

12 AREA SPECIFIC POLICIES

12.1 Lands Subject to Area Specific Policies

12.1.1 Lands subject to Area Specific Policies

It is the policy of Council that:

- 12.1.1.1. The Heritage Conservation Districts identified on Schedule 14-B are subject to policies set out in Section 12.2 of this Plan.
- 12.1.1.2. The lands known as the Keele Valley Landfill Area are identified on Schedule 14-B and are subject to policies set out in Section 12.3 of this Plan.
- 12.1.1.3. The lands known as the Kleinburg Core are identified on Schedule 14-B and are subject to policies set out in Section 12.4 of this Plan.
- 12.1.1.4. Adult Entertainment uses are permitted on certain lands identified on Schedule 14-B, subject to the policies set out in Section 12.5 of this Plan.
- 12.1.1.5. The lands known as Vaughan Mills Mall identified on Schedule 14-B are subject to policies set out in Section 12.6 of this Plan.
- 12.1.1.6. The lands known as the North East Quadrant of Vellore Centre are identified on Schedule 14-B and are subject to policies set out in Section 12.7 of this Plan.
- 12.1.1.7. The lands known as Nashville Heights are identified on Schedule 14-B and are subject to policies set out in Section 12.8 of this Plan.
- 12.1.1.8. The lands known as Yonge Street Corridor in Thornhill are identified on Schedule 14-B and are subject to policies set out in Section 12.9 of this Plan.
- 12.1.1.9. The lands know as the Centre Street Corridor are identified on Schedule 14-B and are subject to the policies set out in Section 12.10 of this Plan.
- 12.1.1.10. The lands at Kipling Avenue and Highway 7 are identified on Schedule 14-B and are subject to policies set out in Section 12.11 of this Plan.

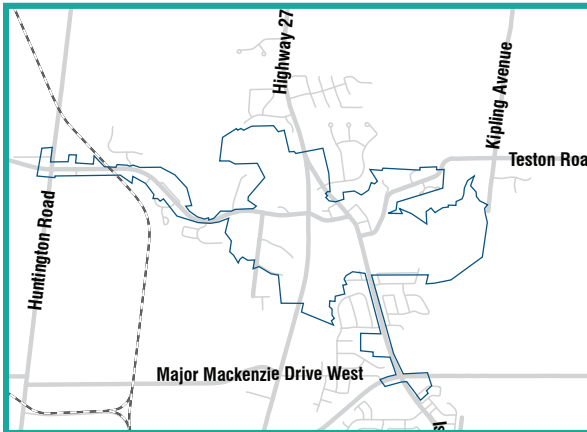
- 12.1.1.11. The lands at Bathurst and Centre Streets are identified on Schedule 14-B and are subject to policies set out in Section 12.12 of this Plan.
- 12.1.1.12. The lands known as Huntington Business Park are identified on Schedule 14-B and are subject to the policies set out in Section 12.13 of this Plan.

12.2 Heritage Conservation Districts

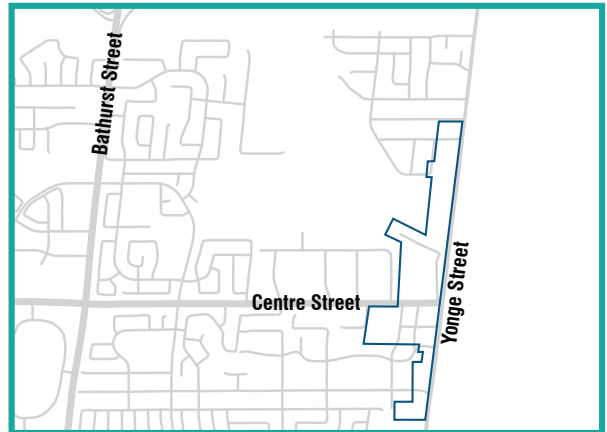
12.2.1 Heritage Conservation Districts

12.2.1.1. Land use planning decisions within the areas identified on Schedule 14 as Heritage Conservation Districts shall conform to the requirements of the applicable Heritage Conservation District Plan noted below and identified on Map 12.2.A:

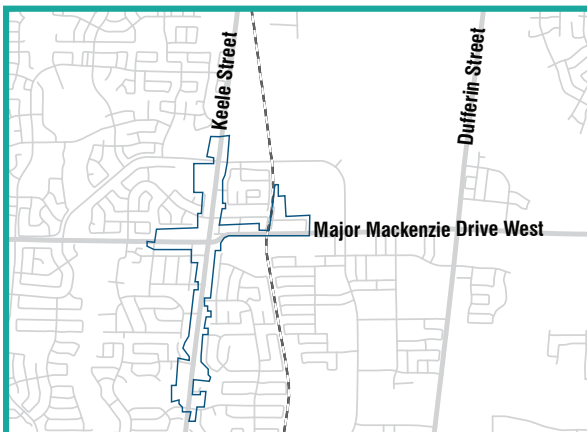
- a. Kleinburg-Nashville Conservation District Plan, By-Law 268–2003
- b. Thornhill Heritage Conservation District Plan, By-Law 323–2007
- c. Village of Maple Heritage Conservation District Plan, By-Law 167-2007
- d. Woodbridge Heritage Conservation District Plan, By-Law 101-2009



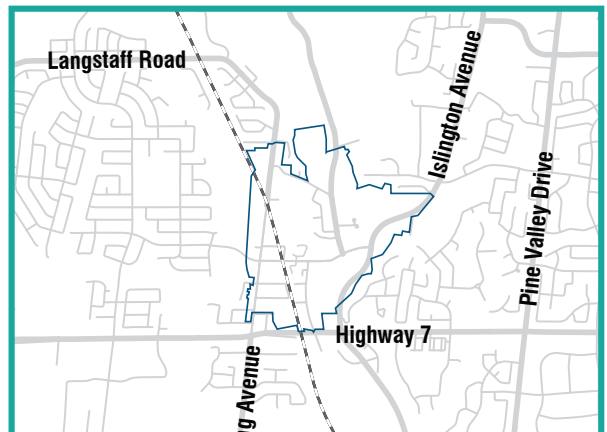
Kleinburg Heritage Conservation District Plan Area



Thornhill Heritage Conservation District Plan Area



Maple Heritage Conservation District Plan Area



Woodbridge Heritage Conservation District Plan Area

▲ Map 12.2.A: Areas Subject to Heritage Conservation District Plans

12.3 Keele Valley Landfill Area

12.3.1 General

- 12.3.1.1. The purpose of this policy is to support the ongoing monitoring and remediation activities of the area identified on Map 12.3.A as the former Keele Valley Landfill Area. Vaughan will coordinate the safe reuse of waste disposal sites with landowners, developers and other government agencies, and will support the implementation of contamination assessments, identification of potential future uses and clean up strategies.

12.3.2 Land Use Policy Area 1

- 12.3.2.1. The area identified on Map 12.3.A as Policy Area 1 comprises the existing fill area of the former Keele Valley Landfill Site, recognizing its former use as a waste disposal area subject to a maximum approved volumetric capacity of 33,125,254 cubic metres of waste, daily and interim cover.
- 12.3.2.2. Vaughan encourages the continual rehabilitation of the site for the intended after-use as a public open-space.
- 12.3.2.3. The design, operation, maintenance, monitoring, remediation, and rehabilitation of the former Keele Valley Landfill Site shown as Policy Area 1 is subject to the provisions of the Environmental Protection Act and its regulations and other applicable legislation.
- 12.3.2.4. Notwithstanding policy 9.2.1.1, the following uses are permitted within Policy Area 1:
- a. The extraction of sand and gravel only for the completion of the former Keele Valley Landfill Site;
 - b. Rehabilitation on a progressive basis;
 - c. Extraction and processing of landfill gas; and,
 - d. Upon completion of the sanitary landfilling operation, public open space uses in combination with uses related to the monitoring and mitigation of the effects of waste disposal activities, are permitted.
- 12.3.2.5. Council shall endeavour to provide notice and an opportunity for the public to provide comment on proposed developments and agreements related to the Keele Valley Landfill Area prior to the adoption of any Council-associated approval.

Policy Area 2

- 12.3.2.6. The area identified on Map 12.3.A as Policy Area 2 comprises the Primary Buffer Area of the former Keele Valley Landfill Site and is intended to provide for its long term use as an area for the monitoring and mitigation of the effects of waste disposal.
- 12.3.2.7. The objectives for Policy Area 2 are to:
- a. provide for on-going monitoring and control of groundwater, stormwater and landfill gas conditions around the former landfill site; and,
 - b. confirm that the design operation, maintenance, monitoring, remediation and rehabilitation of the lands in Policy Area 2 are subject to the provisions of the Environmental Protection Act, and its regulations and other applicable legislation.
- 12.3.2.8. Notwithstanding policy 9.2.1.1, Policy Area 2 may only be used for monitoring and mitigation of the effects of waste disposal and activities required for the remediation, and rehabilitation of the former Keele Valley Landfill Site, or as may be required to implement an expansion required pursuant to Section 18 of the Waste Management Act.
- 12.3.2.9. No industrial activities or extraction of materials such as sand or gravel will be permitted, other than those works or activities essential to the primary objective of establishing the necessary screening of the former Keele Valley Landfill Site in conformance with any conditions imposed by Certificate A-230610, or as may be required to implement any conditions imposed through approvals pursuant to Section 18 of the Waste Management Act.
- 12.3.2.10. Despite anything in the Official Plan, on land located in Part Lot 22, Concession 3, City of Vaughan, an electrical power generating facility fuelled by landfill gas shall be permitted, in accordance with the terms and conditions of a Certificate of Approval as may be required by the Ministry of the Environment and Energy pursuant to the Environmental Protection Act, and in accordance with the terms and conditions of Powerstream with respect to connecting to the local hydro grid.

Policy Area 3

- 12.3.2.11. The area identified on Map 12.3.A as Policy Area 3 is considered to be subject to significant land use constraints, due to the effects of waste disposal.

- 12.3.2.12. The objectives for Policy Area 3 are to:
- a. ensure that lands other than Policy Area 1 and Policy Area 2 are maintained for such purposes as groundwater, stormwater and landfill gas monitoring and control, and the attenuation of leachate; and,
 - b. confirm that the design, operation, maintenance, remediation and rehabilitation of the lands in Policy Area 3 are subject to the provisions of the Environmental Protection Act, its regulations and other applicable legislation.
- 12.3.2.13. Notwithstanding policy 9.2.1.1, Policy Area 3 may only be used for the monitoring and mitigation of the effects of waste disposal, and other uses such as drainage works and passive recreation uses including pedestrian and bicycle trails. On lands identified as Policy Area 3 south of Teston Road permitted uses shall also include a golf course and ancillary uses and a golf driving range/training centre and ancillary uses. The disposal of waste shall not be permitted in Policy Area 3.
- 12.3.2.14. Prior to rezoning lands or as a condition of lifting a Holding Zone (H) for any public open space uses permitted within Policy Area 3 the requirements of the Waste Disposal Assessment Area described in Section 12.3.3 of this Plan shall be satisfied. A change in actual use will require an amendment to the MOE Certificate of Approval A-230610.

Policy Area 4

- 12.3.2.15. In addition to the uses permitted under policy 9.2.1.1, within Policy Area 4, identified on Map 12.3.A, permitted uses also include those related to the monitoring and mitigation of the effects of waste disposal activities.

200 McNaughton Road

- 12.3.2.16. Notwithstanding policy 9.2.1.1 the following uses are permitted on the lands located at 200 McNaughton Road and bounded by Major Mackenzie Drive, the CN Rail Line and McNaughton Road, and identified on Map 12.3.A:
- a. Industrial uses that do not require outside storage including processing, manufacturing, assembling, warehousing;
 - b. Office uses;
 - c. Limited retail commercial facilities for the sale of goods manufactured and/or assembled on the premises;
 - d. Uses related to the monitoring and mitigation of waste disposal activities;

- e. retail warehousing; and,
 - f. Other compatible uses which do not conflict with development or operation of the primary industrial uses and other commercial uses directly servicing the industrial enterprises and their employees including financial institutions, restaurants, and personal service establishments.
- 12.3.2.17. Notwithstanding 12.3.2.16 above, for the lands at 200 MacNaughton Road, commercial development including retail and retail warehousing uses shall also be permitted provided that the maximum total gross floor area devoted to all such uses does not exceed 25,000 square metres. Such uses shall be further defined in the implementing zoning by-law but shall not include a supermarket, a drug store or pharmacy unless a market study confirming that there will be no significant detrimental market impact on other existing or planned commercial centres within the City has been undertaken to the satisfaction of the City.
- 12.3.2.18. Any development at 200 MacNaughton Road shall provide that all necessary lands are available into the future for the purposes of monitoring and remediation of any effects of waste disposal and shall recognize that the lands are subject to the Ministry of Environment Certificate of Approval A-230610. Any change in actual use will require an amendment to the Certificate of Approval.
- 12.3.2.19. Prior to rezoning lands or as a condition of lifting an “H” Holding Zone for the subject lands, the City will require studies with respect to:
- a. Method of implementation;
 - b. An urban design/streetscape masterplan;
 - c. Satisfying the requirements of policy 12.3.3.3 for the Waste Disposal Assessment Area; and,
 - e. Any other studies required pursuant to the policies of this amendment or as determined by the City in consultation with other levels of government.

12.3.3 Waste Disposal Assessment Area

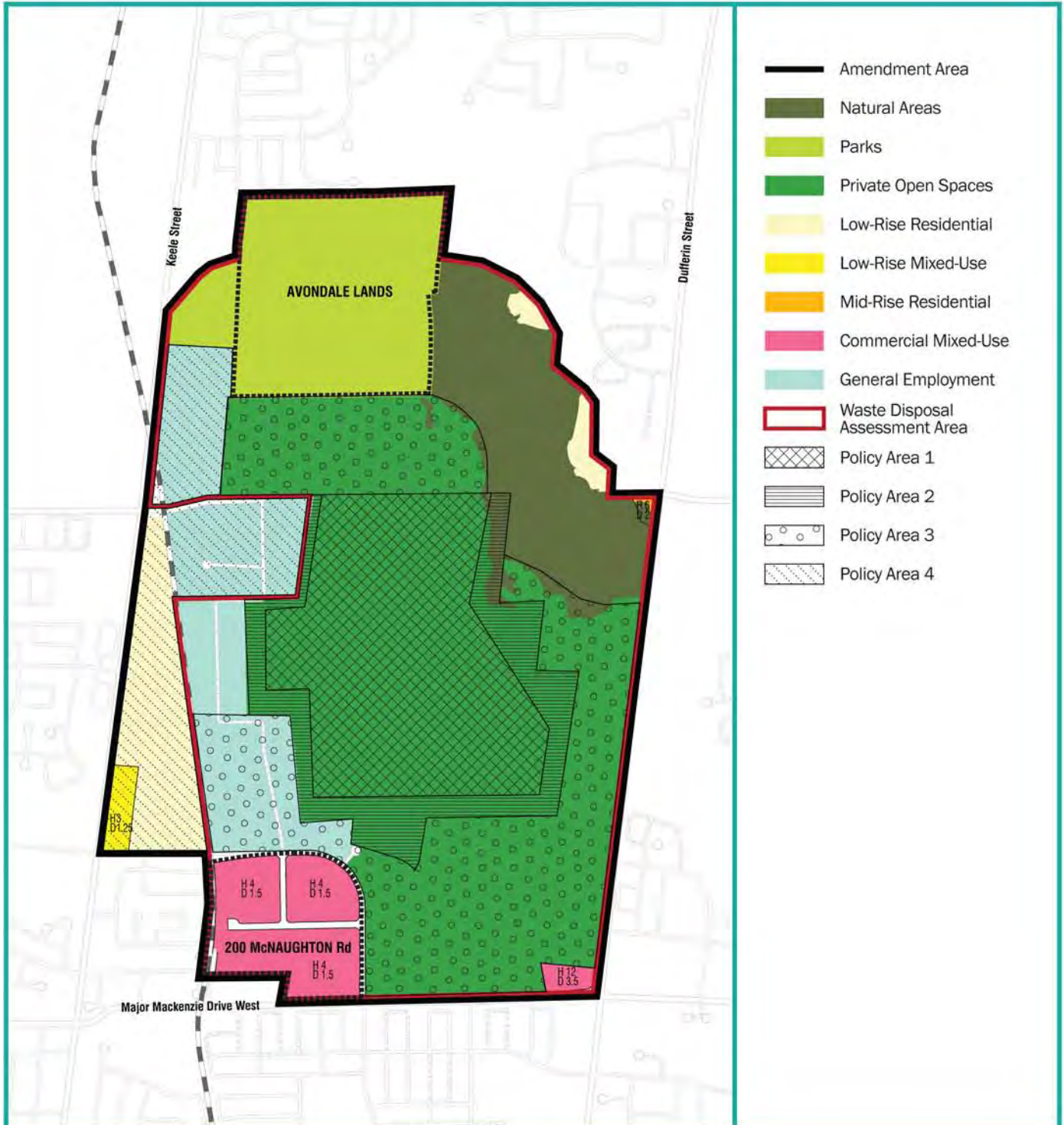
- 12.3.3.1. That a Waste Disposal Assessment Area is identified on Map 12.3.A.
- 12.3.3.2. To ensure that any development which takes place within the Waste Disposal Assessment Area is considered with due regard for the possible effects of waste

disposal operations and as such development will not necessarily be permitted within any Area which lies within the Waste Disposal Assessment Area.

- 12.3.3.3. That the Waste Disposal Assessment Area is classified as a potentially environmentally sensitive area for future uses. Since the use of land for the disposal of waste has long-term effects on these, and possibly adjacent lands, the following policies will safeguard any future use of the lands:
- a. within the Waste Disposal Assessment Area, no development may proceed until waste disposal and final cover operations within 500 metres and associated with the assessment area have ceased. Only land uses compatible with the potential impacts of a waste disposal site and its engineered controls, may be permitted;
 - b. an application for an amendment to the Official Plan or Zoning By-law to permit development within the Waste Disposal Assessment Area shall meet the following requirements:
 - i. studies of gas, leachate, stormwater management and hydrogeology being carried out by a qualified engineer as may be required to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, and the Province, which indicate that development can safely take place;
 - ii. implementation of such remedial measures indicated by the required studies, to the satisfaction of the City in consultation with the Ministry of Environment. Prior to a change of use, approval under S.46 of the Environmental Protection Act may be required;
 - iii. the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies;
 - iv. the City being satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any or all structures;
 - v. studies to demonstrate to the satisfaction of the City in consultation with the Ministry of Environment and the City of Toronto that:
 - A. the existing or closed landfill will not cause an adverse impact on the proposed use;
 - B. the proposed use will not cause or potentially cause any change to ground water quality;
 - C. the proposed use will not affect the implementation of long term environmental controls related to landfilling; and,

- D. required ongoing monitoring and maintenance of the site will not be disrupted;
 - c. any undertaking which is subject to the Environmental Assessment Act shall not be permitted until such time as an approval or exemption under that Act has been given by the appropriate authority; and
 - d. The City may implement the provisions of policy 12.3.3.3 through the enactment of a Holding By-law pursuant to the policies of Section 10.1.2 and policy 12.3.3.4. However, prior to lifting the Holding Zone (H) within the Secondary Buffer Area (Policy Area 3 and Policy Area 4) or change of use on lands covered by the Certificate of Approval, the City shall have received the approval of the zoned use from the Province.
- 12.3.3.4. The Holding Symbol shall not be removed until the reason for the imposition of the Holding Symbol no longer applies. In addition to the policies of Section 10.1.2, the following specific policies shall apply to the removal of the Holding Symbol “H”:
- a. That where a holding symbol H is applied to lands located within the Waste Disposal Assessment Area, it shall not be removed except in respect of temporary use permission until the requirements set out in 12.2.2.19 above have been addressed to the satisfaction of the City and the Province. When such areas are deemed suitable for development, they may be rezoned in accordance with the City’s zoning policies;
 - b. That the holding symbol shall be removed from any portions of the composting envelope at Avondale (identified on Map 12.3.A) once a certificate, of approval therefore under the Environmental Protection Act has been issued; and,
 - c. that where a holding symbol is applied to lands subject to **General Employment** or **Prestige Employment** designations, in addition to any requirements of 12.3.3.3.a above, the holding symbol shall not be removed until servicing capacity is demonstrated and any required development applications have been approved.
- 12.3.3.5. That in recognition of the diversity of uses located in the Keele Valley Landfill Area there is the potential for impacts on sensitive land uses by virtue of noise, dust, odour or other contaminants. Warning clauses will be require where warranted. Such warnings shall be required at the time of subdivision/condominium/site plan approval and shall be in a form satisfactory to the City, the Province and the agency requesting such warning.

▼ Map 12.3.A: Former Keele Valley Landfill



12.4 Kleinburg Core

12.4.1 Goals

12.4.1.1. The following are the goals for the Kleinburg Core area:

- a. General:
 - i. Ensure that land use and built form are compatible with the scale and character of the existing community and integrated with the existing and contemplated pattern of development in the surrounding area;
 - ii. Establish a well-defined public realm;
 - iii. Promote pedestrian-oriented development patterns; and,
 - iv. Ensure, to the fullest extent possible, that the heritage resources, both built and natural, of the Kleinburg Core area are protected in accordance with the Kleinburg-Nashville Conservation District Study and Plan.
- b. Commercial Growth:
 - i. Ensure a prosperous and vibrant Kleinburg core area;
 - ii. Ensure servicing capacity for redevelopment/intensification;
 - iii. Ensure core area development complements existing development in overall size and scale;
 - iv. Establish policies to implement the Kleinburg-Nashville Heritage Conservation District Plan as per Part V of the Ontario Heritage Act;
 - v. Protect existing core area neighbourhoods and residences from incompatible commercial intrusion;
 - vi. Encourage mixed-use in the core area at a modest scale;
 - vii. Provide for limited to modest expansion of the commercial area;
 - viii. Ensure that commercial development takes place in accordance with the provisions of the Kleinburg-Nashville Heritage Conservation District Plan, ensure it remains at a village scale and ensure it complements the historic, rural village character and architectural heritage of the community;
 - ix. Encourage physical design which promotes safety and security;
 - x. Develop a public realm composed of streets and public spaces that are clearly defined by buildings and other visual amenities, including landscape elements, sidewalks, and bicycle paths;
 - xi. Sensitively manage the core area of Kleinburg through the reinforcement of the traditional pattern of development and preservation of existing historic buildings and the unique environmental features which give the Village its special character;
 - xii. Develop guidelines for new development and redevelopment within the core

- and to encourage a high quality of urban and architectural design;
- xiii. Ensure that neighbouring developments are physically compatible and respect existing development conditions, scale and building placement;
 - xiv. Encourage the development of vacant lands and other redevelopment sites in a way which will enhance the character of Kleinburg;
 - xv. Encourage the protection of significant trees; and,
 - xvi. Encourage business activities of a sort which provide jobs for local residents consistent with overall growth management objectives.
- c. Residential Areas/Neighbourhoods:
- i. Provide for predominantly low-density residential development consistent with the character of the existing community;
 - ii. Establish a neighbourhood focus;
 - iii. Ensure quality urban design and architecture;
 - iv. Create an environment that provides for safe, functional and attractive residential neighbourhoods;
 - v. Provide attractive streetscapes through attention to the design of the public realm, built form and the relationship between private development and the public realm; and,
 - vi. Ensure that the residential development within the Kleinburg Core Area takes place in accordance with the provisions of the Kleinburg-Nashville Heritage Conservation District Plan, adopted by By-law 183-2003 as amended by By-law No. 268-2003, and remains at a village scale and complements the historic, rural village character and architectural heritage of the community.
- d. Heritage:
- i. Protect and preserve the existing heritage features including buildings and other structures, sites, landscapes, natural features and vegetation through the application of the Ontario Heritage Act and other relevant legislation;
 - ii. Encourage the retention and incorporation of existing heritage resources including buildings and other structures in the redevelopment of heritage property;
 - iii. Encourage that new development along the historic core areas of Kleinburg be sympathetic in scale, massing and architectural design with the existing 19th and early 20th Century heritage buildings in these historic core areas;
 - iv. Ensure that development or redevelopment occurs in accordance with the provisions of the Kleinburg-Nashville Heritage Conservation District Plan

adopted by By-law 183-2003 as amended by By-law No. 268-2003 and designated under Part V of the Ontario Heritage Act;

- v. Encourage the protection of, or where appropriate, the excavation of local archaeological resources;
 - vi. Preserve and incorporate significant heritage and archaeological sites into public and commercial environments and public open spaces;
 - vii. Promote an understanding of, and an appreciation for the community's heritage among local residents and visitors; and,
 - viii. Recognize the importance of and protect natural heritage features including the Humber River valley lands for their distinctive topography and scenic views.
- e. Parks and Open Space:
- i. Provide parkland that has a clear functional relationship to the community and residential neighbourhood.
- f. Transportation:
- i. Improve Islington Avenue north of Major Mackenzie Drive to make the section of Islington Avenue passing through Kleinburg more compatible with the human scale of the Village; and,
 - ii. Review the opportunity for traffic calming particularly at the intersection of Islington Avenue and Bindertwine Boulevard that will calm traffic and create a more consistent and attractive streetscape.

12.4.2 Community Planning Objectives

- 12.4.2.1. An important planning objectives for the Kleinburg Core is to ensure that the scale of development is commensurate with the role of Kleinburg as an historic Local Centre.

12.4.3 Residential Areas/Neighbourhoods

- 12.4.3.1. The area included in the calculation of Residential Density for all residential designations in the Kleinburg Core area shall be based on a net residential hectare which includes local and primary roads, the land for dwelling units, environmental linkages located on tablelands, and tableland valley buffer areas. Density will be calculated on a draft plan or block plan basis.

12.4.4 The Kleinburg Core Area – General

- 12.4.4.1. All development within the **Mainstreet Commercial** area, identified on Map 12.4.A, will be subject to the Urban Design Policies of this Plan, the Kleinburg-Nashville Heritage Conservation District Study and Plan, a Streetscape Master Plan, a Parking Study with a view to potentially establishing a municipal parking lot, an inventory of significant trees, a Tree Preservation By-law, and other studies as identified in this Plan.
- 12.4.4.2. Residential infilling within the Village shall be permitted subject to conformity with the Urban Design provisions of this amendment and provided the proposed lot or development is compatible in size, shape, and configuration with adjacent lots and the development located thereon.
- 12.4.4.3. Detailed development standards addressing scale and massing, yard setbacks, height, maximum floor areas, parking requirements, landscape standards and other matters shall be set out in the implementing zoning by-law. In establishing the standards within the Zoning By-law, the scale and massing of the historic development and the existing natural landscape shall be considered.
- 12.4.4.4. Any proposed re-zoning to a commercial use requiring an amendment to the zoning bylaw shall only be permitted when the City is satisfied that the proposed use is compatible with any adjacent land uses in respect of urban design/heritage preservation, noise, traffic, parking loading/delivery requirements and servicing.
- 12.4.4.5. Any uses other than those stipulated in policies 12.4.5.2 and 12.4.6.2 are prohibited.
- 12.4.4.6. The following policies apply to the Kleinburg Core Area, exclusive of the **Mainstreet Commercial** area:
- a. Residential infilling within the Village shall be permitted subject to conformity with the Urban Design provisions of this Plan, as detailed in the Kleinburg Nashville Heritage Conservation District Study and Plan, provided the proposed lot or development is compatible in size, shape and configuration with adjacent lots and the size and form of development located thereon.
 - b. For all development within the Kleinburg Core area, the urban design policies and heritage conservation policies set out in the Plan, as outlined in the Kleinburg Nashville Heritage Conservation District Study and Plan, shall also apply.

12.4.4.7. The consolidation or severance of lands shall be discouraged. Any consolidation or severance of lands may be permitted if the proposed lot pattern is consistent with the existing lot pattern in the immediate surrounding area, in situations of minor lot line adjustment or where otherwise required by law.

12.4.4.8. In order to ensure the long term viability of Kleinburg Core as a tourist destination and as a local and neighbourhood shopping area the City may undertake an economic development review.

12.4.5 Mainstreet Commercial Area Permitted Uses

12.4.5.1. Within the **Mainstreet Commercial** area shown on Map 12.4.A the permitted uses include Village “mainstreet commercial” uses located on Islington Avenue and Nashville Road. Limited small scale mixed-use developments on the main streets may also be permitted, subject to certain requirements. These requirements may be included in the provisions of an implementing Zoning By-law. These provisions should consider matters such as the separation of uses, landscaping, the design of the site and the relationship between the site and the street.

12.4.5.2. Uses permitted in the **Mainstreet Commercial** area, as set out in the implementing zoning by-law, excluding automobile oriented uses, may include:

- a. Retail Stores;
- b. Personal Service Shops;
- c. Professional and Business Offices;
- d. Small scale hotels or “Village Inns”;
- e. Bed and Breakfast operations;
- f. Restaurants including sidewalk cafes;
- g. Small scale mixed-use developments with at-grade commercial uses and an upper floor residential component;
- h. Detached residential dwellings;
- i. Converted Dwellings in the form of residential conversions to permitted commercial and mixed-use developments;
- j. Parks and Open Space; and,
- k. Public and Institutional uses.

12.4.6 Village Residential Area Permitted Uses

12.4.6.1. The **Village Residential** Area currently consists of residential uses, public and institutional uses.

12.4.6.2. Residential uses include the following:

- a. Detached residential dwellings;
- b. Bed and Breakfast establishments;
- c. Parks and Open Space; and,
- d. Public and Institutional Uses.

12.4.7 Area A

12.4.7.1. Notwithstanding the above, for the lands located on the west side of Islington Avenue, south of Nashville Road, municipally known as 10360 and 10384 Islington Avenue, in Part of Lot 23, Concession 8, identified on Map 12.4.A as **Area A**, the built form may consist of one (1) building having a maximum Gross Floor Area of 4,416 square metres. The existing 260.13 square metres (Martin Smith House) heritage dwelling shall be used as an ancillary amenity space and shall not be included in the above stated maximum Gross Floor Area. The development shall be a maximum of 2-storeys on all east elevations facing Islington Avenue. A maximum of 3-storeys will be permitted adjacent to the Valley located at the rear of the Subject Lands (west elevation). A transition to 3-storeys may be permitted at the side of the building where the change in grade permits. Specific details respecting height and mass shall be established in the site-specific zoning by-law, and shall be in accordance with the Ontario Municipal Board (OMB File PL060606 and related files) approved proposal.

12.4.8 Development Standards: Mainstreet Commercial Area

12.4.8.1. Detailed development standards respecting size, scale, setbacks, height, and other matters will be set out in the implementing zoning by-law, having regard for the following:

- a. All development within the **Mainstreet Commercial** designation will be subject to the urban design policies of this Plan, as outlined in the Kleinburg-Nashville Heritage Conservation District Study and Plan, and the development standards as set out in the implementing zoning by-law; and,
- b. The scale of development within the **Mainstreet Commercial** designation shall be

in keeping with the policies and guidelines established by the Kleinburg-Nashville Heritage Conservation District Study and Plan and will complement the character and scale of existing buildings, and shall:

- i. generally not exceed a maximum achievable building height of 9.5 metres;
- ii. have a maximum achievable Floor Space Index within the range of 0.2 to 1.0, depending upon the lot frontage, depth, proposed use, site constraints and standards established by the Zoning By-law; and,
- iii. have consideration for the scale, massing and use of existing development on abutting or adjacent properties.

12.4.9 Development Standards: Kleinburg Core Area

12.4.9.1. Detailed development standards applicable to the predominantly residential uses within the Kleinburg Core Area will be established in the City's Comprehensive Zoning Bylaw 1-88 with particular regard to lot frontages, setbacks, building height, landscaping and with the intent of maintaining the village scale and character of development.

12.4.10 Urban Design - General

12.4.10.1. Achieving quality design is recognized as an important objective for the Kleinburg Core area. Outlined below is a set of comprehensive design policies which apply to the Core Area. The design policies set out general criteria for the development of public and private lands within the Core Area and include:

- a. the provision of a clearly defined public realm;
- b. predictable and consistent built form in keeping with the existing scale and massing of the buildings within established commercial and residential areas;
- c. safety, comfort and accessibility in the pedestrian environment;
- d. compatibility and enhancement of the unique rural village heritage character of the community; and,
- e. a recognition and description of the standards established within the Kleinburg-Nashville Heritage Conservation District Study and Plan.

Strategic Sites (Gateways)

12.4.10.2. Strategic Sites are those properties shown on Map 12.4.A that warrant special design treatment because of their location and visibility. These sites have the potential to strengthen and improve the quality of the public realm. The treatment of the

architecture, building materials, massing and built form should reinforce their location as a gateway to the Kleinburg Core Area, a visual terminus or an important intersection.

- 12.4.10.3. The elements used to define a gateway or strategic site should be sensitive to the context of the location of the gateway or site and be designed in such a manner as to contribute to a welcoming Village core. Gateway elements may consist of any or a combination of the following:
- a. buildings of a high quality design and oriented toward the intersection;
 - b. architectural elements such as gates and walls;
 - c. special paving and lighting;
 - d. signage; and,
 - e. landscape treatment.

