

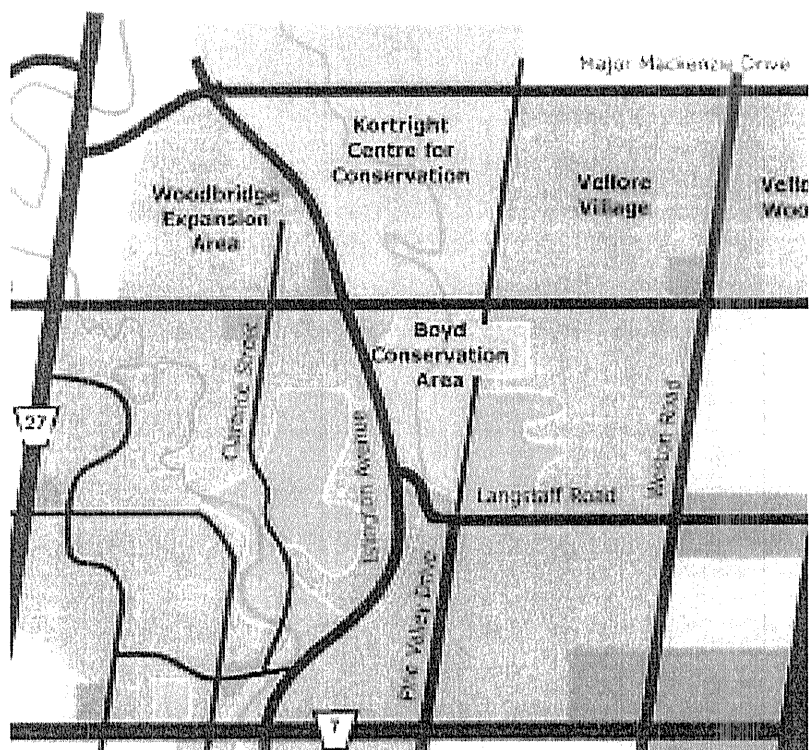
CITY OF VAUGHAN OFFICIAL PLAN AMENDMENT

NO. 240 Woodbridge Community Plan

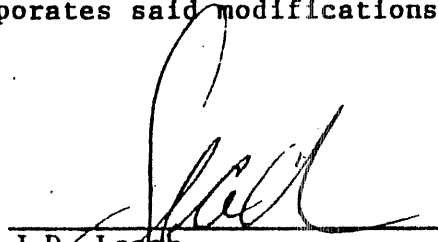
Passed by Vaughan Council the 22nd day of June, 1997

As approved by the Regional Municipality of York on the 25th day of November, 1988

*A portion, namely Deferral #1 was Approved by the Minister of Municipal Affairs and Housing
on August 22, 1991*



I, JOHN D. LEACH, City Clerk of The Corporation of the City of Vaughan in the Regional Municipality of York, do hereby certify that the attached is a true copy of Amendment Number 240 which was approved by the Ontario Municipal Board, with modifications, save and except for those portions adjourned by the Board and set out in Schedule "B" attached hereto, dated the 25th day of November, 1988. A portion, namely Deferral #1 was approved by the Ministry of Municipal Affairs on the 22nd day of August, 1991. The attached text incorporates said modifications which are typed in script.



J.D. Leach
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 20th day of January, 1995.

THE CORPORATION OF THE TOWN OF VAUGHAN


BY-LAW NUMBER 244-87

A By-law to adopt Amendment Number 240 to the Official Plan of the Vaughan Planning Area.

NOW THEREFORE The Council of The Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 240 to the Official Plan of the Vaughan Planning Area, consisting of the attached text, and Schedule "A" is hereby adopted.
2. AND THAT the Town Clerk is hereby authorized and directed to make application to the Ministry of Municipal Affairs for approval of the aforementioned Amendment Number 240 to the Official Plan of the Vaughan Planning Area.
3. AND THAT this By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST and SECOND time this 22nd day of June, 1987.



L. D. Jackson, Mayor


R. Panizza, Town Clerk

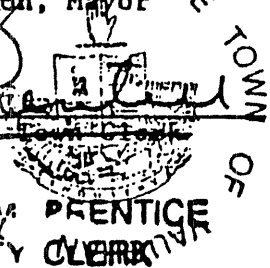
**ROBERT M PRENTICE
DEPUTY CLERK**

READ a THIRD time and finally passed, this 22nd day of June, 1987.


L. D. Jackson, Mayor


R. Panizza, Town Clerk

**ROBERT M PRENTICE
DEPUTY CLERK**



AMENDMENT NUMBER 240
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA

The following text and Schedules "A", "B" and "C" to Amendment Number 240 to the Official Plan of the Vaughan Planning Area constitute Amendment Number 240.

Also attached hereto but not constituting part of the Amendment is Appendix "1".

WOODBIDGE COMMUNITY PLAN

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1. History

The United Empire Loyalists were the initial settlers in the Woodbridge Area, but the records of small settlements at Pine Grove and Woodbridge were kept only after the 1830's. Originally named Burwick, it was changed to Woodbridge in 1855. This name was officially adopted in 1882 when the Village of Woodbridge was incorporated. Early development of the area was oriented around feed mills and the surrounding agricultural areas. The Village was built along the Humber River, near what is now Woodbridge Avenue (or Pine Street), establishing the pattern for the central part of the Village.

The subsequent construction of roads and railways led to the general relocation of industries to more advantageous centres with a consequent decline of establishments in Woodbridge. In the beginning of the 20th Century, the population in the Village was about 600, some 60% of the highest population previously reached.

Of lasting importance has been the position of the community as a centre for the surrounding agricultural area. The Fall Fair was initiated in Pine Grove in 1847 and a farm co-operative has been in operation since after the First World War. However, with the rapid development of Metropolitan Toronto, the agricultural service role of Woodbridge is diminished, while its function as a residential suburb and a centre of recreation for Metropolitan Toronto is increasing.

The pressures upon Woodbridge and its obvious locational advantages are demonstrated by the fact that between 1972 and 1975 the Town of Vaughan as a whole, experienced less growth than the Woodbridge area. There appeared to have been an actual decrease in population in the rest of Vaughan while Woodbridge had grown by approximately 35%.

It is expected that the pressures upon Woodbridge will continue and it is the purpose of this plan to provide a clear definition of the manner in which development of Woodbridge could proceed.

2. Basis

With the creation of The Regional Municipality of York on January 1st, 1971, the former Village of Woodbridge was amalgamated with the Township of Vaughan to become part of the new Town of Vaughan. Accordingly, the Woodbridge Official Plan, approved 38 days prior to the dissolution of the Village, was no longer a disparate entity with regard to the planning area surrounding it. As such, the Woodbridge Plan was consolidated with portions of plans for adjacent development areas, formerly in the Township of Vaughan, to form a new Woodbridge Community Plan, OPA #26.

Since that time, the Community has expanded considerably with the approval of Official Plan Amendments designating lands adjacent to the urban boundaries. Primarily, expansion has occurred to the east beyond Pine Valley Drive to Highway #400, from the Parkway Belt, in the south, to north of Langstaff Road.

The basis for approval of Official Plan Amendment No. 90, to permit two neighbourhoods known as Pine Valley East, between Pine Valley Drive and Weston Road from Highway #7 to Langstaff Road, and Pine York, at the southwest corner of Highway #7 and Pine Valley Drive, was threefold. First the site's proximity to Metropolitan Toronto. Second was O.H.A.P.'s interest in promoting residential activity in the area. Finally, the Woodbridge Community had been a historical growth centre in the Town and work on the Region's Official Plan appeared to encourage a continuation of this pattern.

The east half of Lot 7, Concession 6, is presently operated as an Environment Canada Station for Atmospheric Experiments related to weather and environmental conditions. However as urban development occurs around this centre its future will become increasingly uncertain. As a result, this amendment provides the alternative of incorporating the site into the Woodbridge urban community.

The east half of Lot 6, Concession 6, is geographically separated from the remainder of the concession block by the Environmental station to the north and an arterial road to the west. Separately, it is not of sufficient size to support a traditional low density residential neighbourhood. The major planning factors that influence this area are, in addition to its geographic orientation, its frontage and accessibility to Provincial Highway #7,

its proximity and access to both Highway #400 and the future Highway #407, and the major industrial developments immediately to the south of Highway #7 and to the east of Weston Road. In addition, although not centrally located within the broader Woodbridge Community, the lands lie within the urban limits of the community and, given the availability of transportation facilities, it is easily accessible to Woodbridge as a whole. These factors contribute to the suitability of the designation for a community commercial shopping centre, an office complex, a hotel facility, and a transit centre.

Lands in the east half of Lots 11, 12, and 13, Concession 6, are surrounded by either urban, suburban or urban fringe uses. The development is unique in that it consists of very large serviced lots, and the extension of the municipal water supply to this area reduces or eliminates the water supply difficulties experienced by existing developments in northern Woodbridge.

The areas added to the Woodbridge urban area north to Rutherford Road are designated for fully serviced single family dwellings on large lots as a transition between the urban and rural area. The areas are characterized by a high rural, non-farm population, a decline in agricultural support services, and rapid urbanization of adjacent lands.

3. Structural Concept

a. Residential

The Woodbridge Community consists of a series of historical and new neighbourhoods surrounding a traditional downtown core area. The community originated along Islington Avenue, Woodbridge Avenue and the Humber River in the former Village of Woodbridge and Pine Grove areas. Expansion continued primarily easterly and westerly with limited growth to the north and south.

The housing types are primarily single family detached with interspersed semi-detached, townhouses, and garden court apartments, with an apartment building in the central core area. The density of single family housing is generally low, ranging from 3.5 units/gross acre in the central and western areas to approximately 5 to 7 units/gross acre in the east.

b. Commercial

The commercial core of the community is located along Woodbridge Avenue, containing retail and business offices interspersed by residential uses. A small cluster of commercial uses at Islington Avenue, at Pine Grove Road existed as the core area of the former Pine Grove Village. Highway Commercial uses are situated along Highway #7, concentrated at Kipling Avenue and Pine Valley Drive.

