

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 170-2017

A By-law to adopt Amendment Number 20 to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

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

1. THAT the attached Amendment Number 20 to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule(s) “1” is hereby adopted.
2. AND THAT this By-law shall come into force and take effect the day after the last day for filing a notice of appeal.

Enacted by City of Vaughan Council this 11th day of December, 2017.

Hon. Maurizio Bevilacqua, Mayor

Barbara A. McEwan, City Clerk

**AMENDMENT NUMBER 20
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA**

The following text and Schedule "1" constitute Amendment Number 20 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment are Appendices "I" and "II"

Authorized by Item No. 2 of Report No. 44
of the Committee of the Whole
Adopted by Vaughan City Council on
December 11, 2017.

I PURPOSE

The purpose of this amendment to the Vaughan Official Plan 2010 (VOP 2010) is to guide the growth and development of the subject lands, through the adoption of a comprehensive area specific plan ("Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan"). The Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan provides site specific land use designations and policies addressing such matters as land use distribution, densities, building heights, urban design, transportation enhancements, cultural heritage, parks and open space, and implementation.

II LOCATION

The lands subject to this Amendment are located in the northeast quadrant of the intersection at Kipling Avenue and Highway 7 (hereinafter referred to as the "Subject Lands") as shown on Appendix II to this Amendment.

III BASIS

The decision to amend VOP 2010 is based on the following considerations:

1. The Provincial Policy Statement 2014 (PPS 2014) provides direction regarding the form and location of future growth, requiring municipalities to "promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas" (Section 1.1.3.3). The PPS 2014 further specifies that "land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources...and are transit-supportive, where transit is planned, exists or may be developed" (Section 1.1.3.2 a).
2. The Places to Grow Act 2005, the legislation that implements the 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan), states that all decisions made by municipalities under the Planning Act "shall conform to" the Growth Plan. The Growth Plan's guiding principles direct municipalities to "build compact, vibrant and complete communities." Complete communities are defined as "compact, mixed-use development that has a high level of employment and residential densities" and which will "optimize the use of existing and new infrastructure to support growth in a compact, efficient form." The Growth Plan establishes employment and residential growth targets for different areas of the Greater Golden Horseshoe and includes policies that inform and regulate where and how growth should occur. Relevant policies include:
 - Population and employment growth will be accommodated by...directing a significant portion of new growth to the built-up areas of the community through intensification (2.2.2.1 (a));
 - Population and employment growth will be accommodated by...focusing intensification in intensification areas (2.2.2.1 (b));

- All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will...
 - identify intensification areas to support achievement of the intensification target (2.2.3.6 (c));
 - recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification (2.2.3.6 (e)) and facilitate and promote intensification (2.2.3.6 (f)).

These policy directions need to be reflected in the York Region and City of Vaughan Official Plans.

3. All amendments to VOP 2010 shall conform to the goals, objectives and policies of the York Region Official Plan (YROP). The YROP establishes a system of urban growth centres and corridors served by a rapid transit network that connects population centres to employment areas and other destinations. “Map 1: Regional Structure” of the YROP identifies the Kipling Avenue and Highway 7 intersection as a “Regional Corridor”. Chapter 5 of the YROP describes the intended role of “Regional Corridors” as follows:

“Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification.”

“Map 11: Transit Network” of the YROP identifies Highway 7 as a “Regional Rapid Transit Corridor”. The Highway 7 West line of the vivaNext Bus Rapid Transit system is one of the Region’s major higher order rapid transit services, which will connect the Vaughan Metropolitan Centre (VMC) area to other urban growth centres and high demand stops along the Highway 7 Transit Corridor.

To support rapid transit and achieve the YROP density targets, Section 5.3 of the YROP requires the concentration of more population and employment along Regional Corridors and in Centres in the form of intensification or infill. Intensification is planned to occur at strategic locations, such as transit stations, within the built-up area to maximize efficiencies in infrastructure delivery, the provision of public services and transit ridership. The YROP, under Section 5.4.34, also sets out an overall density target for the Regional Corridors of 2.5 Floor Space Index (FSI) for developable areas within the Corridor.

