be staged and phased, based on the availability of the water supply and sanitary services for the North Humber Extension Site Specific Area.
- c. The permitted residential density for the subject lands shall not exceed a maximum of 7.55 units per net residential hectare.
- d. Sustainable community objectives shall be implemented through neighbourhood designs that:
 - i. support cycling and walking within and external to the community, including connective transit facilities;
 - ii. ensure neighbourhood connectivity to the broader community;
 - iii. provide transit opportunities; and,
 - iv. provide water and energy efficiencies and energy alternatives, and green building design and site development.
- e. The community edge buffer along Regional Road 27 shall be a minimum width of 24m for the subject lands and shall include naturalized landscaping and an acoustical barrier/berm to the satisfaction of the City. The community edge buffer shall not form part of the parkland dedication and shall be dedicated to the City free of all costs and encumbrances, to the satisfaction of the City. A low maintenance acoustical earth barrier/berm ranging between 20m and 24m in width shall be located within the community edge buffer and shall be well landscaped with large caliper coniferous and deciduous tree planting and other naturalized landscaping in accordance with City standards.

13.21.1.2. The subject lands shall be zoned with the Holding Symbol “H”. Prior to the removal of the Holding Symbol from any residential zone for any lot and/or block, the water supply and

sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan. Approval of an implementing Zoning By-law and use of the Holding Symbol “H” for the Subject Lands shown on Map 13.21.A shall be subject to the following policies:

- a. The applicable development standards shall be established in the implementing zoning by-law;
 - b. a no pre-sales agreement shall be included in the implementing zoning by-law, for all lots zoned with the Holding Symbol “H”, and as a condition of draft plan of subdivision approval, pending the water supply and sewage servicing capacity being identified and allocated by the Council of the City of Vaughan for the North Humber Extension Site Specific Area; and,
 - c. the lands identified as Area A on Map 13.21.A will be zoned with the Holding Symbol “H” pending the determination of the parkland for the subject lands.
- 13.21.1.3. Prior to the approval of any Draft Plan of Subdivision for the subject lands, Phase I and Phase II Environmental Site Assessments are required for review and approval by the City of Vaughan and a registered Record of Site condition acknowledged by an Officer of the Ministry of the Environment shall be submitted to the City of Vaughan.
- 13.21.1.4. All requirements of the Regional Municipality of York shall be satisfied for the Subject Lands shown on Map 13.21.A.

13.22 77 Eagleview Heights (OPA #7)

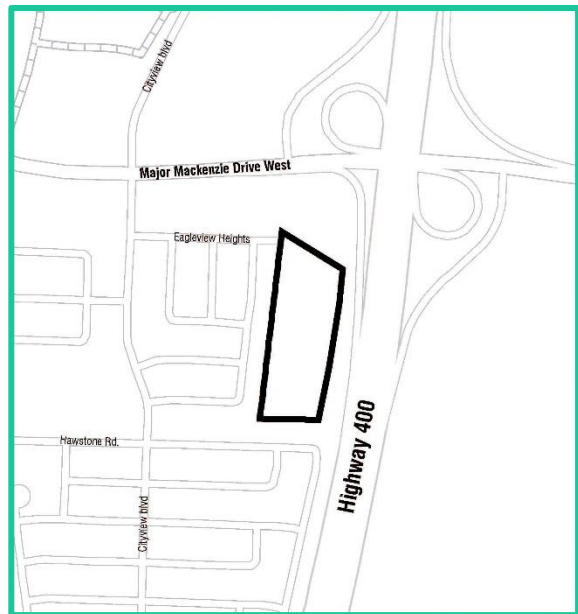
APPROVED BY THE CITY OF VAUGHAN ON JULY 24, 2014

13.22.1 General

13.22.1.1. Notwithstanding Policies 9.2.2.1 and 9.2.3.2, the subject lands located at 77 Eagleview Heights identified on Map 13.22.A are subject to the following policies:

- a. A maximum of 200 townhouse units shall be permitted. A maximum of 7 townhouse units shall be permitted in each townhouse block.
- b. The maximum building height for a townhouse shall not exceed 3- storeys and 13 m.
- c. Minor variations from the numerical requirements in this Amendment may be permitted without an Official Plan Amendment provided that the general intent of the plan is maintained. A minor variation shall mean a maximum of 5% variation from the identified numerical requirement. Minor variations to Schedule “2” (Map 13.22.A) to this Amendment may be permitted without an Official Plan Amendment, provided the general intent of the plan is maintained.
- d. Visitor parking shall be provided on the subject lands at a ratio of .20 spaces per unit. An additional 10 temporary visitor parking spaces may be located along the east lot line within the Ministry of Transportation 9-10m setback, however shall not be used to calculate the minimum required visitor parking on the subject lands.
- e. A minimum 714 m² amenity/parkette shall be permitted on the subject lands and shall be designed to the satisfaction of the City of Vaughan.

Map 13.22.A:
77 Eagleview Heights



13.22.1.2. Prior to Site Plan approval on the subject lands or phase thereof, the following shall be addressed to the satisfaction of the City of Vaughan and/or respective approval authority:

- a. A detailed Noise and Vibration Report shall be submitted in support of development and the recommendations of the noise and vibration Report shall be implemented at the final Site Plan stage;
- b. A comprehensive Transportation Demand Management Program;
- c. Site Plan matters including, but not limited to, transportation and servicing including traffic circulation, site access, emergency access, site grading, noise, including berms and buffering adjacent to Highway 400, proper pedestrian connections, and appropriate conveyances and easements, if required;

- d. A facility fit plan including a children’s play area and equipment together with a well-designed landscape treatment plan for the parkette/amenity area;
 - e. An Urban Design and Architectural Design Brief, and a Landscape Master Plan to address the following:
 - i. pedestrian walkways, lighting, and parking
 - ii. a barrier free pedestrian connection to the abutting GO Transit Commuter Station, which shall function as a secondary emergency access
 - iii. on site traffic circulation
 - iv. landscaping and planting including fencing and visual screening and buffering
 - v. sustainable development objectives and features
 - vi. appropriate amenity area size and location
 - vii. a plan detailing the community garden plots located within the Ministry of Transportation right-of-way
 - viii. berming and fencing along the Highway 400 frontage in accordance with the recommendations of the Noise Study
 - f. The necessary Environmental Site Assessment works and clearances shall be completed and a Record of Site Condition (RSC) shall be registered. The approval of the Site Development application will be conditional on, if required, the review and approval of a Remediation Plan.
 - g. Cash-in-lieu of Parkland Dedication will be required at 5% cash-in-lieu or 1 hectare per 300 dwelling units, prior to the issuance of a Building Permit, in accordance with the Planning Act, and the City of Vaughan Cash-in-Lieu of Parkland Policy in effect at the time.
 - h. The proposed townhouse development may occur in phases. A phasing plan is required for approval by the City of Vaughan if the property is developed in phases.
 - i. The Owner shall contribute their proportionate share towards the following but not limited to major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements to the satisfaction of the Block 32 West Cost Sharing Agreement. The Trustee for Block 32 West shall provide the City of Vaughan with a letter indicating that the owner has fulfilled all cost sharing and other obligations for the Block 32W Developers Group Agreement.
- 13.22.1.3. A Holding Symbol “(H)” shall be placed on the subject lands and shall not be removed until the following conditions are addressed to the satisfaction of the City of Vaughan:
- a. Vaughan Council should identify and allocate sewer and water allocation;
 - b. Written clearance from the Trustee for Block 32W that the owner has entered into and signed the Block 32W Cost Sharing Agreement;
 - c. A Record of Site Condition (RSC) shall be registered with the Ministry of Environment to the satisfaction of the City of Vaughan;

- d. Any requirements of the City of Vaughan external review consultant (Decommissioning Consulting Services Limited) as delineated in their letter of October 18, 2010, shall be addressed to the satisfaction of the City of Vaughan.

13.23 Parkway Belt West Amendment Areas

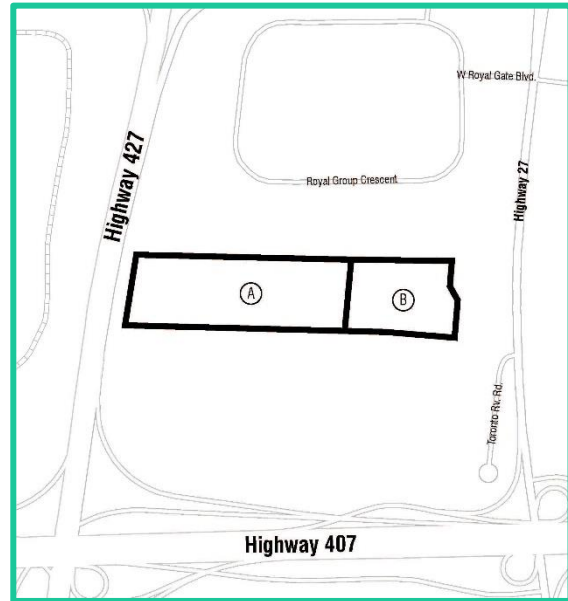
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.23.1 General

13.23.1.1. Notwithstanding policy 9.2.1.1 and the designation of the subject lands in the Parkway Belt West Plan, July 1987, an interim private parking area and interim on-site storage uses are permitted on the lands identified as **Area A** and **Area B** on Map 13.23.A, subject to satisfaction of the following requirements:

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

*Map 13.23.A:
Parkway Belt West Amendment Areas*



13.24 7615-7675 Keele Street

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.24.1 General

13.24.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.24.A are subject to the following policies:

Map 13.24.A:
7615-7675 Keele St.



- a. permitted uses shall be restricted to business and professional offices, and compatible service commercial uses serving the needs of the business and residential communities. Eating establishments and retail uses will not be permitted along with uses which generate high volumes of traffic and uses which may impose a detrimental impact on the adjacent residential community such as noise, fumes and hours of operation. Permitted uses shall be specifically defined in the implementing zoning by-laws which will be enacted on the basis of site specific applications;
- b. all new development shall be of a scale and form complimentary to and compatible with the character of the existing low density residential community to the east. Developments shall incorporate residential design, massing and scale. Maximum building height shall be in the range of two storeys and shall incorporate sloped roofs and roof lines reflecting a residential form. Buildings shall generally be directed toward Keele Street with parking being oriented to the rear and side yards. Strip commercial plazas are not considered to be an appropriate form of development;
- c. buffering between commercial and residential uses shall be required. Buffering measures shall include, but not be limited to fencing, the provision of generous landscaped strips and plant materials. Parking areas adjacent to residential areas shall be enhanced by the provision of landscaped islands. All lightening shall be directed downward and away from residential areas. Mechanical facilities and any external garbage storage facilities shall be screened from both the residential area and Keele Street;
- d. a comprehensive design scheme for the portions of the amendment area located to the north and south of Rockview Gardens shall be approved by Council to guide the evaluation of individual site developments within the area. The plan will deal with building location, the provision of access, a linked internal traffic circulation and parking plan, adequate parking and appropriate landscaping areas. Each scheme shall form the basis for the submission of individual development applications in the respective portions of the amendment area. The design schemes may be approved independently;
- e. access to Keele Street shall be subject to review and approval of the Regional Municipality of York and the City of Vaughan. The Vaughan Engineering and York

Region Transportation Departments and Ministry of Transportation may require that individual development applications be supported by a traffic impact study which may serve to, among other things, minimize the number and restrict the nature of access points to Keele Street and limit the type and intensity of land uses; and,

- f. prior to the final approval of site development applications, the City of Vaughan, in consultation with the Region of York and the Ministry of Transportation, shall be satisfied that adequate arrangements have been provided for the ultimate development of a shared internal traffic circulation, access and parking system, and servicing, drainage and storm water management.

13.25 3400 Teston Road

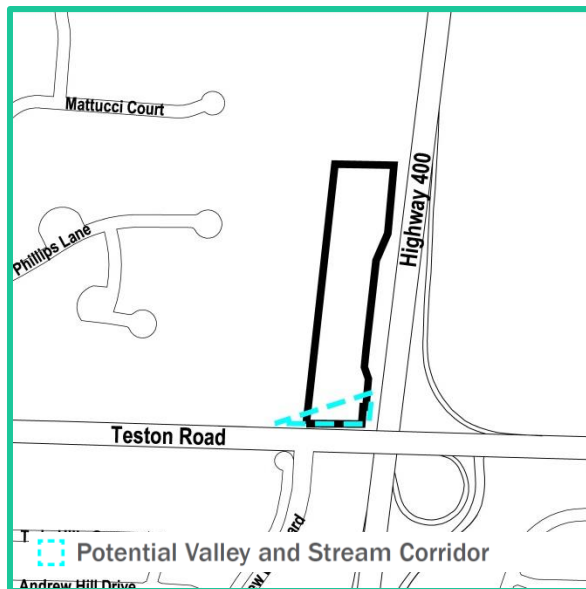
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON NOVEMBER 28, 2013

13.25.1 General

13.25.1.1. The following policies shall apply to the lands identified on Map 13.25.A:

- a. Notwithstanding Section 2.3.2.10 of OPA 450 as amended by OPA 637 and Section 3.4.2 of OPA 450 regarding the Block Plan process, the developable area for that part of the lands shown as “Subject Lands” on Map 13.25.A and designated “Potential Valley and Stream Corridor” on Schedule “C” to OPA No. 637, will be determined through the preparation of an Environmental Impact Study (EIS). Such Environmental Impact Study, demonstrating the extent of any developable area, shall be approved by the City of Vaughan subject to consultation with any pertinent agency or authority. The developable limits will be reflected in the implementing zoning by-law, without further amendment to this Official Plan.