With the intent of preserving the existing Woodbridge core area as the main commercial area, local and neighbourhood facilities have been permitted in each residential area. One Community scale commercial centre, including offices, will be located at Highway #7 and Weston Road.

Considerable attention has been given to the development of the present village centre and the designated role it will play in a future urban area. Since the present core area is almost completely developed, any expansion of trade from this area must be accompanied by redevelopment of the business premises and by redevelopment of the municipal facilities which serve them.

Substantial development has occurred with the development of 50 condominium units on Fairground Land and the recent completion of Market Lane, a unique shopping facility with a 'village' atmosphere. This included renovation of certain businesses fronting on Woodbridge Avenue and the expansion of the Woodbridge Library. Also included is a 110-unit apartment building and townhouse complex immediately to the north of Market Lane. At the present time, the fairground lands are still used for agricultural purposes although potential exists for redevelopment at a later date.

The core area is an important part of the community and offers an opportunity for the future Woodbridge Community that few centres elsewhere in Canada possess. The unique quality of the village centre requires that this social resource be nurtured during the growth period, so as to maintain its vitality as a special place to serve the consumer public. This can be fostered by maintaining a high level of municipal services in the centre, and by ensuring adequate access from residential neighbourhoods. The individual owners should be encouraged to maintain and improve their lands as a permanent village centre in an idyllic setting offering special services, not only to the local residents but also to the Metropolitan area.

Service Commercial facilities have been planned to serve the industrial areas in conjunction with the approval of industrial parks. The sites are generally located on corner lots at the entrances to the parks. The uses are intended to include industrially related service commercial activities such as banks, restaurants, service stations etc., to furnish the daily needs of the employees in the adjacent industrial areas.

c. Industrial

Originally, the main industrial area was located on the west side of Kipling Avenue next to the CPR line, along with a rubber goods manufacturer at the east end of the core area, the feed mill on Pine Grove Road and a concrete block plant on Highway #7 near Highway #27.

Two major industrial parks, Pine Valley and Weston - 400 have been approved since 1982 to the north and east of the Woodbridge residential community, with excellent access to the Highways #7 and #400 and the planned Highway #407. Another industrial area to the south of Highway #7 at Martin Grove has also been approved.

The parks contain a variety of lot sizes and will cater to prestigious and general, light and medium industries, wholesaling and service industries, and some free standing office space.

Where the industrial uses abut major roads or residential areas, a high level of design standard is required, with limitations on certain uses and outdoor storage, as well as increased landscaping.

d. Institutional

Public and Separate Elementary school sites have been designated throughout the community and are being constructed by the School Boards as the population warrants. The designated sites indicate preferred locations and may be modified, increased, decreased or exchanged between the School Boards without amendment to the Plan. Three secondary school sites, one public, one separate and one private, are designated within Woodbridge. Other institutional uses are provided for within Woodbridge, such as a community centre, libraries, churches and religious institutions, nursing homes, meeting places

for community organizations, firehalls, and daycare centres.

e. Parks, Open Space and Environmentally Sensitive Areas

Extensive lands along the east and west branch of the Humber River, which lie within the floodplain defined by the Metropolitan Toronto and Region Conservation Authority, have been designated Drainage Tributary. Some of the lands are owned by the M.T.R.C.A. and all fill, alterations and construction within the entire floodplain are regulated by the M.T.R.C.A. River improvements by the Authority have reduced the risk of flood damage, such as caused by "Hurricane Hazel". The precise limits of Drainage Tributary areas will be determined by the M.T.R.C.A. in the review of specific development proposals.

The Woodbridge Conservation Area at the confluence of the Humber and East Humber River provides an outdoor recreational area. The Woodbridge Memorial Arena and outdoor recreational area at the northwest corner of Highway #7 and Islington Avenue are within the floodplain. The Boyd Conservation Area, north of the Pine Grove settlement, is a popular picnic and biking area for both Woodbridge and Metropolitan Toronto residents. Finally, the Board of Trade Golf and Country Club, north of the central core area, is a private recreational facility within the floodplain.

A few areas are defined as being environmentally sensitive and have been designated as Open Space and identified as Environmentally Sensitive Areas in recognition of their valuable scenic, educational and wild life habitat significance.

Development surrounding these areas have been restricted to open space or low density use to minimize traffic and any negative environmental impact which may occur.

Active recreational areas include community parks, neighbourhood parks and local parks which will preferably be located in conjunction with school sites.

These park areas provide opportunities for local residents to participate in both structured and unstructured recreational activities. Where possible, a linkage system will be provided in conjunction with the valley lands, and in a manner which will minimize conflicts with traffic.

f. Energy Conservation and Noise

It is intended that noise attenuation measures, in accordance with Ministry of the Environment standards, will be established where required at the time detailed development applications are approved.

In recognition of the increasing significance of energy conservation methods, this plan encourages the utilization of energy conservation techniques in development, including subdivision design, orientation of buildings, construction methods etc.

g. Transportation

The primary arterial roads run north/south through Woodbridge intersecting with Highway #7 and crossing Steeles Avenue to North York and Etobicoke. Highway #7 is the main east/west roadway through Woodbridge between Highway #27 in the west and Highway #400 in the east. Proposed, but not yet built, is Highway #407 which will effectively form the southern boundary of the Woodbridge Community.

Unless approved by York Region or the Ministry of Transportation and Communications, direct individual access to either a highway or an arterial road will not be permitted.

It is anticipated that with rapidly expanding development in the area, Highway #7 may need widening to 5 or 7 lanes in the future. The interchange at Highway #7 and Highway #400 will be upgraded and a widening of Highway #400 south of Highway #7 to 8 lanes is being considered. The proposed Highway #407 is designed to be an 8-lane controlled access highway with a full interchange at Pine Valley Drive and Highway #400 and a potential interchange at Weston Road.

While the road system has been designed for an automobile-oriented community, the design will also accommodate a public transit system which will expand as the growing population warrants. In addition, existing arterial roads will be improved as population growth warrants including widenings, upgraded intersections and completion of unopened road allowances.

h. Services

The Woodbridge Community will be completely served by municipal water and sanitary sewer services.

At present, the equivalent of 40,000 persons sewage capacity has been allocated to the Woodbridge Community from the York Durham Servicing System. Furthermore, potential exists for an additional 4.2 million gallons per day (42,000 persons equivalent) capacity upon the construction of a storage system which would hold incoming flows for release during off-peak periods.

i. Population Growth

Since the incorporation of the Village of Woodbridge into the Town of Vaughan in 1971, the Woodbridge community has maintained a consistent 40% to 45% of the total Vaughan population, as demonstrated below.

	<u>1972</u>	<u>1976</u>	<u>1980</u>	<u>1984</u>
Woodbridge	4,710	7,127	11,389	19,600
Vaughan	15,874	17,778	25,504	48,200
%	30%	40%	45%	40%

The average annual growth over the 4 years of 1980 to 1984 following the opening of the York Durham Servicing Scheme has been approximately 18%. It is not unlikely that Woodbridge will reach a level of 40,000 population in less than 8 years and a population of up to almost 60,000 persons by the turn of the century.

Occupancy factors, as indicated by a 1982 population survey, appears to range from 3.8 to 4.7 persons per single unit, depending upon the neighbourhood. For the purposes of this Plan, an average of 3.8 persons/single family or semi-detached unit and 2.5 persons/apartment unit will be assumed.

A. GOALS

1.0 The following goals are adopted as the basis of the Community Plan for Woodbridge.

1.1 General

(a) To create a distinctive residential community of a scale and character which will relate well to the existing village quality of Woodbridge, and possess a strong sense of community identity.

(b) To establish a community boundary which provides the most appropriate interface during the planning period between the urban residential area of Woodbridge and the surrounding rural/agricultural area.

1.2 Community Structure

(a) To create a community with a number of neighbourhoods, focussed on neighbourhood schools and parks, and collectively oriented toward the existing Woodbridge Village Centre and the planned Woodbridge Community Centre.

1.3 Natural Resources

(a) To protect, conserve, and recognize the physical resource bases, such as environmentally sensitive areas, hazard lands, woodlots, and districts of high quality agricultural land.

1.4 Energy Conservation

(a) To encourage the use of energy conservation techniques in matters such as subdivision design, building orientation, and building design in new development.

1.5 Land Use

(a) To arrange the social, physical, and economic facilities and services necessary for the proper functioning of the community in such a way as to provide optimum convenience, efficiency, safety, and attractiveness to the present and future population.

1.6 Housing

- (a) To provide for a predominantly low density community with some higher density to accommodate senior citizen and other family housing needs.

1.7 Commercial

- (a) To provide for a broad range of commercial facilities to meet the needs of the present and future residents of the community.
- (b) To recognize and protect the historical character of the Woodbridge Commercial Core.
- (c) To orient major commercial activity to the Woodbridge Village Centre and Woodbridge Commercial Centre, and to selected and defined locations along Highway #7.
- (d) To discourage strip commercial development along Highway # 7.
- (e) To provide for commercial facilities within residential neighbourhoods which are strictly limited to serve the convenience needs of the local residents.
- (f) To permit a limited amount of appropriate commercial uses at key locations within industrial areas to serve the needs of the employees.

1.8 Industrial

- (a) To encourage industrial development in appropriate locations which will enhance the community and provide employment for the residents.

1.9 Parks and Open Space

- (a) To develop an integrated and, where appropriate, continuous system of open space comprising community parkland, neighbourhood parks, pedestrian and bicycle paths, flood and valley lands, and major woodland areas to serve the active and passive recreational needs of the Community population.
- (b) To implement the Ontario Regulations restricting building and the placing of fill in floodplain areas, as administered by the Metropolitan Toronto and Region Conservation Authority.