The YROP requires local municipalities to identify intensification areas and plan with clarity and certainty as to where infill development should occur. The planned intensification areas are required to be designed to provide high-quality, attractive and vibrant public spaces that support walking and cycling for everyday activities by taking advantage of the upgraded transit systems.

4. Schedule 1 “Urban Structure” of VOP 2010 identifies intensification areas in the City that are intended to absorb greater development potential. The Subject Lands are located in a Regional

Corridor. The Regional Corridor policies of VOP 2010 support higher density, mixed-use development in areas planned for improved transit service. Intensification areas also feature additional policy considerations including urban design and parking. These policies of VOP 2010 are applicable to the Subject Lands.

The Section 12.10 Kipling Avenue and Highway 7 policies contained in Volume 2 of VOP 2010 constitute specific policies for lands located at the intersection of Highway 7 and Kipling Avenue, as well as sites extending immediately west of the intersection, and provide a full planning framework, including prescribed land use designations and densities. Four sites located in the northeast corner of Kipling Avenue and Highway 7, are located in the area subject to the Section 12.10 Kipling Avenue and Highway 7 policies and the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan. These sites are proposed to be redesignated and incorporated in the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan.

5. The statutory Public Hearing was held on October 3, 2017. The recommendation of the Committee of the Whole was to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on October 24, 2017. Subsequently on December 11, 2017, Vaughan Council ratified the December 5, 2017 Committee of the Whole recommendation to approve an amendment to Volumes 1 and 2 of VOP 2010 to provide area specific provisions and urban design guidelines to support existing and planned infrastructure for the Subject Lands.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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

1. Amending Volume I, Schedule 13 "Land Use" of VOP 2010 to identify the Subject Lands as "Mid-Rise Mixed Use" and "Low-Rise Mixed Use" as shown on Map 12.15.A to the "Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan (Section 12.15 in Volume 2)".
2. Amending Volume I, Schedule 14-B of VOP 2010 to delete the Subject Lands from the "9 – Kipling Avenue and Highway 7 – 12.10" and add the Subject Lands as "15 – Northeast Quadrant of Kipling Avenue and Highway 7 - 12.15", under the category "Area Specific Areas – Chapter 12".
3. Amending Volume 2, adding the following text, map and appendices: 12.15 "Northeast Quadrant of Kipling Avenue and Highway 7"; Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 – Land Use, Density and Building Heights Plan, attached hereto as Schedule 1.
4. Amending Volume 2, "12.10 Kipling Avenue and Highway 7" to delete the subject lands from the mapping on "Map 12.10.A: Kipling Avenue and Highway 7 Land Use".

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision Approval, Site Plan and/or any such measure prescribed by VOP 2010.

VI INTEPRETATION

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

SCHEDULE 1

12.15 Northeast Quadrant of Kipling Avenue and Highway 7

12.15.1 Goals

The goals of this Plan are to:

- a) Ensure the development of a compact transit-oriented neighbourhood;
- b) Require a high standard of design for all new development and redevelopment to foster a sense of place among residents, contribute to the overall desirability and quality of place, create gateways, landmarks, and community focal points, and bring people and activities together;
- c) Promote development that is sensitive to the character and scale of the low rise residential neighbourhood to the north;
- d) Require the enhancement of existing streets and the establishment of new connections to provide for pedestrian, cycling and other active modes of transportation that help create more healthy and complete communities;
- e) Incorporate spaces for a range of small scale retail and service functions, where required, to address the needs of the local population;
- f) Ensure the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;
- g) Identify and apply, where possible, the best available approaches and standards for the design and construction of sites and buildings including incorporation of sustainable and energy efficient materials;
- h) Prioritize a human scale within the public realm, including street rights-of-way, and in how buildings are massed and address the street;
- i) Promote shared and structured/underground parking in order to minimize areas devoted to surface parking;
- j) Require enhancements to the public realm streetscape in the form of sidewalks, streetlights and street trees as redevelopment occurs; and,
- k) Establish the conditions and framework under which development and redevelopment will be considered in the future.