Map 13.25.A:
3400 Teston Rd.



13.25.1.2. In determining the developable area of the Subject Lands, through the preparation of the Environmental Impact Study, the following policies shall apply:

- a. The scope and content of the EIS will be determined through a pre-consultation meeting and Terms of Reference approved by the City of Vaughan. The Terms of Reference will be informed by the environmental policies of OPA 450, as amended by OPA 637 and the City’s Environmental Management Guideline;
- b. The specific requirements for the Environmental Impact Study are established in the City’s Environmental Management Guideline. The EIS will address, at minimum, the following:
 - i. the condition of the Natural Heritage Network, and its ecosystem functions on or adjacent to the subject lands;
 - ii. the manner in which the proposed development might have an impact on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;
 - iii. mitigation of any impacts on the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands;

- iv. proposed improvements to the Natural Heritage Network, and its ecosystem functions, on the subject lands or adjacent to the subject lands.

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

13.25.1.4. The subject lands shall be developed in accordance with the policies of Section 2.2.3.1 Prestige Areas – Office/Business Campus of OPA 450, as amended by OPA 637. For the purposes of this paragraph the site shall be limited to the following uses:

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

13.26 North West Corner of Bathurst Street and Major MacKenzie Drive

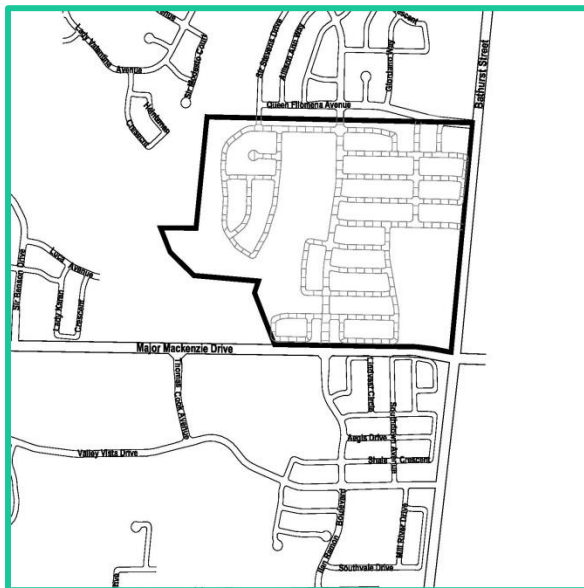
APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 24, 2013

13.26.1 General

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

- a. The application 19T-03V13 draft plan approved prior to the approval of this plan, any revisions to the draft plan and all subsequent planning applications including applications for zoning by-law amendment, minor variance, consent and site plan approval to implement the draft plan of subdivision, are deemed to conform to this Plan provided they comply with the policies of OPA 600, applicable and in force prior to the approval of this Plan. In the event that draft plan approval 19T-03V13 is substantially revised to the effect that such revisions in their totality constitute a new application, the City Official Plan policies in effect at the date of application shall apply. In addition to the parks identified on Schedule 13, Blocks 779 and Block 781 within 19T-03V13 shall be eligible for parkland dedication credits through the development process.

Map 13.26.A:
NW Corner of Major Mackenzie Dr. & Bathurst St.



13.27 North East Corner of Cityview Boulevard and Major Mackenzie Drive

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON JANUARY 28, 2014

13.27.1 General

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

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

*Map 13.27.A:
NE Corner of Cityview Blvd & Major Mackenzie Dr.*



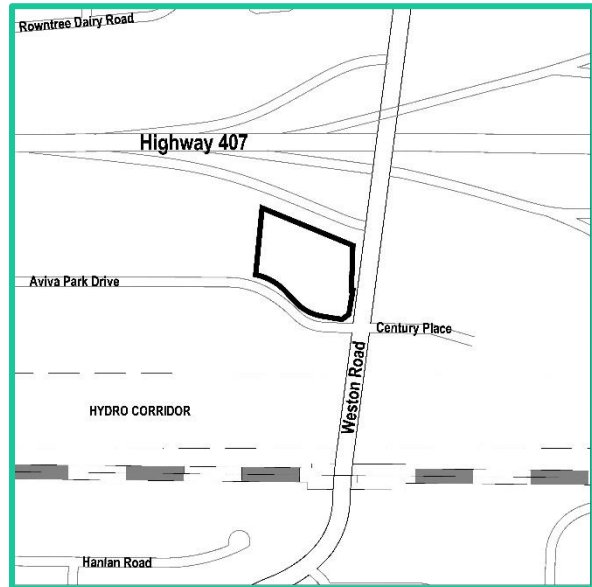
13.28 30 and 70 Aviva Park Drive (OPA #5)

APPROVED BY THE CITY OF VAUGHAN ON JULY 18, 2014

13.28.1 General

- 13.28.1.1. Notwithstanding Policy 9.2.2.11.c, the outside storage of pallets and crates/bins shall be permitted on the lands municipally known as 30 and 70 Aviva Park Drive, identified on Map 13.28.A. The amount and location of outside storage shall be determined by the implementing Zoning By-law and an approved Site Plan.

Map 13.28.A:
30 & 70 Aviva Park Dr.



13.29 SE Corner of Weston Rd. and Highway 407

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON MARCH 25, 2015

13.29.1 General

13.29.1.1. In addition to the Prestige Employment uses permitted in Policy 9.2.2.11, the following uses shall also be permitted on the lands identified as Area A on Map 13.29.A:

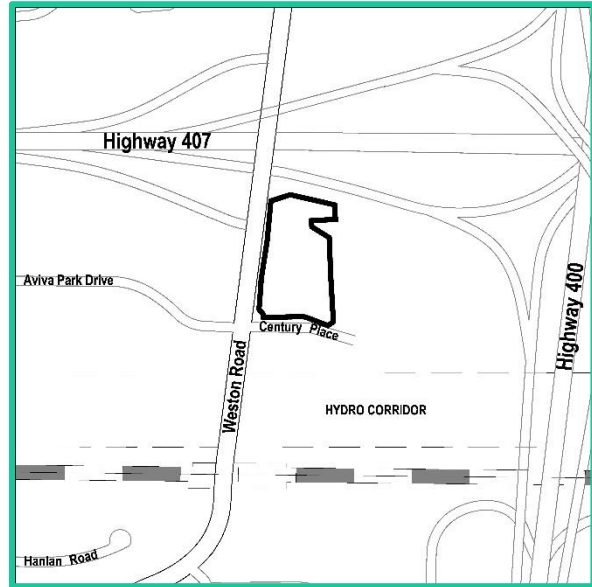
- a. A 12,000 square metre Health and Fitness Centre, inclusive of accessory business and professional offices, regulated health professional offices or clinics, day nurseries and camps, restaurants, outdoor patios accessory to all restaurants, outdoor fitness areas, personal service shops and retail stores.
- b. A temporary membership and/or employment office.

13.29.1.2. In addition to the Prestige Employment uses permitted in Policy 9.2.2.11, the following uses shall also be permitted only on the lands identified as Area B on Map 13.29.A:

- a. Outdoor fitness area;
- b. Banks and financial institutions;
- c. Regulated health professional offices and clinics;
- d. Restaurants (including convenience and take out);
- e. Outdoor patios accessory to restaurants; and,
- f. Personal service shops.

13.29.1.3. The additional uses permitted in Policy 13.30.1.2 shall not exceed a maximum combined gross floor area of 1,850 square metres.

Map 13.29.A:
SE Corner of Weston Rd. & Highway 407



13.30 NW Corner of Highway 427 and Highway 7

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON MARCH 25, 2015
OFFICIAL PLAN AMENDMENT #10 APPROVED BY THE CITY OF VAUGHAN ON JULY 21, 2015

13.30.1 General

13.30.1.1. The following policies shall apply to the lands identified on Map 13.30.A.

13.30.1.2. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, in addition to the existing permitted uses, Major Retail uses are permitted.

13.30.1.3. Notwithstanding policy 9.2.2.7 Employment Commercial Mixed-Use or anything else in this Plan, Retail units exceeding a gross floor area of 3,500 square metres are permitted.

13.30.1.4. Policy 9.2.2.7 (d) shall not apply, and notwithstanding policy 5.2.3.4(a) or policy 2.2.5 or anything else in this Plan, retail uses are not required to be part of a mixed-use development.

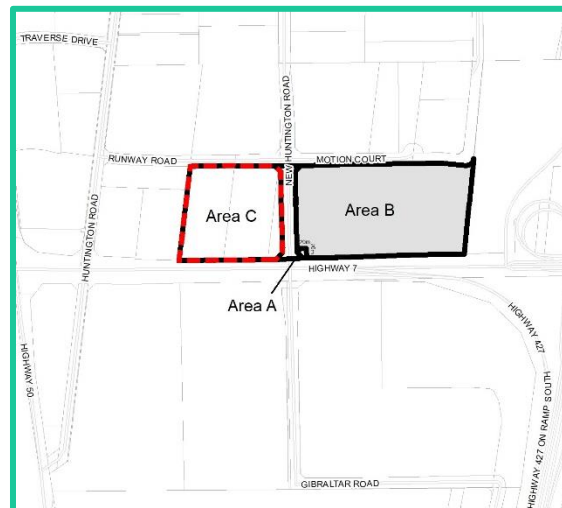
13.30.1.5. Notwithstanding policy 9.2.2.7(e)(i) or anything else in this Plan, Low Rise Buildings are permitted.

13.30.1.6. Policy 5.2.3.6 shall not apply.

(OPA #10) 13.30.1.7. In addition to the policies above, the following policies shall also apply to the lands identified on Map 13.30.A:

- a. Notwithstanding policy 5.2.3.10(a) and (e) or anything else in this Plan, one Gas Station, accessory to a permitted Retail Store and with no direct access from Regional Road 7, is permitted on the portion of the Subject Lands identified as **Area "B"** on Map 13.30.A. The Gas Station shall be appropriately screened, buffered and setback from Regional Road 7 to the satisfaction of the City of Vaughan.
- b. Notwithstanding policies 9.2.2.7 and 9.2.3.9 or anything else in this Plan, one Automobile Service Station and one Automobile Retail Store are permitted as accessory uses to a permitted Retail Store. Car Wash, Eating Establishment and Convenience Retail uses are not permitted as accessory uses to a Gas Station.
- c. Notwithstanding policies 9.1.2.6(e) and 9.2.3.4(c) or anything else in this plan, surface parking is permitted between the front or side face of a building and a public street or sidewalk, except between a building and Regional Road 7 and/or New Huntington Road. Where it is determined to be appropriate by the City of Vaughan through the Site Development Application review process, minimal parking between the front or side face

Map 13.30.A:
NW Corner of Highway 427 & Highway 7



of a building and Regional Road 7 and/or New Huntington Road may be permitted without an amendment to this Plan. (OPA #10)

(OPA #80) 13.30.1.8. In addition to the policies above, the following policies shall also apply to the lands identified as “Area C” on Map 13.30.A:

- a. Notwithstanding the uses permitted in the “Employment Commercial Mixed-Use” designation in Policy 9.2.2.7.c.i, an employment warehouse building with accessory office and accessory outside storage of truck trailers and outdoor storage as defined in the implementing zoning by-law, shall be permitted.
- b. Site-specific development standards for the outside storage of truck trailers shall be established in the implementing zoning by-law. (OPA #80)

13.31 140 Northview Boulevard

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON JULY 7, 2015

13.31.1 General

13.31.1.1. The following policies shall apply to the lands identified on Map 13.31.A until the Weston and Highway 7 Secondary Plan, identified as a Required Secondary Plan on Schedule 14-A of this Plan, comes into full force and effect. Upon final approval of the Required Secondary Plan by the Region of York or the Ontario Municipal Board, the following policies shall no longer be effective and any extensions, reductions or expansions of the existing uses will be subject to Policy 10.2.1.4 of this Plan.

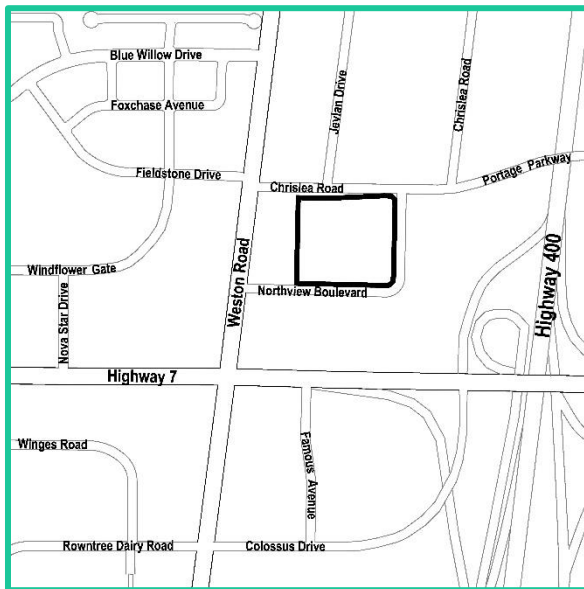
13.31.1.2. Notwithstanding Policy 10.1.1.6, prior to the final approval of the Weston and Highway 7 Secondary Plan, the following may be permitted on the lands identified on Map 13.31.A:

- a. expansions or extensions of existing uses; and,
- b. the development of additional commercial buildings with a maximum height of two storeys only on the lands not occupied by a building as of the time of adoption of this Plan.