- (c) To provide an off-street pedestrian and bicycle path system linking residential areas to shopping areas, parks, schools, social facilities, transit routes, the Parkway Belt lands, and other places of special activity or interest.

1.10 Institutional

- (a) To ensure that adequate space is identified and set aside for the institutional, education, cultural, social, and religious facilities which will be required in the Community.

1.11 Transportation

- (a) To develop an efficient system of roads including the provision of right-of-way for major and minor arterials, residential, and industrial collectors and local streets in order to facilitate public and private vehicular movement within the Community with a minimum of congestion and hazard.
- (b) To develop a road network and land use pattern conducive to the efficient and convenient routing of local public transit, providing for the future linkage with Regional transit sources.

1.12 Future Growth

- (a) To ensure that any future expansion of the Woodbridge Community is assessed in a comprehensive manner, on a five year basis.
- (b) To avoid piecemeal expansion of the Woodbridge Community based on incremental determination of excess sewage capacity.
- (c) To ensure that lands within the community are developed in a logical sequence with new development occurring contiguous to existing urban areas and extension of services.
- (d) To provide for the expansion of transportation and community facilities to reflect the rate of development of the community.

1.13 Servicing

- (a) To ensure that all urban development occurs on the basis of full services including sanitary sewers, storm sewers, and piped water supply.
- (b) To continually monitor the servicing flows generated by development in Woodbridge in conjunction with the Region of York in order to ensure efficient use of the sewage capacity.
- (c) To provide for a system of storm water management which will be designed to protect lands within and outside the Community from the detrimental effects such as erosion, flooding and sedimentation of increased levels of runoff.

1.14 Heritage Resources

- (a) To encourage the identification, preservation and enhancement to heritage resources including buildings, structures, and landscapes of architectural, historical, engineering, cultural or archaeological significance.

B. LAND USE POLICIES

2.0 General Policies

- (a) It is the policy of this amendment that the Woodbridge Community be developed as an urban community within the Vaughan Planning Area with a planned population of 58,000. The distribution of land use as designated is shown on Schedule 'A'.
- (b) The Woodbridge Community is intended to be a predominately low rise, low density residential area with a full range of supporting uses. Council shall encourage the development of the variety of uses in a form which will create a liveable community with a strong sense of identity.
- (c) Urban development of land, including redevelopment, may be permitted in accordance with the policies of this Plan only when the following are, or will be made available to the satisfaction of the Council:
- full municipal water supply and storm and sanitary sewage disposal facilities
 - adequate public parks and recreation area
 - adequate school facilities
 - adequate road facilities
- (d) Prior to the availability of services, and except for minor residential and minor commercial infilling, new development shall be permitted only on the basis of municipal storm and sanitary sewer and water services. Minor residential and minor commercial infilling would involve the development of those vacant lots between any two built-up lots that are separated by a distance of not more than 150 feet. Such infilling will only be permitted where the requirements of the Regional Medical Officer of Health have been met for private wells and/or private sanitary sewage disposal systems.
- (e) Prior to the Town of Vaughan recommending plans of subdivision for draft approval, storm water drainage plans for the drainage areas in which the proposed development is located shall be prepared to the satisfaction of the Ministry of Natural Resources, the Ministry of the Environment, Metropolitan Toronto and Region Conservation Authority, the Town of Vaughan, and the Region of York Engineering Department. Such storm water management plans shall ensure that downstream flows do not exceed the

existing pre-development flows including that resulting from the Regional Storm, unless otherwise approved by the Town of Vaughan and the M.T.R.C.A.

(f) In areas where slopes exceed 10%, land uses will be permitted only if the erosion and siltation control measures are satisfactory to the Town of Vaughan, M.T.R.C.A. and the Ministry of Natural Resources and subject to the policies of this Plan.

(g) (i) Residential development close to expressways or arterial road noise shall be permitted only if appropriate noise abatement measures are provided. Furthermore, prior to the approval of any residential development adjacent to a railway track, a noise report describing noise and vibration abatement measures and buffering/screening shall be submitted to the satisfaction of the Town and the Ministry of the Environment.

(ii) Noise abatement measures will involve one or more of the following, depending on the physical circumstances at specific locations:

- Setbacks;
- Sound barriers (landscaped berms, buildings, walls and/or fences);
- House siting and the provisions of protected locations for related outdoor spaces;
- Building design (including consideration of height, external configuration, internal layout, locations or windows, etc.);
- Building construction (including materials for acoustical insulation, glazing, ventilation, etc.);
- And/or such other appropriate measures which may be devised.

(iii) Prior to approval of development applications, the Town of Vaughan will require evidence that noise abatement measures are satisfactory to the Ministry of the Environment.

(h) Factors established by population and school enrolments will change from time to time, hence it is a policy of this amendment that these changes must be taken into consideration at the time to application for new development when allocating lands for school sites.

(i) Any new development permitted by this Amendment shall endeavour to preserve heritage resources and approval by Council may require the retention of significant heritage features.

3.0 RESIDENTIAL AREAS

3.1 Definitions

- (a) In Low Density Residential areas, the permitted uses shall be single family detached and semi-detached dwelling units.
- (b) In Medium Density Residential areas, the permitted uses shall be en-block, stacked, or street townhouses, garden-court or low-rise apartments.
- (c) In High Density Residential areas, the permitted uses shall be apartment units.
- (d) In all residential areas, institutional and public open space uses shall be permitted in accordance with the policies of this Plan, and provided these are suitably designed and landscaped in a manner consistent with that of the surrounding neighbourhood.
- (e) For the purposes of calculating density, a net hectare shall include local streets, feeder roads and lands for the dwelling units, but shall exclude all other uses. A gross hectare shall include the net residential land area, the local and feeder roads, the parks, open space and community facilities, plus one-half of the boundary roads and one-quarter of the boundary intersections. The gross density shall be calculated on a neighbourhood plan basis.
- (f) For the purpose of calculating density, Floor Space Index (FSI) shall be the ratio between the gross floor area of a development and the gross site area.

3.2 General Policies

- (a) New Low Density Residential uses located adjacent to arterial or boundary roads shall generally front onto a service road. Reverse frontage may be permitted only where physical development constraints exist which make a service road concept inappropriate. Building setbacks, landscaping, fencing and/or screening to minimize any adverse visual affects shall be provided to the satisfaction of the Town. Access from medium density blocks to arterial or boundary roads shall be controlled but not prohibited.

- (b) All Medium and High Density Residential development shall be subject to site plan control which will ensure, among other things, that adequate on-site parking, amenity area, setbacks, landscaping, parking and internal road widths are provided.
- (c) In order to minimize the impact of permitted uses such as institutional, recreational, and social facilities in residential areas, visual screening, planting, fencing, and other similar forms of buffering shall be provided where appropriate.
- (d) Modified lot configurations, lot dimensions and setbacks, landscaping and other accepted measures of energy conservation will be considered when evaluating site specific applications for energy efficiency.
- (e) Housing suitable for senior citizens and similar uses such as nursing homes will be encouraged to locate in Woodbridge using any housing form acceptable to the Town, preferably in close proximity to commercial use and public facilities.
- (f) Development shall be subject to the policies of Section '9.0' regarding storm drainage, sanitary and water servicing capacity and allocation of such capacity to the respective developments by Council.
- (g) New residential development shall occur on the basis of full municipal services only provided, however, that this policy shall not prevent the development of lots existing at the time this amendment was adopted for single family dwellings on the basis of private water and sewage disposal systems, subject to the approval of the Regional Medical Officer of Health.
- (h) Any lands south of Highway #7 may be incorporated into Neighbourhood 1 without an amendment to this Plan, should they be released from the Parkway Belt West Plan. The lands fronting onto Kipling Avenue may be used for residential purposes only, compatible with adjacent residential uses, and shall be subject to a comprehensive plan. The lands west of the Rainbow Creek may be used for "Service Commercial" and lands fronting onto Martin Grove Road may be used for "Industrial" use, in accordance with the policies of the Plan. In the interim, these lands are designated "Public Use Area" and shall be subject to the policies of the Parkway Belt West Plan.

3.3 Neighbourhoods

- (a) Four residential Neighbourhoods are set out on Schedule 'A' and identified as Neighbourhoods 1, 2, 3 and 4. In general, Neighbourhoods 1 and 2 correspond to the boundaries of the former Community Plans of Woodbridge and East Woodbridge.
- (b) The maximum densities permitted for new development in each Neighbourhood shall be as follows:

	<u>DENSITY (units/hectare)</u>		
	<u>LOW</u>	<u>MEDIUM</u>	<u>HIGH</u>
Neighbourhood 1	8.6 (gross)	35 (net)	99 (net)
Neighbourhood 2	22 (net)	60 (net)	
Neighbourhood 3	7.4 (gross)		
Neighbourhood 4	7.4 (gross)		

- (c) Notwithstanding the provisions of paragraph 3.3(b) in regard to Neighbourhood 1, the permitted density for Low Density Residential development within the Woodbridge Core Area as identified on Schedule 'B' is a maximum of 17 units per gross hectare.
- (d) Notwithstanding the provisions of paragraph 3.3(b) in regard to Neighbourhood 4, the permitted density for the Low Density Residential development of the lands east of Highway #27, between the valley lands and the CPR track, in Lots 12, 13 and 14, Concession 8, is a maximum of 12.4 units per gross hectare.
- (e) Notwithstanding the provisions of paragraph 3.3(b) in regard to Neighbourhood 2, the permitted density for the Environment Canada lands in Lot 7, Concession 5, shall be 7.4 units per gross hectare.
- (f) Notwithstanding the provisions of Section 3.3(b) in regard to Neighbourhood 1, the density for the Low Density Residential Area between the Hydro corridor and Highway #27, south of Langstaff Road, in Lots 8, 9, and 10, Concession 8, shall be a maximum of 14 units/net hectare, provided that the average density shall be 11 units/net hectare. The lands designated "Special Use" shall only be

used for common field production until an amendment redesignating the lands to another land use designation has been approved.