12.15.2 Land Use

12.15.2.1 General Provisions:

- a) No building or structure shall exceed the height in storeys indicated on Map 12.15.A by the number following the letter H.
- b) No development shall exceed the Floor Space Index (FSI) indicated on Map 12.15.A by the number following the letter D.
- c) The height and densities indicated on Map 12.15.A are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its own merits based on an analysis of site specific conditions and the development context of the area.
- d) The development criteria for various building types are set out in subsection 9.2.3 of the Vaughan Official Plan 2010 (VOP 2010), subject to the application of the policies contained in this section of the Plan. Any variations from the policies in subsection 9.2.3 and this section of the Plan shall be to the satisfaction of the City, be minor and shall respond to unique conditions or the context of the affected site. Such variations, with the exception of variations to height and/or density, will not require a further amendment to the Official Plan

provided that their design rationale is supported through an Urban Design Brief that has been prepared to the satisfaction of the City.

12.15.2.2 Land Use Designations

- a) Mid-Rise Mixed-Use
 - i) The Mid-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4 of the VOP 2010 except as provided for in this section of the Plan.
 - iii) The minimum lot frontage shall be 70 metres.
- b) Low-Rise Mixed-Use
 - i) The Low-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
 - ii) The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.2 of VOP 2010 except as provided for in this section of the Plan.
 - iii) The minimum lot frontage shall be 40 metres.

12.15.3 Urban Design Policies

12.15.3.1 Goals

Future development in the northeast quadrant of Kipling Avenue and Highway 7 shall be directed by the Urban Design policies of Volume 1 and shall be in conformity with the following policies to create an attractive, safe and pedestrian-friendly environment, with appropriate contextual relationships to adjacent existing low rise neighbourhoods and heritage fabric.

12.15.3.2 Building Design and Location

- a) Buildings shall be oriented to the street and have active façades including primary windows and entrances facing the street so that the main building entrance faces the public street, to enhance the physical and functional relationship to the public realm.
- b) New buildings on corner lots shall be located to create an architectural definition of the intersection with building massing and articulation that creates a comfortable microclimate for pedestrians.
- c) Large, blank walls and repetitive façades shall be avoided and there shall be variation in façade treatments with architectural details and materials, including façades where no windows are located.
- d) A break in the building wall facing Highway 7 approximately halfway between Lansdowne Avenue and Kipling Avenue shall be provided to break up the mass of the building(s) facing Highway 7.
- e) Parcels fronting Kipling Avenue and Highway 7 designated Mid-Rise Mixed-Use, shall require a build-within zone ranging between 2 and 3 metres from the front lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of any proposed building shall be within the build-within zone.
- f) Architectural variation and animation shall be provided with building elements such as balconies, windows, porches, railings, entrances, awnings, architectural lighting and integrated signage as appropriate.

- g) Retail and service commercial uses within mixed-use buildings shall be located on the ground floor and oriented to the street to maximize grade related exposure and access.
- h) New buildings constructed adjacent to heritage buildings and sites located to the north in the Woodbridge Heritage Conservation District shall be complementary in scale and massing, with sympathetic rooflines, location of entrances, treatment of ground floors and materials.
- i) Driveways accessing individual residential dwellings shall be permitted on Lansdowne Avenue and Burwick Avenue only, provided they are setback an appropriate distance from Highway 7 and Kipling Avenue.
- j) Individual garages along the front of grade related residential units, such as detached, semi-detached or townhouses on Burwick Avenue and Lansdowne Avenue, shall not protrude beyond the main front building wall, and should occupy no more than 50% of the width of the building or unit frontage.
- k) New buildings and developments shall be pedestrian permeable and should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network.
- l) Roof heating, ventilation, air conditioning and mechanical equipment for new buildings shall be erected behind a parapet wall or other architectural screening device integrated with the building design to minimize their visibility from abutting existing low rise residential properties and the public realm.
- m) Bird Safe treatments shall be considered in building design in order prevent bird-window collisions.
- n) An Urban Design Brief shall be required for each application for development and shall address both built form, site organization, public realm and sustainability considerations to the satisfaction of the City.

12.15.3.3 Mid-Rise Buildings

- a) Mid-Rise buildings over six storeys in height shall be designed with a grade related pedestrian scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six storeys in height. Taller building elements shall generally be set back from the podium by a minimum of 3 metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- b) In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent dwellings in the Low-Rise Mixed-Use designation, Mid-Rise buildings on a lot that abut the rear yards of a lot in the Low-Rise Mixed-Use designation shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane, which is to be measured from the property line of the abutting low rise lot.