13.31.1.3. Development permitted by 13.31.1.2 shall be in accordance with the following:

- a. Notwithstanding Policy 9.2.2.4.d, *retail* uses may exceed 50% of the total gross floor area of all uses on the lot.
- b. Notwithstanding Policy 9.2.2.4.e, low-rise buildings are permitted on the lands identified on Map 13.31.A.

Map 13.31.A:
140 Northview Blvd



13.32 NE Corner of Weston Road and Highway 7

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON JULY 7, 2015

13.32.1 General

13.32.1.1. The following policies shall apply to the lands identified on Map 13.32.A.

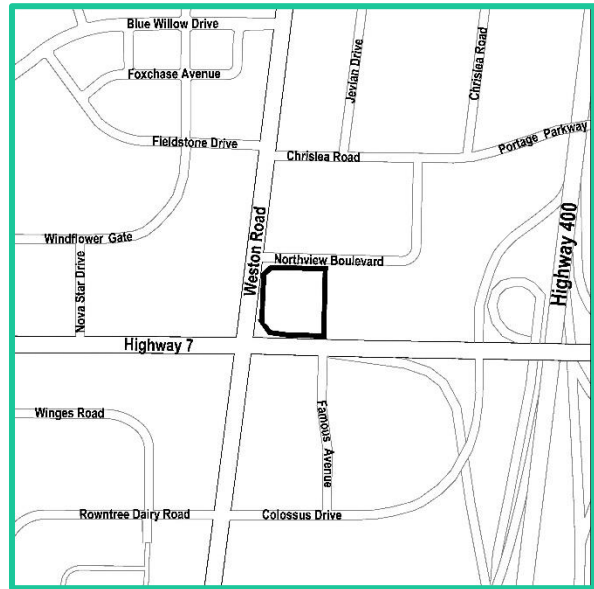
13.32.1.2. Notwithstanding the requirement for a Secondary Plan as identified on Schedule 14-A “Areas Subject to Secondary Plans”, the lands identified on Map 13.32.A may develop in accordance with the policies of this Plan and the land use designation, maximum permitted height and maximum permitted density identified on Schedule 13 “Land Use”, subject to the following:

- a. Notwithstanding Policy 9.2.2.6, retail uses of all types with a maximum Gross Floor Area of 12,000m² (129,167 square feet) and a retail warehouse use with a maximum Gross Floor Area of 9,290m² shall be permitted only within the podium levels of the proposed development. These uses shall not be permitted within a free-standing building on the Subject Lands.
- b. Notwithstanding the uses permitted in Policy 9.2.2.6, residential uses, institutional uses, day cares, hotels /motels, and places of worship, shall only be permitted where a Noise Impact Analysis Report has been prepared in accordance with NPC-300 which identifies noise impacts and proposes mitigation measures, to the satisfaction of the City. Mitigation measures shall be implemented through the Zoning By-law and through Site Plan Control and shall include but not be limited to: restrictions on the permission, occupancy and/or location of that use; screening; upgrading façade and window treatment; noise warning clauses; and other measures. At source mitigation measures to the noise source, including design changes required for noise mitigation purposes, shall be studied and undertaken by the proponent.

13.32.1.3. In evaluating a development application for the subject lands, in addition to the requirements of this Plan, the City of Vaughan, in co-operation with the Region of York, shall consider the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use, including noise compatibility and implementation of noise mitigation measures as required.

13.32.1.4. Prior to the approval of any development application, the City of Vaughan and/or the Region of York may require the preparation of a Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of employment uses or within 300 metres of an identified Provincial Highway or arterial road.

Map 13.32.A:
NE Corner of Weston Rd. & Highway 7



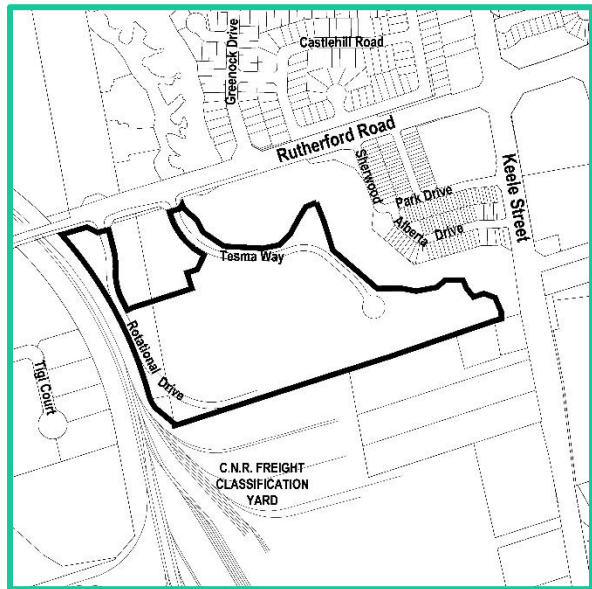
13.33 600, 800 & 1000 Tesma Way

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON JULY 7, 2015

13.33.1 General

- 13.33.1.1. The following policies shall apply to the lands identified on Map 13.33.A.
- 13.33.1.2. Notwithstanding Policy 9.2.2.11.c.iii, a maximum combined gross floor area of 30,000 square metres for office uses not accessory to and directly associated with any of the uses listed in Policy 9.2.2.11.c.i is permitted on the lands identified on Map 13.33.A.

Map 13.33.A:
600, 800 & 1000 Tesma Way



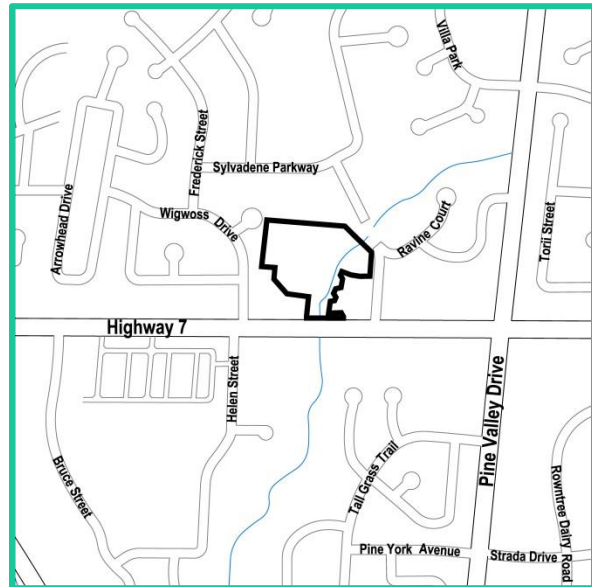
13.34 4650 Highway 7 (OPA #11)

APPROVED BY THE CITY OF VAUGHAN ON NOVEMBER 17, 2015

13.34.1 General

- 13.34.1.1. Notwithstanding the policies of Section 9.1.2.2 respecting new development within an established Community Area, the lands identified on Map 13.34.A, shall be permitted to develop with a maximum of 59 townhouse dwelling units on freehold lots fronting onto a private common element condominium road and 4 semi-detached dwelling units fronting onto Ravine Court. Site-specific development standards shall be established in the implementing zoning by-law.

Map 13.34.A:
4650 Highway 7



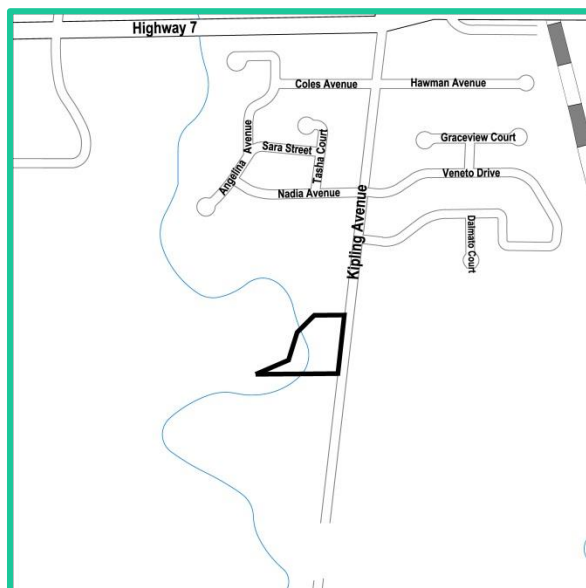
13.35 Kipling Avenue South

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON SEPTEMBER 21, 2016

13.35.1 General

- 13.35.1.1. The following policies shall apply to the lands identified on Map 13.35.A.
- 13.35.1.2. Notwithstanding Policy 9.2.2.1, the lands identified on Map 13.35.B as “Low-Rise Residential” shall be permitted to develop with a maximum of 43 stacked townhouse units with a maximum building height of 3 storeys and 14.48 metres.

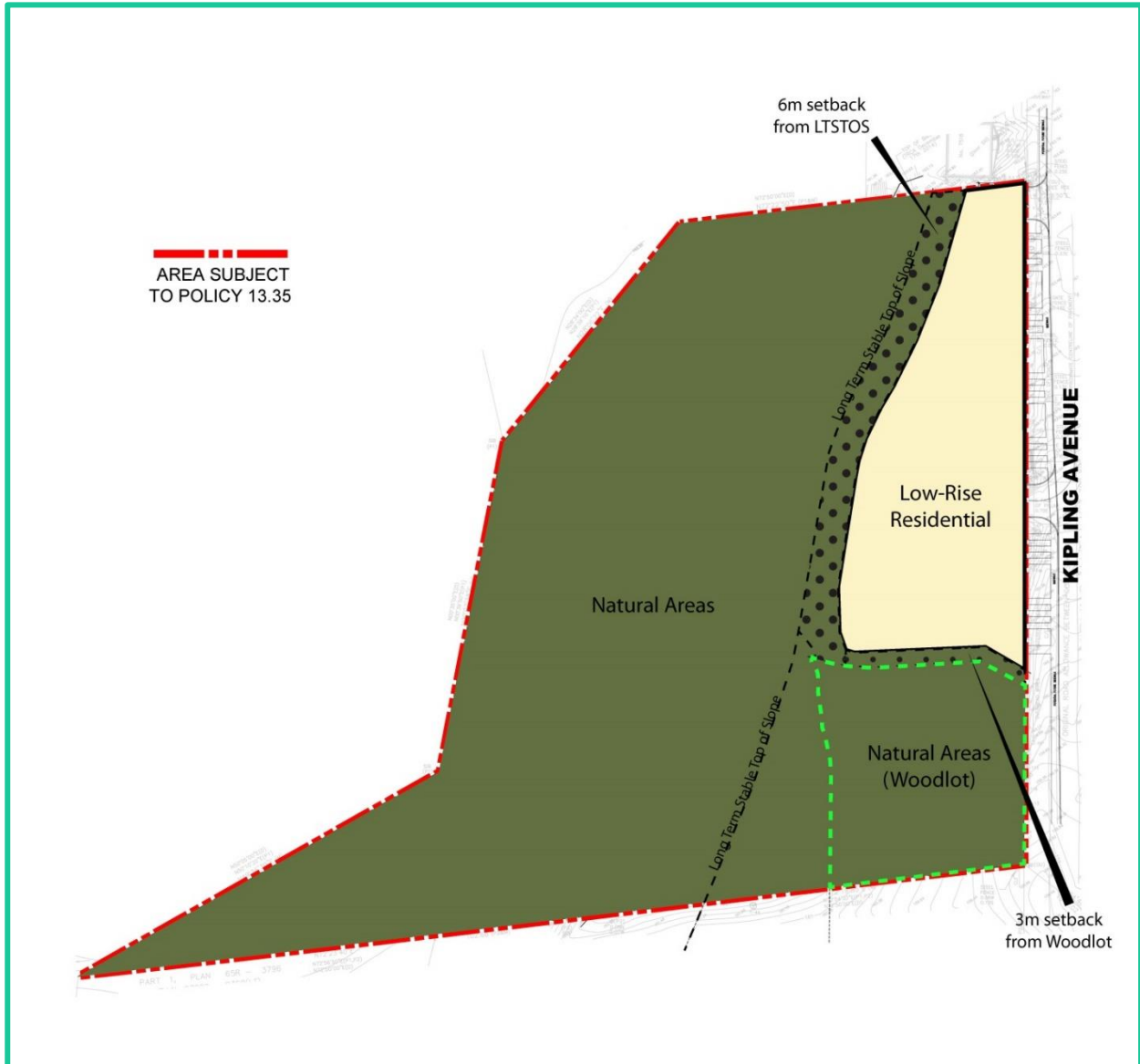
Map 13.35.A:
Kipling Ave. South



13.35.2 Natural Areas

- 13.35.2.1. The lands designated “Natural Areas” on Map 13.35.B shall only be used for environmental protection, except as follows:
- The lands designated “Natural Areas” and shown on Map 13.35.B as “6m setback from LTSTOS” may be used for environmental protection, low intensity recreational uses and woodlot management.
 - The lands designated “Natural Areas (Woodlot)” on Map 13.35.B and the lands shown as “3m Setback from Woodlot” may be used for environmental protection, low intensity recreational uses (including pedestrian access) and woodlot management.