- (g) Notwithstanding the provisions of Section 3.3(b) in regard to Neighbourhood 3, the density for the Low Density Residential Area on lands northeast of Pine Valley Drive and Langstaff Road, adjacent to the National Golf Course in the west half of Lots 11, 12, 13 and 14, Concession 6, and including the lands on the east side of Sandy Drive, the minimum lot size shall be 0.4 hectares.
- (h) Notwithstanding the provisions of paragraph 3.3(b) in regard to Neighbourhood 1, the maximum permitted density for "Low Density Residential" development on lands located west of the lots fronting on Kipling Avenue, east of the Rainbow Creek Valley, south of the Toronto District Christian High School and north of the lots fronting onto Ellerby Square shall be 14.8 units/gross hectare. Development of these lands shall provide for public access from Kipling Avenue to the Rainbow Creek Valley, and lands below the established top-of-bank shall form part of the Rainbow Creek Drainage tributary public ownership.
- (i) Notwithstanding the provisions of paragraph 3.3(b) in regard to Neighbourhood 1, the maximum permitted density for "Low Density Residential" development on lands located west of Pine Valley Drive, south of existing lots on Willis Road, east of the existing lots on Jeanne Drive and north of proposed plan of subdivision file 19T-86004, shall be 11.4 units/net hectare.
- (j) Lands designated Low Density Residential and Drainage Tributary at the southeast corner of Highway #27 and Rutherford Road shall be developed above the top-of-bank based on the provision of a road connection to the collector road to the east, and the disposition of the valley land shall be determined at the time of draft plan approval, to the satisfaction of the Town.
- (k) Notwithstanding the provisions of Section 3.3(b) in regard to Neighbourhood 1, the maximum permitted density for "Low Density Residential" development on lands fronting on the west side of Kipling Avenue, between the existing Coles Avenue development and the Parkway Belt West Plan, and bounded on the west by the Humber River valley, shall be a maximum of 14.5 units per net hectare.

3.4 Residential Specific Policies

- (a) Lands designated Low Density Residential adjacent to the Board of Trade Golf and Country Club shall be developed for single family residential only and lots abutting the golf course shall be a minimum of 930 m² (10,000 sq.ft.) in area.
- (b) On lands designated Low Density Residential immediately to the north and east of the National Estates Golf Course plan of subdivision, any adjacent developments and abutting lots shall be a minimum of .3 hectares in area and lot sizes will decrease gradually as the distance from the golf course subdivision increases.
- (c) Lands located on the south side of Langstaff Road, approximately 17.5 metres west of Pine Valley Drive in Neighbourhood 1 may be used for two 1 acre single family detached lots on the basis of private water and storm and sanitary sewer services approved by the Regional Medical Office of Health, provided that the lots are connected to a municipal water supply when required by the Town and that the second entrance be located approximately 15 metres west of the westerly limit of the existing driveway.
- (d) Lands designated Residential having frontages of approximately 200 metres on Langstaff Road and 300 metres on Pine Valley Drive in Lot 11, Concession 7, of Neighbourhood 1 may be developed by plan of subdivision for a maximum of 10 lots on the basis of piped municipal water supply and private septic systems approved by the M.O.E.
- (e) Lands designated Low Density Residential on the north side of Langstaff Road immediately to the east of the CPR railway track in Neighbourhood 4 may be developed at a maximum density of 7 units/net hectare, with a range of lot sizes and a minimum lot frontage of 15 metres. Development shall occur only following the reconstruction of Kipling Avenue and the Langstaff Road/CPR grade separation and the submission of noise report describing attenuation measures, acceptable to Vaughan, the Ministry of Environment and CPR prior to consideration of a draft plan of the subdivision.
- (f) Lands designated Low Density Residential on the west side of Clarence Avenue, just north of Langstaff Road in Neighbourhood 4 may be developed at a maximum density of 7 units/net hectare, providing a range of lot sizes between 18 and 22 metres frontage. The lands are intended to be

serviced via the construction of a relief sanitary sewer north on Clarence Street and the Humber River Valley, however interim servicing may occur by connection to the Islington Avenue sanitary sewer. Costs of both the ultimate and interim servicing facilities or improvements shall be shared by the benefitting landowners.

- (g) Lands designated Medium Density Residential on the west side of Islington Avenue, approximately midway between Woodbridge Avenue and the Humber River bridge, shall be developed for en-bloc townhouses at a maximum density of 36 units/hectare. The site plans shall respect the unique location of the subject land in relation to the Humber River open space system, the residential units backing onto that system, and the Woodbridge Core Area.

- (h) Lands designated Medium Density Residential on the west side of Martin Grove Road, north of Highway #7 and south of Auburn Road, may be developed for single family and semi-detached residential units only.

4.0 Commercial Areas

4.1 Definition and General Provisions

- (a) For the purpose of this Plan, the Commercial Areas are categorized into 6 types:
- Woodbridge Core Area
 - Community Commercial
 - Local Convenience Commercial
 - General Commercial
 - Service Stations
 - Service Commercial
- (b) The development, redevelopment, or maintenance of all Commercial Areas shall be subject to the following:
- (i) Open storage shall not be permitted;
 - (ii) Except as provided for in 4.2(b), no residential uses shall be permitted;
 - (iii) Building setbacks, compatible lighting, visual screening, planting and/or fencing shall be provided between commercial uses and any adjacent residential uses;
 - (iv) Comprehensive development plans will be required for all new commercial developments, incorporating an overall design to achieve proper access, internal traffic circulation, adequate parking and appropriate urban design characteristics prior to approval of specific development applications. Commercial development and redevelopment shall be subject to site plan approval by the Town through agreements under the provisions of the Planning Act;
 - (v) Commercial development or redevelopment shall occur only on the basis of water and sewer services and subject to the approval of storm water drainage plans by the Town and other appropriate authorities.

4.2 Woodbridge Core Area

- (a) The Woodbridge Core Area is that area generally bounded by the CPR track and Kipling Avenue to the west, Clarence Street and Church Street to the north, Islington Avenue to the east and Highway #7 to the south. The designations within the Core Area shall be as shown on Schedule 'B'.

- (b) Within the Core Area, the permitted uses shall be retail and service commercial outlets, business and professional offices, restaurants, public uses, and cultural/entertainment facilities. Gasoline service stations and gas bars shall not be permitted within the Core Area. Low Density Residential uses appropriately integrated within the commercial area may also be permitted.
- (c) It is intended that the Core Area will continue to provide for many of the commercial, institutional, and recreational services and also provide a strong and viable focus for the greater Woodbridge community.
- (d) The Core Area shall continue to provide a strong retail service function for local residents, as well as a specialized tourist function. The lands designated Commercial in this Plan provide for expansion of the retail floor space in the Core Area from 11,150 m² to a maximum of 16,725 m². No additional floor space shall be permitted without a study.
- (e) The Town encourages community involvement to strengthen the function and role of the retail commercial area along Woodbridge Avenue as a unique and historically significant village centre. Streetscape and other improvements shall be encouraged to create a pedestrian-oriented community activity centre and revitalized commercial district.
- (f) Commercial development within the Core Area shall not encroach into adjacent low density residential neighbourhoods. Furthermore, all development proposals shall ensure that building form, density, and design are sensitive to the surrounding community with minimal disruption to these neighbourhoods.
- (g) It is intended that all development be of a low profile, street-oriented nature. Building heights, therefore, should generally not exceed three to four storeys depending on a compatible relationship to adjacent development.
- (h) Due regard shall be given to the design and massing of buildings in terms of their relationship to existing development. Such matters as overshadowing, design integration with existing streetscape of Woodbridge Avenue, organization of open spaces, and pedestrian circulation shall be taken into account during the approval process.

- (i) All development adjacent to the CPR line shall ensure that adequate environmental and safety features are incorporated into the design and location of buildings. These environmental features shall be provided to the satisfaction of the Town of Vaughan and the Ministry of the Environment.
- (j) Limited ancillary office and/or retail uses may be permitted within residential medium density projects on an integrated basis subordinate to the primary residential use where detailed development review demonstrates that such commercial uses are warranted.
- (k) The Town shall utilize its Site Plan Control Area By-laws in considering development applications to ensure that the policies of this Plan are implemented.
- (l) The Town shall attempt to develop a continuous open space system throughout the Core Area. Nort Johnson Park shall be the major open space and recreation facility and shall be linked in a north-south direction with the fairgrounds through the centre of the village commercial area.
- (m) The road network and parking facilities shall be improved as conditions warrant. The Town shall encourage the development of comprehensive commercial parking lots with common access points.
- (n) The Town shall encourage the preservation and protection of buildings, landmarks, or other heritage resources deemed to be of historical significance. In conjunction with the Local Architectural Conservation Advisory Committee, the Town may identify and designate properties of architectural/historical interest.
- (o) All development that is located within the Special Policy Area, as identified on Schedules 'A' and 'B': Land Use Plan, shall be subject to the applicable policies contained within Section 6.0 of this Plan.

4.3 Community Commercial

- (a) Lands designated "Community Commercial" in Lot 6, Concession 6, shall be subject to the following policies:
 - (i) Permitted uses within the "Community Commercial" designation are:

- a shopping centre with a maximum gross floor area of 36,250 m², which may only contain such uses as supermarkets, department stores, full range of comparison and convenience retail shopping outlets, restaurants, places of entertainment and amusement, automotive uses, personal service establishments, and business and professional office;
 - an office complex with a maximum gross floor area of 23,225 m²;
 - a hotel complex with a maximum of 250 hotel rooms and which may include banquet halls, restaurants and other ancillary uses.
- (ii) Land identified as "Woodlot" on Schedule 'A' and designated as "Community Commercial" may be developed in accordance with the Community Commercial policies provided that development on such lands shall occur on the basis of providing a natural setting through the retention of mature trees of significant quality. Parking areas within the area identified as "Woodlot" shall be restricted so as to maximize the natural setting;
- (iii) The Community Commercial area shall be developed in accordance with a comprehensive design scheme approved by the Town of Vaughan and shall provide for a transit centre. The design scheme shall lay out the general orientation and configuration of major buildings and structures, and parking areas, together with access points, traffic circulation, pedestrian circulation, and overall landscaping. The design scheme shall indicate how Subsection (ii) above is to be satisfied and shall form the basis of the implementing zoning by-law.