12.15.3.4 Site Design

- a) Landowners shall consolidate driveways and provide interconnected rear laneways, where appropriate, as sites develop or redevelop over time.
- b) Parking areas shall be shaded with trees and include landscape screening.
- c) Service areas shall be located and designed as an integral part of the building and/or site design.
- d) Service areas shall not face onto or be visible from streets, public spaces, amenity areas and/or neighbouring residential properties.
- e) Access to underground parking shall be appropriately integrated into the building it serves and located in order to minimize its physical and visual impact on public sidewalks and open spaces.

- f) No parking or drive aisles are permitted between a building and Kipling Avenue or Highway 7.
- g) Any loading and storage facilities shall be internal to the main building(s) and integrated with the architecture.
- h) Sidewalks or equivalent pathways, where provided, shall be designed and constructed to be barrier-free and consistent with the *Ontarians with Disabilities Act*.
- i) Site and building services and utilities, such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be integrated within the buildings and/or located away and/or screened from public roads and adjacent residential areas in order to buffer their visual and operational effects.
- j) Waste storage areas shall be integrated into the principal building on the lot.
- k) Exterior amenity spaces shall be provided for the benefit of the new residents in locations that are well designed and accessible to the public.
- l) As a condition of approval, the City may require that new development be designed to incorporate private open spaces (POPS) that contribute to the open space network within the northeast quadrant of Kipling Avenue and Highway 7 by:
 - i) Including connections and features such as widened sidewalks, courtyards, plazas and places for informal community uses, where appropriate;
 - ii) Reinforcing the existing open space character or initiating a strong open space concept that can be built upon in the future;
 - iii) Providing outdoor amenity spaces for the use of occupants of the development;
 - iv) Including features that serve a number of functions, providing for year-round use and are adaptable to new uses; and,
 - v) Using durable materials and elements of interest such as special landscape features or public art.
- m) Public Art will be required and commissioned in accordance with the City's approved City-Wide Public Art Program.

12.15.3.5 Public Realm

- a) Gateway features, such as public art or distinct light standards and other facilities, shall be established at the northeast corner of Kipling Avenue and Highway 7 to mark the main entry point into the historic Woodbridge community to the north.
- b) Sidewalks shall be constructed on both sides of Burwick Avenue and Lansdowne Avenue to improve walkability and to provide safer access to the Woodbridge Public School.
- c) Street signage, wayfinding, street furniture and transit shelters shall be provided within the rights-of-way as redevelopment occurs in a manner that addresses and enhances the local context, and meets the requirements of the *Ontarians with Disabilities Act*.
- d) Utilities along Lansdowne Avenue and Burwick Avenue shall be located underground in a common trench, to enhance the visual appeal of the public realm.
- e) A mature canopy of trees shall be established over the longer term along Kipling Avenue, Burwick Avenue and Lansdowne Avenue. In order to achieve this objective, new street trees shall be provided as a condition of development approval wherever possible. Street trees may be located on private property if

insufficient space is available within the public right-of-way to fulfill the public realm vision.

- f) A detailed urban design streetscape master plan shall be prepared prior to any development occurring in accordance with this plan.

12.15.3.6 Sustainable Development

- a) All development in this Plan shall have regard for the goals and objectives of the Green Directions Vaughan – the City’s Community Sustainability and Environmental Master Plan (Vaughan 2009) and the Sustainable Development policies of VOP 2010.
- b) All applications for development in this Plan shall include a Sustainable Development Report that describes how the proposed development supports VOP 2010’s objectives regarding environmental sustainability as per Section 9.1.3 “Sustainable Development”.

12.15.4 Need For Transportation System Enhancements

- a) The redevelopment of any lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shall be dependent on the City being satisfied that planned transportation improvements to Highway 7 in particular have been realized, or are in the process of being implemented.
- b) A comprehensive Transportation Assessment shall be required prior to any development occurring in accordance with this Plan. The Transportation Assessment shall be consistent with the York Region Transportation Mobility Plan Guidelines for Development Applications (November 2016), as may be amended, to assess the impacts and provide mitigation measures, including, an appropriate development phasing plan, to address the proposed development impact.