Community Corridors

- 12.4.10.4. Nashville Rd. and Regional Road 27 are considered as important community corridors between the existing villages of Kleinburg and Nashville and linking the developed and more rural areas within the Kleinburg-Nashville area. Consideration shall be given to the landscaping and streetscaping along these corridors to ensure that the rural character and vistas of the rural and natural landscapes are retained. The visibility of development in such areas from major roads and corridors should be minimized.

12.4.11 Urban Design in the Kleinburg Core Area including the Mainstreet Commercial Area

Public Realm

- 12.4.11.1. The design of development should enhance and maintain a public realm (comprising public streets, lanes, parks and open space and the public use activity areas of private lands and buildings) that is consistent and compatible with the community character and contribute to a safe and attractive pedestrian environment.
- 12.4.11.2. New development and redevelopment in the Core Area shall be compatible with, and complementary to, the distinctive and historic character of the building, with particular regard for the scale, setback, spacing, massing, and architectural design. Detailed Development Standards will be set out in the implementing zoning by-law.

- 12.4.11.3. The development of public use spaces, as community focal points, in the Core Area is encouraged. These spaces should be located primarily within the **Mainstreet Commercial** area and designed in such a manner as to contribute to the “mainstreet commercial” and village environment.
- 12.4.11.4. Landscape elements including trees, planting, paving materials and architectural elements, should be utilized to complement building sites and streetscapes, reinforce the relationship between the building and the street and contribute to the visual continuity of the public realm.

Streets

- 12.4.11.5. Protect existing heritage streetscapes using techniques such as variable rights-of-way, and innovative road design standards.
- 12.4.11.6. Roads and streets through and within the Village Core should maintain the historic character of the community.
- 12.4.11.7. Establish a streetscape Masterplan for all arterial streets within the community planning area as part of any planned improvements.

Islington Avenue

- 12.4.11.8. In recognition of Islington Ave. as the primary entrance into Kleinburg and its importance as a public amenity area, a comprehensive streetscape design shall be developed for the public right-of-way of Islington Ave. between Major Mackenzie Dr. and the McMichael Gallery, that incorporates the following features:
 - a. traffic calming measures with particular attention to the intersection of Islington Ave. and Bindertwine Blvd.;
 - b. a consistent landscaping treatment that effectively screens the rear yards of existing residential properties backing onto Islington Ave.;
 - c. landscaped boulevards on both sides of the street that incorporate public sidewalks, landscaping, pedestrian-scaled street lighting and other streetscaping elements;
 - d. well-marked pedestrian crossing areas at identified locations; and,
 - e. In addition, the comprehensive streetscape design shall include the public right-of-way of Islington Ave. north of Nashville Road to Regional Road 27.

Views, Vistas and Focal Points

- 12.4.11.9. Preserve and enhance views to natural features including valley lands, topographic features and across open spaces.
- 12.4.11.10. Provide opportunities for views of important public buildings, heritage features, open spaces, natural features, and other landmarks.
- 12.4.11.11. Provide for sites to terminate streets and view corridors wherever possible.
- 12.4.11.12. Inventory significant trees with the goal of maintaining the village character wherever possible.

Location of Buildings and Permitted Uses with Respect to Streets and Open Space

- 12.4.11.13. Generally, the “front” facade of each building should be aligned parallel to the abutting street and located in close proximity to the street line.
- 12.4.11.14. Buildings fronting onto public streets should be located along the street edge.
- 12.4.11.15. Buildings on corner sites should be sited and massed toward the intersection and the abutting streets.
- 12.4.11.16. Siting and massing of new buildings should provide an appropriate degree of enclosure and continuity to the street.
- 12.4.11.17. The entrance to Commercial and Retail Uses within the **Mainstreet Commercial** designation will be grade-related with access directly to the public sidewalk. Below grade entrances to commercial uses will be discouraged.
- 12.4.11.18. The implementing zoning by-law will provide details for building setbacks, massing and relationship to the public realm.

Pedestrian Environment

- 12.4.11.19. To promote safety and security in public places, including streets, parks and open space, parking and public use areas, the following measures are encouraged:

- a. the design and siting of new buildings should provide opportunities for visual overlook and ease of physical access to adjacent streets, parks, open space and public use areas;
- b. direct views to parks, open spaces and public use areas should be provided from the adjoining streets;
- c. appropriate lighting, visibility and opportunities for informal surveillance should be provided for all walkways, parking lots, garages and outdoor amenity areas; and,
- d. a consistent level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, street furniture, lighting and signage should be provided to ensure ease of access for the pedestrian and the enjoyment of public streets and other outdoor spaces.

Building Compatibility

- 12.4.11.20. Where redevelopment of wide lots or consolidation of adjacent properties is proposed, the built form on the property shall reflect the historic scale and pattern of built form of the village and the adjacent and neighbouring properties. Subject to the provisions of the Zoning By-law, more than one building may be developed on the property in order to achieve a consistent scale and pattern of development.
- 12.4.11.21. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in negative impacts on adjacent properties, particularly with regard to overlook, shadows, wind and other environmental and compatibility factors.

Building Heights

- 12.4.11.22. New buildings, additions to buildings or the redevelopment of existing sites in the Core Areas of Kleinburg or Nashville shall generally not exceed a maximum height of 9.5 metres above finished grade.

Architectural Design

- 12.4.11.23. Building facades should be articulated to provide visual interest using such elements as porches, bays, canopies, balconies, solariums and other architectural features.
- 12.4.11.24. Siting, massing and scale of mixed-use buildings in the Core Area that front onto Islington Ave., and Nashville Rd. in the Core Area, will reflect building types typically

found on a traditional “rural Ontario Main Street” and should be representative of the architectural heritage of 19th and early 20th century Kleinburg.

Building Entrances

- 12.4.11.25. Primary building entrances should be clearly visible and located on a public street frontage.
- 12.4.11.26. Access to primary building entrances, should be convenient and direct with minimum changes in grade and should be accessible to people who are mobility impaired.
- 12.4.11.27. The implementing zoning by-law may require a minimum percentage of the building frontage to be restricted to commercial use only, in order to facilitate continuous retail activity at grade.

Parking and Servicing Areas

- 12.4.11.28. The provision of underground parking shall be encouraged for mixed-use developments within the **Mainstreet Commercial** area to reduce the impact of surface parking and to assist in providing at-grade amenity areas, and to encourage a suitable relationship to the public street.
- 12.4.11.29. Where it is not feasible to locate parking below grade, parking should be located to the rear of principal buildings subject to the preservation of significant trees.
- 12.4.11.30. Landscaping, fencing, architectural elements and other appropriate screening treatments should be provided to reduce the impact of at grade parking and service areas and contribute to the visual continuity of the public realm, ensuring that safety and security measures - for both parking lot users and the public on adjacent streets, are maintained.
- 12.4.11.31. No parking within the **Mainstreet Commercial** area will be permitted between the main building(s) and a public street.
- 12.4.11.32. Pursuant to the provisions of the Planning Act and the Municipal Act the City may establish a parking levy for the purpose of providing and maintaining off-site parking:
 - a. Monies raised through cash-in-lieu of parking shall be placed in a special reserve

fund, separate from general revenues, dedicated to managing existing public parking resources and/or establishing new parking facilities;

- b. In determining the actual cost of providing a parking space, and the appropriate fee to be levied for each space, the City may create a formula that considers the cost of land, cost of construction of a space and associated accesses, cost of landscaping, cost of maintenance, and the use of a multiplier for different types of development; and,
- c. In order to promote the adaptive re-use (conversion and renovation) of existing heritage homes within the **Mainstreet Commercial** designation, the use of a multiplier to reduce the cost of providing a parking space to a landowner may be considered.

12.4.11.33. The City's preferred course of action in responding to applications that propose to provide fewer parking spaces than established by the City's Comprehensive Zoning By-law is as follows:

- a. Calculate parking required, as per the City's Comprehensive Zoning By-law;
- b. Review applicant's/owner's site plan to determine the number of parking spaces to be provided;
- c. If it is determined that the proposed site plan does not provide the required number of parking spaces, then a Parking Generation Assessment will be required from the applicant/owner;
- d. Based on the findings of the Parking Generation Assessment, a variance may be supported for the difference between the requirements of the City's Comprehensive Zoning By-law and the Parking Generation Assessment.
- e. If the proposed number of parking spaces is less than the number of parking spaces required by the City's Comprehensive Zoning By-law and less than number of parking spaces recommended in the Parking Generation Assessment, then the applicant/owner would be required to enter into an agreement with the City pursuant to Section 40 of the Planning Act to provide cash-in-lieu of parking for the difference.

12.4.11.34. When reviewing applications for variances to the minimum required parking standards in the City's Comprehensive Zoning By-law, in addition to items normally considered, the City shall also require the following items to be submitted by an applicant/landowner:

- a. A Parking Generation Assessment; and,

- b. A heritage property assessment which includes an analysis of existing landscape and tree conditions, the impact the proposed parking area will have on these site conditions and other characteristics that contribute to the character of the Kleinburg-Nashville Heritage Conservation District and any existing buildings.

12.4.11.35. The heritage property assessment shall:

- a. Be prepared by a qualified heritage professional; and,
- b. Describe the impact of proposed development on the existing building(s), landscape and streetscape.

12.4.11.36. The landscape and tree analysis shall:

- a. Be prepared by a qualified horticulturalist, landscape architect, arborist or forester, depending on the feature being assessed;
- b. Identify and assess the current location and condition of all trees, shrubs and other natural and man made features on the site. The assessment of annuals and other bedding plants is not required; and,
- c. Consider the long term health of the natural feature and provide comment on the impact of additional parking on the health and protection of the identified vegetation.

12.4.11.37. The parking generation assessment shall contain a detailed description of the proposed and existing uses, and describe characteristics of the site, such as but not limited to total floor area of the building, total floor area of each use contained within the building, number of employees, design capacity of building and seating capacity and any other item identified by the City. The review of the proposed use(s) shall include analysis and recommendations based on a review of uses of a similar type and scale within the community and in other Heritage Conservation Districts.

Signage

12.4.11.38. The City shall control signage within the Kleinburg Core area through the provisions of the Sign By-law, the Urban Design Guidelines and the Heritage Conservation District Plan and Guidelines.

- 12.4.11.39. The City shall undertake a review of the Sign By-law to ensure that there are suitable provisions for use in the Kleinburg – Nashville Heritage Conservation District. The review shall pay specific attention to the policies and guidelines contained within the Kleinburg-Nashville Heritage Conservation District Study and Plan.

12.4.12 Design Considerations - Area A

- 12.4.12.1. Notwithstanding policies 12.4.11.20 through 12.4.11.22, for the lands identified on Map 12.4.A as **Area A**, the maximum height shall be 9 metres, contained in 2-storeys and having the scale of a single residential building on all east elevations of the building, facing Islington Avenue. The rear of the building will be permitted a maximum building height of 12 metres, contained in 3-storeys (west elevation). A transition to 3-storeys may be permitted at the side of the building where the change in grade permits. These development details are more specifically depicted in the implementing zoning by-law and the OMB approved proposal (OMB File PL060606 and related files).

- 12.4.12.2. **Area A** shall contain a 7.5 metre buffer from the staked top-of-bank, which shall form part of the valley system and shall be zoned OS1 Open Space Conservation Zone. An additional 2.5 metre landscaped buffer shall be provided adjacent to the Open Space Conservation Zone, and be used for no other purposes than landscaping.

12.4.13 Transportation

- 12.4.13.1. The City shall continue to ensure that Islington Ave and Nashville Rd. (east of Regional Rd. 27) function as pedestrian friendly village main streets.
- 12.4.13.2. Traffic management measures may be established to regulate traffic on Islington Ave. particularly in the A.M. peak.
- 12.4.13.3. The City shall consider the establishment of traffic calming features such as a traffic circle at the intersection of Islington Ave. and Bindertwine Ave. in response to increasing traffic levels and the continuing need for traffic calming.

12.4.14 Community Design Guidelines

- 12.4.14.1. It shall be the policy of Council to encourage the maintenance of the general character of the Kleinburg Core area through the sensitive design of building forms and facades, street design, scale and siting of buildings, fencing and the sensitive use of materials

and landscaping, for any development in the Core area. Council will consult with representatives of the Kleinburg-Nashville community during the implementation.

12.4.14.2. Council may initiate and adopt design guidelines.

12.4.14.3. Zoning applications for commercial or mixed-use development within the **Mainstreet Commercial** area, or the remainder of the Kleinburg Core Area shall be supported by the following information:

- a. a planning justification report outlining in detail how the proposed development conforms with:
 - i. the policies of this plan and in particular the policies respecting Urban Design and Core Areas;
 - ii. the Kleinburg-Nashville Heritage Conservation District Study and Plan; and
 - iii. any other study or by-law that is empowered or recommended by the provisions of this Plan or the Kleinburg-Nashville Heritage Conservation District Study and Plan, and any study, plan or regulation that may be undertaken in the future provided that it is adopted by Council;
- b. a preliminary site plan including:
 - i. preliminary building architectural elevations;
 - ii. relationship to adjacent buildings;
 - iii. relationship of the proposed development to the street;
 - iv. facilities for public sidewalks and pedestrian amenities along the street or to adjacent parks or open space areas;
 - v. residential amenities for any residential units which may be proposed;
- c. the following supplemental items may be required:
 - i. a traffic and parking report establishing the requirements of the proposed development and the adequacy of the proposed facilities;
 - ii. a vegetation report identifying any significant vegetation on site and how it is to be protected and integrated into the proposed development;
 - iii. an environmental/open space report identifying how the site is to be integrated with any adjacent open space or valley land; and,
 - iv. a preliminary report, prepared by a qualified heritage architect with respect to architectural design features and consistency with adjacent development, with particular regard to the Kleinburg-Nashville Heritage Conservation District Study and Plan.

12.4.15 Interpretation

- 12.4.15.1. The locations of and boundaries between the land use designations shown on the Schedules are approximate, except where they coincide with arterial roads, railway lines, or other clearly defined physical features. Minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.
- 12.4.15.2. The location of the by-pass, arterial collector and primary road system is approximate, and minor adjustments will not require an amendment to this Plan provided that the intent of its policies is maintained.
- 12.4.15.3. All statistics, with the exception of density requirements may vary within 5% as long as the intent of the policies of this Plan is maintained.
- 12.4.15.4. Notwithstanding the above, for **Area A**, all statistics contained in the Ontario Municipal Board approved development proposal (OMB File PL060606 and related files) shall be adhered to.

▼ Map 12.4.A: Kleinburg Core



12.5 Adult Entertainment Uses

12.5.1 Adult Entertainment Parlors

- 12.5.1.1. Adult entertainment parlors, as defined in Section 154 of the Municipal Act, and body rub parlors, as defined in Section 154 of the Municipal Act, are prohibited in the City of Vaughan with the following exceptions:
- a. they are limited to the following locations:
 - i. a portion of the lands located east of Keele Street and south of Langstaff Road, being part of Lots 7, 8, 9, and 10, Concession 3, as identified on Map 12.5.A; and,
 - ii. a portion of the lands located south of Doughton Road and Killaloe Road, and east of Maplecrete Road, being part of Lots 4 and 5, Concession 4, as identified in Map 12.5.A;
 - b. adult entertainment parlours shall be located at least 100 metres from an arterial road or Provincial highway, and shall not be located on lots abutting such roadways;
 - c. any adult entertainment parlour shall be located at least 1000 metres from any other adult entertainment parlour;
 - d. an adult entertainment parlour shall be located at least 500 metres from any lands designated in the Official Plan for residential purposes, and any residential use. This restriction shall not apply to the two existing farm dwellings located on the west side of Jane Street within Lot 4, Concession 5; and,
 - e. an adult entertainment parlour shall be located only in a building where the adult entertainment parlour is the sole occupant of the building.

12.5.2 Body Rub Parlors

- 12.5.2.1. Body rub parlors, as defined in Section 154 of the Municipal Act, are prohibited in the City of Vaughan with the following exceptions:
- a. they are to the following locations:
 - i. a portion of the lands located east of Keele Street and south of Langstaff Road, being part of Lots 8 and 9, Concession 3; as identified on Map 12.5.A; and,
 - ii. a portion of the lands located south of Killaloe Road and east of Costa Road, being parts of Lots 4 and 5, Concession 4, as shown on Map 12.5.A;
 - b. a body rub parlour may not exceed 150 square metres in Gross Floor Area; and,
 - c. a body rub parlour is restricted to a maximum of one per lot, and when in a multi-unit building is also restricted to a maximum of 15% of the Gross Floor Area of the multi-unit building.

▼ Map 12.5.A: Adult Entertainment Uses



12.6 Vaughan Mills Mall

12.6.1 General

12.6.1.1. Notwithstanding policy 9.2.1.1 the use of land within the Vaughan Mills Mall area shall be per the policies below for the Vaughan Mills Mall District and the Commercial District, shown on Map 12.6.A.

12.6.2 Mall District

12.6.2.1. The **Mall District**, shown on Map 12.6.A, shall be used for an enclosed mall and shall:

- a. have a minimum gross floor area (GFA) of 100,000 square metres; and,
- b. be permitted to contain a full range of commercial uses including retail, service commercial, entertainment and restaurant uses subject to the limitations established herein.

12.6.2.2. The commercial uses established within the **Mall District** shall be subject to the following policies:

- a. All uses shall be collectively permitted only within a fully enclosed shopping mall, except for limited outside display, storage and sales accessory to a permitted use, outdoor seating areas associated with restaurant uses and uses for the entertainment and recreation of mall patrons, subject to standards set out in the implementing zoning by-law;
- b. A maximum of 10%, not including the food court, of the commercial floor area (C.F.A.) of the mall shall be provided in commercial units having an area of 185 square metres C.F.A, or less;
- c. A minimum of eight (8) commercial units shall be provided which have a minimum commercial floor area of 1,850 square metres which cumulatively have a minimum area of 35% of the commercial floor area of the mall; and,
- d. Department stores and supermarkets shall not be permitted.

12.6.3 Commercial District

12.6.3.1. Commercial uses shall be permitted on those lands designated **Commercial District** on Map 12.6.A.

12.6.3.2. Permitted Uses within the **Commercial District** are existing commercial uses, retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices, hotels, convention centres accessory

to hotels, and places of entertainment. Office building uses shall be subject to policies 12.6.3.7 and 12.6.3.8 below.

- 12.6.3.3. The **Commercial District** on Map 12.6.A shall be developed in the form of individual buildings or groupings of buildings.
- 12.6.3.4. The first occupancy of any commercial uses in this designation shall not occur prior to the building permit issuance for the enclosed shopping centre within the Vaughan Mills Mall Area.
- 12.6.3.5. Uses which require outdoor storage and display or merchandise such as auto, boat and recreational vehicle sales, may be permitted in the southerly **Commercial District** area, adjacent to the east-west collector road, as shown on Map 12.6.A.
- 12.6.3.6. A maximum of three automobile service stations or gas bars may be permitted provided that no more than one such use shall be located on any single municipal road frontage and shall not be located at the intersection of Jane Street and Rutherford Road.
- 12.6.3.7. The maximum Commercial Floor Area of all commercial uses located within the Vaughan Mills Area, with the exception of offices, hotels and accessory convention centres, shall be 160,000 square metres.
- 12.6.3.8. Office building uses shall only be permitted in the area shown as Office Precinct on Map 12.6.A. Office building uses shall not collectively exceed a total C.F.A. of approximately 10,000 square metres and shall have maximum building heights of five storeys. The implementing Zoning By-law shall provide the standards required to implement these policies.
- 12.6.3.9. Notwithstanding the foregoing, the lands located at the northwest corner of the intersection of Jane Street and the east-west collector road opposite Locke Street, as shown on Map 12.6.A as **Area A**, shall be subject to the following policies:
 - a. The lands shall be zoned with the Holding Symbol (H) in accordance with Section 36 of the Planning Act. A by-law to remove the Holding Symbol (H) shall not be enacted until such time as:

- i. Draft Plan of Subdivision 19T-98V10 has been registered and the east-west collector road leading from the partial interchange at Highway 400 to Jane Street to intersect with Jane Street at Locke Street has been constructed and dedicated as a public highway;
 - ii. a Site Plan Agreement for the development of the subject lands has been registered;
 - iii. the Owner shall have ceased all operations and demolished all buildings and structures; and,
 - iv. the Owner shall have provided a Record of Site Condition, based on the studies of a qualified environmental consultant and the completion of any necessary remediation work, which indicates that the entire site is free of environmental hazard and meets the Ministry of the Environment (MOE) Guidelines for Industrial and Commercial Uses. The record of site condition shall be acknowledged by MOE;
- b. Notwithstanding the above, a by-law to remove the Holding Symbol (H) from the portion of the lands located at the northwest corner of Jane Street and the new east-west collector road (opposite Locke Street), as defined in the implementing zoning by-law, may proceed in advance of the removal of the Holding Symbol for the entire **Area A** shown on Map 12.6.A. The by-law to remove the Holding Symbol (H) for this area shall not be enacted until such time as:
- i. Policy 12.6.3.9.a.i. above shall have been fulfilled and 12.6.3.9.a.iv. above shall have been fulfilled as it applies to the defined area;
 - ii. The Owner shall have ceased all operations and demolished all buildings and structures within the defined area; and,
 - iii. A Site Plan Agreement or Site Plan Letter of Undertaking, whichever is in effect, has been registered for the lands within the defined area from which the Holding Symbol (H) is to be removed and Vaughan Council has concurrently approved a conceptual plan for the remaining portion of the subject lands which demonstrates that the remaining lands can be developed in a manner which is functional, compatible with adjacent development and visually attractive;
- c. In addition to the General Commercial uses permitted in policy 12.6.3.2 hotels, convention centres accessory to hotels and places of entertainment shall also be permitted.

- d. Uses permitted in policy 12.6.3.5 shall also be permitted adjacent to the east-west collector road, as shown on Map 12.6.A, provided that no such use shall be located within 150 metres of Jane Street;
- e. The maximum Commercial Floor Area permitted shall be 6,400 square metres. This limitation shall be reflected in the implementing zoning by-law. The maximum Commercial Floor Area may be exceeded without amendment to this plan, subject to an amendment to the zoning by-law based on market study which specifies the supportable commercial floor area for the site. Such market study shall be to the satisfaction of the City of Vaughan.
- f. The Urban Design Guidelines and Master Landscaping Plan approved by Vaughan Council on April 26, 1999 shall form the basis for the submission, review and approval of the site development application(s) for this site;

12.6.4 Urban Design Policies

- 12.6.4.1. The City shall approve Urban Design Guidelines and a Master Landscaping Plan prior to the registration of the implementing draft plan of subdivision. The Guidelines and Master Landscaping Plan will guide developers, builders and the municipality in achieving appropriate zoning and design standards for the various elements which will create the Vaughan Mills Mall Area.
- 12.6.4.2. The City shall ensure that all development within the lands identified on Map 12.6.A is consistent with the Urban Design Guidelines and the Master Landscaping Plan.
- 12.6.4.3. The Vaughan Mills Mall Area shall be developed in accordance with the following urban design objectives and principles:
 - a. To enhance the setting and desirability of the development as a major urban centre in the City and as an important tourist destination. The development shall establish a distinctive, high quality urban environment defined by the architectural treatments and materials used in the component buildings, and the landscaping treatment;
 - b. To provide for a distinctive and co-ordinated overall landscape theme and architectural style through the approval and implementation of urban design guidelines and an overall landscape masterplan;

- c. To ensure that development located adjacent to Rutherford Road shall be pedestrian and street related with pedestrian access located in the Rutherford Road building elevations, connected to the sidewalk system in the road allowance;
- d. To provide that parking be limited between Rutherford Road and any building and any building which abuts the Rutherford Road frontage;
- e. To require that buildings along Rutherford Road shall exhibit a street related retail presence and a “four frontage” building design which serves to animate the street;
- f. To provide safe pedestrian linkages from the surrounding arterial road system to the central commercial mall development; and,
- g. To provide for safe, efficient and convenient vehicular access to all components of the development in a manner that is pedestrian friendly.

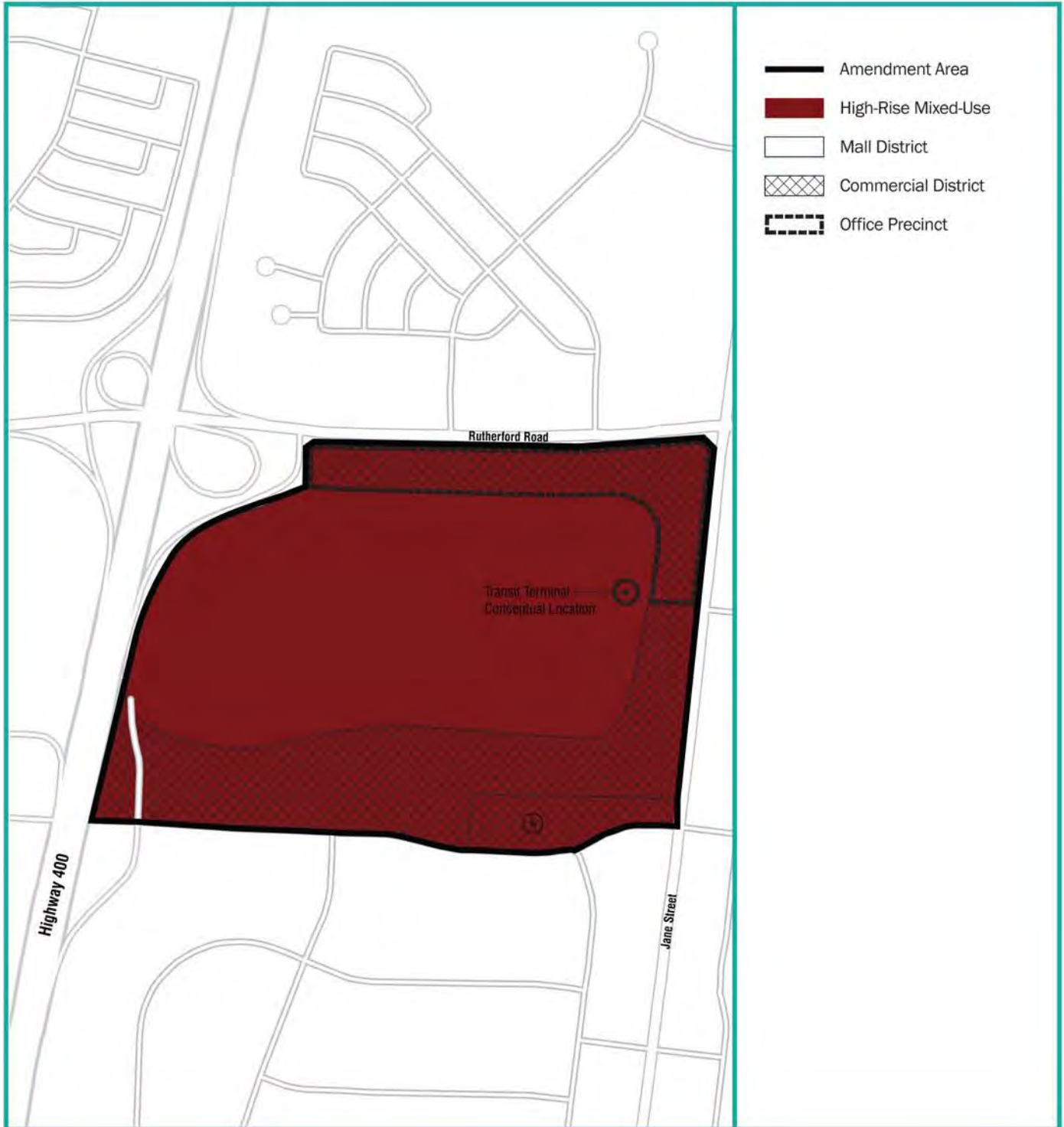
12.6.5 Transportation Policies

12.6.5.1. Council shall be satisfied, in consultation with the Region of York and the Ministry of Transportation, that prior to development proceeding, satisfactory arrangements are in place to ensure the completion of the following road improvements. The nature and timing of these road improvements may be modified with the consent of the affected road authorities without amendment to this plan:

- a. A new partial interchange with Highway No. 400 between Jane Street and Langstaff Road including a northbound off-ramp and a southbound on-ramp connecting to a new collector road crossing Highway No. 400, ultimately linking the west side of Highway No. 400 with Jane Street opposite Locke Street and a connection to the southbound on-ramp be provided for traffic originating on the west side of Highway No. 400;
- b. A collector road connecting the new Highway No. 400 interchange, between Rutherford Road and Langstaff Road, with Jane Street, opposite Locke Street. Subject to final design, the status of this collector road may be upgraded to a Minor Arterial having a minimum right of way width of 30 metres. The final width will be determined during the review of the implementing draft plan of subdivision application or site development application and the increase in width to 30 metres will not require an amendment to this plan.

- c. A link connecting Edgeley Boulevard to Rutherford Road as a future 23m Minor Collector, permitting public access across the site. A direct north-south public road connection through the site is not anticipated during the life of the mall, however, should the mall redevelop at some time in the future, then the extension of Edgeley Boulevard to Rutherford Road from the south edge of Lot 14, as a public road, will be examined. In the interim, the City will secure public and transit access (if required) to the mall's internal circulation system to allow traffic to flow north and southbound to and from Rutherford Road. The internal circulation system shall be designed to a standard satisfactory to the City;
- d. A five lane ramp cross-section at the Highway No. 400 northbound off-ramp at its intersection with Rutherford Road;
- e. Rutherford Road widened to a basic six lanes between the Highway No. 400 westbound to southbound on-ramp and the east side of Jane Street, with left turn lanes at all intersections and exclusive right turn lanes at both intersections with Rutherford Road between Jane Street and Highway No. 400. The widening of Rutherford Road to six lanes may need to be extended further west to Weston Road. The exact limits of this road improvement will need to be determined in an Environmental Assessment Study;
- f. Dual northbound left turn lanes at the intersections with Rutherford Road between Jane Street and Highway No. 400, and traffic signals will also be required at the two intersections to Rutherford Road;
- g. Improvements to the intersection of Rutherford Road and Jane Street; and,
- h. Intersection improvements (including turning lanes and traffic signals) will also be required at the intersections of Jane Street/Locke Street and Jane Street and the new direct access to the Mall. The direct access to the transit facility from Jane Street shall be dedicated to the City of Vaughan as a public highway and designed to the satisfaction of the City of Vaughan and the Region of York.

▼ Map 12.6.A: Vaughan Mills Mall



12.7 North East Quadrant of Weston Road and Major Mackenzie Drive

12.7.1 General

12.7.1.1. Notwithstanding policy 9.2.1.1, the subject lands have been further delineated as Village District and Commercial District, shown on Map 12.7.A. A Village Promenade has also been identified on Map A within the Village District.

12.7.2 Policies Applicable Throughout The Subject Lands

12.7.2.1. Notwithstanding policy 9.2.1.1, the following uses shall be permitted:

- a. Business and Professional Office;
- b. Service Commercial uses, including Personal Service, Eating Establishment excluding a Drive-through Facility, Place of Entertainment, Bank and Financial Institution, Regulated Health Professional and Veterinary Clinic uses;
- c. Senior's Retirement, Nursing Home, or Long-term Care Facility uses up to a maximum of 100 units per hectare and, notwithstanding policy 9.2.1.5, 6 storeys, in height and subject to the following:
 - i. in exchange for public benefits such as, but not limited to:
 - A. underground parking;
 - B. increased on-site open space;
 - C. greater parkland dedication and/or facilities within the Village Core;
 - D. community and cultural facilities including community meeting rooms and halls, library space, theatres or similar facilities; and,
 - E. public transit facilities;
 - ii. and provided they can demonstrate conformity with the following criteria:
 - A. separation from Low-Rise Residential areas;
 - B. stepping down in height and density to adjacent residential and mixed-use areas;
 - C. massing complementary to 3 to storey buildings;
 - D. located on sites readily accessible and oriented to the Highway 400 corridor;
 - E. substantial high quality landscaped open space;
 - F. compatibility with the village scale and appearance of development;
 - G. appropriate relationship to the street and the pedestrian realm;
 - H. extent of public benefits required as set out in i) above;
 - I. demonstration through a traffic impact study that transportation capacity needs can be met;

- J. a shadow study to illustrate the potential impact on adjacent public or private realms; and,
 - K. concurrent submission and review of a site plan application;
 - d. Institutional, Civic and Community uses, including Libraries, Theatres, Arts and Cultural Centres, Day Care Centres and Government Services;
 - e. Places of Worship; and,
 - f. Urban Square, which is an area of land featuring hard and/or soft landscaping and/or architectural elements.
- 12.7.2.2. Notwithstanding policy 9.2.2.2, the following building types are permitted, pursuant to Section 9.2.3:
- a. Low-Rise buildings;
 - b. Mid-Rise buildings; and,
 - c. Public and Private Institutional buildings.
- 12.7.2.3. Development within the subject lands area shall be undertaken on a comprehensive basis, and shall provide an overall design to achieve proper access, internal traffic circulation, adequate parking, substantial landscaped area, and the desired urban design characteristics of the built form.
- 12.7.2.4. Development shall be related and scaled to pedestrian traffic, as well as being characterized by high quality design standards.
- 12.7.2.5. The applicable development standards shall be established in the implementing zoning by-law to provide for a second storey component along the Village Promenade, a portion of which must be functional.
- 12.7.2.6. There shall be significant landscaping, as well as pedestrian walkway connections, within the surface parking areas to create an attractive environment for pedestrians.
- 12.7.2.7. A combination of built form and landscaping shall be provided along Weston Road and Major Mackenzie Drive in order to screen surface parking and for pedestrian comfort.
- 12.7.2.8. There shall be significant landscaping to screen surface parking and provide an attractive street edge along all public streets.