Map 13.35.B:
Kipling Ave. South



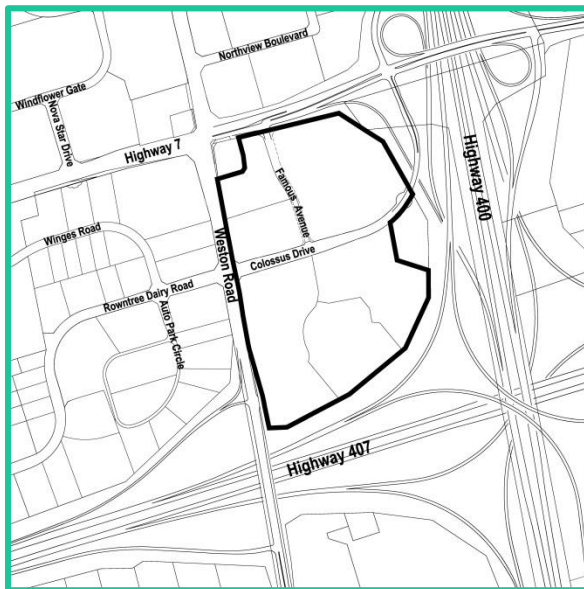
13.36 Colossus Centre

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON MARCH 20, 2018

13.36.1 General

13.36.1.1. The following policies shall apply to the lands identified on Map 13.36.A until the Weston and Highway 7 Secondary Plan, identified as a Required Secondary Plan on Schedule 14-A of this Plan, comes into full force and effect. Upon final approval of the Required Secondary Plan by the Region of York or the Ontario Municipal Board, the following policies shall no longer be effective and any extensions, reductions or expansions of the existing uses will be subject to Policy 10.2.1.4 of this Plan.

Map 13.36.A:
Colossus Centre



13.36.1.2. Notwithstanding Policies 9.2.1.1, 9.2.1.2 or 10.2.1.6 respecting the land uses and permitted building types shown on Schedule 13, the land use designations for the lands located in the Weston and Highway 7 Required Secondary Plan area on Schedule 14-A are conceptual with respect to both boundaries and permitted uses and building types. The ultimate land use designations and permitted uses and building types shall be established in the Required Secondary Plan and may vary from the conceptual land use designations and associated policy framework contained in this Plan.

13.36.1.3. Notwithstanding Policy 10.1.1.6, prior to the final approval of the Weston and Highway 7 Secondary Plan, the following may be permitted on the lands identified on Map 13.36.A:

- a. expansions or extensions of existing uses; and
- b. the development of additional commercial buildings with a maximum height of two storeys only on the lands not occupied by a building as of the time of adoption of this Plan.

13.36.1.4. Development permitted by 13.36.1.3 shall be in accordance with the following:

- a. Notwithstanding Policies 9.2.2.4.d and 9.2.2.6.d, retail uses may exceed 50% of the total gross floor area of all uses on the lot.
- b. Notwithstanding Policies 9.2.2.4.e and 9.2.2.6.f, low-rise buildings are permitted on the lands identified on Map 13.36.A.

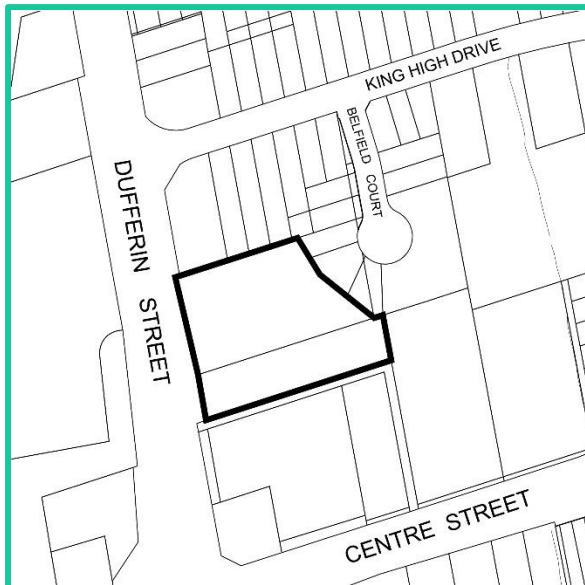
13.37 7803 and 7815 Dufferin Street (OPA #17)

13.37.1 General

13.37.1.1. The following policies shall apply to the lands identified on Map 13.37.A:

- a. Notwithstanding Policy 9.2.3.2.a., a Townhouse is a permitted use and is a **Low-Rise Residential** building, up to three *storeys* in height, and situated on a single parcel and part of a row of at least three but no more than eight attached residential units.
- b. Notwithstanding Policy 9.2.3.2.e., the facing distance between blocks of Townhouses that are not separated by a public street shall be a minimum of 13 metres.

Map 13.37.A
7803 & 7815 Dufferin St.



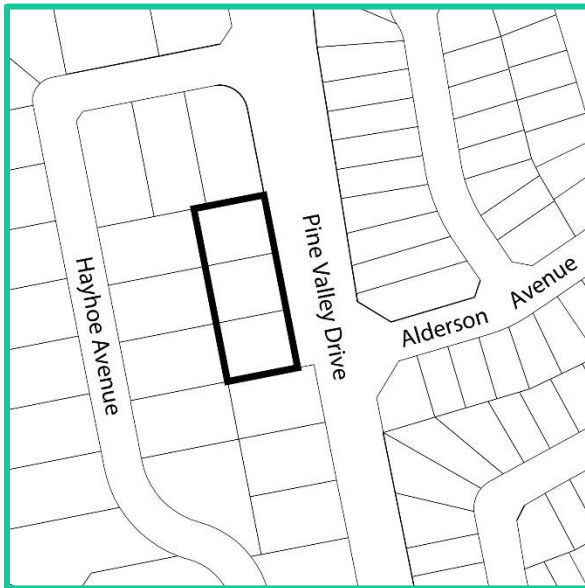
13.39 Rear Portion of 61, 71 and 83 Hayhoe Avenue (OPA #18)

13.39.1 General

13.39.1.1. The following policies shall apply to the lands identified on Map 13.39.A:

- a. Notwithstanding Policy 9.2.3.1, 12 semi-detached residential units served by a private common element condominium road with access and frontage onto Pine Valley Drive shall be permitted on the subject lands. A semi-detached unit is a Low-Rise Residential building, up to three-storays in height, situated on a single parcel and attached to no more than one other residential building situated on a separate single parcel.
- b. The 12 semi-detached units shall be served by a private comment element road with a maximum of 2 driveway access points onto Pine Valley Drive.
- c. The lands shall be developed through a Site Development application requiring Council approval.

*Map 13.39.A
Rear Portion of 61, 71 & 83 Hayhoe Ave.*

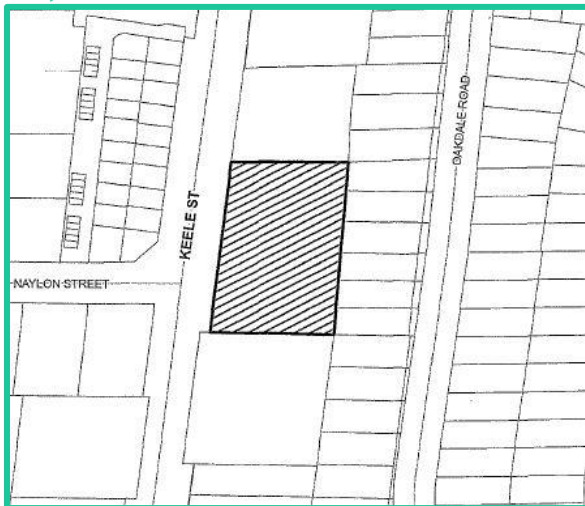


13.40 9869, 9881 and 9891 Keele Street (OPA #25)

13.40.1 General

- 13.40.1.1. The following policies shall apply to the lands identified on Map 13.40.A:
- 13.40.1.2. Notwithstanding Sections 9.1.2.2 and 9.1.2.3 respecting new development within established “Community Areas” 11 townhouse units and 4 semi-detached units are permitted on the lands identified on Map 13.40.A. Site-specific development standards shall be established in the implementing zoning by-law.
- 13.40.1.3. Notwithstanding Section 9.2.2.2.c respecting areas designated “Low-Rise Mixed-Use” and located in “Intensification Areas (Local Centre)”, the lands identified on Map 13.40.A shall permit semi-detached units within the “Low-Rise Mixed-Use” designation and townhouse dwellings fronting onto Keele Street.”

Map 13.40.A
9869, 9881 and 9891 Keele Street



13.41 7082 Islington Avenue (OPA #27)

13.41.1 General

13.41.1.1. The following policies shall apply to the lands identified on Map 13.41.A.

13.41.1.2. Notwithstanding the policy contained in Section 9.2.2.1.a), and 9.2.2.1.c), the lands identified on Map 13.41.A as "Low-Rise Residential" shall be permitted to be developed with Back-to Back Townhouse and Townhouse Block dwelling units with a maximum building height of 4-storeys. Site-specific development standards shall be established in the implementing by-law.

13.41.1.3. Notwithstanding the policy contained in Section 9.2.3.2.a), 9.2.3.2.d) and 9.2.3.2.e), the lands identified on Map 13.41.A as "Low-Rise Residential" shall be permitted to be developed with a maximum of 16 Back-to-Back Townhouse dwelling units within a Townhouse block, and be permitted to front on a common element private road. The facing distance between blocks of Townhouses that are not separated by a public street shall generally be a minimum of 16.5 metres.

13.41.1.4. Notwithstanding the policy contained in Section 9.2.3.6.a), the lands identified on Map 13.41.A identified as "High-Rise Residential" shall be permitted to be developed with a total of 4 residential apartment buildings with a maximum building height of 32-storeys. Site-specific development standards shall be established in the implementing by-law. (OPA #70)

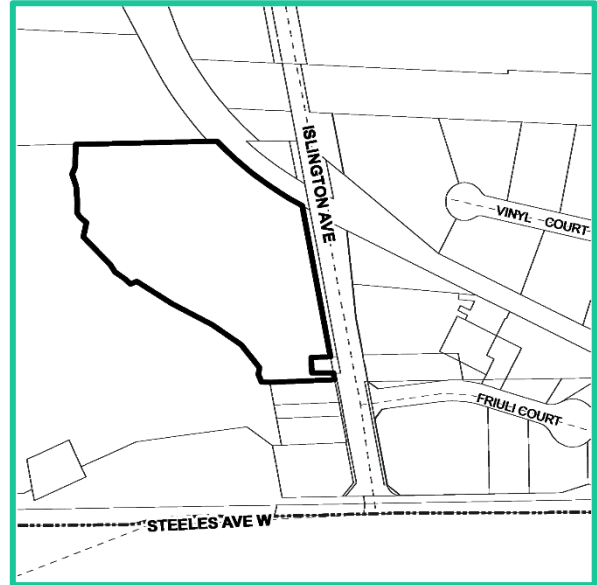
13.41.1.5. The policies of Section 9.2.3.6.d) ii) shall not apply.

13.41.1.6. Notwithstanding policy 9.2.3.6. d) iii), a minimum distance of 20 m between High-Rise Buildings for portions above 12-storeys shall be required.

13.41.1.7. Notwithstanding Schedule I, Height and Density Parameter:

- a. lands designated "High-Rise Residential" shall be permitted a maximum building height of 32-storeys and a maximum Floor Space Index (FSI) of 4.5. The 1,180 m² amenity area, as identified in the implementing Zoning By-law, shall be included towards the calculation of the FSI within the "High-Rise Residential" designation. (OPA #70)
- b. prior to the implementation of the site-specific Zoning By-law, the requirements for a Section 37 Agreement shall be satisfied.

Map 13.41.A
7082 Islington Ave.



13.42 77 Woodstream Boulevard (OPA #31)

13.42.1 General

- 13.42.1.1. The following policies shall apply to the lands identified on Map 13.42.A.
- 13.42.1.2. Notwithstanding the policies contained in Section 3.2.3.4 respecting minimum vegetation protection zones to valley and stream corridors and woodlands, the lands identified on Map 13.42.A, shall be permitted to be developed with a minimum 10 m vegetation protection zone along the rear yard as measured from the stable top-of-bank, and a minimum 10 m vegetation protection zone with minor encroachments along the interior side yard as measured from the east property line.
- 13.42.1.3. Notwithstanding the policies contained in Section 9.2.3.6 respecting the design criteria for “High-Rise Buildings”, the Subject Lands identified on Map 13.42.A shall be permitted to be developed with a maximum 15 and 13-storey residential building connected by a maximum 3-storey podium, containing a maximum 1079m² of commercial uses, and a maximum 28 townhouse units on the Subject Lands. Site-specific development standards shall be established in the implementing Zoning By-law.