12.15.5 Cultural Heritage

- a) Within the quadrant, there are several properties on the Vaughan Properties of Interest list. Properties on this list, that are subject to redevelopment, shall require a Cultural Heritage Resource Impact Assessment in accordance with Section 6.2 Heritage Protection and Designation of the VOP 2010.

12.15.6 Parks and Open Space

- a) It is anticipated that additional development within the northeast quadrant of Kipling Avenue and Highway 7 will place increasing pressure on existing parks and open space areas, therefore where feasible through the development review process, additional opportunities for other parks and open space areas should be examined including trails and restoration opportunities.
- b) The acquisition of parks and open space within the northeast quadrant of Kipling Avenue and Highway 7 should be consistent with the *Planning Act R.S.O. 1990. c.P13*, ensuring that the appropriate amount of public parkland is conveyed to the City, or in the absence of land, cash in lieu of parkland.
- c) Notwithstanding b) above, the City recognizes that the parks and open space system may include certain private open space elements such as private gardens and grounds, private amenity outdoor spaces and open spaces associated with infrastructure, squares, courtyards and passageways, plazas and rooftop gardens.
- d) Parkland dedication shall be in accordance with the provisions of Section 7.3.3 of VOP 2010 and the recommendations of the Active Together Master Plan. In addition to the provisions to Section 7.3.3 of VOP 2010, and for greater certainty, the following shall not be counted towards parkland dedication:

- a. Private outdoor amenity space;
 - b. Private open space;
 - c. Lands less than 0.2 hectares;
 - d. Landscape buffers and vistas;
 - e. Natural Heritage Network lands and associated buffers;
 - f. Stormwater management lands and associated buffers;
 - g. Buffers and adjacent lands associated with rail corridors; and
 - h. Rooftop gardens.
- e) In addition to the provisions of Section 7.3.3.8 of VOP 2010, parkland shall be unencumbered by railway safety buffers, Natural Heritage Network features and associated buffers, and regulated floodplain areas.
 - f) Private open space elements such as outdoor amenity space, squares, courtyards, passageways, plazas, rooftop gardens, or sustainable features shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private open space elements shall not count toward parkland dedication.

12.15.7 Implementation

12.15.7.1 Land Assembly

- a) Land assembly is required to minimize access points to Kipling Avenue, provide appropriate access to developments fronting onto Highway 7 and enable the creation of adequate development blocks that can support the creation of common amenity areas and parking areas and shared accesses such as rear laneways in the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designations.
- b) In all cases, development parcels shall be assembled to the satisfaction of the City.
- c) Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.

12.15.7.2 Block Plan Requirement

- a) A Block Plan in accordance with the relevant policies of Sections 10.1.1.14 to 10.1.1.26 of VOP 2010 shall be submitted to support the first development proposal to redevelop the lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations.

Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 - Land Use, Density and Building Heights Plan