4.4 Local Convenience Commercial

- (a) Permitted uses within the "Local Convenience Commercial" designation shall be one or more retail stores offering convenience goods and personal services for the residents of the immediate area.
- (b) Such sites shall be planned and developed as a single unit and shall be generally a maximum of .5 hectares (1.2 acres).

However, existing sites of up to .8 hectares (2 acres) shall be deemed to conform, and the convenience centre at the southwest corner of Highway #7 and Pine Valley Drive may have a total area of approximately 2.8 hectares (7 acres).

- (c) The maximum permissible gross floor area of each local convenience centre shall be 1,000 m² (10,700 sq.ft.), with the exception of existing local convenience centres and the designated site at the southwest corner of Pine Valley Drive and Highway #7.
- (d) Local Convenience Commercial centres may be permitted in a residential neighbourhood only by amendment to this Plan. Such centres shall be located on minor arterial or residential collector roads, and provided at a ratio of approximately one per 1,200 housing units. They may also be designed as an integral part of Medium Density developments.
- (e) The design, appearance and scale of local convenience stores shall be in harmony with the character of the surrounding residential uses.
- (f) Where a designated Local Convenience site is not used for commercial purposes, the lands may be developed for residential at the same density as adjacent lands, subject to the policies of this Plan.

4.5 General Commercial

- (a) Permitted Uses within "General Commercial" designation are existing commercial uses, retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices.
- (b) Development of a General Commercial area shall be in accordance with a comprehensive design scheme approved by the Town of Vaughan. The design scheme shall provide for the co-ordination of 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, and overall landscaping and buffering.

- (c) Uses which require outdoor storage and display of merchandise such as auto, boat and recreational vehicle sales, 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.

4.6 Service Stations

- (a) Within Service Stations areas, individual sites shall not exceed 0.4 hectare (1 acre) and the permitted uses shall be the sale of petrol, oil and lubricant and other related products and may include repair and maintenance services for vehicles. Council will seek to ensure that a reasonable number of stations offering full services will be available to meet the needs of the community.
- (b) Existing service stations are recognized in this Plan. New service stations may be provided only by amendment to this Plan, but not within the Woodbridge Core Area.

4.7 Service Commercial

- (a) In Service Commercial areas, permitted uses are: hotels, motor hotels and banquet halls, automobile service stations and automotive related uses including car washes and public garages but excluding autobody shop, restaurants, private clubs, recreational uses, day nurseries, banks and financial institutions, offices, personal service shops, studios, undertaker's establishments/funeral homes, specialty trades, convenience retail stores and service and repair shops, printing shops, outlets for stationery and office equipment and home improvements and hardware outlets, furniture/appliance outlets and other retail outlets that characteristically have large square footage of warehousing and/or showroom spaces, and parks and open space. Such uses shall serve the needs of the business employees of the adjacent industrial areas, as well as the travelling public.

4.8 Commercial Specific Policies

- (a) A Local Convenience Commercial centre shall not be permitted on Blocks 1, 5, and 7, Registered Plan M-2179, within part of Lots 7 and 8, Concession 6.

(b) Core Area

(i) Woodbridge Fairgrounds

It is intended that this approximate 8.4 hectare site will continue to serve the community as the Woodbridge Fairgrounds. Recognizing the possibility of redevelopment, however, the lands are designated Low Density Residential. Amendments to the Zoning By-law to permit redevelopment in accordance with the residential designation shall have regard for, but not be limited to, the following criteria:

- Consideration of a grade separation of the CPR line and Kipling Avenue.
- Provision of at least two separate and fully functional public roads satisfactory to the Town.
- Housing location and design shall respect such setbacks and acoustical features relative to the CPR line as may be required by the Town of Vaughan and the Ministry of the Environment.
- While maintaining a Low Density Residential character and density, limited medium density housing forms may be suitable in certain locations subject to detailed site plan review.
- Housing shall be complementary to adjacent residential areas, respecting existing privacy while at the same time maximizing the views available from the site.
- Unit design and siting shall ensure adequate setbacks with regard to steep slopes on the site.
- Pedestrian links to the Market Lane area and adjacent park shall be encouraged.
- Municipal services shall be assessed prior to rezoning in order to ensure their adequacy.
- Redevelopment shall be reviewed on a comprehensive basis having regard for the entire site.
- Co-operative development of the 0.8 hectare site along the west side of the fairgrounds at Porter Avenue shall be encouraged.

(ii) Lands South of Porter Avenue and
East of Kipling Avenue

Development of this approximate 0.8 hectare site is intended for "Low Density Residential" housing. Although development of this site ideally would occur within the policy framework established for the fairgrounds, it is recognized that the Porter Avenue site may proceed on its own. In the event of such development, housing location and design shall respect such setbacks and acoustical features relative to the CPR line as may be required by the Town of Vaughan and the Ministry of the Environment. Special architectural and landscaping treatments are also required. Vehicular access to the site shall be restricted to the Porter Avenue frontage.

(iii) Lands Fronting on Woodbridge Avenue, West of the CPR

Notwithstanding the "Low Density Residential" designation of the lands fronting onto the north side of Woodbridge Avenue, immediately west of the railway tracks, these properties may be used for limited professional offices or home occupation uses (preferably within the existing buildings), but shall not include retail commercial uses.

The lands fronting on the south side of Woodbridge Avenue may be redeveloped for Medium Density Residential use subject to complete assembly of the properties between the existing senior citizens building and the CPR line and reasonable assembly of the properties west of the senior citizens building to Kipling Avenue. In addition, the existing dwelling on the property designated Medium Density Residential at the southeast corner of Woodbridge Avenue and Kipling Avenue, may be used for a professional office use on the ground floor and a single residential unit on the second floor.

Site plan control will ensure that the design of any proposed development shall respect the topography of the site, the proximity of the railway, and the surrounding uses.

(iv) Lands South of Woodbridge Avenue and
West of Wallace Street

Notwithstanding the "Medium Density Residential" designation, development of this approximate 1.5 hectare site may provide for senior citizens housing at a higher density factor subject to detailed site plan review. The maximum Floor Space Index for seniors housing in this location is 1.25 times. Any redevelopment proposal shall have regard to the CPR lines and provide appropriate noise and vibration features to the satisfaction of the Town and the Ministry of the Environment. Innovative massing and conceptual design, amenity areas, site design, and landscaping shall be required to respect adjacent uses and the slope of the site.

(v) Lands at the N/W Corner of
Wallace Street and Highway #7

Notwithstanding the "Low Density Residential" designation, development of this approximate 0.3 hectare site may provide for senior citizens housing at a higher density factor subject to a detailed site plan review. The maximum number of units is 14, and no building shall exceed two storeys. Any redevelopment proposal shall have regard to the CPR line and Highway #7 and provide appropriate noise and vibration features to the satisfaction of the Town and the Ministry of the Environment. Innovative architecture, site design, amenity areas, and landscaping shall be required in recognition of the adjacent uses and the slope of the site.

(vi) Lands South of Woodbridge Avenue and
East of Wallace Street

Development of this approximate 1.25 hectare area is intended to complement the initiative of the "Market Lane" on the north side of Woodbridge Avenue. It is intended that existing historical buildings shall be retained and converted for commercial purposes and that off-street parking shall be provided collectively behind the Woodbridge Avenue frontage. A major pedestrian promenade shall be encouraged to run south from Woodbridge Avenue near the entrance to Market Lane into North Johnson Park.

(vii) Lands South of Woodbridge Avenue and
West of the Humber River

Development of this approximate 0.65 hectare site is intended to provide for a medium density residential project. This highly visible location requires special architectural treatment and design features that satisfy the requirements of the Town and the M.T.R.C.A. As a bonus to encourage redevelopment of the site, the portion of the property within the floodplain may be used in calculation of density for the developable portion of the site. Vehicular access to Woodbridge Avenue shall be restricted to a single driveway. It is recognized that the existing industrial use may continue as a permitted use and the parking of vehicles will be permitted in the floodplain.

(viii) Lands at the N/W Corner of Woodbridge Avenue
and Clarence Street

Development of this approximate 0.65 hectare site is intended for commercial purposes complementary to the existing Market lane project. Site development requires conversion of the existing houses fronting on Woodbridge Avenue for commercial purposes, collective off-street parking at the rear of the site, comprehensive architectural and landscaping treatments, and detailed site plan review.

(ix) Lands at the N/E Corner of Woodbridge Avenue
and Clarence Street

Development of this approximate 1.0 hectare site is intended to provide for a multiple-unit residential project at a maximum density of 25 units per net hectare.

The entire site shall be developed comprehensively, providing for one component fronting along Woodbridge Avenue with direct pedestrian access to the street. This highly visible location requires special architectural treatment and design features that satisfy the requirements of the Town and the M.T.R.C.A. Vehicular access shall be restricted to a single driveway onto Clarence Street.

- (c) The General Commercial area at the northwest corner of Highway #7 and Pine Valley Drive shall be used for business and professional offices only.
- (d) The General Commercial area of 4.9 ha on the east side of Highway #27, north of Langstaff Road, in Lot 11, Concession 8, shall be used only for a retail commercial shopping centre restricted to the sale of home improvement items, home entertainment and related items, garden nursery outlet, one bank or financial institution, and one restaurant. A 6 metre landscaping strip shall be provided adjacent to abutting streets, and the site plan shall allow for functional integration of possible future commercial development on adjacent lands. The site and architectural design and scale of development shall be complementary to the nearby Woodbridge residential community.