- 12.7.2.9. The primary elevations for buildings located along Weston Road or Major Mackenzie Drive shall be prominent. A minimum of 50% of the main entrances for the buildings located along Weston Road or Major Mackenzie Drive shall be visible from Weston Road or Major Mackenzie Drive. Buildings may have more than one main entrance.

12.7.3 Policies Applicable to the Village District

- 12.7.3.1. The Village District Area is the location of the most compact development form within the subject lands. It is intended to be an area of mixed-use retail commercial and office development, combining high order retail uses and eating establishments. Residential uses appropriately integrated into the area are also permitted.
- 12.7.3.2. In addition to the uses listed in 12.7.2.1, the following additional uses are permitted:
- a. retail commercial uses, including Pharmacy and Retail Store uses, but excluding retail commercial uses with a Gross Floor Area exceeding 5,750 square metres in a single unit as part of a building or a stand-alone building; and,
 - b. multi-unit residential uses, excluding townhouses.
- 12.7.3.3. The lands within the Village District area may accommodate development up to a maximum total Gross Floor Area (GFA) of 17,000 square metres.
- 12.7.3.4. To create the desired pedestrian oriented character and environment along the Village Promenade, the primary elevations of all buildings shall provide main entrances facing the Promenade, where a minimum of two (2) stand alone buildings shall be a minimum of two (2) storeys in height within the Village Promenade and all buildings shall be located close to the Promenade edge. The applicable development standards shall be established in the implementing zoning by-law.
- 12.7.3.5. Buildings shall have upgraded elevations (facades) where the building elevation is oriented towards Vellore Park Avenue, i.e., “turn the corner” at the eastern terminus of the Village Promenade, to mark the eastern gateway entrance to the Promenade.
- 12.7.3.6. Notwithstanding policy 9.2.1.5, the maximum building height along the Village Promenade frontage shall not exceed four (4) storeys.

- 12.7.3.7. Sidewalks shall be provided along the Village Promenade in order to allow for an active pedestrian environment. All buildings along the Promenade shall provide retail and/or other commercial uses at-grade.
- 12.7.3.8. The portion of the Village Promenade shown as “Pedestrian Only Promenade” on Map 12.7.A shall be accessible only by pedestrians. Vehicular traffic shall be prohibited.
- 12.7.3.9. A landscaped area at the north-east intersection of Weston Road and Major Mackenzie Drive, shown as an “Urban Square” on Map 12.7.A shall be provided to identify the gateway entrance to the Village Core Promenade. Built form shall frame the “Urban Square” in order to mark the gateway to the Promenade.
- 12.7.3.10. Parking for uses within the Village District shall be provided outside of the Pedestrian Only Promenade. Parking may be permitted within the areas shown as “Promenade Area ‘A’” on Map 12.7.A.
- 12.7.3.11. Parking for the uses within the Village District may be provided within the area designated as Commercial District between Weston Road and Vellore Park Avenue (extension), as shown on Map 12.7.A for the purposes of developing an attractive pedestrian-oriented Village Promenade.

12.7.4 Policies Applicable to the Commercial District

- 12.7.4.1. Within the Commercial District, larger scale retail commercial uses shall be located away from Weston Road and Major Mackenzie Drive, with smaller-scale retail commercial uses located closer to Weston Road and Major Mackenzie Drive.
- 12.7.4.2. In addition to the uses listed in 12.7.2.1, within the Commercial District the following additional uses are permitted:
 - a. Retail Commercial uses, including one Department Store which may include an accessory Autobody Repair Shop, Supermarket, Retail Stores and Pharmacy uses located within a Department Store; and,
 - b. Residential uses and compatible institutional uses, subject to policy 12.7.4.3, and provided such uses are limited to the Commercial District lands located between Weston Road and Vellore Park Avenue (extension).

- 12.7.4.3. The following shall apply to residential uses permitted within the Commercial District, as per policy 12.7.4.2.b:
- a. the permitted building types for residential uses shall be Detached Houses, Semi-Detached Houses and Townhouses, pursuant to Section 9.2.3;
 - b. they shall have a minimum residential density on any site of 17 units per hectare, and a maximum residential density on any site not exceeding 40 units per residential hectare;
 - c. the area included in the calculation of residential density shall include local and primary roads and the land for the residential units, but shall exclude all other lands; and
 - d. the maximum building height shall be two and one-half (2 1/2,) storeys.
- 12.7.4.4. The lands within the Commercial District area may accommodate development up to a maximum Gross Floor Area (GFA) of 5,500 square metres east of Vellore Park Avenue (extension) and up to a maximum GFA of 11,000 square metres west of Vellore Park Avenue (extension).
- 12.7.4.5. No individual Department Store or stand alone building shall be permitted with a GFA in excess of 17,500 square metres.
- 12.7.4.6. Within the block fronting onto Major Mackenzie Drive, buildings shall be located along the public street edge, in particular, along Vellore Park Avenue (extension) and Cityview Boulevard where the buildings shall provide attractive facades facing Vellore Park Avenue (extension) and Cityview Boulevard. The applicable development standards shall be established in the implementing zoning by-law.
- 12.7.4.7. To create the desired pedestrian oriented character and environment along Major Mackenzie Drive and Cityview Boulevard, the primary elevations of all buildings (a minimum of two (2) stand alone buildings) at the north-west intersection of Major Mackenzie Drive and Cityview Boulevard shall provide main entrances facing Major Mackenzie Drive and Cityview Boulevard. The applicable development standards shall be established in the implementing zoning by-law.
- 12.7.4.8. There shall be sufficient fencing and/or landscaping located along the northern boundary of the subject lands to provide a buffer between the commercial, residential community and park uses to the north.

- 12.7.4.9. Parking for the uses within the Commercial District area may be provided within the Village District, outside of the Village Promenade.
- 12.7.4.10. Outdoor storage and display of merchandise may be permitted for a Department Retail Store, but only in locations where their exposure will not detract from the general character of the area, and provided such uses and storage display areas are properly landscaped.

12.7.5 Urban Design - Policies Applicable to All Areas

- 12.7.5.1. Where parking abuts a public street, there shall be significant landscaping to screen the parking from the street.
- 12.7.5.2. Service and loading/unloading areas shall not face the Village Promenade, and shall be screened from the street.
- 12.7.5.3. All elevations shall have a high quality of architectural design.
- 12.7.5.4. Buildings should “turn” the corner, i.e., they should have articulated facades towards driveways and public streets.
- 12.7.5.5. Setbacks from Major Mackenzie Drive and Weston Road should be substantially landscaped in order to define the public street edge and provide safety and amenity for pedestrians where built form is not located along the public street edge.
- 12.7.5.6. Parking, service and loading/unloading areas should occur off of internal driveways to the side or rear of the buildings.
- 12.7.5.7. Transformers should be located within buildings.
- 12.7.5.8. The visual impact of surface parking areas shall be mitigated with significant landscaping and pavement treatments including low walls, landscape materials, trees and lighting throughout the parking lots and along the edges.

Major Mackenzie Drive and Weston Road

- 12.7.5.9. Within the Subject Lands, Weston Road and Major Mackenzie Drive shall reflect their role as major arterial transportation corridors providing transit service to the mixed-use commercial development within the Subject Lands.
- 12.7.5.10. The treatment of the streetscape along these arterial roads shall provide a mix of built form and substantial landscaping to provide for pedestrian comfort and direct access to the Village Promenade.
- 12.7.5.11. Entrances to the Subject Lands area shall be demarcated as gateways through a combination of built form and landscaping.

12.7.6 Urban Design – Policies Applicable to the Village District

- 12.7.6.1. The intent of the urban design policies is to ensure that the built form, public realm and streetscaping are consistent with the objectives for the Subject Lands. The urban design policies complement and are integrated with the land use policies. Built form policies specify the preferred relationship of buildings to the street through policies governing building heights, massing, frontage and setbacks.
- 12.7.6.2. The preparation of Urban Design and Architectural Design Guidelines, prior to the approval of a Site Development application, shall be to the satisfaction of the City, and shall address, but not be limited to, the following:
 - a. Development to be in accordance with a comprehensive design scheme to be approved by the City, laying out the general orientation, configuration, massing and scale of major buildings and structures, and parking areas, together with access points, traffic circulation, pedestrian circulation, landscaping and buffering;
 - b. Detailed design guidelines respecting the proposed pedestrian promenade include building design guidelines, primary building entrance materials, streetscaping, signage, lighting, street furniture, and lay-by parking within the vehicular access portion of the Village Promenade;
 - c. Detailed design guidelines respecting the location and design of partial or outdoor storage, merchandise display areas and loading/unloading areas;
 - d. Building setbacks, minimum and maximum heights, compatible lighting, visual screening, landscaping, planting and/or fencing between commercial and residential areas; and,

- e. Guidelines respecting signage, including but not limited to, the design, size and amount of signage, and limiting the impact of sign related lighting on adjacent land uses.

Built Form and Pedestrian Realm

- 12.7.6.3. The ground floor coverage of buildings within the Village District should be maximized.
- 12.7.6.4. A second storey shall be provided for a minimum of two (2) buildings located along the Village Promenade.
- 12.7.6.5. Buildings along the Village Promenade shall be sited and designed to provide interest and comfort at the ground level for pedestrians.
- 12.7.6.6. Buildings along the Village Promenade shall be located close to the sidewalk/ pedestrian promenade edge and a sidewalk/pedestrian promenade shall be provided to comfortably accommodate pedestrians, streetscaping elements, landscaping and outdoor patios. No building shall be located further than three (3) metres from the edge of the Village Promenade.
- 12.7.6.7. Buildings shall frame the pedestrian gateway to the Village Promenade through the Urban Square located at the north-east intersection of Weston Road and Major Mackenzie Drive.
- 12.7.6.8. Buildings shall frame the access points to the Village Promenade, where the Promenade intersects at Weston Road, as well as at where it intersects with Vellore Park Avenue.
- 12.7.6.9. Buildings along the Village Promenade should be designed to exhibit a “Village” character with articulated roofs and canopies for weather protection.
- 12.7.6.10. Buildings along the Village Promenade shall be sited and organized so that they are parallel to the Promenade and appropriately turn the corners.
- 12.7.6.11. Buildings along the Village Promenade shall contain an appropriate amount of main entrances facing onto the Promenade to provide for an active pedestrian-friendly

environment. The applicable development standards requiring main entrances for a portion of the Village Promenade shall be established in the implementing zoning by-law.

- 12.7.6.12. The zoning by-law shall establish a minimum proportion of frontage along the Village Promenade which shall be occupied by buildings.
- 12.7.6.13. The zoning by-law shall establish a minimum proportion of the length of the Village Promenade that shall be faced with a building wall of a minimum of two (2) storeys in height.
- 12.7.6.14. The depths of buildings located within the Village Promenade shall not exceed 50 metres, in order to encourage street-related development.
- 12.7.6.15. Pedestrian and bicycle connections shall be provided to the Village Promenade from all public streets.
- 12.7.6.16. Buildings located along the Village Promenade should have the highest level of architectural detailing and distinct architectural appearance. Variation in three-dimensional elements, such as cornices, window trims and entrances can be used to create a dynamic façade image, as opposed to a monotonous and repetitive façade along the Promenade.
- 12.7.6.17. Buildings located adjacent to the public streets shall provide attractive facades facing the streets with direct pedestrian connections to entrances.

Parking, Service and Loading/Unloading Areas

- 12.7.6.18. Parking, servicing and loading/unloading areas should have the least possible impact on the Village District Promenade streetscape and Urban Squares in the Village District, and shall utilize significant landscaping to screen these uses from the street.

The Village Promenade

- 12.7.6.19. The Village Promenade shall reflect its role and function to provide vehicular access as well as a high level of pedestrian amenity.

- 12.7.6.20. Street trees, as well as a pedestrian weather protection system, including design elements such as awnings and canopies, shall be provided along the Village Promenade and adjacent to the entrances of all buildings.
- 12.7.6.21. There shall be consistency in street furniture and lighting standards along the Village Promenade which displays a “Village” character.
- 12.7.6.22. Building walls for units facing the Village Promenade shall provide a “Village” character.
- 12.7.6.23. Barrier-free building design of buildings, streets and publicly accessible spaces shall be provided.

Parking and Driveways

- 12.7.6.24. Parking shall not be permitted within the Village Promenade except for within the area identified as “Promenade Area ‘A’” as shown on Map 12.7.A. Parking shall be parallel parking adjacent to the sidewalks.

Loading/Unloading Areas

- 12.7.6.25. There shall be no loading requirement for buildings located within the Village Promenade. Where loading/unloading is provided, these areas cannot face a street unless they can be adequately screened from view and loading areas cannot face the Village Promenade.

Outdoor Storage and Refuse Areas

- 12.7.6.26. No outdoor storage is permitted within the Village District.
- 12.7.6.27. All refuse areas, i.e., garbage and recycling, shall be located internally within a building.

12.7.7 Urban Design – Policies applicable to the Commercial District Built Form and Pedestrian Realm

- 12.7.7.1. Larger scale buildings within the Commercial District area shall be sited away from Major Mackenzie Drive and Weston Road.
- 12.7.7.2. Smaller scale buildings within the Commercial District area shall be sited close to Major

Mackenzie Drive and Weston Road, and generally oriented to face Vellore Park Avenue and Cityview Boulevard, in order to create an inviting pedestrian friendly streetscape.

- 12.7.7.3. Internal driveways through the Commercial District area shall be laid out in a grid network pattern with pedestrian connections provided through the parking areas.
- 12.7.7.4. Buildings shall frame the access points to the Commercial District area at Weston Road, Vellore Park Avenue and Cityview Boulevard.
- 12.7.7.5. Pedestrian and bicycle connections shall be provided to the main entrances of buildings from all public streets.
- 12.7.7.6. All buildings shall have a high level of architectural detailing and articulation, in particular larger scale retail uses.

Cityview Boulevard and Vellore Park Avenue

- 12.7.7.7. Vellore Park Avenue and Cityview Boulevard shall provide vehicular access, as well as a high level of pedestrian amenity, at the entrances to the Commercial District.
- 12.7.7.8. Street trees, as well as substantial landscaping, should provide pedestrian comfort and screen surface parking areas.
- 12.7.7.9. There shall be consistency in street furniture and lighting standards.
- 12.7.7.10. Building walls for units facing Cityview Boulevard and Vellore Park Avenue shall be attractive and articulated to provide for pedestrian comfort.
- 12.7.7.11. Barrier-free building design of buildings, streets and publicly accessible spaces shall be provided.

Parking and Driveways

- 12.7.7.12. Pedestrian walkways and landscaped islands shall be provided to break up the surface parking areas and ensure adequate pedestrian linkages between buildings and public streets.

Loading/Unloading Area

- 12.7.7.13. Loading shall be provided in accordance with the applicable zoning regulations, with the exception of eating establishment uses, which shall not be required to provide loading spaces. Where loading is provided, these areas are not permitted in any yard facing a street, unless they can be adequately screened from view, and in no case shall face the Village Promenade.

Outdoor Storage and Refuse Areas

- 12.7.7.14. No outdoor storage is permitted within the Commercial District, with the exception of the outdoor storage and display of goods related to a retail nursery accessory to a Department Store.

12.7.8 Sustainability Community Objectives

- 12.7.8.1. Sustainable community objectives be implemented through neighbourhood designs that supports cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development.

12.7.9 Road Network

- 12.7.9.1. Development within the Village District and Commercial District areas will include the construction of Vellore Park Avenue from its existing terminus at the northern boundary of the District Centre to connect with Major Mackenzie Drive to the south. The proposed right-of-way for the extension of Vellore Park Avenue shall be a minimum of 23 metres.
- 12.7.9.2. The internal driveways within the Village District and Commercial District areas are organized in a grid pattern in order to facilitate efficient vehicular and pedestrian circulation and provide a network that can evolve into a more dense urban form over time. In order to preserve this grid network pattern, no development is permitted to occur within the areas shown as streets or private driveways on Map 12.7.A. The private driveways shown on Map 12.7.A are conceptual, with their final locations to be determined through the Site Plan Approval process.
- 12.7.9.3. Roundabouts or other similar traffic-calming or traffic control measures may be implemented for the private driveways, subject to evaluation at the site plan stage.

12.7.9.4. Individual direct access to any arterial public street shall be discouraged.

12.7.10 Pedestrian and Bicycle System

12.7.10.1. The development of all public streets shall include safe, convenient and attractive facilities for pedestrians and cyclists.

12.7.10.2. An adequate supply of secure bicycle parking shall be provided near transit stops, in high activity areas and open space areas.

12.7.10.3. The Pedestrian Only Promenade within the Village Promenade shall be restricted to pedestrian-only access.

12.7.10.4. Appropriate pedestrian and bicycle access shall be provided wherever a greenway system traverses a commercial centre, to the satisfaction of the City.

12.7.11 Parking

12.7.11.1. The sharing of parking in mixed-use developments located in either the Village District or Commercial District areas is encouraged, subject to evaluation by the City.

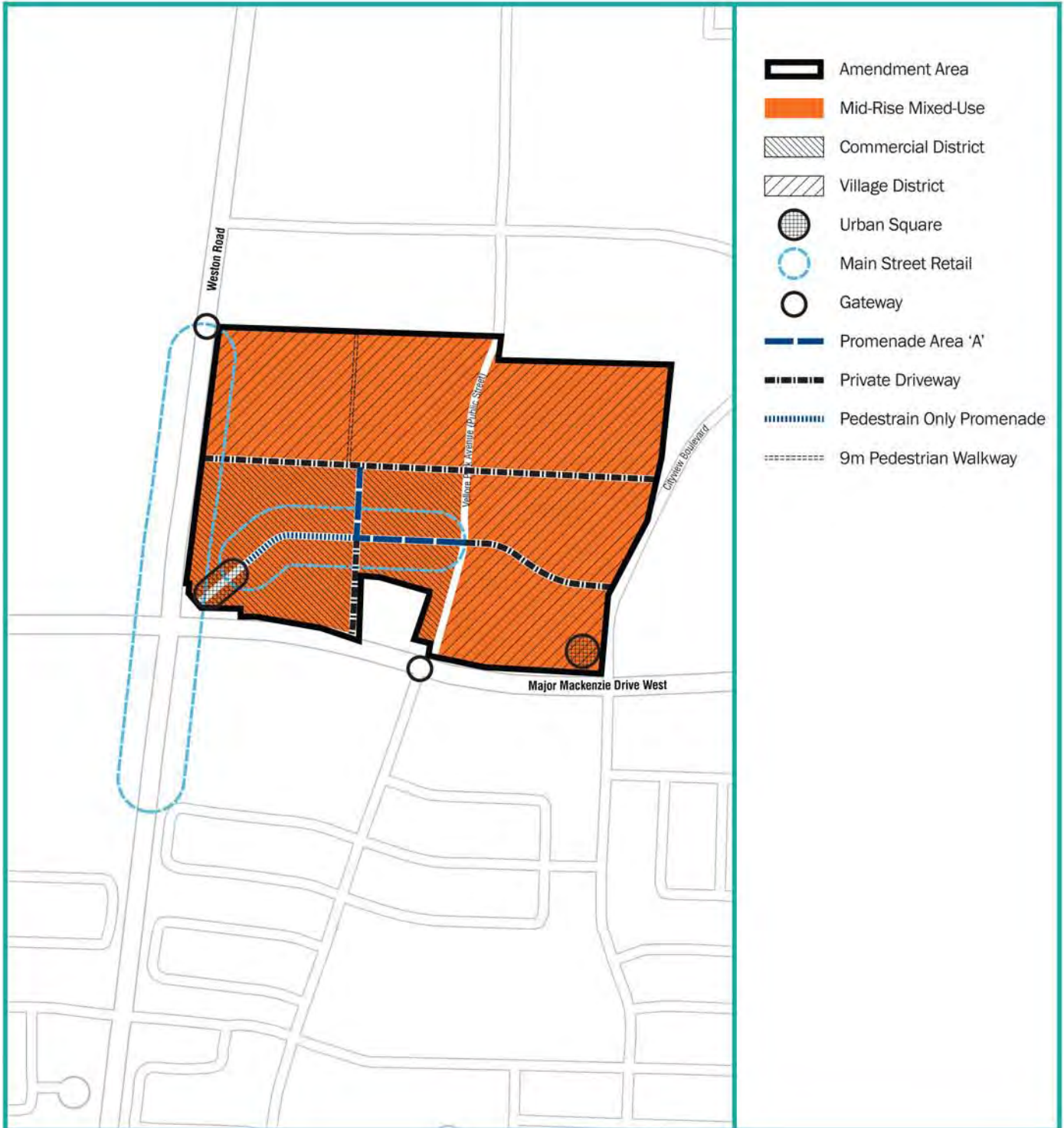
12.7.11.2. In order to provide for additional gross floor area within the Village District as well as to provide additional landscaped open space, a reduction to the current parking standards may be applied. These standards may be applied in a zoning by-law for the Village District and/or Commercial District areas.

12.7.12 Implementation

12.7.12.1. The Owner is encouraged to contribute their proportionate share towards the provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners will be required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of the costs of the land and community facilities. The Trustee for Block 33 West shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 33 West Developers' Group Agreement.

- 12.7.12.2. The Holding Symbol “(H)” shall be used to facilitate coordinated development with the surrounding land uses and shall not be removed from the Village District and Commercial District areas on Map 12.7.A until such time that the following conditions are addressed for the Subject Lands or (Phase) thereof, to the satisfaction of the City:
- a. The approval of a site plan for the Subject Lands or portion (Phase) thereof;
 - b. The determination of the future land uses, including the disposition of the road network respecting the southerly extension of Zachary Place and the disposition of the north/south traversing 9 metres pedestrian walkway, and transition between the zoned residential land for Plan of Subdivision 19T-00V03 (Lormel Developments [Weston] Inc. and Ozner Corporation [South]) and the retail commercial uses proposed for the Village District and Commercial District area;
 - c. The determination of the future land uses, including the transition between the zoned residential land for Plan of Subdivision 19T-03V08 (Argento Developments Inc.) and the retail commercial uses proposed for the Commercial District area;
 - d. The provision of agreements/land transfer for the elementary school block and neighbourhood park block lands; and,
 - e. The Owner shall provide the City with an updated Block Plan for Block 33 West showing the associated land uses and statistics for approval by Vaughan Council.

▼ Map 12.7.A: North East Quadrant of Weston Road and Major Mackenzie Drive



12.8 Block 61 West - Nashville Heights

12.8.1 Introduction

- 12.8.1.1. The area indicated as the Amendment Area on Map 12.8.A shall be known as Nashville Heights.
- 12.8.1.2. The population estimate for Nashville Heights is 8,000 people.
- 12.8.1.3. The phasing for Nashville Heights, if any, shall be addressed at the Block Plan Stage and/or Draft Plan of Subdivision Stage, based on the availability of the water supply and sanitary services for Nashville Heights.
- 12.8.1.4. Growth shall be staged and phased, based on the availability of the water supply and sanitary services for the Nashville Heights Neighbourhood.
- 12.8.1.5. The area included in the calculation of Residential Density for Nashville Heights shall be based on a net residential hectare, which includes the lands for local and primary roads, the lands for dwelling units, and stormwater management pond facilities, but excluding lands associated with protected natural features such as woodlots, valleylands and wetlands and the Nashville Cemetery. Density shall be calculated on a Block Plan basis, and the Draft Plans of Subdivision and Site Plans shall conform.

12.8.2 Low-Rise Residential

- 12.8.2.1. The Plan recognizes the **Low-Rise Residential** Areas within Nashville Heights in the Nashville Community, where development is to be compatible with the scale and character of the existing community. The **Low-Rise Residential** Areas are predominantly residential in character with a range of lot sizes and building forms. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park and greenway systems; and elementary schools, as well as connect to the broader community.
- 12.8.2.2. Notwithstanding policy 9.2.1.1 the permitted uses in **Low-Rise Residential** Areas shall include:
 - a. residential units;
 - b. schools;
 - c. parks and open spaces;
 - d. home occupation; and,
 - e. private home daycare.

- 12.8.2.3. Notwithstanding policy 9.2.1.6 the designated **Low-Rise Residential** Areas shall permit a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare.
- 12.8.2.4. The following building types are permitted in **Low-Rise Residential** Areas pursuant to Section 9.2.3:
- a. Detached Houses;
 - b. Semi-Detached Houses;
 - c. Townhouses; and,
 - d. Low-Rise buildings.
- 12.8.2.5. Notwithstanding policy 9.2.1.5, the maximum building height is four (4) storeys.
- 12.8.2.6. The location of buildings with three (3) or more residential units within the **Low-Rise Residential** designation shall be in accordance with the following criteria:
- a. adjacent to more intensive land uses;
 - b. fronts or be adjacent to an arterial road or a primary road;
 - c. mitigates noise sources such as arterial roads or highways;
 - d. requires the submission of a sun/shadow study;
 - e. compatible with the surrounding land uses; and,
 - f. provides an appropriate transition with the adjacent land uses including, but not limited to, the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of buildings to minimize shadow impacts and micro-climate conditions), buffering and landscaping.
- 12.8.2.7. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process and shall include:
- a. Block Plan Report and Block Plan Land Use Schedule;
 - b. Master Environmental and Servicing Plan;
 - c. Phase I Environmental Site Assessment, and where required, Phase II Environmental Site Assessments;
 - d. Transportation Analysis/Study;

- e. Travel Demand Management Plan/Study;
- f. Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- g. Pedestrian and Bicycle Master Plan;
- h. Noise and Vibration Impact/Mitigation Report;
- i. Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- j. Parks and Open Space Plan;
- k. Sustainability Report;
- l. Development Phasing/Infrastructure Staging Plan;
- m. Archaeological Assessment/Cultural Heritage Resource Assessment; and,
- n. Urban Design Guidelines.

12.8.2.8. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:

- a. the delineation of land uses;
- b. the delineation and design of the road network;
- c. the limits of development;
- d. the proposed realignment of the watercourses;
- e. the delineation and design of the stormwater management pond facilities; and,
- f. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.

12.8.2.9. Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.

12.8.2.10. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

- 12.8.2.11. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
- 12.8.2.12. The residential uses within the **Low-Rise Residential** designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
- 12.8.2.13. Development within the **Low-Rise Residential** designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

12.8.3 Mid-Rise Residential

- 12.8.3.1. Development in **Mid-Rise Residential** Areas within Nashville Heights is generally located along arterial, collector and primary roads. The **Mid-Rise Residential** Areas are predominantly residential, with a range of lot sizes and building forms, including buildings up to a maximum of ten (10) storeys in height, and provide a transition to the surrounding **Low-Rise Residential** Areas. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park and greenway systems; and elementary schools, as well as connect to the broader community.
- 12.8.3.2. Notwithstanding policy 9.2.1.6, the designated **Mid-Rise Residential** Areas shall permit a residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare.
- 12.8.3.3. Notwithstanding policy 9.2.1.1 the permitted uses within **Mid-Rise Residential** Areas shall include:
- a. residential units,
 - b. hospice associated with a hospital or other regulated medical health care/support facility;

- c. schools;
 - d. parks and open spaces;
 - e. home occupation; and,
 - f. private home daycare.
- 12.8.3.4. The following building types are permitted in **Mid-Rise Residential** Areas pursuant to Section 9.2.3:
- a. Detached Houses;
 - b. Semi-Detached Houses;
 - c. Townhouses;
 - d. Stacked Townhouses;
 - e. Low-Rise buildings;
 - f. Mid-Rise buildings; and,
 - g. Public and Private Institutional Buildings.
- 12.8.3.5. Notwithstanding policy 9.2.1.5, the maximum building height is ten (10) storeys.
- 12.8.3.6. The location of buildings with five (5) or more storeys within the **Mid-Rise Residential** designation shall be in accordance with the following criteria:
- a. directly abut Huntington Road;
 - b. mitigates noise sources such as arterial roads or highways;
 - c. requires the submission of a sun/shadow study; and,
 - d. provides an appropriate transition with the adjacent land uses including, but not limited to, the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of buildings to minimize shadow impacts and micro-climate conditions), buffering and landscaping.
- 12.8.3.7. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process include:
- a. Block Plan Report and Block Plan Land Use Schedule;
 - b. Master Environmental and Servicing Plan;
 - c. Phase I Environmental Site Assessment, and where required, a Phase II

- Environmental Site Assessment;
- d. Transportation Analysis/Study;
- e. Travel Demand Management Plan/Study;
- f. Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- g. Pedestrian and Bicycle Master Plan;
- h. Noise and Vibration Impact/Mitigation Report;
- i. Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- j. Parks and Open Space Plan;
- k. Sustainability Report;
- l. Development Phasing/Infrastructure Staging Plan;
- m. Archaeological Assessment/Cultural Heritage Resource Assessment; and,
- n. Urban Design Guidelines.

- 12.8.3.8. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a Plan of Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:
- a. the delineation of land uses;
 - b. the delineation and design of the road network;
 - c. the limits of development;
 - d. the proposed realignment of the watercourses;
 - e. the delineation and design of the stormwater management pond facilities; and,
 - f. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans.

- 12.8.3.9. Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.

- 12.8.3.10. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

- 12.8.3.11. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.
- 12.8.3.12. The residential uses within the **Mid-Rise Residential** designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.
- 12.8.3.13. Development within the **Mid-Rise Residential** designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

12.8.4 Mid-Rise Mixed-Use Area A and Area B

- 12.8.4.1. The **Mid-Rise Mixed-Use** Areas, which includes **Area A** and **Area B** within Nashville Heights, includes development that is generally located along arterial, collector and primary roads. The **Mid-Rise Mixed-Use** Areas A and B are generally residential, with a range building forms, including buildings up to a maximum of ten (10) storeys in height, and limited commercial uses in a building that includes residential dwelling units, provided the commercial uses and residential uses are not on the same floor. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park and greenway systems; and elementary schools, as well as connect to the broader community.
- 12.8.4.2. Notwithstanding policy 9.2.1.6, The designated **Mid-Rise Mixed-Use Area A** and **Mid-Rise Mixed-Use Area B**, and **Mid-Rise Mixed-Use Area B** within the Major Mackenzie Drive Alignment Special Study Area shall permit a residential density for **Area A** ranging from a minimum of 25 units per net residential hectare up to a maximum of 150 units per net residential hectare, and shall permit a residential density for **Area B** ranging from a minimum of 35 units per net residential hectare up to a maximum of 150 units per net residential hectare.

- 12.8.4.3. Notwithstanding policy 9.2.1.1 the permitted uses shall include:
- a. residential units;
 - b. retail store;
 - c. personal service shop;
 - d. business or professional office;
 - e. hospice associated with a hospital or other regulated medical health care/support facility;
 - f. day nursery;
 - g. private home daycare;
 - h. schools;
 - i. parks and open spaces;
 - j. home occupation; and,
 - k. commercial uses (i.e., retail store, personal service shop, and business or professional office uses) provided the use is in a building that includes residential dwelling units, and provided the commercial uses and residential uses are not on the same floor, and the gross floor area for the commercial use(s) shall be determined in the implementing zoning by-law.
- 12.8.4.4. The following building types are permitted in **Mid-Rise Mixed-Use Area A** and **Area B** pursuant to Section 9.2.3:
- a. Townhouses;
 - b. Stacked Townhouses;
 - c. Low-Rise buildings;
 - d. Mid-Rise buildings; and,
 - e. Public and Private Institutional Buildings.
- 12.8.4.5. Notwithstanding policy 9.2.1.5, the maximum height of the buildings within the **Mid-Rise Mixed-Use Area A** and **Mid-Rise Mixed-Use Area B** designations shall not exceed a height of ten (10) storeys.
- 12.8.4.6. The location of buildings with five (5) or more storeys within the **Mid-Rise Mixed-Use Area A** and **Mid-Rise Mixed-Use Area B** designations, shall be in accordance with the following criteria:
- a. directly abuts Huntington Road or Major Mackenzie Drive;
 - b. mitigates noise sources such as arterial road or highways;

- c. requires the submission of a sun/shadow study; and,
- d. provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (to not exceed the permitted maximum density for the **Mid-Rise Mixed-Use A** and **Mid-Rise Mixed-Use Area B** designations), which may include, but not limited to the tiering of buildings (vertical and horizontal setbacks at the upper storeys, angular planes from the property lines, and placement of buildings to minimize shadow impacts and micro-climate conditions), buffering and landscaping.