APPENDIX I

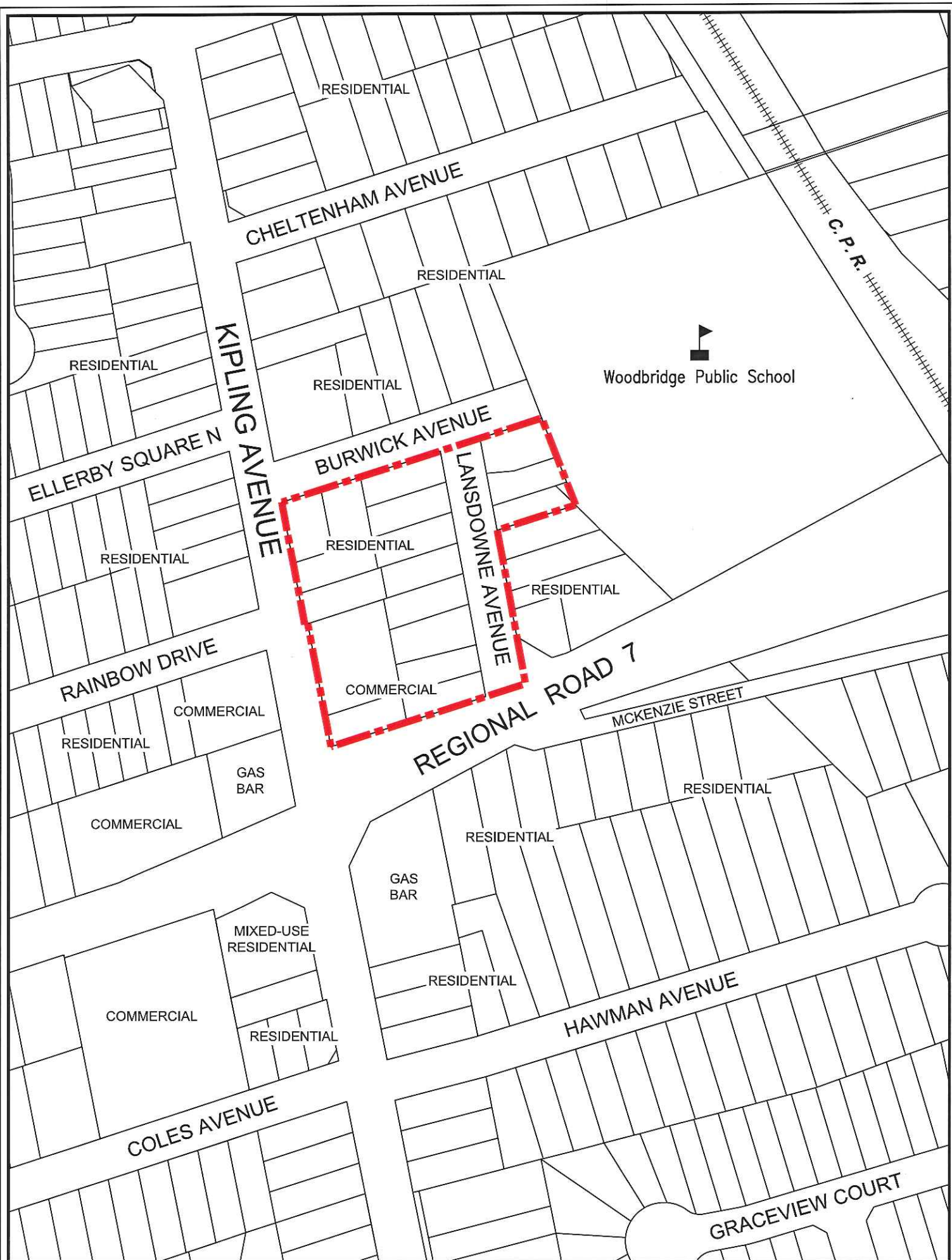
Record of Council Action

The lands subject to this Amendment include the northeast quadrant of the intersection at Kipling Avenue and Highway 7, as shown on Appendix II.

The following recommendation from the Director of Policy Planning and Environmental Sustainability was considered at the December 5, 2017 Committee of Whole meeting with respect to the Northeast Quadrant of Kipling Avenue and Highway 7 Area Specific Plan, File 26.14 and ratified by Council on December 11, 2017:

On December 11, 2017, Vaughan Council adopted the following December 5, 2017 Committee of the Whole recommendations:

- "1) That recommendation 1 and 2 contained in the following report of the Director of Policy Planning and Environmental Sustainability, dated December 5, 2017, be approved;
- 2) That the following be approved in accordance with Communication C2 from the Deputy City Manager, Planning and Growth Management and the Director, Policy Planning and Environmental Sustainability dated December 5, 2017:
 1. That in response to the Letter of Exemption received from the Region of York, recommendation 3 contained in the report of the Director of Policy Planning and Environmental Sustainability, dated December 5, 2017, be deleted; and
- 3) That the comprehensive Transportation Assessment referenced in the area specific plan as being required prior to any development shall engage local residents, ratepayers' groups, and any other interested parties."

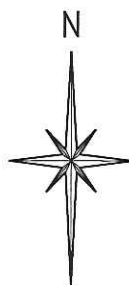


APPENDIX II EXISTING LAND USES OFFICIAL PLAN AMENDMENT No. 20

FILE No.: OPA 20
LOCATION: Part Lot 6, Concession 7
APPLICANT: CITY OF VAUGHAN
CITY OF VAUGHAN

N:\GIS_Archive\ByLaws\OP\opa.20.dwg

NOT TO SCALE



LANDS SUBJECT TO
OFFICIAL PLAN
AMENDMENT No. 20