5.0 Industrial Areas

5.1 Definition

- (a) The Industrial designation of land means that the permitted uses shall be manufacturing, processing and packaging operations, repairing, construction, warehousing and wholesaling, data processing and storage operations, parks and open space and offices associated with an industrial use. Limited retail sales of a portion of the goods manufactured or assembled on the industrial premises and outside storage of goods and materials may be permitted in accordance with the provisions of the Zoning By-law.
- (b) Uses which, because of their nature, are considered to be a noxious trade, business or manufacture, under the Public Health Act or related regulations shall not be permitted.
- (c) Obnoxious uses shall not be permitted and "obnoxious use" means: "a use which from its nature or operation creates a nuisance or is liable to become a nuisance or offensive by the creation of noise or vibration, or by reason of the emission of gas, fumes, dust, contamination or objectionable odours, or by reason of the unsightly storage of goods, wares, merchandise, salvage, refuse matter, waste or other material.

5.2 Policies

- (a) Industrial development shall occur only on the basis of full municipal water and sewer services, subject to the policies set out in Section 9.0 of this Plan regarding servicing capacity and the allocation of such capacity to respective developments.
- (b) Industrial development shall be subject to site plan control under the Planning Act.
- (c) Adequate off-street parking and loading areas shall be made available on individual sites in accordance with the zoning by-law. Such areas shall be screened to minimize adverse visual effects.
- (d) Development on lots abutting arterial roads and highways shall adhere to strict development standards with respect to such matters as the physical design of buildings, setbacks and the provision of landscaping and berms.

- (e) Access points to industrial lots will be only oriented to collector and local roads interior to the industrial area.
- (f) Off-street parking and service areas shall be screened to minimize adverse visual effects and, wherever practical, shall be directed to rear and/or side yard locations.
- (g) In the event that an industrial enterprise undertakes to incorporate energy-saving measures that will either effect extensive energy consumptions reductions or introduce alternative energy sources (such as roof solar collectors, etc.), requirements normally applied to industrial development may be appropriately adjusted to accommodate such measures.
- (h) On land designated "Industrial" to the south of Highway #7, east and west of Martin Grove Road:
 - (i) A construction yard is not a permitted industrial use in Lot 5, Concession 8;
 - (ii) An overall landscape and streetscape plan applying to Martin Grove Road and to a limited extent, the lands abutting Rainbow Creek, shall be established prior to development of land.
- (i) For the lands designated "Industrial" and "Service Commercial" to the south of Highway #7, east of Highway #27, the following provision shall apply to Blocks 1 and 2 as shown on Schedule 'A':
 - (i) Block 1 shall be developed for prestige industrial uses only. Permitted uses are manufacturing, data processing and storage operations, processing and packaging operations and related uses, offices associated with industrial uses, and parks and open space. Open storage of materials, noxious/obnoxious uses and retail sales shall not be permitted. On lands immediately abutting Highway #27, any multi-unit buildings shall contain significantly larger units in accordance with the zoning by-law;
 - (ii) Major office development will be permitted on the northerly 1.5 hectares of Block 2, with a maximum FSI of 1 (one) and with access from the internal road system. Ancillary service commercial uses such as banks, restaurants and personal service shops may be

permitted within office buildings to a maximum of 10% of the gross floor area. The remainder of Block 2 shall be used for hotel purposes, which may include convention and banquet facilities, restaurants, one night club and ancillary retail uses as accessory uses only. In the event a hotel does not develop on the remaining lands, office development will be permitted subject to the above lot size and FSI provisions;

- (iii) Direct access for lots or blocks abutting Highway #7 and Highway #27 shall be prohibited. Access shall be gained primarily from an internal road having a single intersection with Highway #27, in a location approved by the Ministry of Transportation and Communications, and from an existing access to Highway #7 on a restricted basis;
- (iv) On the "Service Commercial" block, the permitted uses shall be prestige industrial, offices, restaurants, private clubs, day nurseries, banks and financial institutions, personal service shops, studios, specialty trades, convenience retail stores, service and repair shops, printing shops and outlets for stationery and office equipment. At least one-half of the total area of the Service Commercial block shall be used only for office purposes;
- (v) Prior to development, the sewage, water and storm water requirements, including cost sharing, shall be determined to the satisfaction of the Town.

6.A Open Space

- (a) The Open Space designation permits Community Parks, Neighbourhood Parks, and pedestrian-bicycle linkways.
- (b) If any lands in the areas regulated by the Metropolitan Toronto and Region Conservation Authority in accordance with the Conservation Authority's Act, are released from the above-mentioned regulation by the Metropolitan Toronto and Region Conservation Authority, they will be considered for development subject to processing of an Official Plan Amendment.
- (c) The parks will be located in a manner satisfactory to the Town and are generally in accordance with Schedule 'A' - Land Use Plan. Neighbourhood Parks shall be provided on the basis of the statutory parkland dedication pursuant to the Planning Act. Parkland may also be required pursuant to Section 41 of the Planning Act.
- (d) A system of pedestrian/bicycle paths linking the park system, schools and institutions, and valley lands and other open space areas shall be developed. Pedestrian walkways may also form part of the street system provided that consideration is given to special treatment of landscaping, right-of-way widths and other similar matters, satisfactory to the Town of Vaughan.
- (e) Only the community and neighbourhood parks shall be accepted as part of the statutory land dedications related to approvals under the Planning Act pursuant to 6.A(c) above. Storm water retention and detention ponds shall not be accepted as part of the statutory land dedications.
- (f) Public recreational buildings may be developed within the active parkland system at the discretion of the Town.
- (g) Neighbourhood parks shall generally be 6 acres in size but may vary depending upon the requirements of the Town. Parkland frontage onto a public road shall be required generally equalling 25% of the circumference of the park.

6.B Drainage Tributary

- (a) The Drainage Tributary designation permits only parks, valley lands, woodlots and other environmental protection areas.

- (b) Where lands designated as Drainage Tributary are under private ownership, this plan does not indicate that these lands will necessarily remain designated as such indefinitely, nor shall it be construed as implying that such areas are free and open to the general public, nor that such lands will be purchased by the municipality or by any other public agency. Where such lands other than valley lands and woodlots are not acquired by a public body, an application for their designation for other uses will be given due consideration by the municipality.
- (c) Any area demand environmentally sensitive by virtue of special characteristics or hazard shall be designated "Drainage Tributary". While this designation includes area of known hazard, changing conditions within any watershed and improvements in the methods used to define such lands may result in additional lands being so defined. Where appropriate, these lands may be considered for inclusion in the pedestrian bicycle system.
- (d) No buildings shall be constructed on lands designated Drainage Tributary except where such buildings are intended for flood and erosion control and meet the requirements of the Metropolitan Toronto and Region Conservation Authority.
- (e) The valley lands shall include the slopes, valley and floodplain lands and lands below the top-of-bank of the Humber River and its tributaries as determined by the Metropolitan Toronto and Region Conservation Authority. The precise limits of these lands will be determined in conjunction with the authority in considering development proposals. Where detailed engineering has not been prepared, the proponent may be required to carry out studies to determine the extent and severity of the hazard. The dedication of valley lands to the Metropolitan Toronto and Region Conservation Authority shall be encouraged as a condition of subdivision approval.
- (f) There will be no development or placing of fill or alterations to any watercourse in areas regulated by the Metropolitan Toronto and Region Conversation Authority.
- (g) Any lands in areas regulated by the Metropolitan Toronto and Region Conservation Authority will, if such lands are released from the above mentioned regulation by the Metropolitan Toronto and Region Conservation Authority, be considered for development, subject to the processing of an Official Plan Amendment.

- (h) Any storm water retention and detention ponds incorporated into the valley land system shall preserve the significant natural environmental features and presents minimal safety hazards to the public.

6.C Special Policy Area

Provincial floodplain management policies generally prohibit development or redevelopment below the level of the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) Regulatory Floodline. These policies, nevertheless, recognize that in some areas and in some circumstances it may be in the public interest to assume a higher degree of flood risk than that which would otherwise be acceptable.

In accordance with the Special Policy Area Provisions of the provincial floodplain management policies certain lands within the Town Centre Community have been identified as "Special Policy Areas" on Schedule 'A'. On these lands, development has already occurred or has been committed and new development, redevelopment, and the rehabilitation of buildings and structures is in the public interest to ensure community viability.

The strategy embodied in this policy is based on comprehensive floodplain management policy prepared by the M.T.R.C.A. on a watershed basis.