Map 13.42.A
77 Woodstream Boulevard

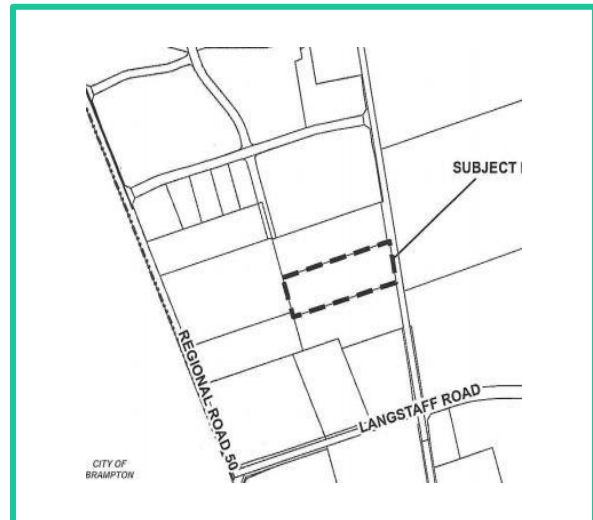


13.43 8500 Huntington Road (OPA #32)

13.43.1 General

- 13.43.1.1. The following policies shall apply to the lands identified on Map 13.43.A.
- 13.43.1.2. Notwithstanding the policy contained in Section 9.2.2.11.c) iii) the lands identified on Map 13.43.A as "Prestige Employment" shall permit an Office Building including an Assembly Hall and Accessory Uses with a maximum gross floor area of 27,000 m². Site-specific development standards shall be established in the implementing by-law.

Map 13.43.A
7082 Islington Ave



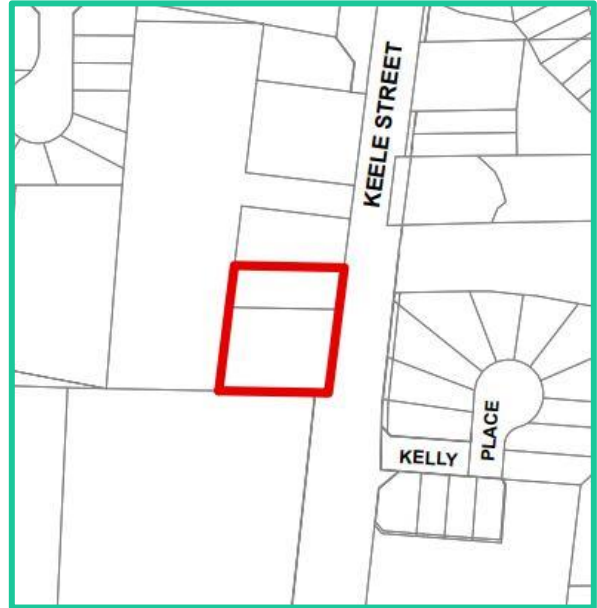
13.44 9560 and 9570 Keele Street (OPA #36)

13.44.1 General

13.44.1.1. The following policies shall apply to the lands identified on Map 13.44.A.

13.44.1.2. Notwithstanding Section 9.1.2.3 respecting new development within established “Community Areas”. 9 townhouse units and 8 semi-detached units are permitted on the Subject Lands identified on Map 13.44.A. Site-specific development standards shall be established in the implementing zoning by-law.

*Map 13.44.A
9560 and 9570 Keele Street*

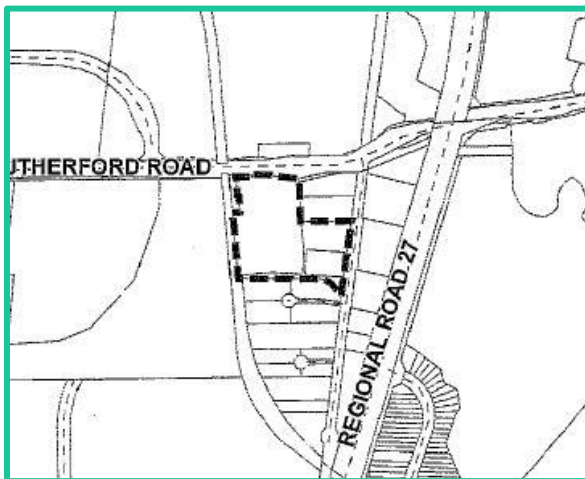


13.45 6061 and 6079 Rutherford Road, 134 and 140 Simmons Street (OPA #38)

13.45.1 General

- 13.45.1.1. The following policies shall apply to the lands identified on Map 13.45.A
- 13.45.1.2. Notwithstanding Section 9.1.2.2., 9.1.2.3 and 9.2.3.2 respecting new development within established “Community Areas”, 111 townhouse units are permitted on the Subject Lands identified on Map 13.45.A. Site specific development standards shall be established in the implementing zoning by-law.”

Map 13.45.A
6061 and 6079 Rutherford Road, 134 and 140 Simmons Street



13.46 7300 Regional Road 27 (OPA# 45)

13.46.1 General

13.46.1.1. The Following Policy shall apply to the lands identified on Map 13.46.A.

13.46.1.2. In addition to Policy 9.2.2.17.b.i), respecting permitted uses in areas designated “Private Open Spaces”, a funeral home is permitted on the Subject Lands identified on Map 13.46.A.

Map 13.46.A
7300 Regional Road 27



13.47 11363 Regional Road 27 (OPA #47)

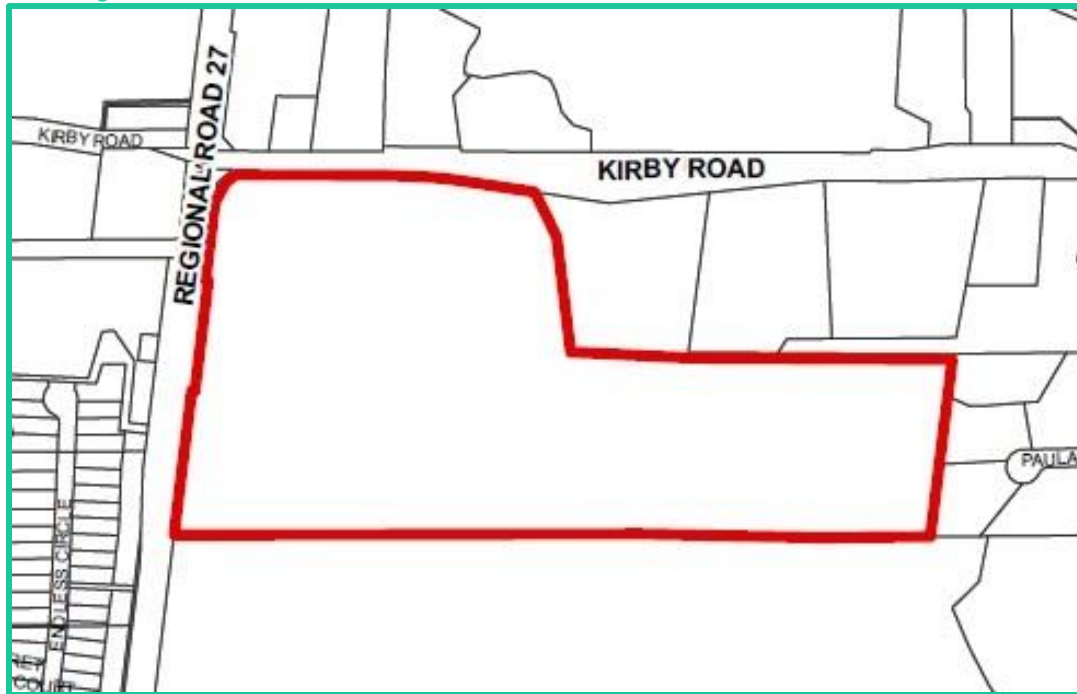
13.47.1 General

- 13.47.1.1. The following policies shall apply to the Subject Lands subject to Amendment 47 identified on Map 13.47.A.
- 13.47.1.2. The Owner shall submit a Scoped Block Plan with the lands to the south (11063 and 11191 Regional Road 27). The layout of the proposed development, unit type and yield will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications in conformity with Section 10 of VOP 2010 and through a Terms of Reference to the satisfaction of the City.
- a. Improvements such as the widening of Regional Road 27 to four lanes between Major Mackenzie Drive and Kirby Road, pedestrian and cycling facilities on Regional Road 27, and Traffic Demand Management measures, may be required to accommodate traffic generated by the proposed development. A Traffic Impact Study shall assess and identify the required improvements of Regional Road 27 between Major Mackenzie Drive and Kirby Road through the Block Plan and Draft Plan of Subdivision Applications.
 - b. In order to retain the distinctive image of Kleinburg, a buffer area shall be developed along Regional Road 27 that shall effectively screen the visibility of residential neighbourhoods from the arterial road. The width of the buffer area shall be a minimum of 24 m and is intended to be landscaped with dense naturalized plant materials and shall not form part of the parkland dedication requirement.
- 13.47.1.3. Development shall include transition measures on the Subject Lands to mitigate potential impacts on the properties on the north side of Kirby Road, and may include, but not be limited to, fencing, increased landscape, and headlamp absorption and traffic control measures. The details of the transition measures shall be established through the Scoped Block Plan and Draft Plan of Subdivision Applications, and secured through a Zoning By-law(s) and/or a restrictive covenant(s), if required.
- 13.47.1.4. A street network jog elimination at the intersection of Kirby Road and Regional Road 27 will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications without further amendment to Schedule 9 “Future Transportation Network” and in accordance with Section 4.2.1.6.
- 13.47.1.5. Notwithstanding Sections 4.1 and 4.2, the final alignment of Minor Collector Roads shown on Map 13.47.C, and the final classification and layout of local roads, will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications, without further amendment to Schedule 9 “Future Transportation Network” and Map 13.48.C.
- 13.47.1.6. Notwithstanding Sections 9.1.1.3 and 4.2.3.4, sidewalks on both sides of collector streets, including pedestrian, cycling and trail connections will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications.
- 13.47.1.7. Notwithstanding Section 9.1.1.3., rear lotting on Regional Road 27 and Kirby Road to reinforce the existing physical character of the Kleinburg Community in accordance with Sections 9.1.2.2 and 9.1.2.3 of VOP 2010 shall be permitted, subject to Urban Design

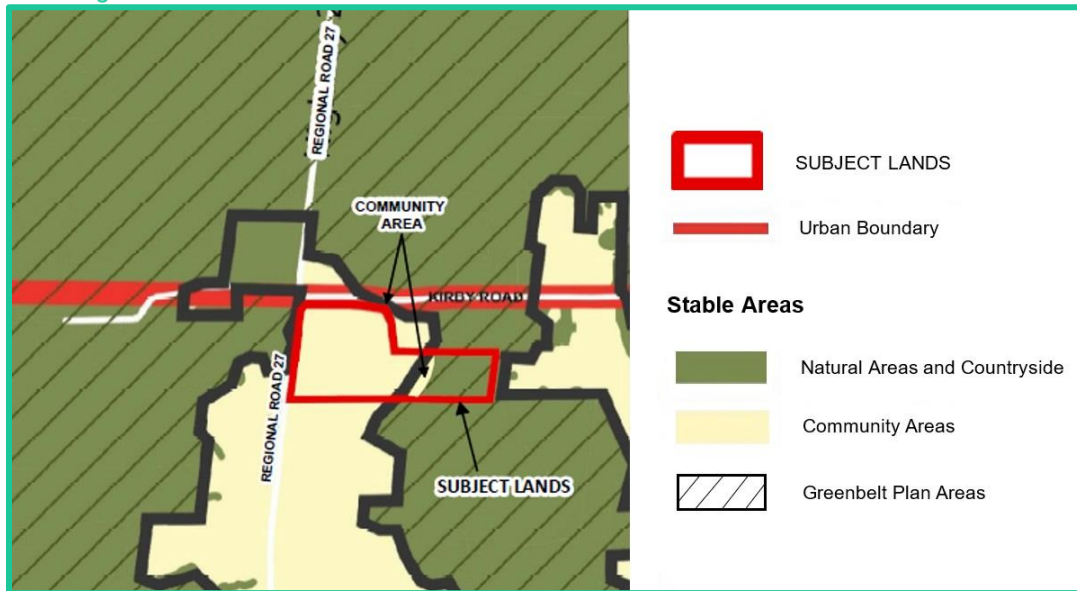
Guidelines being prepared to the satisfaction of the City through the Scoped Block Plan and Draft Plan of Subdivision Applications.