12.8.4.7. The automobile service station or gas bar uses shall be permitted within the **Mid-Rise Mixed-Use Area A** and **Mid-Rise Mixed-Use Area B** and **Mid-Rise Mixed-Use Area B** within the Major Mackenzie Drive Alignment Special Study Area designation subject to the following criteria:

- a. allow only the sale of automobile fuel, oil, lubricant and other related products, and the minor provision of repair and maintenance service;
- b. may provide a convenience retail store, to not exceed a maximum gross floor area of 280 square metres, which may include a convenience eating establishment with a drive-through to not exceed 25% of the convenience retail store's gross floor area;
- c. prohibit a drive-through associated with a convenience eating establishment or a car wash to be located between a building and a street, or between a building and a highway and the associated highway egress and ingress ramps;
- d. regulate the pump island and carwash locations, and outside storage, if permitted, in the implementing zoning by-law;
- e. may require a noise study for car washes abutting a Residential or a Mixed-Use Area;
- f. automobile service station or gas bar uses shall be developed pursuant to an approved site plan, which demonstrates an appropriate lot and/or block size and configuration, proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands;
- g. automobile service station or gas bar buildings and sites shall have a design, appearance and scale that shall be consistent with the existing and intended character of the surrounding community, with consideration given to the aesthetic design;

- h. limit the number of automobile service stations or gas bars to not exceed a maximum of one at the intersection of one at the intersection of Huntington Road or Major Mackenzie Drive and a collector road, or Huntington Road or Major Mackenzie Drive and a primary road, and not to exceed a maximum of two automobile service stations or gas bars for the Nashville Heights Community; and,
- i. design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for automobile service station or gas bar, and carwash buildings, as well as the provision of a minimum separation distance.

12.8.4.8. Lands designated **Mid-Rise Mixed-Use Area A**, **Mid-Rise Mixed-Use Area B** and **Mid-Rise Mixed-Use Area B** within the Major Mackenzie Drive Alignment Special Study Area shall be subject to the following:

- a. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process and shall include:
 - i. Block Plan Report and Block Plan Land Use Schedule;
 - ii. Master Environmental and Servicing Plan;
 - iii. Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
 - iv. Transportation Analysis/Study;
 - v. Travel Demand Management Plan/Study;
 - vi. Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - vii. Pedestrian and Bicycle Master Plan;
 - viii. Noise and Vibration Impact/Mitigation Report;
 - ix. Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - x. Parks and Open Space Plan;
 - xi. Sustainability Report;
 - xii. Development Phasing/Infrastructure Staging Plan;
 - xiii. Archaeological Assessment/Cultural Heritage Resource Assessment; and,
 - xiv. Urban Design Guidelines;
- b. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of

Subdivision, that the following matters, but not limited to, shall be refined through the Block Plan process:

- i. the delineation of land uses;
 - ii. the delineation and design of the road network;
 - iii. the limits of development;
 - iv. the proposed realignment of the watercourses;
 - v. the delineation and design of the stormwater management pond facilities;
and,
 - vi. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;
- c. The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities shall coincide with:
- i. the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - ii. the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - iii. the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - iv. the York Region Transportation Master Plan Update;
- d. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters for the Major Mackenzie Drive Alignment

Special Study Area, but not limited to, shall be refined, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:

- i. the delineation of land uses;
 - ii. the delineation and design of the road network;
 - iii. the limits of development;
 - iv. the proposed realignment of the watercourses;
 - v. the delineation and design of the stormwater management pond facilities;
and,
 - vi. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;
- e. The Subdivision Owner(s) shall enter into an agreement, prior to any Draft Plan of Subdivision approval, which shall state that the pre-sales of lots and/or blocks for dwelling units, within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, will not be permitted for the lands, until:
- i. an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive, the extension of Highway 427, the associated grade separation of the CP Railway Line, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - ii. York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner(s)) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;
- f. Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City;

- g. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances; and,
- h. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

12.8.4.9. The residential uses within the **Mid-Rise Mixed-Use Area A**, **Mid-Rise Mixed-Use Area B** and **Mid-Rise Mixed-Use Area B** located within the Major Mackenzie Drive Alignment Special Study Area” designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.

12.8.4.10. Development within the **Mid-Rise Mixed-Use Area A**, **Mid-Rise Mixed-Use Area B** and **Mid-Rise Mixed-Use Area B** within the Major Mackenzie Drive Alignment Special Study Area designated areas shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.

12.8.5 Mid-Rise Mixed-Use Area C

12.8.5.1. The Plan recognizes the **Mid-Rise Mixed-Use Area C** within Nashville Heights, where development is generally located along arterial, collector and primary roads. The **Mid-Rise Mixed-Use Area C** allows for residential, with a range building forms, including buildings up to a maximum of ten (10) storeys in height, mixed-use residential-commercial and commercial uses to serve the local community. Urban design and sustainability policies shall be implemented to create pedestrian friendly neighbourhoods that support walking, cycling and transit; park and greenway systems; and elementary schools, as well as connect to the broader community.

- 12.8.5.2. Notwithstanding policy 9.2.1.6 The designated **Mid-Rise Mixed-Use Area C** and **Mid-Rise Mixed-Use Area C** within the Major Mackenzie Drive Alignment Special Study Area shall permit a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare.
- 12.8.5.3. Notwithstanding policy 9.2.1.1, the permitted uses shall include:
- a. residential uses permitted in the **Mid-Rise Mixed-Use Area B** designation subject to the policies for the **Mid-Rise Mixed-Use Area B** designation;
 - b. supermarket;
 - c. pharmacy;
 - d. retail store;
 - e. eating establishment;
 - f. eating establishment, convenience;
 - g. eating establishment, take-out;
 - h. eating establishment, convenience with drive-through;
 - i. banks or financial institution; and,
 - j. business or professional office.
- 12.8.5.4. Notwithstanding policy 9.2.1.5, the maximum height of the buildings within the Mixed-Use Residential-Commercial C designation shall not exceed a height of ten (10) storeys;
- 12.8.5.5. The commercial uses shall be permitted within the **Mid-Rise Mixed-Use Area C** designation subject to the following criteria:
- a. development of **Mid-Rise Mixed-Use Area C** shall be in accordance with a comprehensive design scheme, approved by the City, which shall provide for the development and redevelopment of the area, and shall lay out the general orientation and configuration of major buildings and structures, and parking areas, together with access points, traffic circulation, pedestrian circulation, landscaping and buffering;
 - b. outdoor storage and display of merchandise may be permitted, but only in locations where their exposure will not detract from the general character of the area, and provided such uses and storage display areas are properly landscaped;
 - c. building setbacks, compatible lighting, visual screening, planting and/or fencing shall be provided between commercial uses and residential uses; and,
 - d. appropriate provision shall be made for pedestrian and bicycle trails wherever the Greenway System traverses a commercial centre.

- 12.8.5.6. The automobile service station or gas bar uses shall be permitted within the **Mid-Rise Mixed-Use Area C** designation subject to the following criteria:
- a. allow only the sale of automobile fuel, oil, lubricant and other related products, and the minor provision of repair and maintenance service;
 - b. may provide a convenience retail store, to not exceed a maximum gross floor area of 280 square metres, which may include a convenience eating establishment with a drive-through to not exceed 25% of the convenience retail store's gross floor area;
 - c. prohibit a drive-through associated with a convenience eating establishment or a car wash to be located between a building and a street;
 - d. regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
 - e. may require a noise study for car washes abutting a Residential or a Mixed-Use Area;
 - f. automobile service station or gas bar uses shall be developed pursuant to an approved site plan, which demonstrates an appropriate lot and/or block size and configuration, proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands;
 - g. automobile service station or gas bar buildings and sites shall have a design, appearance and scale that shall be consistent with the existing and intended character of the surrounding community, with consideration given to the aesthetic design;
 - h. limit the number of automobile service stations or gas bars to not exceed a maximum of one at the intersection of one at the intersection of Major Mackenzie Drive and a collector road, or Major Mackenzie Drive and a primary road, and not to exceed a maximum of two automobile service stations or gas bars for the Nashville Heights Community; and,
 - i. design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for automobile service station or gas bar, and carwash buildings, as well as the provision of a minimum separation distance.

- 12.8.5.7. The drive-through facility for an eating establishment, convenience with drive-through shall be subject to the following criteria:
- a. the appropriateness of permitting an eating establishment, convenience with drive-

- through shall be determined at the implementing zoning by-law stage;
- b. prohibit a drive-through associated with an eating establishment, convenience with drive-through to be located between a building and a street; and,
 - c. design criteria shall be established in the Urban Design Guidelines and Architectural Control Guidelines for drive-through facilities, which shall include provisions for the location, screening and landscaping of the drive-through facilities.

12.8.5.8. Lands designated **Mid-Rise Mixed-Use Area C** and **Mid-Rise Mixed-Use Area C** within the Major Mackenzie Drive Alignment Special Study Area shall be subject to the following:

- a. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, that the following matters, but not limited to, shall be addressed through the Block Plan process and shall include:
 - i. Block Plan Report and Block Plan Land Use Schedule;
 - ii. Master Environmental and Servicing Plan;
 - iii. Phase I Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment;
 - iv. Transportation Analysis/Study;
 - v. Travel Demand Management Plan/Study;
 - vi. Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - vii. Pedestrian and Bicycle Master Plan;
 - viii. Noise and Vibration Impact/Mitigation Report;
 - ix. Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - x. Parks and Open Space Plan;
 - xi. Sustainability Report;
 - xii. Development Phasing/Infrastructure Staging Plan;
 - xiii. Archaeological Assessment/Cultural Heritage Resource Assessment; and
 - xiv. Urban Design Guidelines;
- b. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters, but not limited to, shall be refined through

the Block Plan process:

- i. the delineation of land uses;
 - ii. the delineation and design of the road network;
 - iii. the limits of development;
 - iv. the proposed realignment of the watercourses;
 - v. the delineation and design of the stormwater management pond facilities;
and,
 - vi. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;
- c. The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities shall coincide with:
- i. the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
 - ii. the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - iii. the City-wide Vaughan Transportation Master Plan, and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,
 - iv. the York Region Transportation Master Plan Update;
- d. Prior to draft approval of a Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not within a registered Plan of Subdivision, that the following matters for the Major Mackenzie Drive Alignment Special Study Area, but not limited to, shall be refined, in consultation with, the

Ministries of Municipal Affairs and Housing and/or Transportation, York Region, and Toronto and Region Conservation Authority, to the satisfaction of the City:

- i. the delineation of land uses;
 - ii. the delineation and design of the road network;
 - iii. the limits of development;
 - iv. the proposed realignment of the watercourses;
 - v. the delineation and design of the stormwater management pond facilities;
and,
 - vi. the delineation and design of internal and perimeter transit services and related amenities consistent with the current YRT/Viva Service standards and service plans;
- e. The Subdivision Owner(s) shall enter into an agreement, prior to any Draft Plan of Subdivision approval, which shall state that the pre-sales of lots and/or blocks for dwelling units, within the Major Mackenzie Drive Alignment Study Area affected by the Environmental Assessments, will not be permitted for the lands, until:
- i. an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive, the extension of Highway 427, the associated grade separation of the CP Railway Line, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - ii. York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner(s)) has identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive;
- f. Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City;

- g. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances; and,
- h. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity, aesthetics, proper flood and erosion control and other functions, and that the appropriate buffers be provided, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City. As a condition of development approval, wooded areas determined to be retained and protected shall be conveyed to the Toronto and Region Conservation Authority or the City, free of all cost and encumbrances.

12.8.5.9. The residential uses within the **Mid-Rise Mixed-Use Area C** and **Mid-Rise Mixed-Use Area C** within the Major Mackenzie Drive Alignment Special Study Area designation shall be serviced by full municipal services including water supply and sanitary sewers, and shall require the formal allocation of water supply and sewage servicing capacity by Council.

12.8.5.10. Development within **Mid-Rise Mixed-Use Area C** and **Mid-Rise Mixed-Use Area C** within the Major Mackenzie Drive Alignment Special Study Area shall be subject to Architectural Control. All development shall proceed in accordance with the Council approved Architectural Design Guidelines.”

12.8.6 Parks

12.8.6.1. Preferred locations for Neighbourhood Parks are identified conceptually on Map 12.8.A and shall be defined in more detail at subsequent stages in the planning process based on the criteria herein.

12.8.6.2. Where possible, parks are to be located to provide maximum linkage between the open space valley system and the community. This helps to ensure that the valley system remains visible and accessible to the community as a whole and not isolated through rear lotting of residential development.

- 12.8.6.3. Neighbourhood Parks shall meet the following criteria:
- a. should be a minimum of 0.8 hectares to 2.5 hectares in size;
 - b. should be a shape that supports their intended use (predominantly square or rectangular);
 - c. intended predominantly for the 'close to home' needs of residents, especially children, older adults and for less organized recreational activities;
 - d. to be located within a five minute walking distance;
 - e. tableland required and adjacent to local schools where possible;
 - f. sites should be highly visible and have good street frontage (50% of park perimeter); and,
 - g. where possible and practical, be linked into an overall open space and community greenway system.
- 12.8.6.4. Greenways, as shown on Map 12.8.B, shall include but not be limited to the following characteristics:
- a. provide long linear public spaces which act as linking corridors between parks, open spaces, environmental features and other significant land forms;
 - b. ideally should be a minimum of 25 metres wide however, precise boundaries and configuration shall be established in the Draft Plan, Subdivision or Block Plan;
 - c. shall utilize existing significant tree hedgerows, natural features and land form character;
 - d. incorporate ecosystem based corridor linkages between neighbourhood and district parks, woodlands and other environmentally sensitive areas;
 - e. include public trails/bicycle paths, seating areas, signage and lighting;
 - f. should be integrated with the Inter-regional Trail system to form expansive community open space links; and,
 - g. should be located along the TransCanada PipeLines Limited right-of-way for the Nashville Heights community on Map 12.8.A.
- 12.8.6.5. Lands for park purposes shall be provided at a ratio of 5% of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in Section 42(1) of the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for in Section 42(1) of the Planning Act.

- 12.8.6.6. Gross land area is defined as the total land area within a plan minus valley lands and/or woodlands. If the valley lands are used for any servicing, a portion of that valley shall be included in the 5% parkland calculation.
- 12.8.6.7. Lands utilized for stormwater management facilities shall generally not be considered as any part of the parkland dedication requirement provided via the Planning Act. Where a quantity stormwater management facility located adjacent to a park is sized and designed to accommodate active recreational facilities, the City may include up to 50% of the land occupied by the recreational facility as part of the required parkland dedication pursuant to the Planning Act. Stormwater management ponds shall be designed in a natural and curvilinear form incorporating appropriate trees and shrubs. To the extent possible, such facilities shall have regard for the pedestrian and bicycle system and greenway corridors and designed in a manner to enhance their aesthetic appeal.
- 12.8.6.8. The City shall require dedication of parkland rather than cash-in-lieu unless it can conclusively be demonstrated that no significant requirement for such parkland will be present for the foreseeable future.

12.8.7 General

- 12.8.7.1. The lands identified as Nashville Heights on Map 12.8.A shall be planned to achieve a minimum density of 50 residents and jobs per hectare.
- 12.8.7.2. Development of the Nashville Heights community shall require a comprehensive review through the Block Plan process, which includes Master Environmental and Servicing Plan (MESP) process, and the undertaking of Environmental Assessments for the Western Vaughan Transportation Individual Environmental Assessment and Highway 427 Environmental Assessment Corridor Study for the lands within the Major Mackenzie Drive Alignment Special Study Area, which may result in the phasing of development. The Block Plan is to be reviewed with regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008. The Block Plan process requires that prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the following

reports, but are not limited to the following, shall be submitted for the review and approval, in consultation with York Region, the Toronto and Regional Conservation Authority, and any other commenting agency, to the satisfaction of the City. All the reports shall include the lands between the west side of Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427 right-of-way, as well as the proposed site for a community centre/park, which must include a facility fit design to be approved by the City, in their analysis, including land use concept plans.

- a. Block Plan Report, and Block Plan Land Use Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);
- b. A Master Environmental and Servicing Plan shall adequately address the following:
 - i. matters including, but not limited to: stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features within and beyond the Nashville Heights community, baseline conditions, predicted changes, mitigation and any compensation, to be reviewed and approved by the City in consultation with Toronto and Region Conservation Authority (TRCA); and should include how the principles and/or recommendations of, but not limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, including the Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the Nashville Heights Community. The Terms of Reference for the Master Environmental and Servicing Plan (MESP) shall be reviewed and approved by the City and TRCA prior to the initiation of the MESP;
 - ii. the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the TRCA and Owner, to the satisfaction of the City;
 - iii. as a minimum, the valley and stream corridor boundaries be 10 metres inland from the greater of the following: physical top of the valley feature; stable top of bank, where geotechnical concerns exist; limits of flooding on the property in a Regulatory Storm Event; predicted meander belt; and limits of significant vegetation which is contiguous with the valley/stream corridor;

- iv. the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors shall be designated in an appropriate open space designation, and shall be conveyed to the City or TRCA;
- v. where a Natural Heritage System has been defined for the area, these lands should also be designated in an appropriate open space designation, and be conveyed to the City or TRCA;
- vi. The Humber River Watershed Plan (June 2008) results indicated the potential for significant changes to flood flows and potential risks to downstream areas, therefore, an updated hydrologic study is required to evaluate the effects on flooding of proposed new developments and to confirm the level of stormwater control needed before permitting urban type land uses beyond those identified in existing official plans. The hydrologic study will be completed on a watershed scale and will be directed by the TRCA;
- vii. As the hydrologic study for the watershed will not be completed until 2011 or 2012, in order to allow the development to proceed in the Nashville Heights Community, the MESP should consider a reasonable conservative outcome of the hydrologic study which may require new development to detain and over-control the entire runoff volume from the Regional Storm event. As an approach to resolve the stormwater management criteria on an interim basis, the MESP should identify methods and designate areas of sufficient size to contain stormwater management facilities of a size and volume to perform this function, with the understanding that smaller facilities may be required once the hydrologic study is complete. The sizing of temporary stormwater management facilities in the MESP shall be consistent with current standards and the approval of other stormwater management facilities in OPA #601, and should be supported with analysis and calculations conducted that demonstrate that over-control of the Regional Storm event volume can be achieved, to the satisfaction of the City in consultation with the TRCA;
- viii. As the final alignments of Highway 27 and Major Mackenzie Drive have yet to be determined and have been protected through the identification of the Major Mackenzie Drive Special Study Area, except for temporary stormwater management ponds and public infrastructure and uses, no development shall be permitted in this area until such time as the alignments of Highway 427 and Major Mackenzie Drive are determined and it has

been demonstrated that additional lands within the area are not required for stormwater management control. Notwithstanding this approach, the MESP shall consider the implementation of stormwater management techniques throughout the entire Block Plan that contribute to achieving this overall goal;

- ix. Except for the creation of lots, blocks or other parcels that are to be used for stormwater management and other public uses, the hydrologic study for the watershed must be completed prior to the registration of any draft plan of subdivision or site development application for the lands as shown on Map 12.8.A, and identified as the Major Mackenzie Drive Alignment Special Study Area. All draft plans of subdivision or site plans shall be redline revised, if needed, to reflect the conclusions of the hydrologic study with accompanying reports to be submitted to the satisfaction of the TRCA;
- c. The Phase I Environmental Site Assessment, and where required, the Phase II Environmental Site Assessment shall be in accordance with the following:
 - i. Prior to final approval of any Draft Plan of Subdivision or Site Plan, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval;
 - d. Environmental Impact Statement;
 - e. Transportation Analysis/Study and Travel Demand Management Plan/Study shall adequately address, in consultation with, the Ministries of Municipal Affairs and Housing and/or Transportation and the Region of York, to the satisfaction the City, the following details for:

- i. the proposed **Mid-Rise Residential, Mid-Rise Mixed-Use Area A, Area B, and Area C** at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
- ii. the lands for the community centre/parks with respect to the future Highway 427 extension;
- iii. the potential realignment of Huntington Road and Nashville Road;
- iv. the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity;
- v. the potential mid-block crossing of the CP Railway be explored for the purpose of a pedestrian/cycling connections between the Nashville Heights and Humber Trails Neighbourhoods;
- vi. the right-of-way widths/dimensions and standards;
- vii. the realignment of Huntington Road, located north of Major Mackenzie Drive, east of the existing Huntington Road, will be connected in a continuous manner to the existing Huntington Road. The new realignment of Huntington Road shall be up to a 36 metre right-of-way (ROW); and,
- viii. The section of Huntington Road, beyond the new realignment shall be protected for up to a 36 metre ROW. This ROW width and any potential realignment options beyond the boundary of the Kleinburg-Nashville Community Plan area, shall be determined through the environmental assessment process or a subsequent transportation study as required through the Block Plan process, to the satisfaction of the City and Region;
- f. Traffic/Transit Management and Sidewalk/Walkway Master Plan;
- g. Pedestrian and Bicycle Master Plan;
- h. Noise and Vibration Impact/Mitigation Report;
- i. Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
- j. Parks and Open Space Plan;
- k. Development Phasing/Infrastructure Staging Plan;
- l. Sustainability Report;
- m. Archaeological Assessment/Cultural Heritage Resource Impact Assessment, in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, shall:
 - i. undertake an assessment of all properties of cultural heritage value or

interest within Nashville Heights, which is to be provided by to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,

- ii. include in the Cultural Heritage Resource Impact Assessment that as a condition of approval for any Draft Plan of Subdivision or Site Development Application, where the lands were not in a Plan of Subdivision, involving the Nashville Heights lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure;
- n. Urban Design Guidelines which are to include specific transition related guidelines to address:
 - i. the relationship of low-rise residential areas (i.e., detached and semi-detached dwelling units) with mid-rise residential and mid-rise mixed-use areas; and,
 - ii. the automobile service station or gas bar, and carwash uses' transition and buffer to residential uses; and,
- o. Architectural Design Guidelines.

12.8.7.3. Prior to the approval of any Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, for the Nashville Heights lands, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental

Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval.

- 12.8.7.4. All development within Nashville Heights shall be on full municipal water supply and sanitary sewers. Water supply and sewage servicing capacity has not been allocated beyond the current approved population within the Kleinburg-Nashville Community Plan. Formal allocation of water supply and sewage servicing capacity will be required by Council.
- 12.8.7.5. The City is currently undertaking the Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community. The City is also undertaking the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, which is to recommend the final stormwater management scheme for the City, including the Nashville Heights lands. Prior to draft approval of a Draft Plan of Subdivision Application or approval of any Site Development, where the lands were not in a registered Plan of Subdivision Application, should the Nashville Heights Community be serviced prior to the completion of Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, the following, which should be reflected in the Master Environmental and Servicing Plan, are required:
- a. A Comprehensive Sanitary Sewer System Capacity Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared to address the availability of both conveyance and treatment capacity at the Block Plan stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
 - b. A Comprehensive Water Supply System Analysis (addressing infrastructure

improvements external to the Nashville Heights Block 61 West Area) be prepared at the Block Plan stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report; and,

- c. A final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan.

12.8.7.6. The southern portion of the Nashville Heights community has been designated "Major Mackenzie Drive Alignment Special Study Area" which includes the **Mid-Rise Mixed-Use**, and **Natural Areas** and identifies the Stormwater Management Pond Facility as shown on Map 12.8.A. These lands are in a "Special Study Area" in order for the land uses in this area to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized. The final uses within the Major Mackenzie Drive Alignment Special Study Area, including the delineation of land uses, valley and stream corridors, road network and stormwater management facilities, for the lands within the Major Mackenzie Drive Alignment Special Study Area coincide with the following and prior to draft approval of a Draft Plan of Subdivision Application or Site Development Application, where the lands were not in a registered Plan of Subdivision, and shall be refined in the Block Plan process and Plan of Subdivision process:

- a. the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
- b. the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
- c. the City-wide Vaughan Transportation Master Plan, and have regard for the

components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment; and,

- d. the York Region Transportation Master Plan Update.

- 12.8.7.7. The Owner of lands with in the Major Mackenzie Drive Alignment Special Study, shown on Map 12.8.A shall enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
 - a. an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, in conjunction with York Region, to the satisfaction of the City of Vaughan, and the preferred location for Huntington Road and the collector roads intersecting with Major Mackenzie Drive; and,
 - b. York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.

- 12.8.7.8. Prior to final approval of the any Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the Owner shall carryout a feasibility study for a pedestrian crossing through the CP Railway right-of-way between the Nashville Heights and Humber Trails Neighbourhoods to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out the recommendations of the approved feasibility study to the satisfaction of the City. The Owner shall also include a warning statement for all prospective buyers in the Plan detailing the potential construction of a pedestrian crossing through the CP Railway right-of-way within the Draft Plan of Subdivision, to the satisfaction of the City.

12.8.8 Sustainability

- 12.8.8.1. Sustainable community objectives shall be implemented through neighbourhood designs that support cycling and walking within and external to the community, including connectivity to transit facilities; ensure neighbourhood connectivity to the broader community; provide transit opportunities; provide water and energy efficiencies, and energy alternatives; and support green building design and site development, to the satisfaction of the City.
- 12.8.8.2. The location and widths of all valley and stream corridors, as shown on Map 12.8.A for Nashville Heights, is approximate and may change without requiring an amendment to this Plan. The final location and widths of the valley and stream corridors will be determined during the Block Plan approval process through the preparation of a Master Environmental and Servicing Plan (MESP). The MESP will be prepared in conjunction with the Toronto Region Conservation Authority and any other commenting agencies, to the satisfaction of the City. Adjustments to land use designations shall be permitted without amendment to this Plan in order to accommodate the final alignment and widths of the valley and stream corridors.
- 12.8.8.3. The valley and stream corridors must be studied from both an ecological and hydrological perspective, including connectivity to recharge areas, to determine their function and the implications of potential modifications.
- 12.8.8.4. If a realignment is required, it must incorporate an appropriate corridor width that includes all relevant factors including, but not limited to, flooding, meander belt, erosion limits and buffers. The design of the new valley and stream corridor(s) must be appropriate for the biophysical conditions and should replicate and enhance the existing functions. The realignment must be in balance with the overall development plan and fit into an appropriate post development natural system, and must be integrated into the overall open space system through neighbourhood design.”

12.8.9 Transportation

- 12.8.9.1. The transportation network is illustrated on Map 12.8.B.
- 12.8.9.2. Primary roads shall have a 23 metre right-of-way. Local roads shall generally have an 18.5 metre to 20 metre right-of-way.

- 12.8.9.3. The number of east-west and north-south primary and collector roads, and the right-of-way dimensions and geometric standards for the primary and collector roads shall be established in consideration with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which shall be finalized at the Block Plan stage for the Nashville Heights community.
- 12.8.9.4. The number of east-west and north-south local roads, and the right-of-way dimensions and geometric standards for the local roads shall be established in consideration with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies and have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which shall be finalized at the Block Plan stage for the Nashville Heights community.

12.8.10 CP Intermodal Yard and Railway Line

Any development adjacent to the CP Railway right-of-way shall comply with environmental and safety standards addressing rail noise, vibration and safety issues. The following policies shall apply:

- 12.8.10.1. All proposed development within 2000 metres of the CP Intermodal Yard and / or 300 metre of a railway right-of-way shall be required to undertake noise studies, to the satisfaction of the City in consultation with the Ministry of the Environment and CP Rail and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified.
- 12.8.10.2. All proposed development within 75 metres of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the City in consultation with the MOE and CP Rail and shall undertake appropriate measures to mitigate and adverse effects from vibration that were identified.
- 12.8.10.3. All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway.

- 12.8.10.4. Generally the preferred form of noise and vibration mitigation is to increase distance from the rail right-of-way through berming and noise attenuation fence and the establishment of a parallel service road.
- 12.8.10.5. Through an Environmental Assessment process, a future Go Station may be established in the vicinity of the intersection of Major Mackenzie Drive and the CP Railway. An Urban Design Plan may be prepared for the lands in proximity to a future GO Station, which demonstrates compatibility with the surrounding community, and achieves the sustainability community objectives with an overall design and density supportive of a future GO Station.
- 12.8.10.6. Prior to final approval of the any Draft Plan of Subdivision Application or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, the Owner shall carryout a feasibility study for a pedestrian crossing through the CP Railway Line right-of-way between the Nashville Heights and Humber Trails Neighbourhoods to the satisfaction of the City. The Owner shall agree in the subdivision agreement to carry out the recommendations of the approved feasibility study to the satisfaction of the City. The Owner shall include a warning statement in all Offers of Purchase and Sale, or Lease for all lots/blocks for all prospective buyers detailing the potential construction of a pedestrian crossing through the CP Railway right-of-way within the Draft Plan of Subdivision Application or Site Development Application proposal, to the satisfaction of the City.
- 12.8.10.7. Should the feasibility study determine that a pedestrian crossing may be provided, the location and type of linkage (e.g., overpass or underpass) that addresses, but not limited to barrier-free requirements and height clearances for potential electrification of the railway corridor are to be explored by the Subdivision Owners(s), in consultation with the Ministry of the Environment and CP Railway, to the satisfaction of the City.
- 12.8.10.8. A warning clause shall be included in all Offers of Purchase and Sale, or Lease for all lots/blocks for all prospective buyers for any Draft Plan of Subdivision Application or Site Development Application, stating that that a potential future GO Train Commuter Station and Local Commuter Bus Station, and associated infrastructure may be located on properties at the south-east intersection of Major Mackenzie Drive and the CP Railway, in of Part of Lot 20, Concession 9, City of Vaughan, to the satisfaction of the City.

- 12.8.10.9. A warning clause shall be included in all Offers of Purchase and Sale, or Lease, and registered on title for all lots/blocks for all prospective buyers for any Draft Plan of Subdivision Application or Site Development Application, stating that a potential Provincial controlled access highway maybe located on lands west of Huntington Road, north of Major Mackenzie Drive.

12.8.11 Servicing

- 12.8.11.1. As the City is currently undertaking the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services), including the land for an elevated water tank, required to support the build out of the planned and proposed developments in the Kleinburg-Nashville Community, including the Humber Trails and Nashville Heights Neighbourhood, the lands shall be zoned with the Holding Symbol “(H)”. Prior to the removal of the Holding Symbol “(H)” 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.

12.8.12 TransCanada PipeLine

A high pressure natural gas pipeline within its right-of-way crosses the Community Plan area as indicated on Map 12.8.A to this Plan. Any development within 200 metres of this facility may affect its safety and integrity.

- 12.8.12.1. Any excavation, blasting or movement of heavy equipment within 30 metres of the right-of-way shall receive prior approval by TransCanada Pipeline.
- 12.8.12.2. TransCanada Pipeline shall be circulated on any development application within 200 metres of its right-of-way.
- 12.8.12.3. All development shall be setback a minimum of 10 metres from the limits of the right-of-way for all permanent structures and excavations.
- 12.8.12.4. The City shall consider, through the Urban Design Plan the incorporation of the TransCanada Pipeline easement into an environmental or pedestrian open space linkage.

- 12.8.12.5. The Owners of the Draft Plan of Subdivision and/or Site Development Applications shall enter into an agreement with TransCanada PipeLines Limited for the purpose of recoating the gas pipeline at road crossings at the Owner's/Developer's expense, and providing concrete slabs over the TransCanada PipeLines Limited and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the Owner's/Developer's expense.
- 12.8.12.6. The number of crossings; the signage on the right-of-way in a number, location and form; the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location; the number of utility crossings and their location; the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties; and the provision of fencing or other means of identifying the limit of the right-of-way; are to be in consultation with TransCanada PipeLines Limited, to the satisfaction of the City.
- 12.8.12.7. The design, costs, agreements and any other item required to satisfy the provisions in policy 12.8.12.6, will be finalized by agreement between the Owner(s) and TransCanada PipeLines Limited or its successors to be negotiated during the Subdivision approval process. Adjustments to the provisions in policy 12.8.12.6 with respect to the requirements and responsibilities associated with the protection and enhancement of the TransCanada pipeline corridor may occur without requiring an amendment to this Plan provided that they are agreed to by TransCanada PipeLines Limited.

12.8.13 Holding Symbol “(H)” Environmental Assessments/Transportation Master Plans.

- 12.8.13.1. The implementing zoning by-law(s) for the Major Mackenzie Drive Alignment Special Study Area, as shown on Map 12.8.A, may zone any lot and/or block within the Major Mackenzie Drive Alignment Special Study Area with the Holding Symbol “(H)”. Prior to the removal of the Holding Symbol “(H)”:
- a. the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation will identify the preferred corridor and terminus for the north expansion of Highway 427 for the lands within the Major Mackenzie Drive Alignment Special Policy Area;
 - b. the Western Vaughan Transportation Individual Environmental Assessment (IEA), will identify the alignment of Major Mackenzie Drive, including the interchange

of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line for the lands within the Major Mackenzie Drive Alignment Special Policy Area;

- c. the City-wide Vaughan Transportation Master Plan, will have regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the Huntington Road realignment;
- d. the York Region Transportation Master Plan Update, will identify Regional road network requirements; and,
- e. the determination by an Environmental Assessment of a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, in consultation with CP Railway, the Region and any other commenting agencies, to the satisfaction of the City of Vaughan, and a preferred alignment for Huntington Road, and York Region will consider a phased or partial release of the lots and/or blocks, when the Environmental Assessment or a Feasibility Study (undertaken by the City of Vaughan and/or the Subdivision Owner) is identified, in consultation with York Region, to the satisfaction of the City, that particular lots and/or blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.

12.8.14 Holding Symbol “(H)” - Servicing Allocation

- 12.8.14.1. The implementing zoning by-law(s) for Nashville Heights as shown on Schedule “A” may zone any lot and/or block with the Holding Symbol “(H)”. Prior to the removal of the Holding Symbol “(H)” from any lot and/or block within Nashville Heights:
 - a. the water supply and sewage servicing capacity shall be identified and allocated by the Council of the City of Vaughan.