- (a) The "Special Policy Area" includes all lands within the floodplain of the Regional Storm, as shown on Schedule 'A' - Land Use Plan, which are not designated "Drainage Tributary" or "Open Space". The policies for the land use designations as shown on Schedule 'A' within the "Special Policy Area" and related policies continue to apply.
- (b) Within the limits of the "Special Policy Area", new buildings or structures, including additions to existing structures shall only be permitted subject to the following policies:
- (i) No buildings or structures other than for conservation or flood control projects will be permitted within the "floodway" of the Humber River as defined by the Metropolitan Toronto and Region Conservation Authority;

- (ii) Notwithstanding (i) above, in the area located west of Islington Avenue, north of Legion Court Road, designated "General Commercial" and located within the floodway, no new buildings or structures, or additions shall be permitted, until the Metropolitan Toronto and Region Conservation Authority undertakes remedial measures and remove these lands from the floodway;
- (iii) The placing or dumping of fill or any kind or the alteration of any watercourse shall not be permitted within the "Special Policy Area" without the approval of the Metropolitan Toronto and Region Conservation Authority, in consultation with the Ministry of Natural Resources;
- (iv) Any new buildings or structures, including additions, shall not be susceptible to flooding under Regional Storm conditions. In this respect, prior to the issuance of a building permit, the Metropolitan Toronto and Region Conservation Authority and the Town of Vaughan shall approve any proposed flood damage reduction measures including such matters as setbacks from the "Drainage Tributary" area, basement elevations, the strength of foundation walls, the placement of fill, the elimination of building openings, the installation of backwater valves and sump pumps, and the installation of waterproof seals at structural joints;
- (v) Notwithstanding the provision of (iv) above, where it is technically impractical to floodproof a building or structure to withstand Regional Storm conditions within the "Special Policy Area", new buildings or structures, including new additions, shall not be permitted if subject to a risk of flooding in excess of 25% over an assumed life of 100 years (approximately the 1:350 year flood) as a minimum;
- (vi) Notwithstanding subsections (iv) and (v) above, no new buildings or structures, including additions, shall be permitted within the "Special Policy Area" where they will be subjected to flows which, due to their velocity and/or depth would be a hazard to life or susceptible to major structural damage as a result of a flood less than or equal to the Regional Storm;

(vii) No development or redevelopment within the "Special Policy Area" which required a By-law Amendment and/or Official Plan Amendment application shall be permitted until such time as an engineering study detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction measures, and storm water management has been reviewed and approved by the Metropolitan Toronto and Region Conservation Authority and the Town of Vaughan, unless it is determined by these agencies that a study is not required;

(viii) Any new restricted area zoning by-laws within the "Special Policy Area" shall contain provisions, where appropriate, relating to minimum building setbacks from the "Drainage Tributary", maximum lot coverage, minimum height of any opening in the building, and other such matters as determined by the Metropolitan Toronto and Region Conservation Authority and the Town of Vaughan.

7.0 Institutional

7.1 Definition and General Policies

- (a) Institutional uses shall be public and separate elementary and secondary schools, private schools, religious institutions, day-care centres, community centres, service clubs, branch colleges, libraries, police stations, and firehalls.
- (b) Institutional uses not identified on Schedule "A" may be located in accordance with the policies contained in the following sections.
- (c) New institutional uses shall be compatible with existing adjacent uses; larger institutional uses shall front on arterial or collector roads and, in general minor institutional uses shall front on either arterial, or collector roads.

7.2 Schools

- (a) Elementary and secondary school sites have been designated on Schedule 'A'. Further sites required by the York Region Board of Education or the York Region Roman Catholic Separate School Board may be added at the time of approval of subdivision plans, without amendment of this Plan.
- (b) School sites will be selected at the time of approval of subdivision plans by the York Region Board of Education or the York Region Roman Catholic Separate School Board in co-operation with the Town.
- (c) Notwithstanding that school sites have been designated on Schedule 'A' attached hereto, it is expressly intended that the said locations only indicate presently preferred locations which may be modified, shifted or increased or decreased in number without amendment to this Plan.
- (d) An elementary school site shall generally be a minimum of 3 hectares (7.4 acres).
- (e) Where possible, all schools shall be located on a site adjacent to the park system and with access to the pedestrian walkway system. Where access is to the valley land sections or park systems, the access should be controlled to avoid undue damage to the sensitive landscape.

- (f) Where any designated site is not required for school purposes it may revert to residential use without amendment to this Plan. The residential density shall be compatible with that on the adjacent lands and the size of the parkland shall be adjusted accordingly.

7.3 Churches and Religious Institutions

- (a) In addition to the existing churches, new sites for places of worship may be located only on arterial or collector roads throughout the Community without further amendment to this Plan.
- (b) Where a designated site is not acquired for a church within a reasonable time the land may be used for the adjacent residential land use without amendment to this Plan. The residential density shall be compatible with that on the adjacent lands.

7.4 Community Centre

- (a) A Community Centre as shown on Schedule 'A' is strategically located to provide a focal point to the community. The facilities may include a swimming pool, indoor ice surface, racquet sports, gymnasium, meeting rooms, auditorium, library, and other facilities to serve the recreational, social and cultural needs of the community.

7.5 Other Institutions

- (a) In addition to existing firehalls, new firehalls may be located on approximate 0.4 hectare sites without amendment to this Plan.
- (b) Day-care centres shall be located at focal points throughout the Community. These may be provided in churches, educational facilities, recreational facilities, or in separate buildings, or in other sites without amendment to this Plan, provided that the following criteria are met:
- (i) Adequate parking spaces according to Town standards;
 - (ii) Suitable amenity area in terms of size and situation on site;

- (iii) Extensive buffering from low density residential uses in the form of landscaping, fencing or other compatible land uses, such as institutional or open space;
 - (iv) Highly accessible with frontage on a collector or arterial road.
- (c) In addition to the existing library, additional libraries may be located throughout the community without amendment to this Plan.
 - (d) Government and Social Services may be provided for throughout the Community, preferably in the central core area or in conjunction with the Community Commercial areas. Functions to be accommodated may include a post office, municipal administration, family and social services, old age homes, a police station, fire hall or a branch college.
 - (e) Nursing homes and homes for the aged may be located in the vicinity of the commercial core, community commercial or residential areas.
 - (f) Social clubs, service organizations, and athletic organizations may be located in the central core area or in conjunction with community services.
 - (g) It is the intent of the Town of Vaughan to comply with the policies of the Regional Municipality of York relating to the provision of health, social and community services.

8.0 Transportation

8.1 General

- (a) The Transportation Plan for Woodbridge is shown on Schedule 'C'. Notwithstanding Schedule 'C' hereto, any road that is deemed to be necessary to the efficient operation of the public and private vehicular movement within the community, can be constructed without further amendment of this Official Plan.
- (b) The residential and industrial road standards and classifications are in accordance with the street function, traffic volume, vehicular operating speed and housing density.

The internal road network in Woodbridge consists of the following road classifications:

- 1) 5-Lane Arterial
- 2) 4-Lane Arterial
- 3) Collector Road
- 4) Industrial Road
- 5) Residential Feeder Road
- 6) Local Road
- 7) Local (cul-de-sac) Road

8.2 Standards

- (a) The road classifications and design shall be in accordance with current Town engineering standards. The present standards are as shown in Appendix I.
- (b) Streets with curbs and storm sewers are required for urbanized areas.
- (c) Parking and sidewalks on all residential and industrial streets shall be controlled and regulated in accordance with the design classification.
- (d) Residential and industrial collector streets are intended to afford organization for the local street system and provide the major connection points to the arterial system. Sidewalks will be required on both sides. Access from abutting properties may be permitted but shall be controlled.

- (e) All streets intersecting with regional roads shall have a minimum width of road allowance of 26 metres for a distance of at least 60 metres from the Regional road.
- (f) Signalization, channelization, and illumination will be required at all new intersections with regional roads, at not cost to the Region.

8.3 Design Considerations

- (a) Local street patterns shall be planned to minimize through traffic.
- (b) Collector roads and residential feeder road connections with local street patterns shall relate to the natural topography of the land.
- (c) The street system shall clearly indicate the characteristics and nature of the street function as local, collector or arterial.
- (d) The number of street intersections shall be kept to a minimum and "T" intersections of local roads with collector roads shall be preferred.
- (e) All roads shall be designed in accordance with the current standards of the Town of Vaughan Engineering Department.
- (f) The comprehensive design scheme for the "Community Commercial" and "General Commercial" areas of lands at the northwest corner of Highway #7 and Weston Road shall include a detailed transportation plan acceptable to the Town, Region of York, and Ministry of Transportation and Communications. The transportation plan will, among other matters, detail ingress and egress to and from the existing and proposed Provincial Highway, Regional road, and town arterial road network, together with the interior traffic circulation, the location of the transit centre, and parking requirements for the various elements of the development.

8.4 Frontage, Access and Right-of-Way

- (a) Individual driveways serving individual residences shall generally be discouraged on boundary roads, 4 lane arterial roads, or collector roads if within 150 metres of the intersection of said road with an arterial road but may be permitted with the approval of the appropriate road authorities having jurisdiction for both roads.

(b) Notwithstanding the above, Block 145, Registered Plan M-1953 and Parcel H-2, Section M-1854, located on the south side of Alderson Avenue, immediately east of Pine Valley Drive, in Lot 10, Concession 6, which are specifically designated and zoned to permit their development for residential purposes to facilitate the development of a residential plan of subdivision consisting of not more than nine dwelling units, may be provided with direct access to Alderson Avenue only. Furthermore, the following provisions shall apply to said lands:

(i) Screening and noise abatement measures to the satisfaction of the Minister of the Environment and the Town of Vaughan shall be provided on the above lands;

(ii) No dwelling unit shall be erected within 60 metres of the auto repair shop to the southwest of the development area. Should this adjacent industrial use cease to exist in the future, the lands within the 60 metre area can be released for residential development.

(c) Central driveways or roadways serving Medium Density Residential developments, open space facilities, institutional and commercial uses will not be permitted access to a road if the movement of traffic thereon will be impaired.

(d) A system of pedestrian walkways/bicycle paths linking the park system, school and open space lands, and providing connections to major facilities shall be provided, the precise location being determined at the subdivision approval stage. These paths may traverse short lengths of local streets and institutional and commercial sites.

(e) Grade separations between the road and rail systems shall be provided as needed at arterial-rail junctions without amendment to this Plan.

8.5 Public Transportation

(a) The Town of Vaughan shall proceed with the planning of a comprehensive transit system for the Woodbridge Community in consultation with the Toronto Area Transit Operation Authority and any other appropriate authority.

- (b) The provisions for local public transit service shall be considered in the design of subdivision plans to ensure that land use and road network patterns are conducive to efficient and convenient routing of a public transit system.

- (c) The Town shall facilitate the use of public transit by providing for adequate pedestrian access to planned bus stops when development applications are approved, and by providing for the provision of bus stops and bus shelters, as required.

9.0 Services and Utilities

9.1 General

- (a) All development in Woodbridge shall be serviced by sanitary and storm sewers, potable water, hydro, and other utilities. The design of these services shall comply with the current standards of the Town, to the satisfaction of the Town Engineer, and to the standards of the various public and private utilities concerned.