- 13.47.1.8. Notwithstanding Section 9.1.1.4, the transportation network shall provide alternative street patterns, other than a grid-like street pattern, such as cul-de-sacs that reinforce the existing character of the existing community in accordance with Section 9.1.2.2.
- 13.47.1.9. The precise limits of Valley and Stream Corridors and a vegetation protection zone shall be established to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA) based on the following:
 - a. Valley and Stream Corridors shall have a minimum 10 metre vegetation protection zone. A minimum vegetation protection zone greater than 10 metres may be required based on the results of detailed studies. Detailed technical studies (i.e. geotechnical) shall be determined through the Terms of Reference identified in Section 13.48.1.2 and shall be prepared by the applicant to the satisfaction of the City and the TRCA.
 - b. Valley and Stream Corridors shall be precisely defined in accordance with Section 3.3.1 of VOP 2010 and the Definitions in section 10.2.2 of VOP 2010.
- 13.47.1.10. Lands that are determined not to be part of the Valley and Stream Corridor and their associated minimum vegetation protection zone, may be developed in accordance with the adjacent urban land use designation without further amendment to this Plan.
- 13.47.1.11. The precise limit of woodlands and a vegetation protection zone shall be established to the satisfaction of the City and the Toronto Region and Conservation Authority (TRCA) based on the following:
 - a. Woodlands shall have a minimum 10 metre vegetation protection zone. A minimum vegetation protection zone greater than 10 metres may be required based on the results of detailed studies. Detailed technical studies shall be determined through the Terms of Reference identified in Section 13.48.1.2 and shall be prepared by the applicant to the satisfaction of the City and the TRCA.
 - b. Woodlands shall be precisely defined in accordance with Section 3.3.3 of VOP 2010 and the Definitions in Section 10.2.2 of VOP 2010.
- 13.47.1.12. Lands that are determined not to be Woodlands and their associated minimum vegetation protection zone, may be developed in accordance with the adjacent urban land use designation without further amendment to this Plan.
- 13.47.1.13. Conveyance of Core Features and their associated vegetation protection zones into public ownership in accordance with Section 3.2.3.10 of VOP 2010 shall be identified through the Scoped Block Plan and Draft Plan of Subdivision Applications, without further amendment to VOP 2010. The Owner shall provide appropriate rationale for retaining any “Core Features” in private ownership in accordance with the policies of the York Region Official Plan and Vaughan Official Plan 2010, to the satisfaction of the City.

Map 13.47.A
11363 Regional Road 27



Map 13.47.B
11363 Regional Road 27 - Urban Structure



Map 13.47.C
11363 Regional Road 27 - Transportation Network



Map 13.47.D
 11363 Regional Road 27 - Land Use Designations



13.48 11063 and 11191 Regional Road 27 (OPA #48)

13.48.1 General

- 13.48.1.1. The following policies shall apply to the Subject Lands subject to Amendment 48 as identified on Map 13.48.A.
- 13.48.1.2. The Owner shall submit a Scoped Block Plan together with the lands to the north (11363 Regional Road 27). The layout of the proposed development, unit type and yield will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications in conformity with Section 10 of VOP 2010 and through a Terms of Reference to the satisfaction of the City that shall be submitted prior to the submission of development applications, and shall address the following requirements:
- a. The Scoped Block Plan identified in Section 13.48.1.2 shall determine opportunities to provide lands for a Minor Community Facility on the Subject Lands in accordance with the City of Vaughan Active Together Master Plan, and may include, but not be limited to, a gymnasium, library and multi-purpose activity rooms.
 - b. Improvements such as the widening of Regional Road 27 to four lanes between Major Mackenzie Drive and Kirby Road, pedestrian and cycling facilities on Regional Road 27, and Traffic Demand Management measures, may be required to accommodate traffic generated by the proposed development. A Traffic Impact Study shall assess and identify the required improvements of Regional Road 27 between Major Mackenzie Drive and Kirby Road through the Scoped Block Plan and Draft Plan of Subdivision Applications.
 - c. In order to retain the distinctive image of Kleinburg, a buffer area shall be developed along Regional Road 27 that shall effectively screen the visibility of residential neighbourhoods from the arterial road. The width of the buffer area shall be a minimum of 24 m and is intended to be landscaped with dense naturalized plant materials and shall not form part of the parkland dedication requirement.
- 13.48.1.3. Development shall include transition measures for the adjacent existing neighbourhood to the south that may include, but not be limited to, a berm, fencing, additional and/or existing landscape, or a single loaded road(s). The details of the transition measures shall be established through the Scoped Block Plan and Draft Plan of Subdivision Applications, and secured through a Zoning Bylaw(s) and/or a restrictive covenant(s).
- 13.48.1.4. The lands designated “Low-Rise Mixed-Use” shown on Map 13.48.D shall have a maximum height of 3 storeys and a maximum Floor Space Index (FSI) of 1.5 times the area of the lot.
- 13.48.1.5. Notwithstanding Sections 4.1 and 4.2, the final alignment of Minor Collector Roads shown on Schedule 9, and the final classification and layout of local roads, will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications, without further amendment to Schedule 9 “Future Transportation Network” and Map 13.48.C.

13.48.1.6. Notwithstanding Section 7.3, in order to provide visual connectivity to the adjacent open space and golf course lands, greenways are permitted to the satisfaction of the City as per the following criteria:

- a. Located to provide views of the golf course and open space system;
- b. May have less public street frontage to accommodate views of the golf course and / or open space;
- c. Are of a sufficient width to be programmed with recreational uses and a multi-use recreational trail; and
- d. Where feasible, connect to or form part of the proposed trail plan for the Subject Lands.

Greenway(s) not required for compensation, natural enhancement or other ecological uses may be considered for parkland credit at a suitable value, to the satisfaction of the City.

13.48.1.7. Notwithstanding Section 9.2.2.17, Stormwater Management Facilities shall be permitted on the Subject Lands in accordance with Section 3.5.8 of VOP 2010.

13.48.1.8. Notwithstanding Section 9.1.1.4, the transportation network shall provide alternative street patterns, other than a grid-like street pattern, such as cul-de-sacs that reinforce the existing character of the existing community and which is sensitive to the existing neighbourhood to the south of the Subject Lands in accordance with Section 9.1.2.2.

13.48.1.9. Notwithstanding Sections 9.1.1.3 and 4.2.3.4, sidewalks on both sides of collector streets, including pedestrian, cycling and trail connections will be determined through the Scoped Block Plan and Draft Plan of Subdivision Applications.

13.48.1.10. Notwithstanding Section 9.1.1.3., rear lotting on Regional Road 27 to reinforce the existing physical character of the Kleinburg Community in accordance with Sections 9.1.2.2 and 9.1.2.3 of VOP 2010 shall be permitted, subject to Urban Design Guidelines being prepared to the satisfaction of the City through the Scoped Block Plan and Draft Plan of Subdivision Applications.

13.48.1.11. Notwithstanding Section 9.2.2.17, golf courses, including club house facilities, maintenance buildings and driving ranges shall be permitted in the “Private Open Space” designation. No further expansion of the existing club house and parking lot for the proposed nine-hole golf facility shall be permitted into the Greenbelt Plan Area.

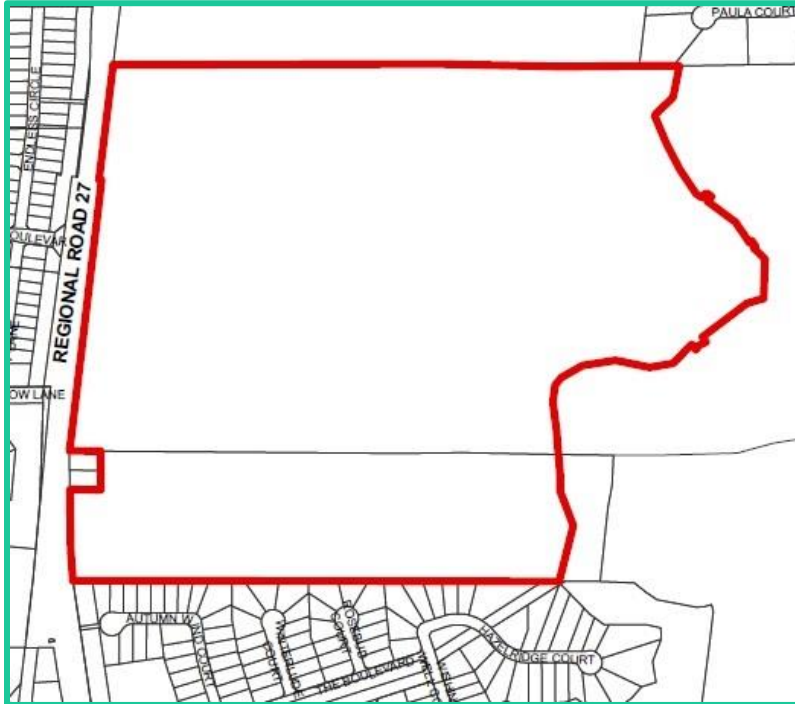
13.48.1.12. Notwithstanding Section 9.2.2.2.e, retail or office uses permitted within the “Low-Rise Mixed-Use” designation may exceed a maximum gross floor area of 500 square metres if located on a collector street as indicated on Schedule 9 and Map 13.48.C.

13.48.1.13. Notwithstanding Section 9.2.3.4.c, surface parking shall be permitted between the front or side of a Low-Rise Building and a public street within the “Low-Rise Mixed-Use” designation, subject to an Urban Design Brief being prepared to the satisfaction of the City at the Site Development Application stage.

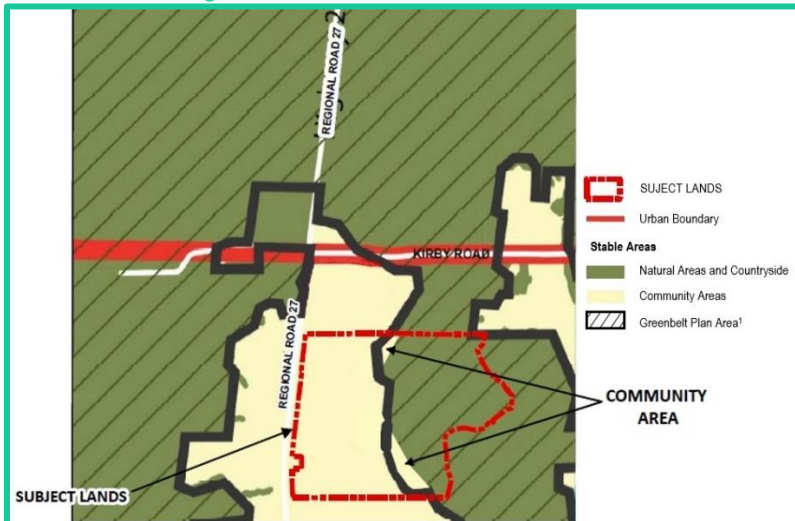
13.48.1.14. Notwithstanding Section 9.2.1.9.e, a Day Care is permitted on a public street with a right-of-way less than 26 m in width.

- 13.48.1.15. The precise limits of Valley and Stream Corridors and a vegetation protection zone shall be established to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA) based on the following:
- a. Valley and Stream Corridors shall have a minimum 10 metre vegetation protection zone. A minimum vegetation protection zone greater than 10 metres may be required based on the results of detailed technical studies. Detailed technical studies (i.e. geotechnical) shall be determined through the Terms of Reference identified in Section 13.48.1.2 and shall be prepared by the applicant to the satisfaction of the City and the TRCA.
 - b. Valley and Stream Corridors shall be precisely defined in accordance with Section 3.3.1 of VOP 2010 and the Definitions in section 10.2.2 of VOP 2010.
- 13.48.1.16. Lands that are determined not to be part of the Valley and Stream Corridor and their associated minimum vegetation protection zone, may be developed in accordance with the adjacent urban land use designation without further amendment to this Plan.
- 13.48.1.17. The precise limit of woodlands and a vegetation protection zone shall be established to the satisfaction of the City and the Toronto Region and Conservation Authority (TRCA) based on the following:
- a. Woodlands shall have a minimum 10 metre vegetation protection zone. A minimum vegetation protection zone greater than 10 metres may be required based on the results of detailed studies. Detailed technical studies shall be determined through the Terms of Reference identified in Section 13.48.1.2 and shall be prepared by the applicant to the satisfaction of the City and the TRCA.
 - b. Woodlands shall be precisely defined in accordance with Section 3.3.3 of VOP 2010 and the Definitions in section 10.2.2 of VOP 2010.
- 13.48.1.18. Lands that are determined not to be Woodlands and their associated minimum vegetation protection zone, may be developed in accordance with the adjacent urban land use designation without further amendment to this Plan.
- 13.48.1.19. Conveyance into public ownership of Core Features and their associated vegetation protection zones shall be evaluated through the Scoped Block Plan and Draft Plan of Subdivision Applications.

Map 13.48.A
 11063 and 11191 Regional Road 27



Map 13.48.B
 11063 and 11191 Regional Road 27 - Urban Structure



Map 13.48.C
11063 and 11191 Regional Road 27 - Transportation Network



Map 13.48.D
11063 and 11191 Regional Road 27 - Land Use Designations



13.49 1 Promenade Circle (OPA #46)

13.49.1 General

13.49.1.1. The following policies shall apply to the lands identified on Map 13.49.A.

13.49.1.2. Notwithstanding the High-Rise Mixed-Use Policy 9.2.2.6 b)

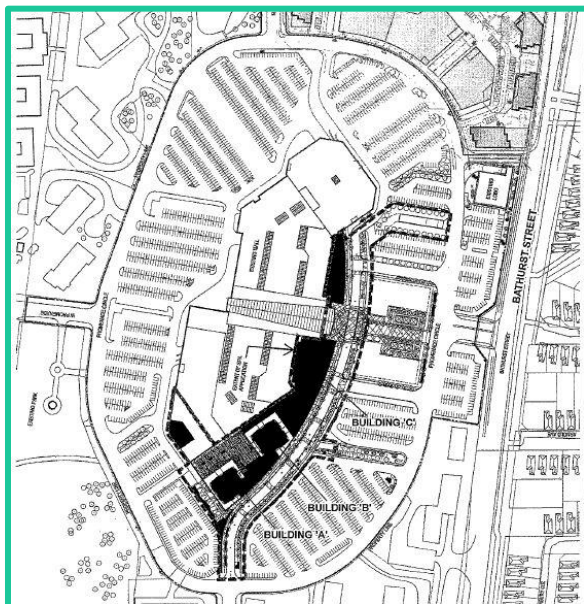
- a. Gas Station uses shall not be permitted;
- b. Buildings “A” and “B” and associated podium shall only permit residential, retail and office uses;
- c. No residential dwelling units with the exception of residential lobby and residential amenity space, shall be permitted on the same floor as retail and office uses within Buildings “A” and “B”;
- d. Retail and Office uses shall only be permitted on the first floor and P1 level (lower mall level) of Buildings “A” and “B”;
- e. The maximum total number of residential units within Buildings “A” and “B” and associated podiums is 790 units;
- f. Building C and associated podiums shall only permit retail, hotel and office uses;
- g. Retail uses shall only be permitted within the first two floors and P1 level (lower mall level) of Building “C”.