12.8.15 Approval of Phase 1 Environmental Site Assessment, and where required, a Phase II Environmental Site Assessment.

- 12.8.15.1. Prior to the approval of any Draft Plan of Subdivision or approval of any Site Development Application, where the lands were not in a registered Plan of Subdivision, for the Nashville Heights lands, and prior to initiation of grading or topsoil stripping, the Owner shall submit the Environmental Site Assessment (ESA) Phase I Report, and if required, Phase II ESA Report and the Remedial Action Plan for the lands within the Draft Plan of Subdivision or Site Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report shall be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the City for review and approval.

12.8.16 Approval of Zoning By-law

- 12.8.16.1. Applicable development standards shall be established in the implementing zoning by-law.

12.8.17 Region of York

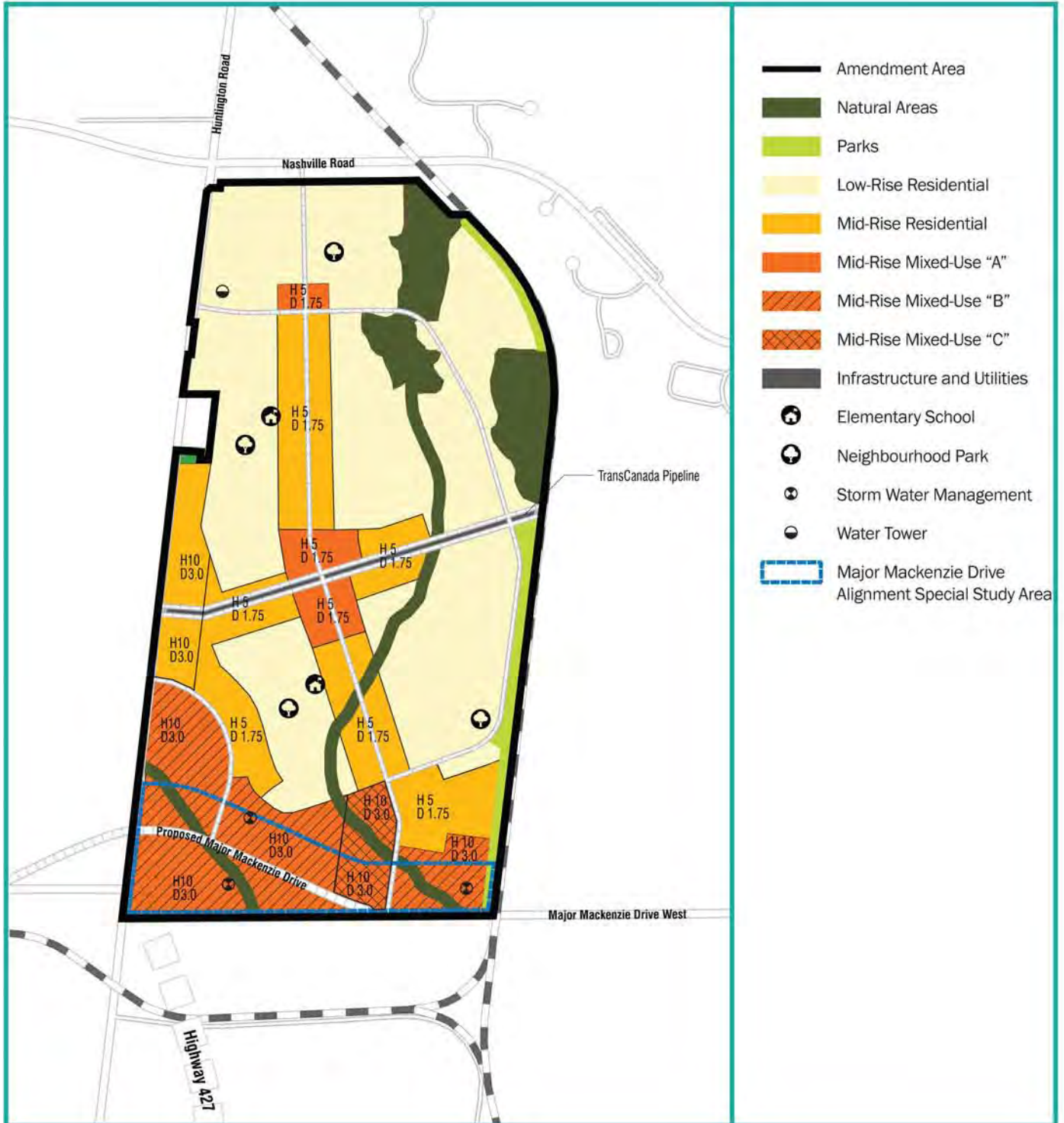
- 12.8.17.1. All requirements of the Regional Municipality of York (York Region) shall be satisfied.

12.8.18 Interpretation

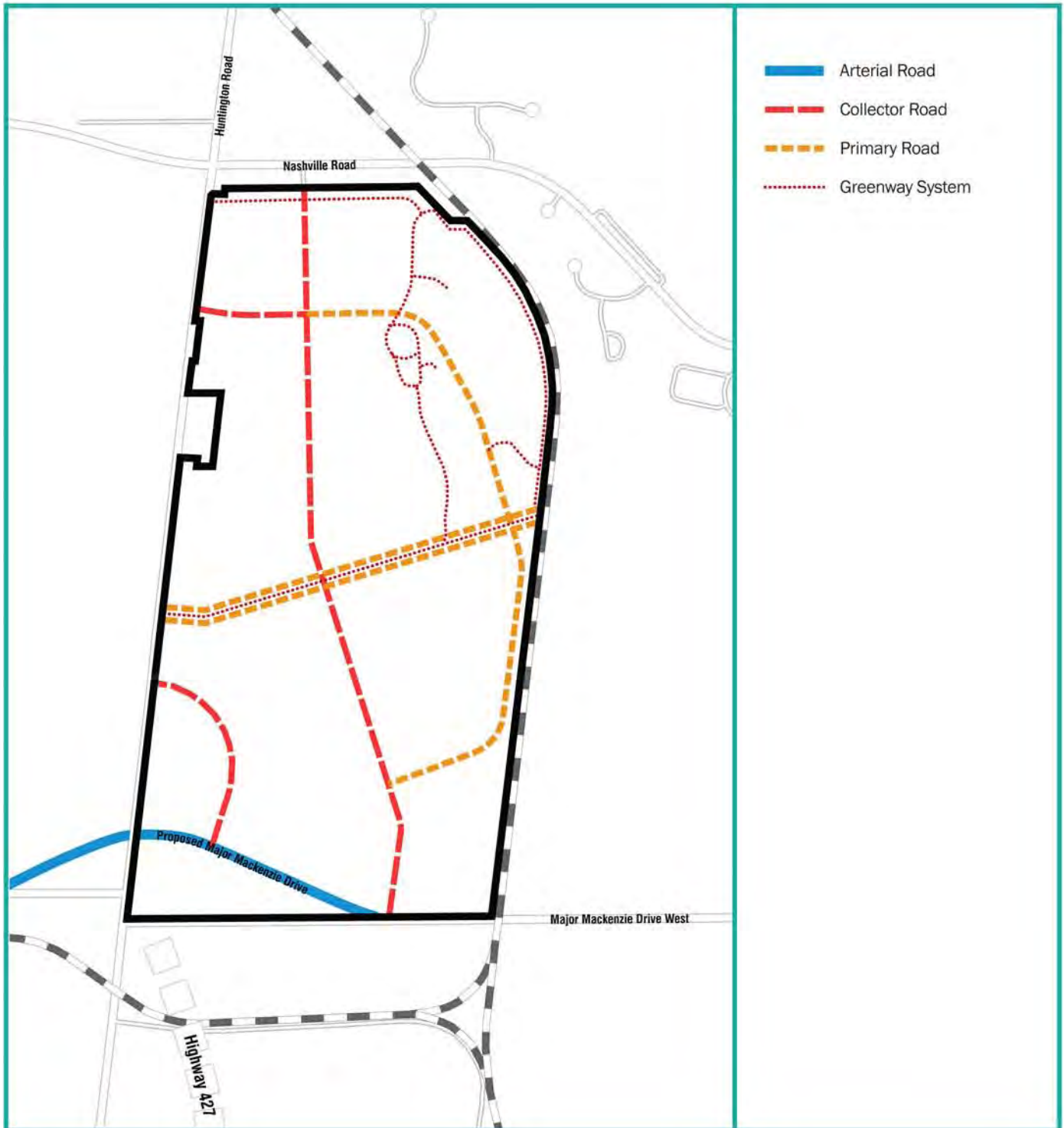
- 12.8.18.1. The locations of and boundaries between the land use designations shown on the Schedules to this Plan are approximate, except where they coincide with arterial roads, railway lines, or other clearly defined physical features. Minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.
- 12.8.18.2. The location of the by-pass, arterial collector and primary road system is approximate, and minor adjustments will not require an amendment to this Plan provided that the intent of its policies is maintained.

- 12.8.18.3. All statistics, with the exception of density requirements may vary within 5% as long as the intent of the policies of this Plan is maintained.
- 12.8.18.4. The text and maps and Table A contained herein constitute the Kleinburg-Nashville Community Plan. Photographs, drawings and graphics contained in the document are intended to be illustrative and are provided for information only.
- 12.8.18.5. Notwithstanding policies 12.8.18.1 and 12.8.18.2, adjustments to the delineation of the land uses, road network, valley and stream corridor, and stormwater management facilities for the Major Mackenzie Drive Alignment Special Study Area as a result of determining the final alignment of Major Mackenzie Drive through the Highway 427 Environmental Assessment (EA) Corridor Study Area, Western Vaughan Transportation Individual Environmental Assessment (IEA), City-wide Vaughan Transportation Master Plan and York Region Transportation Master Plan Environmental Assessment Update, will not require an amendment to this Plan provided the intent of the policies are maintained.
- 12.8.18.6. Notwithstanding policies 12.8.18.1 and 12.8.18.2, the following shall apply:
- a. the grade separation between the road and rail systems may be provided as needed at arterial road/railway intersections, without an amendment to this Plan;
 - b. the grade separation between the road and controlled access highway may be provided as needed at arterial road/highway, collector road/highway or primary road/highway intersections, without an amendment to this Plan; or,
 - c. the grade separation between the off-street pedestrian system and the road system and the CP Railway Line may be provided, without an amendment to this Plan.
- 12.8.18.7. The location and widths of all valley and stream corridors, as shown on Map 12.8.A for Nashville Heights, is approximate and may change without requiring an amendment to this Plan.

▼ Map 12.8.A: Block 61 West - Nashville Heights - Land Use



▼ Map 12.8.B: Block 61 West - Nashville Heights - Transportation Network



12.9 Yonge Street Corridor in Thornhill

12.9.1 Thornhill Vision and Principles

- 12.9.1.1. The Thornhill-Yonge Corridor, shown on Map 12.9.A, is expected to become a vibrant, mixed-use area. It will be developed as a higher order transit corridor and is an appropriate location for the promotion of intensification in order to bring vitality to the area, to promote residential, commercial and employment growth and to support transit use. The Vision for the Thornhill-Yonge Street Corridor is characterized by:
- a. High quality, beautiful, inspiring and memorable places;
 - b. A vibrant and mixed-use main street;
 - c. A predominance of commercial / retail uses along Yonge Street;
 - d. An attractive, high quality, pedestrian friendly, transit supportive streetscape;
 - e. Differing scales of development including transit-supportive mid-rise intensification and small scale infill projects to complement existing developments and heritage assets;
 - f. Protection for, and enhancement of heritage resources and their environs;
 - g. New public open spaces / plazas and enhancements and connections to the total open space system;
 - h. Building height and massing transition to ensure compatibility with neighbourhood uses and heritage assets; and,
 - i. Organized access and parking to the rear of commercial and mixed-use properties.
- 12.9.1.2. To achieve this vision, there are a number of key principles that should be considered in reviewing all public and private sector development decisions, as follows:
- a. Transit is an important catalyst for positive change, renewal and reinvestment along the Yonge Street Corridor;
 - b. Create a true mixed-use, vibrant main street by encouraging people to live in proximity to the Yonge Street Corridor;
 - c. Create a pedestrian friendly, high quality and distinctive streetscape on Yonge Street;
 - d. Utilize every development opportunity to repair gaps in the urban fabric and enhance the urban character of the street;
 - e. Create new public open spaces / plazas on the side streets as important places for meeting and gathering;
 - f. Safeguard, expand and diversify the commercial retail sector;
 - g. Promote a connected open space system;

- h. Protect and strengthen core assets;
- i. Promote a high quality of design excellence; and,
- j. Organize shared parking and promote the development of a connected system of rear laneways to free up Yonge Street for people, parks, buildings and activity.

12.9.2 Land Use Policies: Low-Rise Mixed-Use

12.9.2.1. Notwithstanding policy 9.2.1.1, the following policies shall apply to the area identified as **Low-Rise Mixed-Use** on Map 12.9.A.

12.9.2.2. Within the area identified as **Low-Rise Mixed-Use** on Map 12.9.A, mixed-use retail/residential or retail/office development is encouraged. New development with frontage on Yonge Street and/or along any plaza/public open space frontage is required to include ground floor, grade-related commercial uses. Residential uses at grade are not permitted along these frontages.

12.9.2.3. Ground floor, grade-related commercial uses are permitted on sites with frontage on Secondary and/or Local Streets. Residential uses are also permitted at grade along these frontages.

12.9.2.4. The following uses are permitted within the **Low-Rise Mixed-Use** area:

- a. Residential units;
- b. Retail uses;
- c. Service uses;
- d. Offices;
- e. Banks and financial institutions;
- f. Health and fitness uses;
- g. Institutional facilities including community facilities and government services;
- h. Day care centres;
- i. Commercial schools; and,
- j. Restaurants.

12.9.2.5. Development permitted at grade along the frontages of Yonge Street, and/or the frontages of any plaza/public open space, uses shall be limited to:

- a. Retail uses;
- b. Restaurants;

- c. Service uses;
- d. Offices;
- e. Banks and financial institutions;
- f. Sports, health and fitness recreational uses; and,
- g. Institutional facilities including community facilities and government services.

12.9.2.6. The following uses are not permitted:

- a. Retail stores and restaurants requiring individual premises in excess of 1,000 square metres;
- b. Free-standing, single storey buildings containing retail uses, restaurants, bank and financial institutions, health and fitness uses, or commercial schools;
- c. Drive-through facilities of any kind;
- d. Gas bars/service stations, either stand alone or associated with any permitted use; and,
- e. Any use that requires outdoor storage, excluding small scale sidewalk display areas for retail uses

12.9.2.7. The **Low-Rise Mixed-Use** designation applies to properties fronting Yonge Street within the boundaries of the Thornhill Heritage Conservation District, but which do not contain designated or listed heritage buildings. Within this designation, new low-rise, mixed-use development is encouraged.

12.9.2.8. The following building types are permitted in the **Low-Rise Mixed-Use** area, pursuant to Section 9.2.3:

- a. Townhouses;
- b. Stacked Townhouses;
- c. Low-Rise buildings; and,
- d. Public and Private Institutional buildings.

12.9.2.9. Notwithstanding policy 9.2.1.5, the maximum building height within the **Low-Rise Mixed-Use** designation shall be 5 storeys or 17.0 metres, subject to the following additional policies:

- a. In all new development, the ground floor height shall be a minimum of 4.0 metres;
- b. The maximum permitted height shall only be permitted adjacent to Yonge Street. Away from the Yonge Street frontage, building heights shall transition from the

maximum height to the heights of the surrounding residential fabric, in accordance with sub-policy d. below;

- c. On sites that abut or include a listed or designated heritage building, the height of new buildings adjacent to the heritage building transition down to one storey above the height of the heritage building; and,
- d. Appropriate building heights and height transition regulations will be established by the City through the rezoning process, in conformity with the policies of this Site Specific Policy and consistent with the Council endorsed Thornhill Yonge Street Study (2005).

12.9.2.10. Notwithstanding policy 12.9.2.9, within the **Low-Rise Mixed-Use** designation, a minimum height of 2.5 storeys, or 8.0 metres is required for all new development;

12.9.2.11. Notwithstanding policy 9.2.1.6, the maximum net density shall be in the range of 1.5 or 2.0 Floor Space Index (F.S.I.)

12.9.2.12. Notwithstanding the forgoing for the lands identified on Map 12.9.A as the Thornhill Public School the uses shall be limited to the following institutional uses:

- a. Elementary public and separate schools;
- b. Secondary schools;
- c. Private schools;
- d. Religious institutions;
- e. Day-care centres;
- f. Community centres;
- g. Voluntary associations;
- h. Branch colleges;
- i. Libraries;
- j. Police stations; and,
- k. Fire halls.

12.9.3 Heritage Main Street Area

12.9.3.1. Notwithstanding the policies of Section 12.9.2 for the underlying **Low-Rise Mixed-Use** designation, certain lands in the Secondary Plan area have been identified as a Heritage Main Street Area and are subject to the following policies.

- 12.9.3.2. The primary intent of the Heritage Main Street area, shown on Map 12.9.A, is the protection and adaptive re-use of existing heritage buildings.

The permitted uses on lands within the Heritage Main Street area are limited to:

- a. Retail uses;
 - b. Service uses;
 - c. Offices;
 - d. Banks and financial institutions;
 - e. Hotels and bed and breakfast inns;
 - f. Institutional uses, including community facilities and government services compatible with and complementary to the planned function of the designation;
 - g. Full service restaurants; and,
 - h. Residential uses on upper floors only, subject to ensuring that the planned function of the lands is maintained, and that the location is appropriate.
- 12.9.3.3. Drive-through uses of all kinds shall not be permitted within the 'Heritage Main Street' designation.
- 12.9.3.4. Notwithstanding policy 12.9.2.8 the following building types are permitted in the Heritage Main Street area, pursuant to Section 9.2.3:
- a. Low-Rise buildings; and,
 - b. Public and Private Institutional buildings.
- 12.9.3.5. Notwithstanding policy 12.9.2.9, within the Heritage Main Street designation, the maximum height of any building shall be 3 storeys, or 9.0 metres, subject to compatibility with existing heritage structures.
- 12.9.3.6. Notwithstanding policy 12.9.2.10, a minimum height of 2.5 storeys or 8.0 metres is required for all new development.
- 12.9.3.7. Notwithstanding policy 12.9.2.11, the maximum site density shall be 0.75 FSI.

12.9.4 Land Use Policies: Low-Rise Residential

- 12.9.4.1. Notwithstanding policies 9.2.1.1, the following policies apply to lands designated **Low-Rise Residential** on Map 12.9.A.

- 12.9.4.2. In **Low-Rise Residential** areas the permitted uses shall be residential uses.
- 12.9.4.3. In addition to the uses listed in policy 12.9.4.2, lands designated **Low-Rise Residential** on Centre Street east of Brooke Street, within the village of Thornhill Heritage District, may also be used for business and professional offices, and / or retail commercial uses not exceeding 167.2 square metres in total gross floor area.
- 12.9.4.4. The Detached House building type is permitted in the **Low-Rise Residential** area, pursuant to policy 9.2.3.1.
- 12.9.4.5. Notwithstanding the floor space restriction in policy 12.9.4.3, the lands known as 46 Centre Street (Martin House) being Part of Lot 31, Concession 1, may be developed for business and professional offices, and / or retail commercial uses up to a maximum of 282 square metres of net commercial floor area. The implementing zoning by-law shall specify the exact amount of net commercial floor area, not exceeding 282 square metres, subsequent to Council's approval of a detailed site plan.
- 12.9.4.6. The appropriateness of all commercial uses shall be evaluated at the time of consideration of any implementing zoning by-law. The impact of any commercial uses on adjacent residential areas shall be minimized by appropriate site design. If the impact of a commercial use or combination of uses on a residential area cannot be minimized so as to make it compatible with the residential area, it shall not be permitted.
- 12.9.4.7. In its consideration of applications for commercial development and redevelopment, Council shall evaluate all applications on the basis of the following criteria:
- a. The retention of existing historical buildings shall be encouraged to as great an extent as possible;
 - b. The preservation of mature landscape elements shall be encouraged;
 - c. The creation or preservation of a landscape buffer zone between residential and commercial shall be provided using existing mature trees wherever possible;
 - d. Parking areas shall be designed to reduce the visual impact of the automobile and shall provide safe parking areas separated from pedestrian areas. Design criteria to be considered are:
 - i. Discourage parking areas visible from Yonge Street and Centre Street;
 - ii. Landscaping in parking area or shielding parking areas;

- iii. Architectural elements to reduce the visual impacts of the automobile such as building design, porte cocheres, fences, etc.;
- iv. The type and texture of paved areas;
- v. Connections for common rear lot laneways and parking areas; and,
- vi. Joint or mutual access points to major roads;
- e. Service areas and garbage storage areas shall be shielded to as great an extent as possible, by means of landscaping or architectural elements;
- f. Entrances should encourage pedestrian access from Yonge Street;
- g. Pedestrian systems within the site such as mews, courtyards, lanes, etc., will be encouraged;
- h. Pedestrian linkways between commercial sites will be encouraged either by means of connections to the street or by direct connections to adjacent sites;
- i. Setbacks shall be judged by the compatibility of the buildings with neighbourhood structures and where feasible shall be aligned with neighbouring buildings; and,
- j. Exterior lighting shall be designed in consideration of the following criteria:
 - i. Lighting of parking areas shall promote safety while not impacting on adjacent areas;
 - ii. Lighting systems which use incandescent light source shall be encouraged; and,
 - iii. Lighting standards used on site shall be compatible with the historic character of the Village.

12.9.5 Land Use Policies: Public Open Space / Plaza Designation

12.9.5.1. Within the Thornhill Yonge Street Corridor, there are specific properties identified with a **Public Open Space Plaza** designation. It is the intent of this Secondary Plan that these sites accommodate a significant public open space component as part of the redevelopment proposal. The size, location and design of the required amenity space shall be subject to the satisfaction of the City, in accordance with the urban design policies of this Secondary Plan.

12.9.6 Policies Applicable to Area A

12.9.6.1. Notwithstanding the foregoing, the following policies apply to the lands located north of Arnold Avenue, south of Centre Street on the west side of Yonge Street identified as **Area A** on Map 12.9.A (7584, 7586, 7588, 7590, 7592, 7594, 7596, 7598, 7600, 7602, 7604, 7610 and 7616 Yonge Street):

- a. New development proposed for the lands identified as **Area A** having frontage on Yonge Street is required to include ground floor at-grade commercial uses.
- b. Residential dwelling units, residence suites and uses accessory thereto (except for a lobby) at-grade are not permitted along the Yonge Street frontage.
- c. The primary intent for the use of the lands shown on Map 12.9.A containing the existing heritage building known as the Robert Cox House is the protection and adaptive re-use of the existing heritage building.
- d. The following uses are permitted for the lands identified as **Area A** on Map 12.9.A unless otherwise stated:
 - i. Apartment Dwelling, subject to the following:
 - A. a maximum of 225 residence suites; or,
 - B. a maximum of 150 dwelling units; or,
 - C. a combination thereof not to exceed a total of 225 residence suites/ dwelling units (subject to a maximum of 150 dwelling units);
 - ii. Retail Commercial Uses;
 - iii. Service Uses;
 - iv. Business or Professional Office;
 - v. Banking or Financial Institution;
 - vi. Club or Health Centre;
 - vii. Day Nursery; and,
 - viii. Eating Establishment Uses;
- e. The following uses shall be permitted at-grade along the Yonge Street frontage for the lands identified as **Area A** on Map 12.9.A:
 - i. Retail Commercial Uses;
 - ii. Service Uses;
 - iii. Eating Establishment Uses;
 - iv. Business or Professional Office;
 - v. Banking or Financial Institution; and,
 - vi. Club or Health Centre, subject to a maximum of 25% of the building frontage along Yonge Street and a maximum of 250 square metres of gross floor area to be allocated to such use;
- f. The following uses are not permitted for the lands identified as **Area A** on Map 12.9.A;
 - i. Retail Stores, Service Uses, Club or Health Centre Uses and Eating Establishment Uses requiring individual premises in excess of 1,000 square metres;

- ii. Free standing, single storey buildings containing retail uses, restaurants, banking and financial institutions, club or health centres and or commercial schools. This shall not prevent the use of the Robert Cox house for Retail or Service Commercial uses;
 - iii. Drive-Through facilities of any kind;
 - iv. Gas Bars / Service Stations, Public Garage or associated uses, either stand alone or associated with any permitted uses;
 - v. Any use that requires outdoor storage, excluding small scale sidewalk display areas; and,
 - vi. Residential uses referenced in policy 12.9.6.1.d.i to be located within the Robert Cox House;
- g. The building height for new development, not including the Robert Cox House, within **Area A** shall be a maximum of 5 storeys and to a maximum height of 17 metres, subject to the following additional policies:
- i. With respect to new development having frontage on Yonge Street for the lands identified as **Area A** on Map 12.9.A, the building height can be increased by one-storey to a maximum of 6 storeys and a maximum of 20.6 metres, provided the 6th storey is stepped-back a minimum of 1.5 metres from the building frontage along Yonge Street for at least 75% of that frontage and stepped back a minimum of 3.5 metres from the Robert Cox House;
 - ii. With respect to new development on the lands designated identified as **Area A** on Map 12.9.A to the west of the existing Robert Cox House the building height shall be a maximum of 4 storeys and a maximum of 13.5 metres;
 - iii. In all new development, the ground floor height shall be a minimum of 4.0 metres as measured from the average finished grade along Yonge Street from top of floor slab to top of floor slab;
 - iv. Appropriate building heights and height transition regulations will be established by the implementing zoning by-law;
 - v. A minimum building height of 2.5 storeys or 8 metres is required for all new development; and,
 - vi. All new development within **Area A** shall be subject to site plan control, and shall conform to the Urban Design policies of this Plan;
- h. The maximum net site density on the lands identified as **Area A** shall not exceed 2.0 Floor Space Index (F.S.I.);

- i. Buildings shall be oriented toward public streets in order to clearly define the public realm, to create a consistent street wall and to create attractive retail and commercial environments for pedestrians;
- j. Buildings and their primary entrances and elevations shall be sited to address public streets and sidewalks along Yonge Street;
- k. Any new building construction within identified as **Area A** on Map 12.9.A shall occupy a minimum of 70 percent of the buildable street frontage. Buildable street frontage shall mean the horizontal distance measured from side lot line to side lot line that is not encumbered by any required interior or exterior side yard, or any natural or cultural feature that would otherwise preclude urban development;
- l. When buildings are related to and located at the street, they shall not be separated from the street by either parking areas or driveway aisles;
- m. All commercial uses located on the ground floor occupying the Yonge Street frontage shall have windows and primary commercial entrances fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the inside and outside, and opaque (i.e. spandrel glass) shall not comprise more than 25% of the total window area;
- n. Notwithstanding 12.9.6.1.g.i above, an additional 1.5 metre setback to create a recessed building frontage segment of approximately 6-12 metres is permitted;
- o. Building mass should reflect a linked series of pavilion type buildings defined by recessed connector building segments. Where any development exceeds 50 metres of continuous building frontage, a pedestrian connection to the rear lot commercial parking area shall be required. Each pedestrian connection may be privately owned, but must be accessible to the public at all times. For development along the Yonge Street primary commercial frontage a maximum of 65 metres of continuous building frontage is permitted;
- p. The City shall require an enhanced Streetscape Zone to be provided by the proponent along Yonge Street as follows:
 - i. A minimum building setback of 1.8 metres is required from the right-of-way of Yonge Street. The required 1.8 metres building setback and any building setback in excess of 1.8m adjacent to the Yonge Street right-of-way shall be considered an enhanced Streetscape Zone and shall be developed in a manner consistent with the Streetscape Improvement Program identified

- within the Council adopted Thornhill Yonge Street Study (2005); and
- ii. Setbacks from Arnold Avenue right-of-way shall be generally consistent with existing development setbacks and shall be determined by the City through the zoning of the property;
 - q. The provisions of private landscaping and pedestrian-scaled lighting, when not provided in the public right-of-way, is required at the interface between new development and the Streetscape Zone and between buildings and any parking areas;
 - r. Landscape requirements for new development shall be determined at the site plan approval stage;
 - s. Commercial and residential parking shall be provided at the rates specified in the implementing zoning by-law. Above grade, structured parking is not permitted. Residential parking, except for visitors and handicapped spaces, shall not be permitted at or above grade. Commercial parking is permitted in underground parking structures and in surface parking lots, subject to the following policies:
 - i. Surface parking areas shall be permitted provided said areas are located to the rear of the lot;
 - ii. Parking is not permitted between a public right-of-way and the building face on any public street;
 - iii. Trees and other landscape features shall be employed to visually break up large expanses of surface parking and to screen the view of parking lots from public streets; and,
 - iv. Parking facilities for bicycles should be provided in residential and commercial developments;
 - t. Direct vehicular access onto Yonge Street shall be limited to two one-way driveways for access and egress respectively;
 - u. Private lanes and internal driveways are important components of the overall circulation system. Connectivity of the rear driving laneways facilitates traffic movement and shall be encouraged. High quality design, material and execution should be employed in these areas;
 - v. The visibility of any loading, garbage storage and other service areas from any public street or abutting residential community shall be effectively screened. Garbage receptacles/storage shall be provided within the building. Loading and other service areas located outside of the building shall be determined by the City at the time of consideration of the Site Development Application;

- w. Signage shall be incorporated into the building, and consistent in design with the village character and the specific guidelines provided in the Thornhill Vaughan Heritage Conservation District Plan (2007);
- x. Street and pathway lighting shall be consistent in design with the village character and the specific guidelines provided in the Thornhill Vaughan Heritage Conservation District Plan (2007); and,
- y. Sustainable community objectives shall be implemented through building design that: supports cycling and walking; ensures the connectivity of the lands designated **Area A** as shown on Map 12.9.A to the broader neighbourhood and community; promotes transit opportunities, water/energy efficiencies, energy alternatives, and “green” building design (LEED standards) and site development.

12.9.6.2. For the portions of **Area A** that are designated **Low-Rise Residential**, the minimum lot dimensions shall be 18.2 metres by 54.0 metres.

12.9.7 Urban Design Policies

12.9.7.1. Buildings shall be oriented towards public streets in order to clearly define the public realm, to create a consistent street wall and to create attractive retail and commercial environments for pedestrians. Buildings and their primary entrances and elevations shall be sited to address public street and sidewalks in the following order of priority:

- a. The Yonge Street frontage;
- b. The corner of Yonge Street and any Secondary or Local Street intersection;
- c. The frontage of a Secondary Street;
- d. The corner of any Secondary Street and any Local Street; and,
- e. The frontage of any Local Street.

12.9.7.2. All residential uses at ground level, where permitted, shall have their primary individual unit entrances located on the street frontage. Residential uses above the ground floor may have common access through a shared entry lobby.

12.9.7.3. Buildings located at street corners are encouraged to include architectural features that enhance the visual prominence and identity of these important locations within the Plan Area. Corner building entrances are encouraged at corner building locations. Development shall be in accordance with Section 3.7.2 of the Thornhill / Yonge Street Study (2005).

- 12.9.7.4. Buildings shall occupy a set percentage of the buildable street frontage, as follows:
- a. Buildings fronting Yonge Street shall occupy a minimum of 70 percent of the buildable street frontage;
 - b. Buildings fronting a Secondary or Local Street shall occupy a minimum of 50 percent of the buildable street frontage; and,
 - c. Buildable street frontage shall mean the horizontal distance measured from side lot line to side lot line, that is not encumbered by any required interior or exterior side yard, or any natural or cultural feature that would otherwise preclude urban development.
- 12.9.7.5. When buildings are related to and located at the street, they shall not be separated from the street by either parking areas or driving aisles.
- 12.9.7.6. All commercial and residential buildings shall have windows fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important the appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the inside and outside and shall not be opaque.
- 12.9.7.7. Building mass should reflect a linked series of pavilion–type buildings defined by recessed connector building segments. Where any development exceeds 50 metres of continuous building frontage, a pedestrian connection to the rear lot commercial parking area shall be required. Each connection may be privately owned, but must be accessible to the public at all times. For development along the primary commercial frontage and / or for all corner pavilion segments a maximum of 30.0 metres of continuous building frontage is permitted. Development shall be in accordance with Section 3.7.2 of the Thornhill / Yonge Street Study (2005).
- 12.9.7.8. The City shall require enhanced Streetscape Zones to be provided by the proponent, as follows:
- a. A minimum building setback of 1.8 metres is required from the right-of-way of Yonge Street and any Secondary Street. The required 1.8 metres building setback and any building setback in excess of 1.8 metres adjacent to the Yonge Street or any Secondary Street right-of-way shall be considered an enhanced Streetscape Zone and shall be developed in a manner consistent with the Streetscape

Improvement Program identified within the Council adopted Thornhill Yonge Street Study (2005); and,

- b. Setback from any Local Street right-of-way shall be generally consistent with existing development setbacks and shall be determined / confirmed by the City through the rezoning process. The required building setback and / or enhanced Streetscape Zone shall be developed in a manner consistent with the Streetscape Improvement Program identified with the Council adopted Thornhill Yonge Street Study (2005).

12.9.7.9. The provision of private landscaping and pedestrian-scaled lighting, when not provided in the public right-of-way, is required at the interface between new development and the Streetscape Zone and between buildings and parking areas.

12.9.7.10. At the interface between residential and non-residential properties, the non-residential property generally must provide a landscaped buffer consisting of tightly planted coniferous plant material and fencing installed to a height of 2 metres, and higher branching deciduous trees.