13.49.1.3. Volume 1 Policy 9.2.2.6.c shall not apply

13.49.1.4. The buildings shall be developed according to the maximum heights as outlined below:

- a. Building A– 30 storeys
- b. Building B – 35 storeys
- c. Building C – 26 storeys

Map 13.49.A
1 Promenade Circle



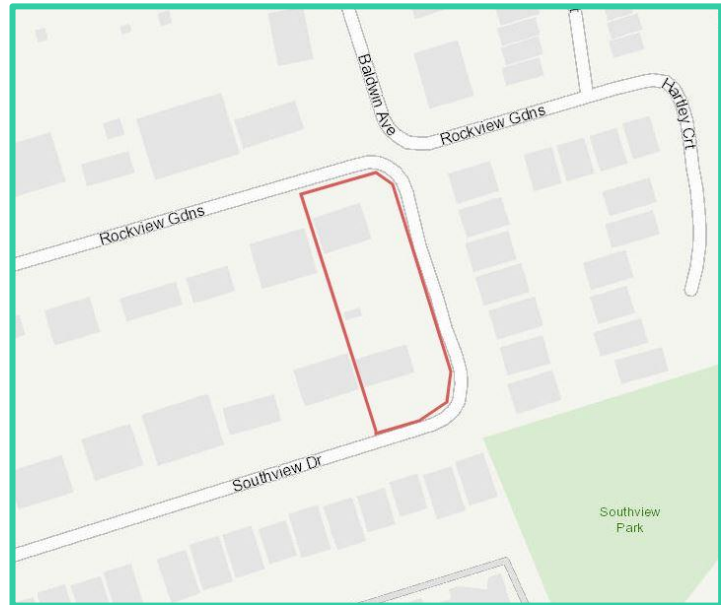
13.50 23 Rockview Gardens and 10 Southview Drive (OPA #51)

13.50.1 General

13.50.1.1 The following policies shall apply to the lands identified on Map 13.50.A.

13.50.1.2 Notwithstanding the Policies 9.1.2.2 and 9.1.2.3, six residential lots shall be permitted with one single detached unit on each lot.

*Map 13.50.A
23 Rockview Gardens and 10 Southview Drive*



13.51 9681 and 9691 Islington Avenue (OPA #52)

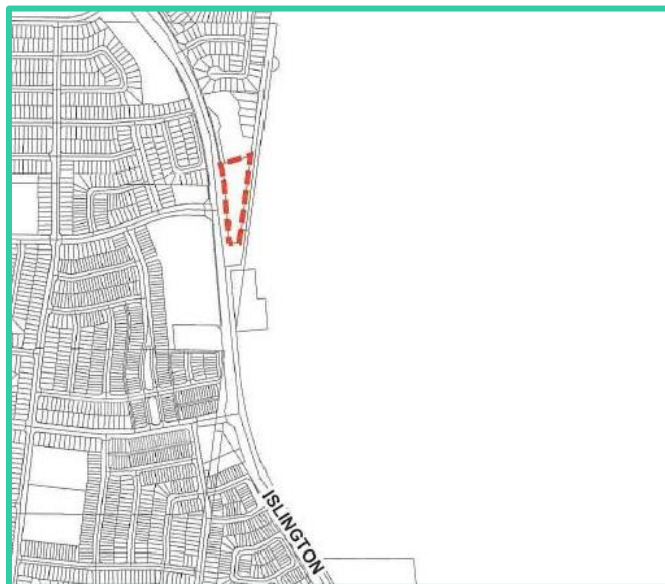
13.51.1 General

13.51.1.1 The following policies shall apply to the lands identified on Map 13.51.A.

13.51.1.2 Notwithstanding the Mid-Rise Residential Policy 9.2.2.3.c.

- a. A Mid-Rise Building to a maximum height of 6-storeys is permitted, with no residential unit(s) (or portion thereof) or indoor/enclosed amenity space (or portion thereof) permitted above the 6th storey. Only a rooftop mechanical room and outdoor/unenclosed rooftop amenity space and access to same, shall be permitted above the 6th storey.

Map 13.51.
9681 and 9691 Islington Avenue



13.51.1.3 Notwithstanding the Mid-Rise Residential Policy 9.2.2.3.d.

- a. A Mid-Rise Building to a maximum building height of 6-storeys and a maximum density/Floor Space Index of 3 times the developable area of the Subject Lands, is a permitted building type on a street that is not an arterial street or Major Collector street (i.e. Canada Company Avenue). For the purposes of calculating the density/Floor Space Index for this Amendment, the developable lot area is 0.67 hectares.

13.52 5 Uplands Avenue

APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL ON OCTOBER 7, 2019

13.52.1 General

13.52.1.1. The following policies shall apply to the lands identified on Map 13.52.A

13.52.1.2. Notwithstanding the Low-Rise Residential Designation, the following shall be permitted on the lands known as 5 Uplands Avenue:

- a. Open space amenity uses to support development located at 8136-8188 Yonge Street
- b. Privately Owned Publicly Accessible park and open space uses
- c. Underground parking to support the development located at 8136-8188 Yonge Street
- d. Access and driveway to support the development at 8136-8188 Yonge Street

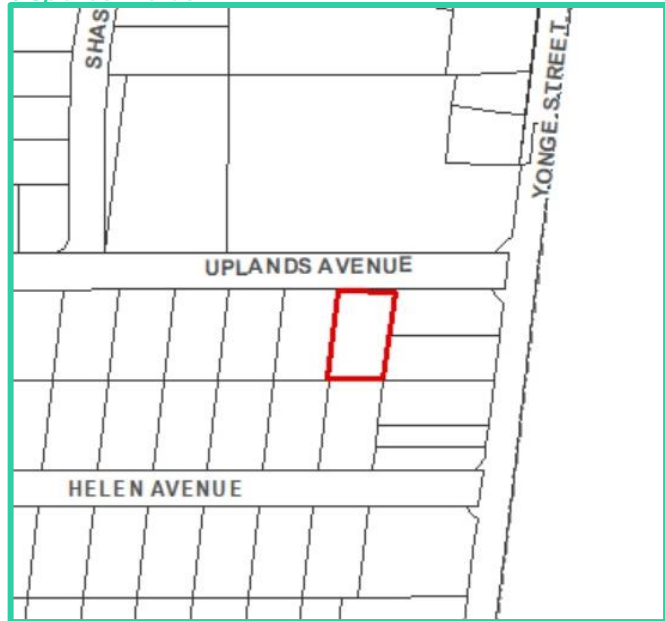
13.52.1.3. No buildings or structures are permitted on the lands except for the following:

- a. Amenity or recreation uses not within an enclosed building
- b. Transformer, utilities or services to support the development at 8136-8188 Yonge Street
- c. Underground parking to support the development located at 8136-8188 Yonge Street

13.52.1.4. For the purposes of the permitted Floor Space Index for 8136-8188 Yonge Street, the net developable area for 8136-8188 Yonge Street shall also include the land area of 5 Uplands Avenue.

13.52.1.5. The City's Urban Design Guidelines shall apply to the development of the subject lands

Map 13.52.A
5 Uplands Avenue



13.53 9785 and 9797 Keele Street (OPA #54)

13.53.1 General

13.53.1.1. The following policies shall apply to the lands identified on Map 13.53.A.

13.53.1.2. Notwithstanding Sections 9.1.2.3 and 9.1.2.4 respecting new development within established “Community Areas”, a maximum of 8 townhouse units and 8 semi-detached units located on a private road shall be permitted. Site-specific development standards shall be established in the implementing zoning by-law.

Map 13.53.A
9785 and 9797 Keele Street



13.54 10, 20 and 25 Di Benedetto Lane and 110 Simmons Street (OPA #55)

13.54.1 General

- 13.54.1.1. The following policies shall apply to the lands identified on Map 13.54.A.
- 13.54.1.2. Notwithstanding Sections 9.1.2.2, 9.1.2.3 and 9.2.3.2 respecting new development within established “Community Areas”, 70 townhouse units are permitted. Site-specific development standards shall be established in the implementing zoning by-law.

Map 13.54.A
10, 20 and 25 Di Benedetto Lane and 110 Simmons Street

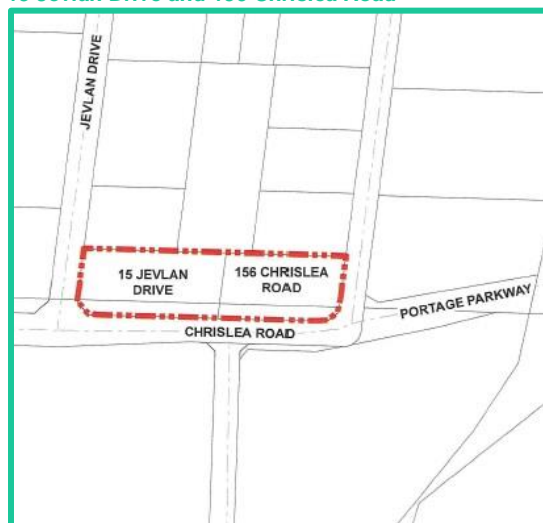


13.55 15 Jevlan Drive and 156 Chrislea Road (OPA #67)

13.55.1 General

- 13.55.1.1. The following policies shall apply to lands identified on Map 13.55.A.
- 13.55.1.2. Notwithstanding Policy 5.2.3.8 Supporting and Transforming Retail, no drive-through facility shall be permitted.
- 13.55.1.3. Notwithstanding Policy 9.2.2.7 a. Employment Commercial Mixed Use, the Employment Commercial Mixed-Use designation may be located along a Major Collector Road (Jevlan Drive and Chrislea Road) and/or Minor Collector Road (Chrislea Road) within the Employment Area.
- 13.55.1.4. Notwithstanding Policy 9.2.3.7 d. Employment/ Industrial Building, the existing surface parking may be permitted between the front (Chrislea Road) or side (Jevlan Drive) of the existing employment buildings and the public streets.

Map 13.55.A
15 Jevlan Drive and 156 Chrislea Road



13.56 South End of Wallace Street (Part of Lot 62 Registrar's Compiled Plan 9831)

APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL ON SEPTEMBER 18, 2020

13.56.1 General

- 13.56.1.1. The following policies shall apply to the lands identified on Map 13.56.A.
- 13.56.1.2. Notwithstanding the Natural Area designation, one single-detached dwelling shall be permitted subject to the following:
- a) Prior to development on the lands for a single-detached dwelling, applications for Site Plan Control and, if necessary, Minor Variance approval, will be required to the satisfaction of the City of Vaughan, York Region and the Toronto and Region and Conservation Authority (TRCA).
 - b) Prior to submission of application as outlined in policy 13.56.1.2.a, and notwithstanding Policy 10.1.3.3 of the VOP 2010, the City of Vaughan, York Region and the TRCA shall advise the Applicant at a Pre-Application Consultation meeting of such information, studies, materials or actions as will be required. The following outlines the specific TRCA studies that may be expected to be required, but shall not be construed as an exhaustive listing as conditions may be subject to change over time:
 - 1. Natural Hazards;
 - 2. Flood study if amendments to the TRCA's updated modelling is being sought;
 - 3. Meander Belt Assessment;
 - 4. Toe-of-slope staking;
 - 5. Long-Term Stable Toe of Slope Assessment;
 - 6. Topographic Survey prepared by an Ontario Land Surveyor;
 - 7. Natural Heritage;
 - 8. Woodland and Contiguous Vegetation staking;
 - 9. Woodland assessment to determine significance;
 - 10. Floral and Faunal surveys in appropriate seasons;
 - 11. Environmental Impact Study; and
 - 12. Hydrogeology assessment if underground parking proposed.

- c) Development of the lands will be subject to Site Plan Control.
- d) Any development will be contingent upon securing a permit from TRCA pursuant to Ontario Regulation 166/06.