12.9.7.11. Commercial and residential parking shall be provided at the rates specified in the zoning by-law. Above grade, structured parking is not permitted. Residential parking shall be provided in underground parking structures. Commercial parking is permitted in underground parking structures and in surface parking lots, subject to the following policies:

- a. Surface parking areas shall be located internally and to the rear of the lot. Parking is not permitted between the edge of the public right-of-way and the building face on any public street;
- b. Trees and other landscape features shall be employed to visually break up large expanses of surface parking and to screen the view of parking lots from public streets; and,
- c. Parking facilities for bicycles should be provided in residential and commercial developments.

12.9.7.12. Direct vehicular accesses onto Yonge Street are discouraged. All driveway access points are considered part of the public realm, and shall be located to be consistent with the Council adopted Thornhill Yonge Street Study (2005). Generally, each block face

should have no more than 2 points of access to the block connection to the internal private driveway system.

- 12.9.7.13. Private lanes and internal driveway are important components of the overall circulation system. Connectivity of rear driving laneways facilitates traffic movement and shall be encouraged. The level of connectivity, the design and configuration of these lands and driveways shall be determined by the City at the time of site plan review. High quality design, material and execution should be employed in these areas.
- 12.9.7.14. Loading, garbage storage and other service areas shall not be visible from any public street or abutting residential community. Garbage receptacles / storage shall be provided within the building. Loading and other service areas located outside the building shall be appropriately screened utilizing fencing and / or opaque landscaping, the design of which shall be determined by the City at the time of site plan review.
- 12.9.7.15. Signage shall be incorporated into the building, and consistent in design with the village character and the specific guidelines provided in the Thornhill Heritage Conservation District Plan.
- 12.9.7.16. Street, open space and pathway lighting shall be consistent in design with the village character and the specific guidelines provided in the Thornhill Heritage Conservation District Plan.

12.9.8 Transportation Policies

- 12.9.8.1. It is the intent of this Secondary Plan to ensure the provision of a balanced movement system that will enable Yonge Street to perform many functions without shifting the balance to favour one form of movement over another. This section describes the components of the functional transportation system associated with the Vision to ensure that Yonge Street is able to accommodate the flow of regional traffic, but also serve as a high value pedestrian friendly mainstreet and residential address, a Rapid Bus Transitway, and an entryway to the historic district of Thornhill. The following criteria will be considered in establishing a balanced movement system within the Thornhill / Yonge Street Plan Area:
 - a. The development of a connected network of rear driving laneway occurring across multiple properties to establish a secondary movement system reducing

congestion and turning movements on Yonge Street and providing better access to commercial parking areas. Lane access will be achieved via secondary and local streets;

- b. A reduction and consolidation of driveway access points off Yonge Street further reducing congestion of Yonge and improving the safety of the pedestrian environment;
- c. The identification and special treatment of 'pedestrian priority' areas occurring at primary intersections to reinforce safe pedestrian crossing and transit access. Pedestrian priority areas are to be enhanced with special in-street paving to visibly and audibly signal to vehicular users they have entered a special area wherein pedestrians have priority over the movement of cars;
- d. The removal of pavement redundancies throughout the Thornhill / Yonge Street Corridor Plan Area by implementing minimum transitway and roadway design criteria to minimize street widening and support a balanced transit, pedestrian and vehicular movement system;
- e. The use of non-perfect road alignments across intersections to further reduce intersection redundancies and reduce pedestrian street crossing distances;
- f. The use of reduced roadway and transitway development standards to ensure efficient functional performance of the transportation system, while minimizing street widening and ensure an adequate and useable public realm within the established rights-of-ways; and,
- g. The reduction of curb radii at all intersections to improve pedestrian safety, increase available pedestrian surface waiting areas, and reduce street crossing distances.

12.9.8.2. The Thornhill Yonge Street Study (2005) establishes a Street Classification System as a basis for Urban Design Guidelines, the Streetscape Improvement Program and access and movement recommendations. The Street Classification System includes Yonge Street, Secondary and Local Streets and Private Laneways, each having a distinct and important role in accommodating pedestrian and other types of movement. The public and private street system will maximize connectivity and movement in the Plan Area, and largely define the character of the pedestrian environment. The Street Classification System is identified on Map 12.9.B.

- 12.9.8.3. Yonge Street is the only Primary Street in the Corridor Area due to its important traffic and transit roles, its role in establishing the primary address and identity for the entire neighbourhood, and its role in furthering the economic development of the neighbourhood as a commercial mainstreet. Yonge Street will be redeveloped in the short-term consistent with the recommendations provided in the Thornhill Yonge Street Study (2005) to accommodate the development of the Rapid Bus Transitway. The following policies for Yonge Street apply within the Plan Area:
- a. A +/- 36 metre public street right-of-way will be established for Yonge Street. The right-of-way will define a consistent minimum 5.2 metre Public Boulevard Pedestrian Zone. The right-of-way will be widened at key intersections to accommodate the minimum public pedestrian zone and dedicated turning lanes at key intersections as necessary. The +/- 36 metre right-of-way will occur throughout the Plan Area, excepting areas where the location of existing built form prevents right-of-way expansion;
 - b. In addition, private sector components of the streetscape pedestrian zone will include a 1.8 metre streetscape easement to be located immediately adjacent to the Yonge Street Primary Streetscape of 5.2 metres. An additional 2.5 metre streetscape easement for isolated areas, will be determined by the municipalities through the Streetscape Implementation Program. See Section 3.9.2 of the Thornhill Yonge Street Study (2005) for details respecting private streetscape easements;
 - c. Removal of utility poles and the burial of utility lines within the Thornhill / Yonge Street Corridor plan Area is required to provide for more intense forms of urban development appropriate for a higher order transit corridor, and to eliminate physical hydro pole intrusions adjacent to mid-rise redevelopment sites as well as a visual and physical intrusion within the public realm;
 - d. The provision of off-peak parallel parking within the Thornhill / Yonge Street Corridor Plan Area should be further studied by the City and Region to better support commercial development and extended hours of commercial operation. On street lay-by parking as well as off street lay-by parking should be provided close to Yonge Street on Local and Secondary Streets;
 - e. A higher quality of streetscape development is required within the Yonge Street right-of-way to support its multifunctional role as a transit, pedestrian and vehicular corridor, its economic development role as a focus for redevelopment, and its location within the Thornhill Heritage Conservation District. The streetscape improvements for Yonge Street are specifically identified in Section 3.9 of

the Thornhill Yonge Street Study (2005) and will be further refined by the municipalities;

- f. Access to individual properties from Yonge Street will be reduced and discouraged through the development of the Rapid Bus Transitway and Transitway Media, by encouraging access from the side streets and through the development of a connected network of internal drives and restoration of the public realm environment to pedestrian use; and,
- g. Existing lands within the right-of-way sight triangles with currently permit high speed island-separated right turning movements, are not required for any transportation function associated with the introduction of the Rapid Busy Transitway and should be conveyed to the City at the time of Transitway development for development as open space / plazas.

- 12.9.8.4. The Secondary Streets in the Secondary Plan Area are Arnold Avenue and Centre Street. Secondary Streets have a supporting function to Yonge Street, and generally carry higher volumes of traffic than Local Street while providing access to commercial property. These Secondary Streets serve as important east-west connections between the Plan Area and other destinations and places within Vaughan.
- 12.9.8.5. The Local Streets in the Secondary Plan Area are Old Jane Street and Thornnridge Drive and are primarily residential streets with relatively low volumes of traffic which provide for both a safe, high quality pedestrian environment and access to commercial and residential properties. The following additional policies will apply to the Local Streets within the Amendment Area.
 - a. The 1.8 metre streetscape and development setback in mixed-use areas, should change to reflect existing conditions within neighbourhood areas;
 - b. The intersection junctions of Yonge Street and local streets should be physically improved through the development of the Rapid Bus Transitway; and,
 - c. Left turning movements from Yonge Street to Jane Street and Thornnridge Drive should not be permitted in consideration of the dedicated Rapid Busy Transitway on Yonge Street.
- 12.9.8.6. Private laneways will establish a secondary movement system that will alleviate pressures on the public street system, reduce congestion on Yonge Street, and increase convenience for patrons of commercial uses on Yonge Street. In addition, the system of connected internal laneways will reduce the number of existing access points to

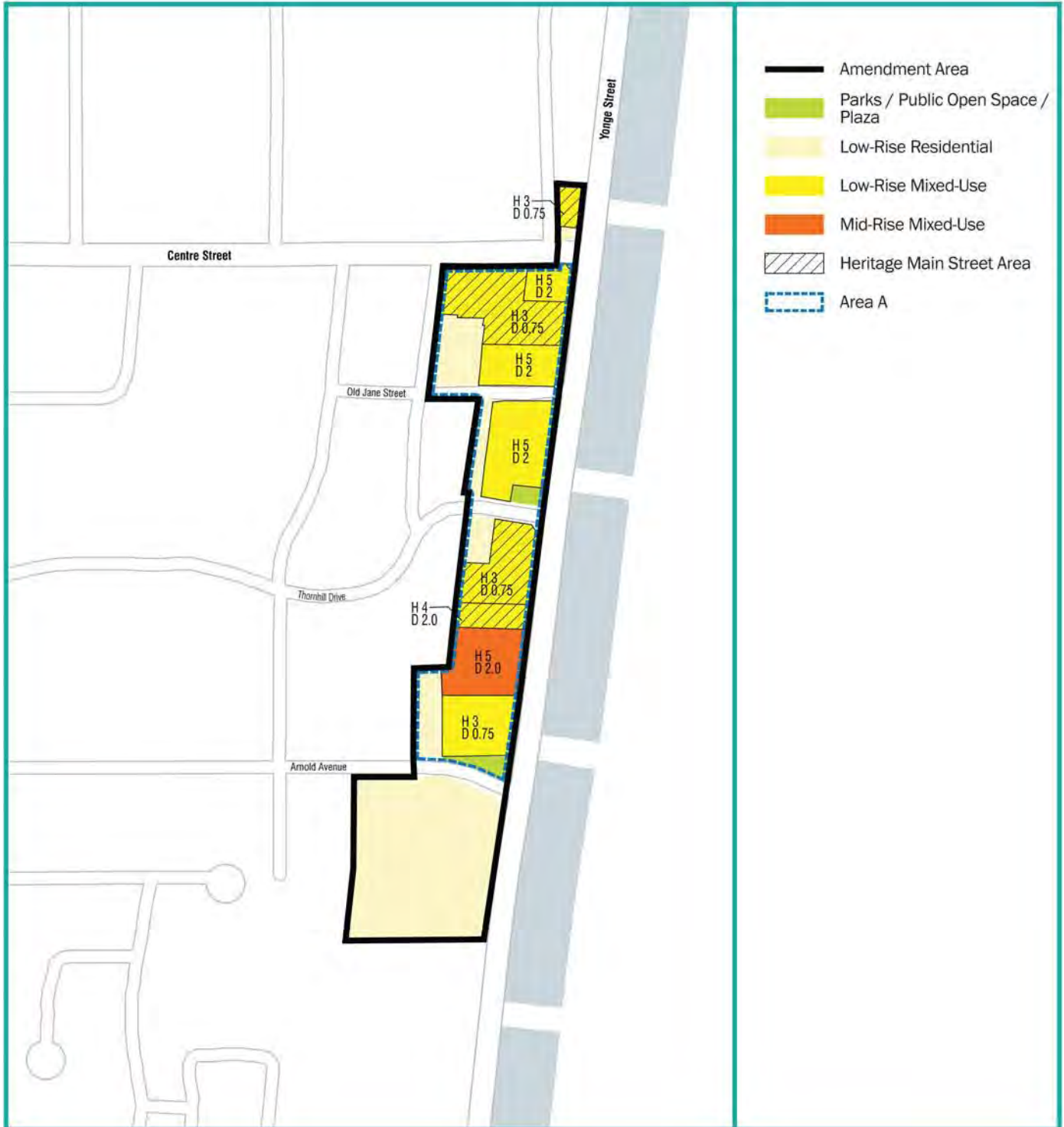
commercial properties from Yonge Street, and provide connected access to rear parking areas and buildings across multiple development parcels.

- 12.9.8.7. Enhanced Pedestrian / Vehicular Laneways and Parking Courts within the Plan Area include:
- a. Arnold Avenue to Thornridge Drive Laneway; and,
 - b. Thornridge Drive to Jane Street Laneway.
- 12.9.8.8. Within the Secondary Plan Area these ‘enhanced pedestrian / vehicular laneways’ and ‘parking courts’ form part of the internal laneway system and require special or enhanced streetscape treatment. The enhanced pedestrian vehicular laneways are to be narrow mixed pedestrian and vehicular connections of approximately 6 to 10 metres in width. The enhanced laneways are to be designed according to municipal standards, to enable conveyance to the municipality.
- 12.9.8.9. The following parking policies will apply to all new development within the Thornhill / Yonge Street Secondary Plan Area:
- a. Parking for development along Yonge Street is to be located to the rear of the blocks and access to this parking shall be from Secondary and / or Local Streets rather than Yonge Street. Above-ground parking structures are prohibited;
 - b. Maximization of available parking should be encouraged through collective commercial parking solutions, which utilize signage as opposed to fencing to define parking for specific commercial areas. The precise configuration of this system of connected internal laneways will be determined by the City on a site by site basis through the Site Plan Review process;
 - c. Residential parking is to be provided in underground parking structures, which may be access from the connected internal drive system or from the Secondary and / or Local Street system; and,
 - d. The City will consider implementing shared parking and / or reduced parking standards for private sector development projects within the Plan Area, subject to a comprehensive parking study for the entire Plan Area, prepared to the satisfaction of the City and implemented in the zoning by-law.

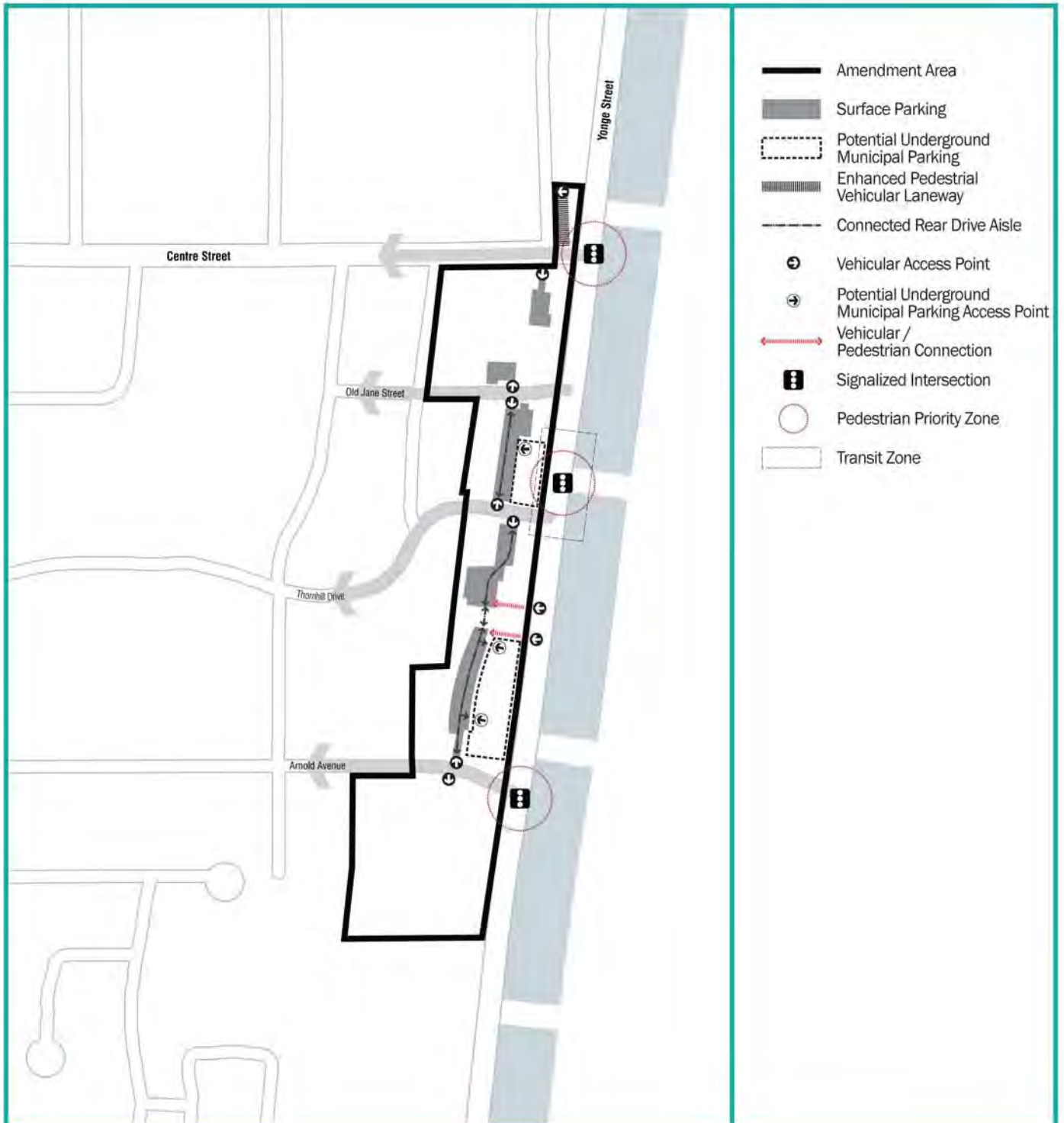
12.9.9 Community Improvement

- 12.9.9.1. It is the intent of the City that the area defined as subject to the Thornhill Yonge Street Corridor, on 12.9.1, be identified as a Community Improvement Area under Section 28 of the Planning Act.

▼ Map 12.9.A: Yonge Street Corridor In Thornhill - Land Use



▼ Map 12.9.B: Yonge Street Corridor In Thornhill - Transportation Network



12.10 Centre Street Corridor

12.10.1 Goals

- 12.10.1.1. The goal of this Secondary Plan is to improve the Centre Street Corridor, shown on Map 12.10.A, as an attractive, pedestrian-friendly and transit-supportive corridor through the application of a comprehensive, co-ordinated and integrated approach to planning, transportation and urban design, based on a set of urban design policies consistently applied to new development and redevelopment.

12.10.2 Urban Design

- 12.10.2.1. Future development in the Centre Street Corridor will address the following urban design policies as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly environment:
- a. Buildings should have active facades including primary windows and entrances facing the street, to provide convenient accesses to pedestrians and users of public transit;
 - b. When buildings are located close to the street, the buildings should not be separated from the street by either parking areas or drive aisles;
 - c. Buildings should be sited to minimize their impact on neighbouring properties, respecting and protecting the existing scale and character of adjacent residential neighbourhoods;
 - d. Further reverse lot development (residential and/or commercial) will not be permitted along Centre Street. Where parking access is located off the street by way of an internal driveway circulation system, the units should still have a functional primary pedestrian entrance that relates to Centre Street;
 - e. The area between the building wall and the street should contribute to a positive social and visual environment on the street;
 - f. Buildings should be designed with a high level of architectural materials;
 - g. Large, blank walls and repetitive facades should be avoided. Variation in certain elements of façade treatment should be provided;
 - h. Architectural variation and animation should be encouraged and include building elements such as balconies, windows, porches, railings, entrances and awnings and attractive signage where appropriate;
 - i. Surface parking should have the least possible impact on the public realm; large surface parking areas are discouraged and if required, should be setback, screened and buffered from the street edge, with comfortable pedestrian routes provided through and around parking areas;

- j. Where the grade changes over the length or width of the site, accommodation for the grade changes, if required, should be accomplished on the site within the parking lot or within the buildings, not at the street edge;
- k. Service and loading areas are prohibited adjacent to public streets and must, at all times, be effectively screened and, if possible, fully enclosed;
- l. Access to underground parking should be appropriately integrated into the buildings it serves and located so as to minimize physical and visual impact on public sidewalks and open spaces;
- m. Garbage will be stored within the building;
- n. Urban Design Guidelines and Architectural Control Guidelines may be required by development applicants, and shall address both built form and public realm considerations to the satisfaction of the City; and,
- o. The following area-specific policies apply to properties located within the four quadrants around the Dufferin Street and Centre Street intersection
 - i. Corner sites should be defined with more intense development and high quality architecture and serve as landmarks or gateway entry points;
 - ii. Development density shall be concentrated close to the Dufferin/Centre intersection, and along the frontages of Dufferin Street and Centre Street;
 - iii. Maximum permitted building heights shall provide for the tallest buildings, including landmark buildings, to be located at the key corner locations, and such buildings shall be designed to allow stepping down of the heights from the corner back towards adjacent low-density residential neighbourhoods. The minimum height for buildings at key corner locations shall be two-storeys;
 - iv. Pedestrian and vehicle crossings at the key intersection shall be well defined;
 - v. Streetscape and street furniture shall be high quality and of unified design to clearly demarcate the gateway;
 - vi. Landowners should consolidate driveways and provide interconnected laneways, where appropriate, as sites develop or redevelop over time; and,
 - vii. Commercial and/or mixed-use buildings shall be built to within 3 metres of the front property line and residential buildings setback, with soft landscaping (up to 5 metres) from the front property line.

12.10.3 Land Use: Low Rise Residential

- 12.10.3.1. Notwithstanding policy 9.2.1.1, the following policies apply to the lands identified as **Low-Rise Residential** on Map 12.10.A.
- 12.10.3.2. In **Low-Rise Residential** areas the permitted uses shall be residential units.
- 12.10.3.3. In **Low-Rise Residential** areas the permitted building types shall be Detached Houses pursuant to policy 9.2.3.1.
- 12.10.3.4. The net density in **Low-Rise Residential** areas shall not exceed 22 units per ha. In addition existing single family detached dwelling units exceeding a density of 22 units per ha shall be permitted.
- 12.10.3.5. For the purposes of calculating net residential density in **Low-Rise Residential** areas, a net residential hectare shall include local streets and residential collector roads as well as the land for the dwelling units, but shall exclude parks, walkways and other public open space uses.

12.10.4 Land Use: Commercial Mixed-Use Area A

- 12.10.4.1. Notwithstanding policy 9.2.1.1, the following policies apply to the lands identified as **Commercial Mixed-Use A** on Map 12.10.A.
- 12.10.4.2. Permitted uses in **Commercial Mixed-Use Area A** area shall include:
- a. small scale office uses; and,
 - b. religious institutions, day care centres, schools, and libraries.
- 12.10.4.3. Notwithstanding policy 9.2.1.5 the maximum height for any building within the **Commercial Mixed-Use A** designation shall be two and one-half storeys (11 metres). The one-half storey is permitted in the roof of the building, and its floor area may be up to 50% of the GFA of the second storey. The one-half storey shall be incorporated in a peaked-roof design, with the roof having a minimum pitch of 45° and maximum of 60° off the horizontal.
- 12.10.4.4. To encourage operational compatibility any development within the **Commercial Mixed-Use A** designation will be required to proceed by way of site-specific zoning

by-law amendment, and site development applications shall have specific regard to operational matters, including but not limited to parking, lighting, loading and service areas. Also, a consolidation of individual driveways is required wherever possible within this designation.

12.10.5 Land Use: Commercial Mixed-Use Area B

- 12.10.5.1. Notwithstanding policy 9.2.1.1, the lands at the northeast corner of Vaughan Boulevard and Centre Street, being Lots 92, 93, 94, 95 and 96, Registered Plan 3541, and municipally known as 1130, 1144, 1152, 1164, 1176 Centre Street and identified as **Commercial Mixed-Use Area B** on Map 12.10.A, shall be developed only in accordance with the following policies:
- a. The permitted uses include business and professional offices and commercial uses, provided that the minimum gross floor area devoted to business and professional offices shall not be less than 60% of the gross floor area of the building(s);
 - b. Notwithstanding a) above, general commercial uses such as any automotive related uses, places of amusement or entertainment, or any commercial uses requiring outside storage shall not be permitted; commercial uses permitted shall be defined in the implementing zoning by-law;
 - c. The total ground gross floor area devoted to all eating establishment uses shall be a maximum of 30% of the ground floor area of each building in this development, provided that a maximum of 30% of the total gross floor area of each building devoted to all eating establishment uses shall be developed for convenience or take-out eating establishments; and no drive-through style restaurants shall be permitted;
 - d. The maximum floor space index shall be 0.8 F.S.I.;
 - e. Substantial landscape areas shall be provided to screen the parking areas from abutting roadways, particularly on Centre Street, and to provide an attractive “campus style” setting oriented to the pedestrian streetscape and complementary to the adjacent residential neighbourhood;
 - f. The massing and conceptual design of all buildings shall be low profile, being limited to a combination of two and three storeys in building height, and shall be compatible with residential areas to the north and west; and,
 - g. Comprehensive assembly and/or development of the entire Subject Lands is required, with implementation to occur on the basis of a comprehensive zoning by-law and site plan.

- 12.10.5.2. The following building types are permitted in **Commercial Mixed-Use Area B** shown on Map 12.10.A pursuant to policies in Section 9.2.3:
- a. Employment/Industrial buildings; and,
 - b. Low-Rise buildings.

12.10.6 Land Use: Commercial Mixed-Use Area C

- 12.10.6.1. Permitted uses in **Commercial Mixed-Use Area C** areas shall be existing commercial uses, retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks and business and professional offices.
- 12.10.6.2. New commercial uses must be compatible with the proposed site, in terms of building design and coverage, parking provided, landscaping and buffering, and adjacent land uses. Council consideration should be given to broadening the permitted retail and service commercial uses within an implementing Zoning By-law and definitions to allow a greater range of commercial uses which reflect evolving consumer needs without imposing negative impacts on neighbouring residential areas.
- 12.10.6.3. Such uses shall only be approved consolidated in nodes in accordance with good design principles with emphasis on common internal traffic circulation. Access to internal road shall only be by service or collector roads, wherever possible.
- 12.10.6.4. Notwithstanding the above, the lands municipally known as 1453 and 1465 Centre Street, being Lots 3 and 4, Registered Plan 3668, shall be subject to the following:
- a. The Lands shall be used only for the purpose of a sit down restaurant having a maximum gross floor area of 450 square metres and containing a maximum of 100 seats;
 - b. The Lands shall not be developed until such time as full municipal services are available; and,
 - c. The Lands have been identified by the Ministry of Transportation and Communications as future Highway #407 interchange and accordingly these lands are to be utilized for the above-noted specified commercial use (i.e. restaurant) until such time as the property is required for the physical construction of Highway #407 by the Ministry of Transportation and Communications.
- 12.10.6.5. Comprehensive development plans will be required for new development in all **Commercial Mixed-Use Area C** areas and such development shall be subject to

the approval of site plans by the City through agreements or letters of undertaking, whichever is in effect.

- 12.10.6.6. No residential use shall be permitted in commercial areas other than as a direct accessory and related individual use to a permitted use.
- 12.10.6.7. Building setbacks, visual screening, planting and/or fencing shall be provided between commercial uses and adjacent residential areas, except where such areas form an integral part of medium and high density residential schemes.
- 12.10.6.8. The following building types are permitted in **Commercial Mixed-Use Area C** shown on Map 12.10.A pursuant to policies in Section 9.2.3:
 - a. Employment/Industrial buildings; and,
 - b. Low-Rise buildings.

12.10.7 Land Use: Commercial Mixed-Use Area D

- 12.10.7.1. Notwithstanding policies 9.2.1.1, the following policies apply to the area identified as **Commercial Mixed-Use Area D** on Map 12.10.A.
- 12.10.7.2. A wide range of industrial, office, business and civic uses shall be permitted. No outside storage of goods or materials shall be permitted in this designation, provided that the priority uses for the area shall be offices, hotels with related hospitality and conference facilities, major corporate complexes and other prestige employment uses. The amount and type of retail commercial and personal service uses shall be limited to that which is ancillary to these priority functions and, in orientation and location, such uses shall be integrated within a development devoted to the priority uses.
- 12.10.7.3. In addition to the uses listed in policy 12.10.6.2, the following recreational and Institutional uses shall also be permitted:
 - a. community facilities;
 - b. arenas (private or public);
 - c. swimming pools (private or public);
 - d. greenway systems;
 - e. places of worship;
 - f. public health facilities;
 - g. cultural and social facilities;

- h. day care centers;
 - i. non-profit clubs and organizations; and,
 - j. Branch Colleges
- 12.10.7.4. Civic uses are also permitted. Accordingly, a new fire station may be located in the area. If the City-owned site on Dufferin Street, currently the existing Patricia Kemp Community Centre, is no longer required for civic purposes, this property may be reused for non-civic employment purposes permitted by the Prestige Area designation, without further amendment to this Plan.
- 12.10.7.5. A “service station/gas bar” use shall not be permitted within the subject lands.
- 12.10.7.6. Hydro Electric utility facilities are also a permitted use within the subject lands. If certain lands owned by Vaughan Hydro are identified as surplus to hydro needs, they may be developed for purposes permitted by the Commercial Mixed-Use designation described in policies 12.10.7.2 and 12.10.7.3, in conjunction with nearby private lands and in accordance with the applicable site-specific policies of this subsection.
- 12.10.7.7. The zoning by-law shall establish the permitted uses and development standards.
- 12.10.7.8. Vehicular access to lots abutting arterial roads and provincial highways shall generally be from the internal road network. Access to the provincial or arterial road systems shall be subject to the approval of the appropriate authority.
- 12.10.7.9. In instances where through lots are provided, buildings shall be designed so that all elevations facing a street present a “front” elevation. Loading areas are not considered appropriate in any yard facing a street. The location of loading areas will be controlled in the zoning by-law.
- 12.10.7.10. Notwithstanding policy 9.2.1.6, the lands identified as **Commercial Mixed-Use Area D** on Map 12.10.A shall be limited to a maximum overall density of 1.0 FSI.
- 12.10.7.11. Any site-specific rezoning application must be based on a Council approved comprehensive plan addressing the location of local roads, street access points, pedestrian connections, buildings, etc.

- 12.10.7.12. As a pre-requisite to the approval of development applications, comprehensive assembly or land exchanges shall be required in order to create efficient parcels to accommodate the intended development, as well as co-ordinated access to Dufferin Street for all land uses.
- 12.10.7.13. Access to all development parcels shall be consolidated by means of new public road(s) connecting the development parcels to Dufferin Street at planned signalized locations or, alternatively, in the event that comprehensive assembly makes the public road provision unnecessary, by means of private agreements, easements and/or rights-of-way to achieve the same consolidation of access points for all land uses, including Vaughan Hydro facilities.
- 12.10.7.14. The following building types are permitted in **Commercial Mixed-Use Area D** shown on Map 12.10.A pursuant to policies in Section 9.2.3:
- a. Employment/Industrial buildings; and,
 - b. Low-Rise buildings.

12.10.8 Land Use: Gas Station

- 12.10.8.1. Notwithstanding policy 9.2.1.1 regarding Gas Stations, such uses are permitted in the locations identified on Map 12.10.A.
- 12.10.8.2. Notwithstanding the above, any Gas Station site designated on Map 12.10.A may be developed in accordance with the land use designation of the immediately adjoining land without amendment to this Secondary Plan.
- 12.10.8.3. Convenience Retail uses are permitted on the same site as an automobile gas bar, provided that such uses are sensitively designed and integrated on the site, and in particular, are compatible with surrounding development.
- 12.10.8.4. Outside storage shall be limited in any future implementing zoning by-laws.
- 12.10.8.5. On the property at 1030 Centre Street, where an automobile service station is located, the permitted uses shall be the sale of auto fuel, oil and lubricant and other related products, the provision of repair and maintenance services for vehicles, and the existing car wash and convenience retail use as listed on the property. Any future redevelopment of this site shall be subject to the following compatibility criteria.
- a. The site 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 the adjacent lands; and,

- b. The design, appearance and scale of development on the site shall be consistent with the existing and intended character of the surrounding community, with utmost consideration given to aesthetic design.

12.10.9 Special Policy Area

12.10.9.1. Lands within the Special Policy Area shall be subject to further study by the applicant.

12.10.9.2. Prior to the submission of any development proposal, the applicant shall provide a planning study, including a traffic report, public participation component, rationale for proposed density and land uses, noise study, and a height and massing study demonstrating consistency with the urban design principles of this Official Plan. The urban design, parking, and other general policies of this Official Plan, including the “Service Station/Gas Bar” policy, which in effect prohibits a service station use at the southwest corner of Dufferin and Centre Street, shall apply for any development within this designation. This Study shall provide the justification for any proposed Official Plan Amendment to redesignate the lands.

12.10.9.3. Until such Official Plan Amendment is submitted in accordance with the aforementioned Special Policy Area requirements, the current Low-Rise Residential and Gas Station designations shall apply to the southern portion of the Western Gateway.

12.10.10 Transportation

12.10.10.1. That the Region of York recognize the importance of maintaining full movement access to the existing commercial centres on the north side of Centre Street between Vaughan Boulevard and New Westminster Drive, and reflect this in the planning for any transit facilities in the Centre Street Corridor between Bathurst and Dufferin Street.

12.10.10.2. Sharing of parking will be encouraged within the Secondary Plan Area, subject to evaluation by the City.

12.10.10.3. Within the Secondary Plan Area, parking underground and in structures shall be encouraged.

12.10.10.4. To assist with the reduction in large surface parking areas within the Secondary Plan, a reduction to the current parking standards for commercial development shall be applied

to all surface and/or structured parking provided. A parking standard of a minimum of 4.0 spaces/100 square metres will be used in calculating the required parking spaces for retail commercial development in any designation within the Secondary Plan.

▼ Map 12.10.A: Centre Street Corridor

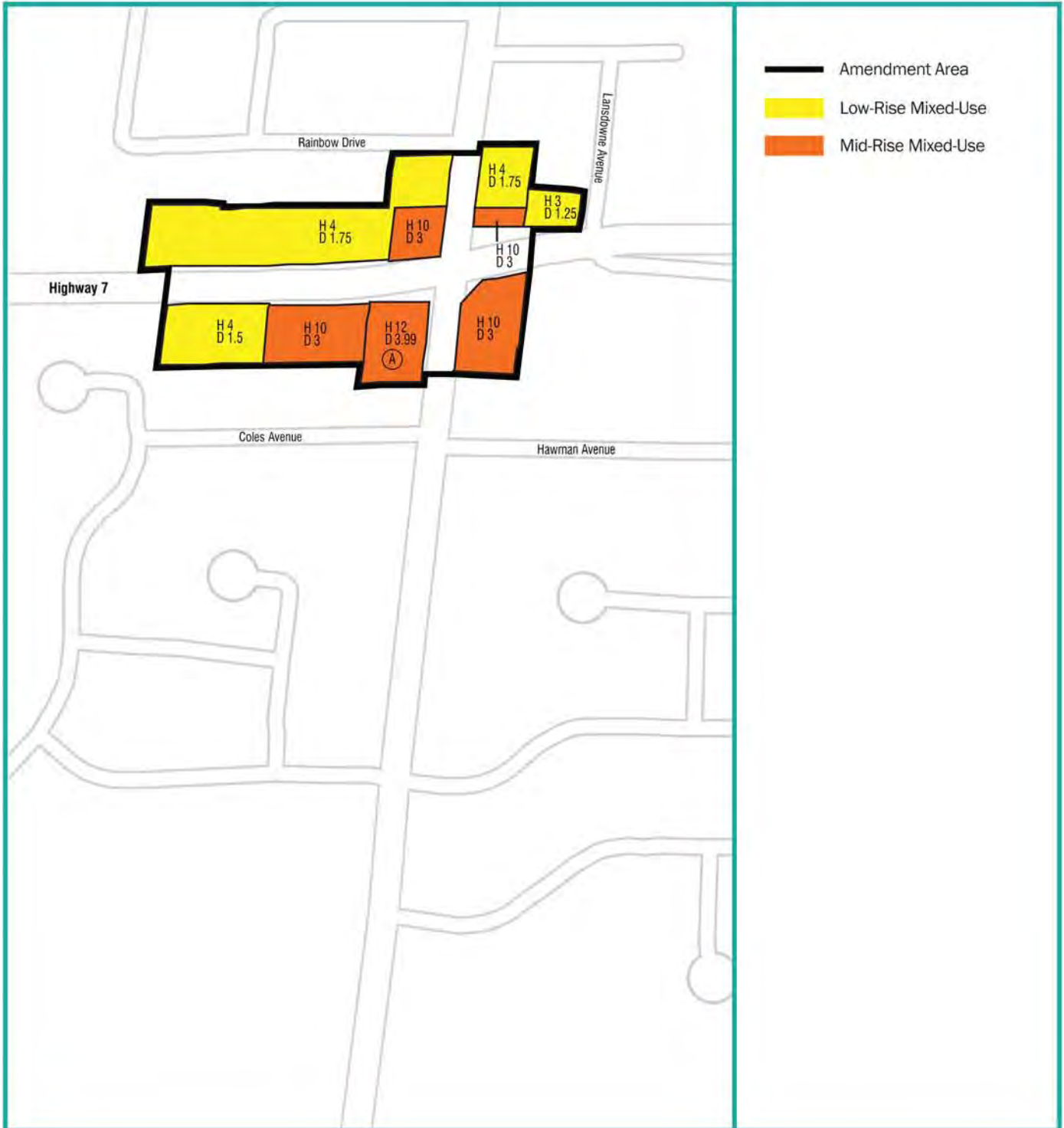


12.11 Kipling Avenue and Highway 7

12.11.1 General

- 12.11.1.1. Notwithstanding the policies of Section 9.2.1 and 9.2.2 of the Official Plan, the following policies and development criteria shall apply to the lands identified on Map 12.11.A.
- 12.11.1.2. There shall be appropriate height transition between development of the lands identified on Map 12.11.1 and adjacent sensitive land uses.
- 12.11.1.3. For lands identified as **Area A** on Map 12.11.A, the following development criteria apply:
- a. The maximum number of dwelling units shall not exceed 120;
 - b. New development shall generally respect a 45 degree angular plane measured from the south property line. The maximum building height shall not exceed 12 storeys or 38.4 metres, which is less; stepping down to a maximum height of 4 storeys or 12.8 metres, whichever is less, towards the lands designated **Low-Rise Residential** to the south and shall be defined in the implementing Zoning by-law.
 - c. New development shall minimize shadow impacts on adjacent sensitive land uses demonstrated through the preparation of sun/shadow diagrams to the satisfaction of the City of Vaughan;
 - d. A landscape buffer area shall be provided abutting all lands designated **Low-Rise Residential**;
 - e. The ground floor of any building fronting onto Highway 7, the daylighting triangle, and approximately six (6) metres of the northerly portion of the building fronting onto Kipling Avenue shall be used for street related retail uses. Retail uses shall not be permitted for the balance of any building frontage onto Kipling Avenue; and.
 - f. Appropriate development standards shall be established in the implementing Zoning By-law.
- 12.11.1.4. For all other lands on Map 12.11.A, the following development criteria apply
- a. New development within thirty (30) metres of a **Low-Rise Residential** designation shall not exceed a height of four storeys or 12.8 metres, whichever is less,
 - b. New development shall minimize shadow impacts on adjacent sensitive land uses demonstrated through the preparation of sun/shadow diagrams to the satisfaction of the City; and,
 - c. A landscape buffer area shall be provided abutting all lands designated **Low-Rise Residential**.

▼ Map 12.11.A: Kipling Avenue and Highway 7



12.12 Bathurst and Centre Street: Thornhill Town Centre

12.12.1 Introduction

Development of the Secondary Plan Area will implement the vision for the Thornhill Town Centre at Bathurst and Centre Streets by facilitating its ultimate development as the focal point of residential, commercial and business activity within the Thornhill community. Establishing a new “Main Street” connecting the Town Centre North and Town Centre South is expected to foster the integration of these two components into a unified whole which will be recognizable as the key ‘place’ in the Thornhill community.

Although the vision for the ultimate development of the Thornhill Town Centre north of Centre Street is expressed in terms of a mix of uses and densities, the First Phase of Development will take the form of a shopping centre with surface parking and pedestrian oriented uses along “Main Street”, flanked by high density residential development to the west.

12.12.2 Development Principles and Objectives of the Plan

12.12.2.1. The following principles express the fundamental premises and goals for development within the Thornhill Town Centre, identified on Map 12.12.A:

Growth Management

- a. Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle, to be achieved by the time of the ultimate development of the lands, are:
 - i. Within the Thornhill Town Centre north of Centre Street, to accommodate a concentration of residential and commercial development, including at least 600 to 900 housing units to accommodate a resident population of approximately at least 1200 - 1800 persons, and commercial development with an employee population of at least 500 - 600 persons, with the goal of achieving a resident-to-employee ratio of more than 1:1;
 - ii. To provide the Thornhill Town Centre north of Centre Street with a structure of public streets and development blocks as shown on Map 12.12.B which protects the opportunity for future development and intensification to continue consistent with the vision for the Thornhill Town Centre;
 - iii. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed

- and built at a scale which ensures that the forecast population and employment growth estimates noted in 11.6.2.1.a.i can be accommodated;
- iv. To ensure that the municipality promotes and participates in the early development of the key public sector elements needed to achieve the vision for the Thornhill Town Centre, including the making of arrangements satisfactory to the City regarding the ultimate establishment of:
 - A. Public transit services, and associated infrastructure and facilities;
 - B. A network of public road rights-of-way, as identified on Map 12.12.B;
 - C. On-street parking on Main Street and any local roads within the Thornhill Town Centre north of Centre Street;
 - D. A pedestrian promenade with a high-quality streetscape treatment along the “Main Street” identified on Map 12.12.B; and,
 - E. Enhanced parks/urban squares for passive recreation;
 - v. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Thornhill Town Centre;
 - vi. To provide high quality development within the Thornhill Town Centre by:
 - A. Encouraging and attracting private investment within the Thornhill Town Centre;
 - B. Encouraging a range and mix of residential and employment generating land uses; and,
 - C. Establishing simple development rules in order to encourage, rather than discourage, development that meets the objectives of this Secondary Plan;
 - vii. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners;

Urban Form

- b. The ultimate development of the Thornhill Town Centre shall establish an urban form with a mix of residential, commercial, institutional, parks and open space, and employment uses, concentrated and arranged in a manner which encourages travel on foot and by other modal alternatives to the car, and which fosters and facilitates public transit ridership. The objectives associated with this principle are:

- i. To enhance the Thornhill Town Centre as a focus for the Thornhill community, building on a principal “Main Street” connecting the Town Centre North and Town Centre South;
- ii. To facilitate the development of the Thornhill Town Centre in a comprehensive manner;
- iii. To promote the evolution and growth of the Thornhill Town Centre as a focal point of higher density residential and commercial development; and
- iv. To promote and encourage pedestrian activity throughout the Thornhill Town Centre and to other parts of the Thornhill Town Centre, by ensuring that development is safe, attractive, conveniently accessible, and human in scale;

Built Form and Public Realm

- c. The Thornhill Town Centre will be developed in a manner that reflects the policies of this Secondary Plan as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly urban environment. The objectives associated with this principle are:
 - i. To promote high quality design within the area including streetscapes, open spaces, public buildings and infrastructure, and private buildings, in order to create a comfortable, usable, understandable, and memorable neighbourhood/community;
 - ii. To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes;
 - iii. To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the Thornhill Town Centre and the low density community outside of the Thornhill Town Centre;
 - iv. To ensure that neighbouring developments within the Amendment Area and adjoining it are physically compatible and complementary;
 - v. To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances;
 - vi. To ensure that the retail commercial development on “Main Street” is planned and developed in a manner which is supportive of a street-related, pedestrian-friendly environment;
 - vii. To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner

supporting and encouraging pedestrian oriented and transit-supportive development; and,

- viii. To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings, streetscapes and other public areas, based on application of the following principles:
 - A. Ensure that development adjacent to the “Main Street” is designed to establish a comfortable, human-scale environment for pedestrians;
 - B. Encourage pedestrian travel throughout the Thornhill Town Centre through establishment of a network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and commercial uses;
 - C. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;
 - D. Ensure that all public and private areas are designed in a manner which is safe, secure, and subject to informal surveillance, including walkways, building entrances and parking areas;
 - E. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking (except for the First Phase of Development, within the area designated High-Rise Mixed-Use); and,
 - F. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm;

Natural Environment

- d. Development shall occur in a manner consistent with the City’s philosophy of ecosystem planning, which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:
 - i. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Thornhill Town Centre from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff;
 - ii. To ensure that environmental impacts, are addressed in an ecologically

- responsible manner, consistent with the City's environmental policies;
- iii. To encourage environmental remediation measures within new developments, where appropriate;
 - iv. To encourage the use of passive and active renewable energy sources, where appropriate;
 - v. To encourage the use of 'green' technologies in the design of new buildings and infrastructure, where appropriate; and,
 - vi. To reduce vehicular dependency by locating residential and work related uses in proximity to one another in order to encourage residents to both live and work in the vicinity, and by providing easy access to public transit;

Residential Development

- e. Development of higher density housing forms and types will be encouraged, in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities. The objectives associated with this principle are:
 - i. To create an adequate supply of housing, including a variety of mid-rise, high-rise and mixed-use housing options, unit types and sizes;
 - ii. To encourage opportunities for residents to live and work in the Thornhill Town Centre, through encouragement of appropriate mixed-use residential/commercial development, and enabling home-based employment; and,
 - iii. To encourage development of housing for seniors throughout the Thornhill Town Centre;

Commercial Development

- f. Development of a broad range of retail and office commercial uses will be encouraged within the Thornhill Town Centre. This commercial development will provide increased opportunities for business competition, and a wide variety of commercial goods and services at competitive costs and prices to meet the needs of Thornhill residents. The objectives associated with this principle are:
 - i. To promote the development of a vibrant commercial shopping district focused on the "Main Street" identified on Map 12.12.B. It is required that development abutting "Main Street" will be street-related and pedestrian-friendly, in order to create an attractive shopping precinct at a human scale;
 - ii. To establish the commercial shopping district as an integral component of a

- pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the surrounding community;
- iii. To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Thornhill Town Centre;
 - iv. To discourage large format, single storey retail uses from locating within the Thornhill Town Centre (except for the First Phase of Development within the lands designated High Rise Mixed-Use) and to redirect these forms of retail development elsewhere within the City of Vaughan; and,
 - v. To ensure that the Thornhill Town Centre develops in a manner consistent with the vision for the Thornhill Town Centre and the phases of development contemplated by this Secondary Plan.

Parks and Open Space

- g. Parks will be developed, where appropriate, within the Thornhill Town Centre south of Centre Street, and within the Thornhill Town Centre north of Centre Street (except for the First Phase of Development), to satisfy the passive recreational needs of Thornhill Town Centre residents, to enhance the aesthetic appeal of the Town Centre and to provide connections to the park and open space system in the surrounding community. The objectives associated with this principle are:
 - i. To establish urban parks where appropriate and passive recreation opportunities are available to address the needs of the anticipated resident and worker population within the Thornhill Town Centre;
 - ii. To plan and design open space linkages that facilitate continuous, uninterrupted pedestrian and cycling movement within the Thornhill Town Centre, and to the surrounding community;
 - iii. To plan and design parks that provide central public green spaces within the Thornhill Town Centre to address the recreational needs of residents, employees and visitors; and,
 - iv. To establish a hierarchy of parks to meet the varying social and recreational needs typical of an urban centre;

Institutional Uses and Facilities

- h. The opportunity for a range of institutional services and facilities will be provided within the Thornhill Town Centre, to address the needs of Town Centre residents and the surrounding community. The objectives associated with this principle are:

- i. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, education, government, health care and religious needs;
- ii. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community;
- iii. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network;
- iv. To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services; and,
- v. To encourage establishment of social services, parks, public facilities and public transit services in locations which are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children, and the physically challenged.

Transportation and Transit-Supportiveness

- i. An efficient transportation network is needed to serve the Thornhill Town Centre, and the surrounding community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:
 - i. To develop a network of continuous and interconnected public arterial, collector and local streets and laneways, complemented by a public transit network, facilitating efficient movement by all modes of transportation within the Thornhill Town Centre, and connecting with the surrounding community;
 - ii. To develop a walkable, pedestrian-friendly environment, which is well connected to public facilities, parks and commercial areas, To encourage travel via non-auto modes by establishing development which is safe, attractive, and human in scale, in keeping with the urban design and streetscaping objectives of this Secondary Plan;
 - iii. To encourage a significant increase in public transit ridership to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system;
 - iv. To support the viability of public transit by planned and coordinated land use, transportation infrastructure and urban design;
 - v. To encourage commercial and residential development at a density sufficient

- to reinforce the viability of local and regional transit;
- vi. To encourage development to become increasingly transit-supportive in terms of land use, density and urban design as the Thornhill Town Centre evolves over time;
 - vii. To provide on-street parking on roads throughout the Thornhill Town Centre to support street related building entrances, and retail uses that are accessible to both pedestrians and drivers;
 - viii. To promote shared and structured parking, and permit higher lot coverage in specific areas, in order to minimize areas devoted to surface parking;
 - ix. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets connected to parks, public facilities and commercial uses;
 - x. To design streets to enhance public safety and reduce traffic speeds;
 - xi. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home;
 - xii. To acquire and protect road rights-of-way and transit rights-of-way that make up the network of collector and local roads and support the urban design and streetscaping policies of this Secondary Plan; and
 - xiii. To support the provision of transit priority measures for transit services on Centre Street and Bathurst Street.

12.12.3 General Land Use Policies

The Secondary Plan for the Thornhill Town Centre provides land use policies that are in keeping with its vision as the pre-eminent focus of commercial and residential development in the Thornhill community. The Thornhill Town Centre is intended to become a highly desirable and attractive mixed-use urban area. The preferred form of development is intended to support public transit services and provide a comfortable pedestrian environment. The central location of the Thornhill Town Centre affords a unique opportunity to connect and unify the Thornhill Town Centre via a new “Main Street” in keeping with the Town Centre vision.

- 12.12.3.1. That the policies contained in this Secondary Plan shall apply to the lands shown on Map 12.12.A and Map 12.12.B as the “Thornhill Town Centre”. Except as otherwise provided herein, the policies of this Secondary Plan shall supersede the policies of any

other area or specific Official Plan Amendment which is in force in the City on the date of the approval of this Secondary Plan.

Population and Employment Growth

- 12.12.3.2. It is intended that the Thornhill Town Centre accommodate a mix of residential and commercial development. North of Centre Street within the Thornhill Town Centre, ultimately development will provide opportunities for people to choose to both live and work in the area, including the provision of live/work units.

Retail Commercial Development

- 12.12.3.3. Within the Thornhill Town Centre north of Centre Street, a significant retail shopping component is expected to be established on the site, with “Main Street” being developed as a pedestrian-friendly shopping precinct and focus for the surrounding development. Retail development will primarily be established at grade, but on “Main Street”, second floor retail uses will also be permitted. The first phase of such development will be in the form of a shopping centre, with surface parking, to the east and west of the “Main Street” shopping precinct.

Mixed-Use Development

- 12.12.3.4. Ultimately, development north of Centre Street may include a mix of retail, office and residential uses, either in single use buildings or mixed-use buildings. Mixed-use buildings will be encouraged to develop throughout most of the Thornhill Town Centre as the lands intensify over time.

Prohibited Development

- 12.12.3.5. The following types of development are not permitted within the Amendment Area:
- a. Drive-through facilities associated with any permitted use;
 - b. Service Station uses and car washes; and,
 - c. Retail uses that require outdoor storage, with the exception of garden centres that are accessory to a primary use.

Development Density

- 12.12.3.6. It is intended that the density of development within the Thornhill Town Centre will be controlled through the use of a Floor Space Index (FSI). A Floor Space Index is a ratio

of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot.

- 12.12.3.7. The area included in the calculation of residential density shall include the land for the buildings, private roads and driveways, parking areas and landscaping, and amenity areas related to the specific development, but shall exclude all other lands.
- 12.12.3.8. Wherever used in this Secondary Plan, the words “First Phase of Development” shall mean, development within the Thornhill Town Centre north of Centre Street up to a maximum gross floor area of 34,373 square metres (370,000 square feet) within the lands designated Mid-Rise Mixed-Use and High-Rise Mixed-Use.

12.12.4 Mid-Rise Mixed-Use

- 12.12.4.1. The **Mid-Rise Mixed-Use** designation provides a lively and active, pedestrian-related, retail shopping environment fronting on “Main Street”. To support visual attractiveness, a consistent image, and a high quality design and development related and scaled to the pedestrian are required for all lands subject to this designation.
- 12.12.4.2. The development potential in the “**Mid-Rise Mixed-Use**” designation provides the opportunity to support existing and planned public transit services within an easy walk of Centre Street. Ultimately, residents and employees located within the designation will also support the retail shopping precinct on “Main Street’.
- 12.12.4.3. That notwithstanding policy 9.2.1.1 the following uses shall be permitted within **Mid-Rise Mixed-Use** areas identified on Map 12.12.A (which includes all properties fronting “Main Street’):
 - a. Residential Units;
 - b. Home Occupations (provided the residential component of the live/work unit is located above-grade in a mixed-use building);
 - c. Retail uses, including department stores and supermarkets, personal service establishments, restaurants and entertainment facilities, doctor and dental offices, veterinary clinics, and banks and financial institutions;
 - d. Office Uses;
 - e. Places of worship; and,
 - f. Community and institutional uses, including public health facilities, all types

of special needs housing, cultural and social facilities, non-profit clubs and organizations, public utilities, and community facilities such as libraries and day nurseries, provided they are located above-grade in a mixed-use building.

- 12.12.4.4. That the following building types are permitted, pursuant to Section 9.2.3:
 - a. Mid-Rise buildings;
 - b. Low Rise buildings;
 - c. Stacked Townhouses; and,
 - d. Public and Private Institutional buildings
- 12.12.4.5. That notwithstanding Section 9.2.1.9 stormwater management facilities shall not be permitted in Mid-Rise Mixed-Use areas.
- 12.12.4.6. That offices (with the exception of doctor and dental offices and veterinary clinics), residential, community and institutional uses are not permitted in stand-alone, single use buildings and are permitted only if located above grade in a mixed-use building, with the exception of places of worship.
- 12.12.4.7. Map 12.12.A identifies a “Main Street”. It is the intent of the City that this “Main Street” be developed with predominantly small scale retail and service uses at-grade, with a maximum unit ground floor size of 350 square metres (3,767 square feet). There is no unit size restriction for uses located on storeys above the ground floor.
- 12.12.4.8. Notwithstanding the foregoing, two larger scale units are permitted as at grade units on “Main Street”, provided they do not need exceed a ground floor area of 1,162 square metres (12,500 square feet) and 557 square metres (6,000 square feet), one located on the west side of “Main Street” south of the planned east/west road, and one located on the east side of “Main Street” north of the planned east/west road, respectively.
- 12.12.4.9. To create the desired character and environment on lots abutting “Main Street”, buildings and their primary public pedestrian entrances shall face the “Main Street” and shall be located close to the front lot line. All buildings on lots abutting the “Main Street” shall provide retail and service uses at-grade.

- 12.12.4.10. That notwithstanding policy 9.2.1.5 the maximum height along the “Main Street” frontage shall be 4 storeys with a permitted step back from the street to 6 storeys (with the exception of corner buildings);
- 12.12.4.11. Notwithstanding policy 11.6.4.8 the minimum height of buildings on “Main Street” is 2 storeys.
- 12.12.4.12. Corner buildings shall be a minimum of 2 storeys and a maximum of 8 storeys or 29 metres.
- 12.12.4.13. That notwithstanding Section 9.2.1.6 the maximum Floor Space Index is 2.0 FSI.
- 12.12.4.14. Within the Thornhill Town Centre north of Centre Street, the first phase of development shall include the construction of “Main Street”, and the construction of buildings fronting onto both sides of “Main Street” concurrent with construction of the large format, retail building at the eastern limit of the property.
- 12.12.4.15. All buildings shall be sited close to the “Main Street” right-of-way and create an attractive and interesting public realm.
- 12.12.4.16. All individual retail uses in buildings on lots abutting the “Main Street’ shall be in buildings limited in size to a maximum of 2,500 square metres of ground floor area.
- 12.12.4.17. The **Mid-Rise Mixed-Use** designation along “Main Street” shall have a minimum depth of 45 metres.
- 12.12.4.18. Parking for uses within the **Mid-Rise Mixed-Use** designation may be provided within the area designated **High-Rise Mixed-Use**; for the purpose of providing parking to satisfy the City’s parking standards, the lands west of “Main Street’ are required to provide the parking required for the development located west of “Main Street’; and, similarly, the lands east of “Main Street’ will provide the parking required for the development located east of “Main Street’.

- 12.12.4.19. Parking for uses within the **High-Rise Mixed-Use** designation may be provided within the area designated **Mid-Rise Mixed-Use**, except for the area of the **Mid-Rise Mixed-Use** designation within 20 metres of the Main Street right-of-way.
- 12.12.4.20. Notwithstanding the permitted uses noted above, one park/urban square shall be permitted within the **Mid-Rise Mixed-Use** designation.

12.12.5 High-Rise Mixed-Use

The **High-Rise Mixed-Use** designation provides the opportunity, ultimately, for residential, retail and commercial development, in buildings of single use, or in mixed-use buildings. This designation provides considerable flexibility for development to evolve over time in response to market conditions. Flexibility in density and height will permit buildings as little as a single storey, up to a maximum of fourteen storeys for apartment or office buildings. High quality design is required to give the area attractiveness and a consistent image. In time, a structure of public roads and development blocks will be created that is expected to facilitate gradual intensification of development within this designation over time.

- 12.12.5.1. Notwithstanding policy 9.2.1.1 **High-Rise Mixed-Use** designation encourages mixed-use development, and permits the following:
- a. Residential units;
 - b. commercial uses, including retail, restaurant, service, doctor and dental offices, veterinary clinics, banks and financial institutions and office uses,
 - c. Parks and urban squares;
 - d. Public parking facilities;
 - e. Storm water management facilities;
 - f. Places of worship; and,
 - g. Community and institutional uses, including public health facilities, all types of special needs housing, cultural and social facilities, non-profit clubs and organizations, public utilities, and community facilities such as libraries and day nurseries.
- 12.12.5.2. That the following building types are permitted, pursuant to Section 9.2.3:
- a. High-Rise buildings;
 - b. Mid-Rise buildings;

- c. Low Rise buildings;
 - d. Stacked Townhouses; and,
 - e. Public and Private Institutional buildings.
- 12.12.5.3. Notwithstanding policy 9.2.1.5, the maximum height of all buildings shall be fourteen storeys or 44 metres, whichever is less.
- 12.12.5.4. Notwithstanding policy 9.2.1.6, the maximum FSI is 2.0.
- 12.12.5.5. No individual retail use shall be permitted with a gross floor area in excess of 12,635 square metres (136,002 square feet).
- 12.12.5.6. Parking for uses within the **High-Rise Mixed-Use** designation may be provided within the area designated **Mid-Rise Mixed-Use**, except for the area of the **Mid-Rise Mixed-Use** designation within 20 metres of the Main Street right-of-way; for the purpose of providing parking to satisfy the City's parking standards, the lands west of Main Street are required to provide the parking required for the development located west of Main Street; and, similarly, the lands east of Main Street will provide the parking required for the development located east of Main Street.

12.12.6 High-Rise Residential

- 12.12.6.1. A portion of the Thornhill Town Centre on the northeast corner of New Westminster Drive and Centre Street is designated for **High-Rise Residential** use. It is the intention of this Secondary Plan that this area shall be developed with high quality and a consistent level of urban design for the public and private realm.
- 12.12.6.2. Notwithstanding policy 9.2.1.1 following uses are permitted in the **High-Rise Residential** designation:
- a. Residential units, including live-work units; and,
 - b. Parks and public squares.
- 12.12.6.3. The following building types are permitted, pursuant to Section 9.2.3:
- a. High-Rise buildings; and,
 - b. Mid-Rise buildings.

- 12.12.6.4. Notwithstanding policy 9.2.1.5 the maximum height of apartment buildings shall be 18 to 22 storeys, depending upon resolution of matters respecting shadowing, massing and built form, to the City's satisfaction.
- 12.12.6.5. Notwithstanding policy 9.2.1.6 the maximum permitted residential density is 2.7 FSI for apartment buildings, calculated on the land area designated **High-Rise Residential**, excluding road allowances as identified on Map 12.12.B. Within the **High-Rise Residential** designation, variation in the allocation of density to individual land parcels is permitted, provided that the density on the **High-Rise Residential** lands collectively does not exceed 2.7 FSI, and subject to addressing built form, massing, shadowing and amenity space requirements, to the City's satisfaction. Further minor variations may be permitted where appropriate to provide for effective floor space arrangements, subject to the other applicable considerations for development within this designation.
- 12.12.6.6. Notwithstanding Section 9.2.2.5 local convenience commercial uses shall be permitted in **High-Rise Residential** buildings without amendment to this Plan, provided they are designed as an integral part of the building. Local convenience commercial uses include the following uses: bank or financial institution, retail store, business or professional office, personal service shop and video store. Such uses in total shall be limited in size to a maximum of 30% of the ground floor area of the building.

12.12.7 Special Policy Area

The "Special Policy Area" designation applies to a portion of the Thornhill Town Centre located south of Centre Street as shown on Map 12.12.A. It is the intention of Plan that, if new development or redevelopment of these lands is proposed which significantly alters the form and function of the existing development, it will facilitate the extension of "Main Street" south of Centre Street to provide an integrated connection between the Town Centre North and Town Centre South. It is also intended that the development of the Town Centre South will occur in a manner which is consistent with the "mixed-use" vision and urban design principles of this Plan.

- 12.12.7.1. Notwithstanding policy 9.2.1.1, the following policies apply within the "Special Policy Area" designation:
- a. Commercial development that is consistent with and permitted by the site-specific

zoning bylaw, may proceed within the “Special Policy Area” without completion of the comprehensive development plan outlined below;

- b. Any development requiring a zoning by-law amendment and which entails a significant change to the form or function of the existing mall (i.e. change in design of building, change to internal road structure, etc.), or any development requiring an Official Plan Amendment; shall be developed in accordance with a comprehensive development plan (or plans) including a transportation component and a comprehensive concept plan which is to be adopted by Council prior to any redevelopment proceeding; and,
- c. Any significant new development or redevelopment plan shall consider the underlying principles and objectives of this Secondary Plan and supporting design policies.

12.12.8 Built Form

The intent of the built form policies is to reinforce the overall urban structure consistent with the ‘vision’ for the Thornhill Town Centre. The built form policies complement and are integrated with the land use policies of the Secondary Plan. Built form policies specify the preferred relationship of buildings to the street through policies governing building heights, massing, frontage, setbacks, and “build-to” zones that define the street edge.

The following built form policies are intended to achieve the ultimate overall vision for the Thornhill Town Centre, some of them being inconsistent with the shopping centre built form permitted as the first phase of development within the Thornhill Town Centre north of Centre Street:

- Buildings (with the exception of the First Phase of Development within the High-Rise Mixed-Use designation) shall be sited to promote positive building-to-street relationships;
- Buildings (with the exception of the First Phase of Development within the High-Rise Mixed-Use designation) shall be located close to the street and sidewalk;
- Buildings (with the exception of a large format store permitted at the Bathurst/ Centre intersection within the High-Rise designation) shall have active architecture. Convenient access onto the site shall be provided from Centre Street for pedestrians and users of public transit;

- When buildings are related to and located at the street, they shall not be separated from the street by either parking areas or drive aisles.
 - Buildings shall be designed to comply with the requirements of the City's Accessibility Guidelines, and the Ontario Building Code respecting access for the physically challenged.
- 12.12.8.1. Buildings shall be sited to minimize their impact on neighbouring properties, respecting and protecting the existing scale and character of adjacent residential neighbourhoods;
- 12.12.8.2. Buildings shall be sited and massed to ensure adequate sunlight, sky views, and to mitigate wind conditions on the street, sidewalk and in open spaces;
- 12.12.8.3. Except for the First Phase of Development within the High-Rise Mixed-Use designation, buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings to define the street wall in a consistent manner.
- 12.12.8.4. Except for the First Phase of Development within the High-Rise Mixed-Use designation, buildings shall be sited and organized so that streets and parks are overlooked by active building faces. This Plan and the zoning bylaw will establish build-within zones and identify the minimum proportion of frontage within each block face which shall be occupied by buildings. In addition to providing a 'connecting link', a relatively consistent building edge is important to provide spatial definition and containment to the street. "Build-within" zones require buildings to locate their front and exterior side-walls within a defined zone on the lot. The "build-within" zones essentially set both a minimum and maximum setback.
- a. Except for development within the High-Rise Mixed-Use designation in the First Phase of Development, all commercial buildings within the Thornhill Town Centre north of Centre Street shall be developed with a substantial portion of their front and exterior side facades between 1.0 and 3.0 metres of the front lot line and the exterior side lot line; and,
 - b. Except for development within the High Rise Mixed-use designation in the First Phase of Development, to reflect the importance of corner properties and reduce the distance between buildings along Centre Street and Bathurst Street, the "build-within" zone abutting the Regional road sight triangle will be between 0.6 and 2.0 metres.

Minimum Built Frontage

- 12.12.8.5. A street wall or part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically Important along the pedestrian-oriented “Main Street” identified on Map 12.12.A. A minimum amount of active, transparent and articulated building wall located within the build-within zone shall be required, as follows:
- a. On all lands adjacent to the “Main Street” identified on Map 12.12.A, the minimum built frontage shall be 75 percent of the developable block face of each block;
 - b. On all lands adjacent to local roads that generally run north-south, the minimum built frontage shall be 75 percent of the developable block face of each block;
 - c. On all lands adjacent to Local Roads that generally run east-west, the minimum built frontage shall be 50 percent of the developable block face of each block; and,
 - d. On all lands adjacent to Centre Street and Bathurst Street, the minimum built frontage shall be 50 percent of the developable frontage.

Corner Buildings

- 12.12.8.6. The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious buildings, or by buildings of community status. In the Thornhill Town Centre, corner sites will play particularly significant roles in defining landmarks. It is therefore important that the treatment of the corner sites be consistent throughout the Plan. The following policies apply to corner sites:
- a. Corner designs shall enhance the presence of each corner building;
 - b. With the exception of the large format building at the northwest corner of Bathurst Street and Centre Street, buildings should ‘turn the corner’ i.e. they should have articulated, active and transparent facades towards both streets and should be visually distinguishable from adjacent development; and,
 - c. Corner buildings should have a high level of architectural detailing and a distinct architectural appearance.
- 12.12.8.7. Service areas and access to underground parking shall be appropriately integrated into the buildings they serve, and located so as to minimize physical and visual impact on public sidewalks and open spaces. Service areas shall not be located between any building and any public street.