Map 13.56.A
South End Of Wallace Street



13.57 Block 42 Lands

APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL ON OCTOBER 5, 2020

13.57.1 General

13.57.1.1. The following policies shall apply to the lands identified on Map 13.57.A.

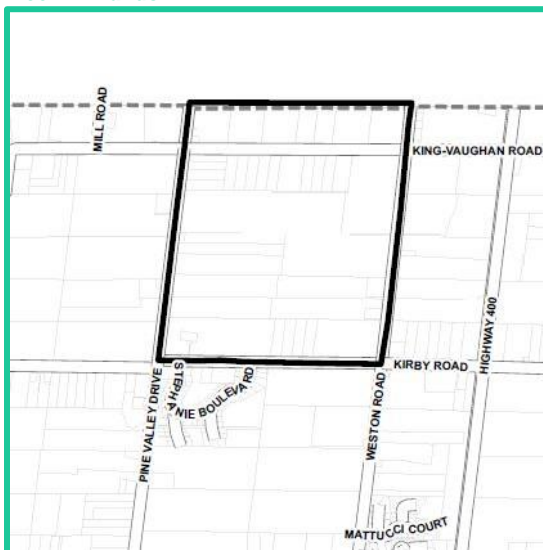
13.57.1.2. Notwithstanding Volume 1 Policies 3.2.3.4 b the following policies shall apply:

- a) Wetlands on the Oak Ridge Moraine or Greenbelt, and those identified as provincially *significant*, with a minimum 30 metre vegetation protection zone.
- b) Other *wetlands*, with a minimum vegetation protection zone in accordance with the Region of York Official Plan and TRCA Living City Policies.

13.57.1.3. That notwithstanding 3.3.2.2 the following policies shall apply to *development* within the lands, excluding the GTA West Corridor proposal for which 3.3.2.2 shall remain to apply.

- a) If lands are included within the Urban Boundary, that prior to any *development* of the lands for potential urban uses, through the Secondary Plan and/or Block Plan process a *wetlands* evaluation in accordance with the Provincial criteria shall be undertaken.
- b) That prior to the completion of the Secondary Plan and/or Block Plan, for non-urban or temporary use *development* or *site alteration* proposed within 120 meters of provincially *significant wetlands* and all other *wetlands*, an environmental impact study shall be prepared that determine their importance, functions and means of protection and / or maintenance of function to the satisfaction of the City and TRCA.

Map 13.57.A
Block 42 Lands



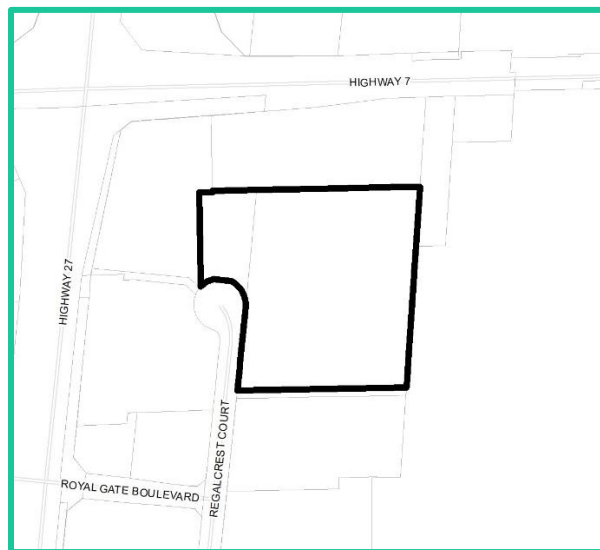
13.58 131 and 155 Regalcrest Court

APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL ON DECEMBER 11, 2020

13.58.1 General

- 13.58.1.1. The following policies shall apply to the lands designated Employment Commercial Mixed Use known municipally as 131 and 155 Regalcrest Court (“Subject Lands”) as identified in Map 13.58.A upon which manufacturing, and warehousing is expected to continue until at least 2040:
- 13.58.1.2. Notwithstanding Policy 9.2.2.7, manufacturing, warehousing (but not a retail warehouse) and processing are permitted on the Subject Lands up to November 30, 2040.
- 13.58.1.3. Notwithstanding Policy 9.2.2.7, outdoor storage for only plastic pipes and fittings are permitted on the Subject Lands accommodating an area up to fifteen percent (15%) of the area of the Subject Lands (area of Subject Lands is 42,394.2 m²) and are permitted on the Subject Lands up to November 30, 2040.
- 13.58.1.4. The Gross Floor Area of the existing buildings on the Subject Lands are permitted to expand to a maximum of fifteen percent (15%) of the existing Gross Floor Area (existing Gross Floor Area is 19,524 m²).

Map 13.58.A
131 and 155 Regalcrest Court



13.59 9773 Keele Street (OPA #62)

13.59.1 General

- 13.59.1.1. The following policies shall apply to the lands identified on Map 13.59.A
- 13.59.1.2. Notwithstanding Sections 9.1.2.2 and 9.1.2.3 respecting new development within established “Community Areas”, a maximum of 11, 3-storey townhouse units and the relocation of the existing George Keffer house located on a private road shall be permitted. Site-specific development standards shall be established in the implementing zoning by-law.

Map 13.59.A
9773 Keele Street



13.60 Not Yet Approved

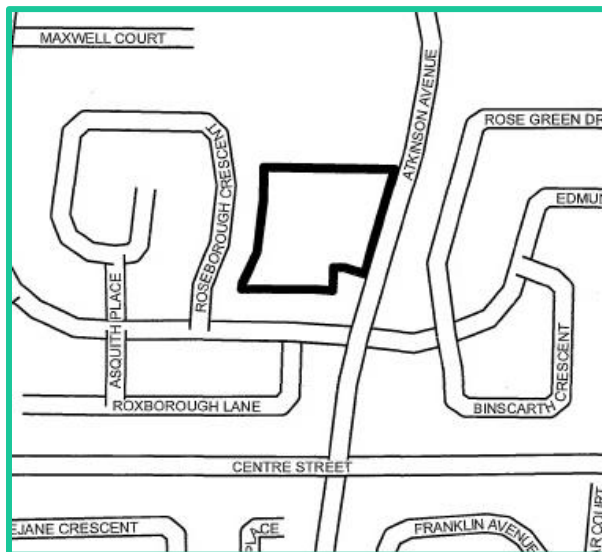
13.61 300 Atkinson Avenue (OPA #65)

13.61.1 General

13.61.1.1. The following policies apply to the land identified on Map 13.61.A

13.61.1.2. Notwithstanding the Policies 9.2.2.1 c. and 9.2.3.2 a. a total of 68 back-to-back townhouse units within 3 townhouse blocks, with maximum building heights of 12.91 metres shall be permitted.

Map 13.61.A
300 Atkinson Avenue



13.62 South (Rear) Portion of 2685 Highway 7 and 44 Killaloe Road (OPA #64)

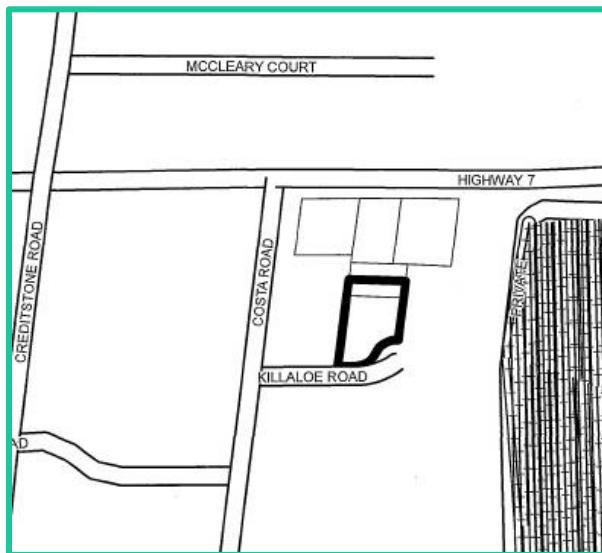
13.62.1 General

13.62.1.1. The following policies shall apply to the land identified on Map 13.62.A

13.62.1.2. Notwithstanding the Policy 9.2.2.10 e., respecting outside storage within the “General Employment” Designation the following shall apply:

- a. Outside storage of motor vehicles without a building shall be permitted on the Subject Lands identified on Map 13.62.A only if a Temporary Use By-Law permitting the use has been passed by Council and is in effect.

*Map 13.62.A
South (Rear) Portion of 2685 Highway 7 and 44 Killaloe Road*

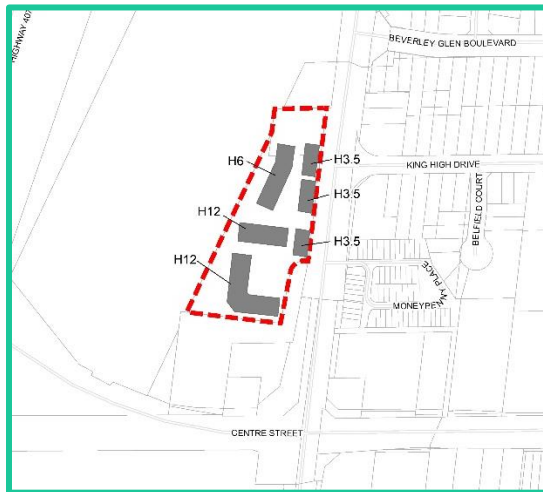


13.63 7850 Dufferin Street (OPA #71)

13.63.1 General

- 13.63.1.1. The following policies shall apply to the lands identified on Map 13.63.A
- 13.63.1.2. Notwithstanding 9.2.2.3, the lands identified on Map 13.63.A shall permit a Mid-Rise Residential development consisting of (3) stacked back-to-back townhouse blocks, each with a building height of up to a maximum of 3.5 storeys and (3) apartment buildings, two with building heights of up to a maximum of 12 storeys, and one with a building height of up to a maximum of 6 storeys, and an overall maximum site density of 2.84 FSI.
- 13.63.1.3. Notwithstanding Section 9.2.3.3 d), for the Subject Lands referred to in clause '1', that Stacked Back-to-back Townhouses shall be oriented to front onto either a public street or a private street.
- 13.63.1.4. Notwithstanding Section 9.2.3.5 b), for the Subject Lands referred to in clause '1', a podium is not required.
- 13.63.1.5. Notwithstanding Section 9.2.3.5 f), for the Subject Lands referred to in clause '1', a rooftop landscaped green space is not required.

Map 13.63.A
7850 Dufferin Street



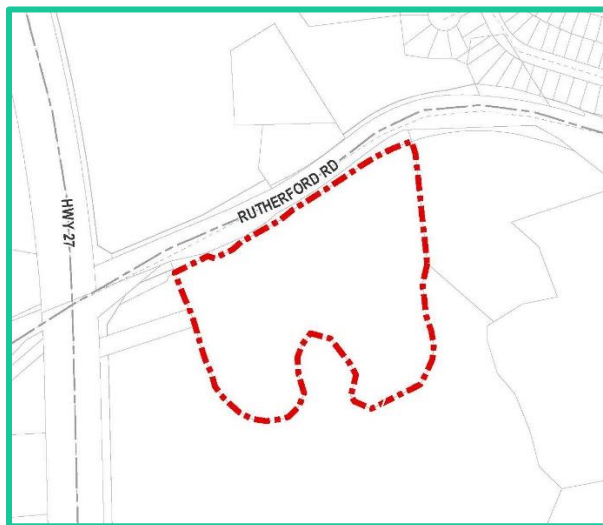
13.64 5859 Rutherford Road

APPROVED BY THE ONTARIO LAND TRIBUNAL ON NOVEMBER 18, 2020

13.64.1 Land Uses

- 13.64.1.1. The following policies shall apply to the “Subject Lands” identified on Map 13.64.A
- 13.64.1.2. Notwithstanding Volume 1 of policies of the Vaughan Official Plan, including but not limited to Sections 2.2, 3.2, 3.3, 3.6, 3.9, 9.2, 10.1.2, and 10.2.2, the Subject Lands being designated “Natural Areas” in accordance with the policies in Section 9.2.2.1 and Section 9.2.2.16, shall permit the following additional uses:
- a. A Detached Dwelling;
 - b. Agricultural Uses.
- 13.64.1.3. That the Subject Lands be subject to Site Plan Control in accordance with Section 41 of the Planning Act, R.S.O. 1990, as amended, and in accordance with the City’s Site Plan Control By-law, as well as subject to securing a permit from the TRCA pursuant to Ontario Regulation 166/06 and, if necessary, Minor Variance approval.
- 13.64.1.4. That enlargements and additions to, and the replacement of the existing legal non-conforming buildings be permitted subject to Section 13.64.1.3

Map 13.64.A
5859 Rutherford Road



13.65 Not Yet Approved

13.66 North East Corner of Weston Road and Comdel Boulevard (OPA #83)

13.66.1 General

- 13.66.1.1. The following policies shall apply to the lands identified on Map 13.64.A.
- 13.66.1.2. Notwithstanding Section 3.2.3.4.c., a minimum vegetation protection zone of 3 metres to significant woodlands shall be permitted.
- 13.66.1.3. Notwithstanding Section 9.2.3.2.a., a townhouse building with at least three, but no more than seven, attached residential units shall be permitted.
- 13.66.1.4. Notwithstanding Section 9.2.3.2.b, back-to-back townhouses in the area designated Low-Rise Residential shall be permitted.

Map 13.66.A
North East Corner of Weston Road and Comdel Boulevard