- 12.12.8.8. Except for the First Phase of Development, reverse lot development (residential and/or commercial) will not be permitted along Centre Street. Where parking access is located off the street by way of internal driveway circulation system, the units should still have a functional primary pedestrian entrance that relates to the street.
- 12.12.8.9. The area between the building wall and the street should contribute to the positive social and visual environment of the street.
- 12.12.8.10. Buildings should be designed with a high level of architectural resolution and materials.
- 12.12.8.11. Blank walls and monotonous facades should be avoided, particularly along the “Main Street”, Centre Street and Bathurst Street, owing to their high degree of visibility in presenting the “face” of the Town Centre to the passing public. Variation in vertical and horizontal articulation shall provide façade treatment and detailing, including lighting, awnings, and except for the large format retail buildings within the High-Rise Mixed-use designation, windows and primary entrances.
- 12.12.8.12. Buildings should be vertically articulated into base, middle and top section, and horizontally articulated to break up building mass along a street face.
- 12.12.8.13. Architectural variation and animation should be encouraged and include building elements such as balconies, windows, porches, railings, entrances, awnings and attractive signage where appropriate.
- 12.12.8.14. Where the grade changes over the length or width of the site, accommodation for the grade changes, if required, shall be accomplished on the site in such a manner as to avoid substantial differences in the level of primary entrances and the public sidewalk in regard to buildings constructed along the site edges.
- 12.12.8.15. Surface parking should have the least possible impact on the public realm; except for the First Phase of Development, large surface parking areas are discouraged; and, where large surface parking areas are provided, they should be setback, screened and buffered from the street edge, with comfortable pedestrian routes provided through and around parking areas.

- 12.12.8.16. Ramps to underground parking should be located within the building
- 12.12.8.17. Service and loading areas are prohibited adjacent to public streets and must, at all times, be effectively screened and, if possible, fully enclosed.
- 12.12.8.18. Garbage shall be stored within buildings.
- 12.12.8.19. Urban Design Guidelines and Architectural Control Guidelines shall be prepared by development applicants, and shall address both built form and public realm considerations to the satisfaction of the City. Such guidelines shall be prepared in regard to the shopping centre form of development permitted by this Secondary Plan within the First Phase of Development, with a further set of guidelines to be prepared for development in excess of the First Phase of Development.

12.12.9 Streetscape and Public Realm

The following policy framework is intended to create a unified public realm and streetscape along Centre Street and within the Town Centre. Although some elements are addressed separately, the success of the overall vision will be through the careful implementation of these elements into an interconnected whole over time.

The public realm includes many separate elements that, when brought together in a comprehensive and consistent approach can create an attractive, high quality urban space and enhance the character of the neighbourhood. The connectivity of the Thornhill Town Centre will be addressed over time through an integrated network of streets, pedestrian systems, bicycle routes, transit facilities, and weather protection which collectively create a pedestrian-friendly environment. Centre Street and Bathurst Street play key roles in making connections to the community and in presenting the Town Centre to the public, owing to the high level of visibility and accessibility they afford to the Town Centre.

The community surrounding the Town Centre is well served by an active park system. Over time, the City of Vaughan shall encourage the further expansion and improvement of the public realm with street plantings, promenades, small, passive urban-scale parks and/or squares, private courtyards and gardens: The City shall also seek opportunities to improve linkages between existing parks and open spaces nearby, and the Thornhill Town Centre.

- 12.12.9.1. Public realm conditions should support year-round and day and night activities.
- 12.12.9.2. Streetscape improvements, linked by a common theme and selection of materials, shall be made to both sides of each street to enhance the identity of place, pedestrian comfort and safety. In this regard, Bathurst Street and Centre Street are priority areas. Streetscape improvements shall include:
 - a. Paving and soft landscaping;
 - b. Street furniture;
 - c. Pedestrian-scale and street lighting; and,
 - d. Signage.
- 12.12.9.3. Pedestrian weather protection shall be provided along the facades of buildings where entrances are located.
- 12.12.9.4. For development within the High Rise Residential designation, a landscaped strip, 6.0 metres in width, shall be provided, within and along the northern edge of the Thornhill Town Centre north of Centre Street, from New Westminster Drive to the eastern limit of the High Rise Residential designation.
- 12.12.9.5. For the First Phase of Development, a landscaped strip, 3.5 metres in width, shall be provided, within and along the northern edge of the Thornhill Town Centre north of Centre Street, from the western limit of the High Rise Mixed-use designation to the western boundary of the synagogue property. Within the 3.5 metre landscape strip, the landscaping shall be significantly enhanced. For development in excess of the First Phase of Development, this landscape strip shall be 4.5 metres in width.
- 12.12.9.6. Mature trees within the public and private realm shall be preserved wherever possible. A tree preservation plan must be submitted with all development or redevelopment applications. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with “Main Street” and Centre Street.
- 12.12.9.7. Public spaces shall be designed to be inviting to the public, well lit, of a comfortable pedestrian scale, and complementary to the architecture of adjacent buildings.

- 12.12.9.8. High-quality architectural elements such as railings, pedestrian lighting and tree gates shall be provided.
- 12.12.9.9. The pedestrian environment and connections both in the public realm (e.g. streets and sidewalks) and within the private realm shall be improved in the following ways:
- a. Design blocks at a pedestrian scale rather than an automobile scale except for development on the High-Rise Mixed-use lands in the First Phase of Development;
 - b. Provide mid-block connections to enhance pedestrian circulation;
 - c. Provide for public safety and comfort through a coordinated sidewalk and street furniture program, including adequate lighting (With reference to the City of Vaughan Draft Outdoor Lighting Design Guidelines), seating, wind and rain protection, bicycle parking, and enhanced and identifiable pedestrian crossing points;
 - d. Provide additional planting of street trees and plantings on private lands;
 - e. Provide buildings at the street with the primary access from the street. Except for the First Phase of Development, other than as specifically provided elsewhere in this Secondary Plan for “Main Street”, the primary access from the street to a commercial building shall be directly connected to the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;
 - f. Ensure proper maintenance of public and private walkways;
 - g. Provide bicycle parking facilities in commercial, public open space and public transit areas to which bicycles may be locked;
 - h. Ensure that development complies with the requirements of the City’s Accessibility Guidelines to ensure acceptable access for the physically challenged;
 - i. Open spaces, streets and walkways should be interconnected and linked to important destinations within the community and outside;
 - j. Pedestrian circulation spaces should be well buffered from moving cars and noise, and have sufficient sunlight penetration for enjoyment year-round;
 - k. Visual screening and buffering should be provided to adjoining parking, loading, underground parking and servicing areas; and,
 - l. Except for the First Phase of Development, other than as specifically provided elsewhere in this Plan for “Main Street”, the street-related storeys of buildings should further enhance the quality of pedestrian open space and circulation within

the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

12.12.10 Main Street

- 12.12.10.1. Development on “Main Street” shall be characterized by the following five elements:
- a. buildings that maintain a consistent build-within zone and frontage to define a street wall; buildings on both sides of the street that are oriented to the “Main Street”; buildings that face the “Main Street” at the first floor with the primary facade; and buildings with primary entrances that front onto the “Main Street”, and that are directly connected to, the street in such a manner as to avoid substantial differences in the level of the primary entrance and the public sidewalk;
 - b. A complementary relationship between pedestrian, vehicular and transit circulation systems where conflicts are minimized;
 - c. Highly articulated buildings with distinctive architectural expression and massing designed to provide an attractive pedestrian-scaled public face despite large parcel land ownership;
 - d. Buildings designed with high ground floor-to-ceiling heights (3.5 metres minimum) in order to accommodate a range of programs (retail, restaurant, institution, etc.) and the hierarchical distinction between ground, middle and upper storeys architecturally expressed; and,
 - e. A break in the buildings along “Main Street” at the first floor shall be provided every 35 metres for the purpose of a pedestrian connection (either enclosed or unenclosed), in the form of sidewalks and stairs, open to the public at all times, connecting “Main Street” to the parking areas behind the “Main Street” buildings.
- 12.12.10.2. The greatest building heights shall be permitted at the key corner locations, with corner sites defined by more intense development and high quality architecture, to serve as landmarks or gateway entry points.
- 12.12.10.3. Development of mixed-use buildings is encouraged in order to help facilitate live-work opportunities and a lively and active district.
- 12.12.10.4. Extensive landscaping treatment and outdoor features should be provided to encourage and facilitate pedestrian activity.

- 12.12.10.5. Except for the First Phase of Development, parking shall be located below-grade wherever possible. Any above-grade parking garages should be faced with active uses.
- 12.12.10.6. Sharing of parking in mixed-use developments is encouraged.
- 12.12.10.7. On-street parking shall be provided on “Main Street”.
- 12.12.10.8. Publicly accessible, privately owned open space should be provided in the Town Centre (except for the First Phase of Development) in order to complement the public realm, support development and provide connectivity throughout the area.
- 12.12.10.9. The street-related storeys of buildings on “Main Street” should further enhance the quality of pedestrian open space and circulation within the public realm through building transparency, windows, primary entrances, engaging architectural articulation and pedestrian-scaled detail.

12.12.11 Local Streets

- 12.12.11.1. Except for the First Phase of Development, (or as otherwise provided for “Main Street”), a network of local streets north of Centre Street shall be provided, as illustrated on Map 12.12.B of this Plan. An inter-connected network of streets minimizes distances for walking, cycling and vehicular movements, and facilitates more efficient traffic circulation. Streets with sidewalks and pedestrian paths offer direct, convenient access to transit services and throughout the Thornhill Town Centre north of Centre Street.
- 12.12.11.2. Local streets are relatively narrow to slow traffic and reduce speeds to levels more compatible with children, pedestrians and cyclists. On-street parking is usually provided on local streets, reducing speeds and buffering pedestrians from moving traffic.
- 12.12.11.3. The street network also establishes blocks of sufficient depth to accommodate buildings fronting onto the local streets, with parking to the rear or side. This reduces the visual impact of surface parking areas, and allows for intensification of buildings and parcel development over time.

12.12.12 Parks and Open Spaces

- 12.12.12.1. The following Parks policies apply to the Thornhill Town Centre:

- a. The City may acquire lands anywhere within the Thornhill Town Centre for the purposes of establishing parkland. The parkland designated by this Secondary Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process;
- b. Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.;
- c. All development applications may be required to identify a potential location for a public square, to the satisfaction of the City; and,
- d. Public squares are intended as formal spaces for passive recreation, in support of the adjacent development. Public squares should address the following design guidelines:
 - i. Public squares are to be planned as focal points;
 - ii. Relationships with adjacent buildings should provide optimal sunlight penetration, skyview and wind conditions;
 - iii. Streetscapes and buildings that abut a public square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;
 - iv. Buildings should front onto a public square to create built form edges to the public space;
 - v. The landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
 - vi. Entry and access points should be located conveniently and incorporate civic design themes; and,
 - vii. hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

12.12.13 Municipal Services, Utilities and Infrastructure

- 12.12.13.1. That urban water and sewage capacity shall be allocated by the City of Vaughan sufficient for the First Phase of Development of the Thornhill Town Centre north of Centre Street, inclusive of the High-Rise Residential Area designation and the First Phase of Development within the **Mid-Rise Mixed-Use** and the **High-Rise Mixed-Use** designations.

- 12.12.13.2. A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by proponents to the satisfaction of the City and the Region prior to approval of development applications; the associated details of the Strategy and costs shall be provided as a condition of approval of development applications.
- 12.12.13.3. The precise operation, dimensions and design of all required servicing facilities will be determined and addressed as part of the Master Servicing Strategy.
- 12.12.13.4. New infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electricity supplies, required to serve proposed development, shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

12.12.14 Transportation

The general intent is to provide the resident and business community with a transportation network which is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts. To accomplish this intent, transportation infrastructure and services within the Amendment Area must be integrated with the broader existing and planned road and public transit network serving the surrounding development and community.

Collector Road and Laneway Network

- 12.12.14.1. The road network includes a collector road ('Main Street') and local roads and laneways. "Main Street" is required as part of the first stage of the first phase of development of the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use**. Map 12.12.B identifies the road network required for development on the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** in excess of a gross floor area of 0.5 times the Site area (0.5 FSI), excluding the GFA of the second storeys of "Main Street" buildings up to a maximum exemption of 5,600 square metres GFA(60,000 square feet) in the calculation of the 0.5 FSI. The right-of-way widths are 26.0 metres for "Main Street", and generally 20.0 metres for local roads and 7.5 metres for laneways. The following policies apply to the road network:

- 12.12.14.2. The road allowance widths identified in this Plan are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.
- 12.12.14.3. Prior to any development or redevelopment within the Thornhill Town Centre, applicants will prepare a detailed traffic impact study to the satisfaction of the City and the Region, which will address in part, but not limited to capacity, access, function, neighborhood infiltration, transportation and transit objectives. With the exception of the 26-metre right-of-way for “Main Street”, the road allowance widths identified in this Plan are approximate, and the final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications.
- 12.12.14.4. Notwithstanding the foregoing, for the Thornhill Town Centre north of Centre Street, no detailed traffic impact study will be required by the City in regard to the First Phase of Development in accordance with the other policies of this Secondary Plan. Future development which proposes to increase total retail commercial GFA to more than this threshold, will be required to complete the traffic impact study described in the paragraph above.
- 12.12.14.5. One collector road - “Main Street” - is identified in the Secondary Plan with a right-of-way of 26 metres. Its location is established by the location of the existing intersection of Centre Street and North Promenade to the south, and the planned north/south road in the development to the north, to which it will connect. “Main Street” is the key north/south road connecting the Town Centre North and Town Centre South via a signalized intersection with Centre Street. As the focus of a pedestrian-oriented shopping precinct, “Main Street” shall include on-street parking on both sides and be sized within the road allowance to accommodate public transit vehicles. It is expected to receive the highest level of landscaping, streetscaping and design treatment in keeping with its key role in the success of the “Main Street” development.
- 12.12.14.6. With the exception of the “Main Street” connection identified on Map 12.12.B, the remaining road network is conceptual in nature, with the final locations of roads and intersections to be determined through the development approval process for

development in excess of the gross floor area limit specified in policy 12.12.14.1, to the satisfaction of Vaughan Engineering and Public Works.

- 12.12.14.7. It is a requirement of this Secondary Plan that all roads, as identified on Map 12.12.B, shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Thornhill Town Centre.
- 12.12.14.8. The road network illustrated on Map 12.12.B is fundamental to the efficient functioning of the Thornhill Town Centre transportation network for development in excess of a gross floor area limit specified in policy 12.12.14.1; laneways and road rights-of-way shall be identified in all approved plans within the Thornhill Town Centre for development in excess of a gross floor area limit specified in policy 12.12.14.1. For the Thornhill Town Centre north of Centre Street, with the exception of “Main Street”, the road allowances for the roads shown on Map 12.12.B will be conveyed to the City and will be dedicated and built by the owner to the City’s satisfaction when the gross floor area of development on the lands north of Centre Street designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** equals a gross floor area limit specified in policy 12.12.14.1.
- 12.12.14.9. No plan shall be approved which permits the establishment of any structure, except private or public infrastructure which is permitted, on any road allowance or laneway identified on Map 12.12.B. The land located within such areas may be used for any purpose that does not involve the establishment of a prohibited structure, including parking and circulation, until such time as the land is conveyed to the City. At such time, any parking spaces which are provided within this area and which are required in order to continue to use gross floor area on the site, must be replaced.
- 12.12.14.10. Notwithstanding the foregoing, the parking area west of “Main Street” shall be designed with an aisle and sidewalk on the future east/west road allowance, providing a direct continuous connection for vehicles and pedestrians, from “Main Street” to the **High-Rise Residential** lands to the west.
- 12.12.14.11. In time, in regard to the development of the lands designated **Mid-Rise Mixed-Use** and **High-Rise Mixed-Use** in excess of the gross floor area limit specified in policy 12.12.14.1, the road network within the Thornhill Town Centre shall form a continuous

and interconnected pattern, integrated with the road network planned or in place on surrounding lands bounding the Thornhill Town Centre.

- 12.12.14.12. In time, in regard to the development of the lands designated **Mid-Rise Mixed-Use** and in excess of a gross floor area limit specified in policy 12.12.14.1, roundabouts, cul-de-sacs, hammerheads or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and/or the Region of York, and subject to the resolution of the functional, operational and financial issues associated with their use.
- 12.12.14.13. Streetscape design for arterial roads, collector roads, and local roads shall be subject to the urban design requirements and policies articulated in this Secondary Plan.
- 12.12.14.14. Individual direct access to any arterial road shall be discouraged.
- 12.12.14.15. Except as otherwise provided in this Secondary Plan, building setbacks from arterial roads will be minimized and parking areas shall be directed to areas less visible from the street.
- 12.12.14.16. The Regional road structure (the arterial roads) of Centre Street and Bathurst Street will play an important role in the success of the Thornhill Town Centre as it continues to develop and mature. The Regional roads are the location for public transit serving the Town Centre, including the existing transit station at Centre/North Promenade. The City will work with York Region to identify and implement streetscape improvements on the arterial roads to enhance their appeal to pedestrians and bicyclists, and other potential transit riders.

Public Transit

- 12.12.14.17. It is a major objective of the City to increase public transit ridership. To achieve this objective, the transit network within the Thornhill Town Centre is encouraged to be integrated with local, regional and inter-regional transit routes and services, including:
 - a. Connections to the local transit system along arterial and collector roads.
 - b. Connections to the TTC Subway system via the Highway 7 corridor, Vaughan Metropolitan Centre (Spadina line) and Finch station (Yonge line).
 - c. Connections to the GO rail stations at Major Mackenzie Drive and Rutherford

Road, and any future station in the Vicinity of Highway 7/Concord, and connections to commuter parking lots and GO bus operations along the Highway 400 corridor.

- 12.12.14.18. The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
- 12.12.14.19. The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- 12.12.14.20. The City shall encourage the increased use of public transit by requiring transit-supportive urban design. Improvements to the public transit network, based on the existing and proposed system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds.
- 12.12.14.21. Local transit routes serving the surrounding community should converge within the Thornhill Town Centre, and additional transit stops/stations shall be established at appropriate locations as development proceeds.
- 12.12.14.22. The City will continue to work with York Region Transit (YRT) and VIVA to foster transit ridership and ensure that the Thornhill Town Centre is well provided with transit services to meet the needs of its existing and future resident and business community.

Pedestrian and Bicycle System

- 12.12.14.23. The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- 12.12.14.24. A pedestrian walkway and bikeway system shall be required in the Thornhill Town Centre. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.
- 12.12.14.25. An adequate supply of secure bicycle parking facilities shall be provided near bus stops, in high activity areas and park areas to which bicycles may be locked.

Parking

- 12.12.14.26. Sharing of parking in mixed-use developments will be encouraged within the Thornhill Town Centre, subject to evaluation by the City.
- 12.12.14.27. On-street parking shall be permitted on all streets fronting commercial and mixed-use development within the Thornhill Town Centre. Parking underground and in structures is encouraged.
- 12.12.14.28. To ensure that an adequate supply of parking is available, minimum parking standards will be established in the zoning by-law.
- 12.12.14.29. It is recognized that suburban parking standards are inappropriate within the Thornhill Town Centre, given the urban character of development to be established in the Town Centre, and its growing role as a transit node. Therefore the City will consider reduced parking standards within the Thornhill Town Centre, provided they are justified by a parking study completed to the City's satisfaction. To encourage the desired form of development on "Main Street", the City, in calculating required parking, will also exempt the GFA on the second floor of "Main Street" buildings equal to the GFA located in the same building on the first floor up to a maximum of 5,600 square metres GFA.
- 12.12.14.30. For the purpose of providing parking to satisfy the City's parking standards, the lands west of "Main Street" are required to provide the parking required for the development located west of "Main Street"; and, similarly, the lands east of "Main Street" will provide the parking required for the development located east of "Main Street".

Transportation Improvements

- 12.12.14.31. The full achievement of the development proposed by this Secondary Plan, requires the following improvements to the transportation system:
- a. The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the Thornhill Town Centre:
 - i. Bathurst Street to be widened from four lanes to six lanes from north of Steeles Avenue to Highway 407 in the 2011 to 2021 time period, or sooner if warranted based on monitoring of local traffic conditions.
 - ii. Implementation of the York Rapid Transit Plan with both phases of the

- planned, upgraded transit in place to serve the Thornhill community by 2015;
 - iii. Traffic signal controls installed at the Bathurst/Beverley Glen intersection;
 - iv. Streetscaping improvements to Bathurst Street and Centre Street;
 - v. A local transit network and associated transit infrastructure focused on the transit station at Centre Street and North Promenade; and,
 - vi. Transit links to the Highway 407 Transitway, Yonge Subway, Spadina Subway, Vaughan Corporate Centre and York University, and the GO rail commuter system;
- b. The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the Thornhill Town Centre:
- i. The collector and local road and laneway network;
 - ii. The provision of a major collector road or minor arterial roadway (the “Main Street” identified on Map 12.12.B), built to public road standards, from Centre Street to Beverley Glen Boulevard. This roadway should provide suitable pedestrian amenities to promote pedestrian travel between adjacent residential and commercial areas;
 - iii. On-street and lay-by parking on all public roads within Thornhill Town Centre, in particular on both sides of the “Main Street”; and,
 - iv. A pedestrian and bicycle system linking to areas in the rest of the Thornhill Community.

12.12.14.32. It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights-of-way for the Widening of arterial roads and the provision of public transit services through the development approval process.

12.12.14.33. For the Amendment Area north of Centre Street, with the exception of “Main Street”, the dedication of the road network identified on Map 12.12.B and the construction of such roads to the City’s satisfaction by the owner will be required when the gross floor area of development on the site equals 0.5 times the Site area (0.5 FSI), excluding the GFA of the second storeys of “Main Street” buildings up to a maximum exemption of 5,600 square metres GFA (60,000 sq ft) in the calculation of the 0.5 FSI.

12.12.14.34. As development within and adjacent to the Amendment Area proceeds, operations along Bathurst Street and the critical intersections with Bathurst Street and Centre

Street should be monitored to identify the need to widen Bathurst Street in advance of what is currently planned.

- 12.12.14.35. Until such time as the Regional road improvements identified in this Secondary Plan have been undertaken, Council may phase development in the Secondary Plan Area and in regard to the lands in the First Phase of Development, until the required road capacity is available. Where the arterial roads have not been widened to the width set out in this Secondary Plan, development applications will be required to submit a traffic study to demonstrate that capacity is available.

12.12.15 Implementation

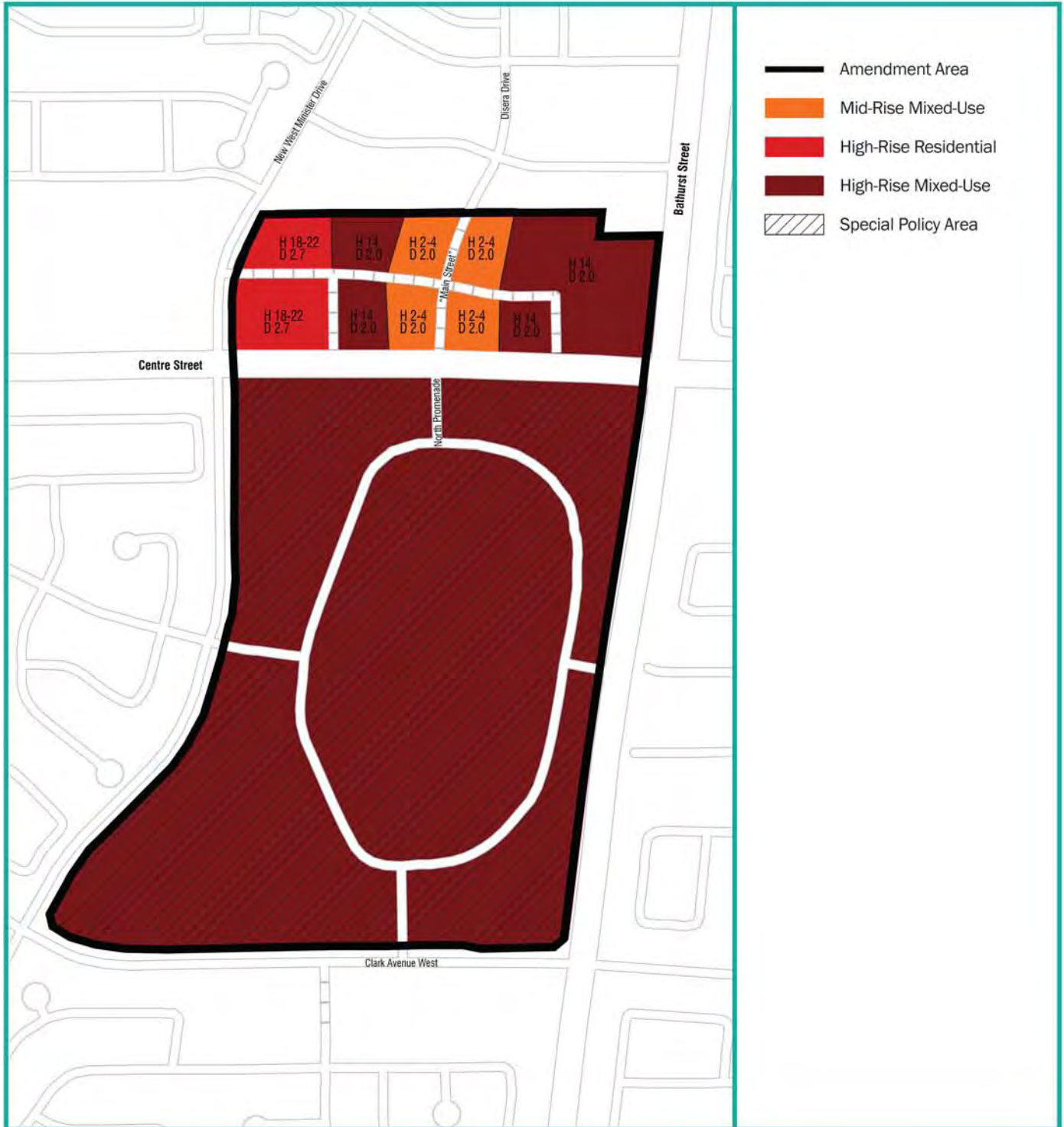
- 12.12.15.1. To provide a context for coordinated development, and to demonstrate conformity with the policies of this Secondary Plan, each development application, except for the First Phase of Development, shall include a Development Concept Report per policy 10.1.1.5, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Secondary Plan.
- 12.12.15.2. Within the Thornhill Town Centre, development applications shall co-ordinate with existing and proposed neighbouring development in a mutually complementary fashion.
- 12.12.15.3. Except for the First Phase of Development (subject to the exception in Item 'a' below), development shall be phased to provide for the orderly development of the Thornhill Town Centre and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
- a. Within the Thornhill Town Centre north of Centre Street, the first phase of development shall include, at least, the construction of the "Main Street", and construction of buildings fronting onto the "Main Street". The foregoing construction shall coincide with the construction of the large format retail store at the east end of the site during this phase of development;
 - b. The development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
 - c. The development satisfies all requirements regarding the provision of parkland and other facilities;

- d. Traffic from the proposed development can be accommodated on the existing arterial road network; and,
 - e. Phasing may be addressed through the appropriate use of the holding (H) provisions of this Secondary Plan.
- 12.12.15.4. Except for the First Phase of Development, as a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
- a. Describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - b. Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction; and
 - c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

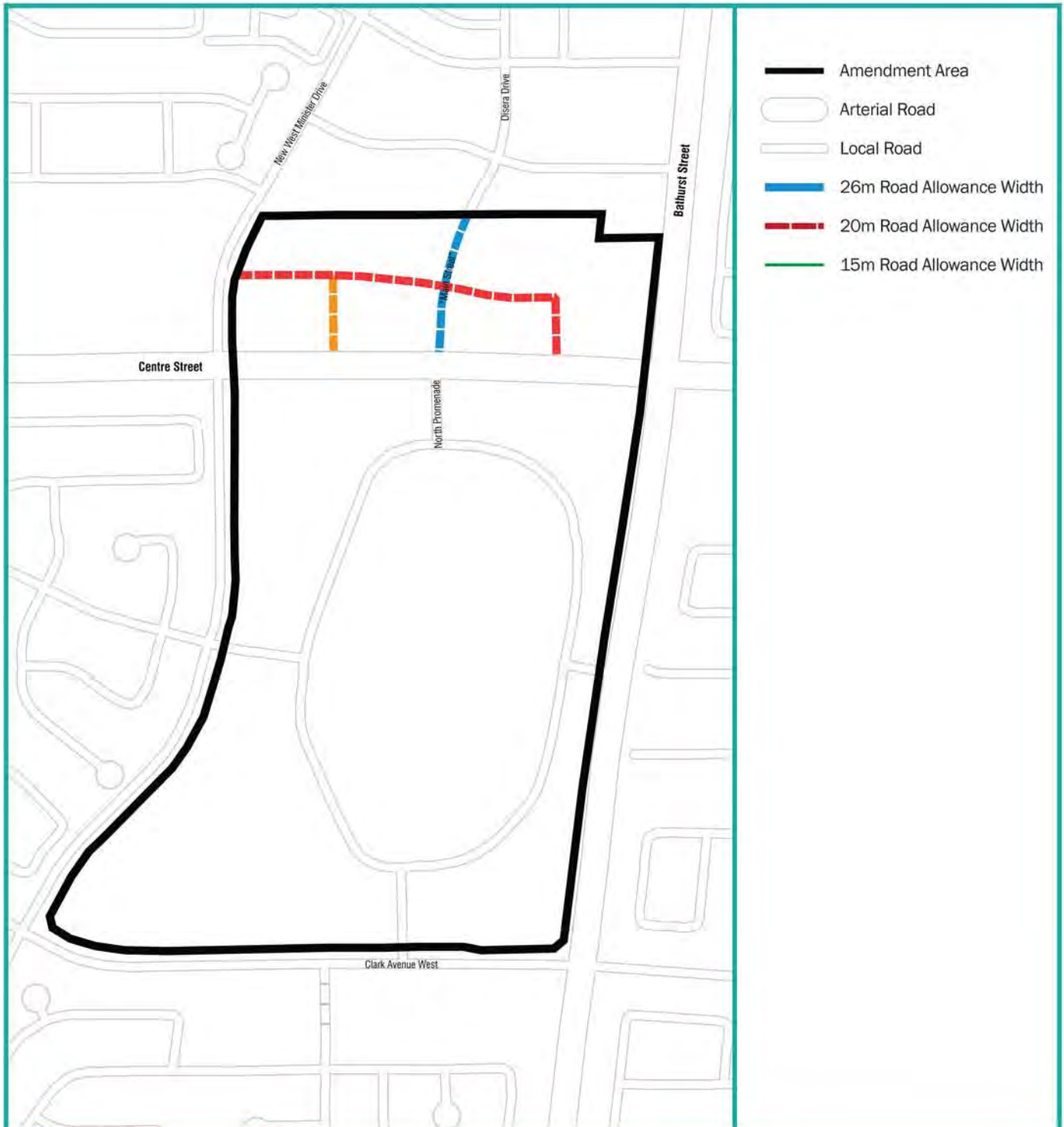
12.12.16 Interpretation

- 12.12.16.1. The designations identified on Map 12.12.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to the Secondary Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically stated to be fixed in the policies of this Secondary Plan.
- 12.12.16.2. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 12.12.16.3. Minor variations from numerical requirements in the Secondary Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained. Minor variations, in this Secondary Plan, shall mean a maximum of 5 percent variation from the identified numerical requirement.

▼ Map 12.12.A: Bathurst and Centre Streets- Land Use



▼ Map 12.12.B: Bathurst and Centre Streets- Transportation Network



12.13 Huntington Business Park

12.13.1 General

- 12.13.1.1. Notwithstanding policy 9.2.1.1, within the Huntington Business Park identified on Map 12.13.A, service nodes are permitted at the intersection of arterial and collector streets to:
- a. To provide for the day to day convenience and service needs of businesses, industries and their employees;
 - b. To ensure that service opportunities are provided at convenient, easily accessible locations throughout the Huntington Business Park area; and,
 - c. To ensure that these facilities are comprehensively designed in order maximize functional efficiency and visual amenity.
- 12.13.1.2. Acceptable sites for service nodes are identified on map 12.13.A and will be and zoned either through site specific zoning amendment applications or through the Block Plan process.
- 12.13.1.3. Prior to approving an application to permit a service node, the approval of an urban design plan and traffic impact study may be required.
- 12.13.1.4. The maximum area of a service node shall be approximately 1.2 hectares. A service node may exceed 1.2 hectares if the site is to be developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing.
- 12.13.1.5. Uses permitted shall provide for the day to day convenience and service needs of businesses, industries and their employees. Retail uses which service the convenience needs of employees (i.e. convenience retail store or pharmacy) and the needs of business (i.e. business supplies) are considered to conform. The detailed range of uses shall be established in the zoning by-law.

▼ Map 12.13.A: Huntington Business Park