9.2 Water Supply

- (a) The development of the Woodbridge Community shall be dependent upon the availability of water supply from the York Regional Water System.
- (b) The allocation of water capacity is the responsibility of the Town of Vaughan subject to verification from the Regional Engineering Commissioner that adequate supply is available. No development will occur until adequate water supply and storage systems are available through the York Water System. Prior to final approval of a development, a servicing study dealing with the area watermain shall be undertaken by the Town of Vaughan and approved by the Regional Engineering Commissioner.
- (c) Storage facilities shall be provided for fire protection during peak hours.

9.3 Sanitary Sewers

- (a) No new development shall take place within the Woodbridge Community except where full sewage and drainage services are or shall be made available.
- (b) Sewage capacity has been assigned to the Community from the York Durham Servicing System. The capacity will be reserved for individual applications within the Amendment area which are consistent with the objectives of this Plan, including the following:
- (i) Establishment of a cohesive and sequential internal road network;
- (ii) Creation of functional and economic internal systems of trunk watermains and sanitary sewers;

(iii) Establishment of a basic storm drainage system which will mitigate effects of development on downstream properties;

(iv) Provision for public park facilities and other community services.

9.4 Storm Drainage

(a) No new development shall occur until storm water drainage management for the drainage area in which the proposed development is located has been prepared satisfactory to the Town of Vaughan, the Metropolitan Toronto and Region Conservation Authority, the Ministry of Natural Resources and other appropriate agencies. Such drainage areas may be natural or modified.

(b) Retention ponds and open drainage channels may be used as part of the storm drainage system and incorporated into the valley land and drainage tributary in the Community and without amendment to this Plan, used for recreational purposes to the extent practicable.

(c) Natural streams shall be retained within valley lands designated as Open Space. Under the Authority's Bill, Conservation and Alteration to Waterways Regulation, permission must be received from the Conservation Authority to, among other things, straighten, change, divert, or interfere in any way with the existing channel of a river, creek, stream or watercourse. Permission of the Ministry of Natural Resources under the Lakes and Rivers Improvement Act may also be required.

(d) Sediment retention basins may be required to control the large quantities of suspended matter washed off sites during the period of construction.

(e) Subject to paragraph (a) above, although all or part of the storm drainage system may be designed to accommodate less severe storm, provisions must be made to accommodate the greater of the Regional Flood or the 100 Year Flood to ensure there will be no detrimental effects on properties or human lives caused by flooding.

(f) Council, recognizing that the development of the watersheds located in the community could have an adverse effect on downstream municipalities, shall, in considering development proposals, have regard for the cumulative

effect, particularly in terms of flood control and water conservation of such development on downstream municipalities prior to permitting such development to proceed.

9.5 Utilities

- (a) The Town may require electrical power lines to be located underground where appropriate.
- (b) The Town may require telephone lines, TV cables, and other energy distribution systems to be located underground where appropriate. Suitable setbacks will be required from all such facilities.
- (c) Other right-of-way and associated facilities for utilities, pipelines, and similar facilities may be provided without amendment to this Plan.

10.0 Heritage Conservation

- (a) The Plan shall ensure the retention and preservation of historic buildings, structures, landscapes and archaeological sites and artifacts and also, the incorporation of the historic elements of Woodbridge within future development proposals, wherever possible.
- (b) A complete and up-to-date inventory of all property of architectural/historical interest and archaeological sites in the Woodbridge Community may be compiled by the Town and the Local Architectural Conservation Advisory Committee. The Properties shall be classified as follows:
 - (i) individual property; and
 - (ii) property which is grouped to form a Heritage Conservation District.
- (c) Council may, among other things, designate individual properties under the Ontario Heritage Act and may prepare a Heritage Conservation District Plan in accordance with the guidelines of the Ministry of Culture and Communication and designate appropriate Heritage Conservation Districts under the provisions of the Heritage Act.
- (d) The Town shall endeavour to prevent the demolition of all designated buildings as per paragraph (c) above, and shall actively encourage the conservation and, where necessary, the restoration of these buildings.
- (e) The Town shall not restrict the right of the owner to make alterations to any designated building, provided that such alterations do not detract from the reason for designation as set out in a By-law (or By-laws) passed under the Ontario Heritage Act, and provided that such alterations are in keeping with the policies of this Official Plan, and meet the requirements of the Restricted Area (Zoning) By-laws and Building Code.
- (f) Where such buildings are located in areas designated for non-residential use or in the Woodbridge Core Area, Council may, in the Heritage Conservation District Plan, and by further amendment to this Plan, adopt a policy giving incentives to owners to protect and preserve such buildings.

- (g) The Town will encourage landowners to conserve and protect heritage resources including heritage resources designated under the Ontario Heritage Act in the development of land by incorporating such features in open space areas and through the use of zoning by-laws, sign by-laws, site plans and other controls to ensure development within, or adjacent to heritage resources is designed, sited or regulated in such a manner so as not to conflict with or destroy such features, wherever possible.
- (h) The Town will integrate heritage resources affected by all public works activities, where possible.

11.0 Staging

- (a) The sequence of approval of specific development applications shall be controlled by the Town of Vaughan so far as is practicable in accordance with the following:
- (i) avoidance of scattered development;
 - (ii) provision of schools and parks;
 - (iii) proximity and availability of water and sewer trunks;
 - (iv) adequacy of storm drainage system;
 - (v) minimization of public costs;
 - (vi) the availability of sanitary sewer capacity.
- (b) This Plan recognizes such agricultural uses as dairying, animal husbandry and cash cropping as interim uses, and Council will encourage the continued use of the land for agricultural production pending development. Where practical, consideration will be given to the retention of buildings, lanes, fencing, etc. which are useful for agricultural purposes, but which are not incompatible with adjacent uses.

12.0 Implementation

Implementation of the Woodbridge Community Plan and of the preceding policies will entail the following:

- (a) Processing of individual subdivision plans under the Planning Act, in accordance with the policies set forth in this Plan. Where an application for a new plan of subdivision is received on land abutting an existing residential area, the Town of Vaughan will endeavour to notify the residents of such area as a part of the process of considering the subdivision plan.
- (b) Council's enactment and approval, of appropriate Restricted Area By-laws and Site Plan Control Agreements pursuant to the Planning Act.
- (c) Establishment of a Local Architectural Conservation Advisory Committee under the Ontario Heritage Act and processing of By-laws under the Act.
- (d) Construction of public works, community facilities and schools in accordance with policies set forth in this Plan and under the direction of the Town of Vaughan and other appropriate authorities.
- (e) The Town of Vaughan may accept cash-in-lieu of land conveyance for park purposes as permitted under the Planning Act.
- (f) Where necessary, the initiation of a system whereby the portions of costs of major roads, trunk utilities and other public facilities serving the whole Community, which may be chargeable to private development, be shared by all benefitting development, appropriately pro-rated among the owners affected. The system will be administered through subdivision and development agreements accompanying development proposals.
- (g) The Town of Vaughan shall review and revise the provisions of this Amendment from time to time, at no longer than 5-year intervals.
- (h) To enable the Town and the Region to co-ordinate the development of individual plans of subdivision and to establish priorities for the provision of municipal and regional services and facilities, the Town shall require the preparation and adoption of detailed neighbourhood

development plans prior to permitting major development to proceed in certain areas. Such neighbourhood development plans need not form amendment to this Plan.

(i) The Town of Vaughan, in conjunction with the Regional and Provincial authorities, shall monitor all development over time, particularly those aspects dealing with servicing schemes and the external transportation system, and shall phase the development of the community accordingly.

(j) Where a school site is required within a neighbourhood, cost-sharing arrangements may be made between the owners to ensure that the lands required for school purposes are available to the satisfaction of the appropriate school board.

13.0 Non-Conforming Uses

- (a) Any land, building or structure lawfully used for a purpose prohibited by a restricted area by-law on the day of the passing of the by-law is termed "a non-conforming use".
- (b) In principle, non-conforming uses within the planning area shall not be extended and should eventually cease to exist. The land affected should revert to a use that conforms to this Plan, and to the provisions of the implementing Zoning By-law. However, in cases where refusal to permit the expansion of a non-conforming use would create undue hardship, limited extension or enlargement of such a use may be permitted consistent with the policies of this Plan for that type of use.
- (c) The Town may amend a restricted area by-law so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law and/or which does not conform to the provisions of this Plan, provided:
 - (i) that such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed; and
 - (ii) that the extension or enlargement of the non-conforming use will not adversely affect the welfare of the community in which it is located.
- (d) In considering an application for the extension or enlargement of a non-conforming use, the Town shall determine if it is not possible to relocate such a use in a place where it will conform to the designated land use. Council may then consider an application for an amendment to the Zoning By-law pursuant to the Planning Act.
- (e) An application for an amendment shall be processed in accordance with the provisions of the Planning Act. Before passing such a by-law, Council shall be satisfied that the following requirements or any of them, as considered relevant to each specific application, will be fulfilled in order to safeguard the wider interests of the general public:
 - (i) That the proposed expansion or enlargement of the established non-conforming use shall not unduly aggravate the situation created by the existence of the

use, especially in regard to the requirements of the Zoning By-law applying to the area;

- (ii) That the characteristics of the non-conforming use and the proposed extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, and traffic-generating capacity. No amendment to the zoning by-law shall be made if one or more of such nuisance factors will be created or increased so as to add to the incompatibility of the use with the surrounding area;
- (iii) That the neighbouring conforming uses will be protected where necessary by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the established non-conforming use in order to improve its compatibility with the surrounding area;
- (iv) That in all cases where an existing non-conforming use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the non-conforming use, especially where public health and welfare are directly affected.

14.0 Interpretation

- (a) The boundaries between the land use designations shown on Schedules 'A' and 'B', are approximate, except where they coincide with arterial roads, railway lines, valley lands within the open space designations, 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.

- (b) The location of the collector road system is approximate, and minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.

APPENDIX 1

Road Standards

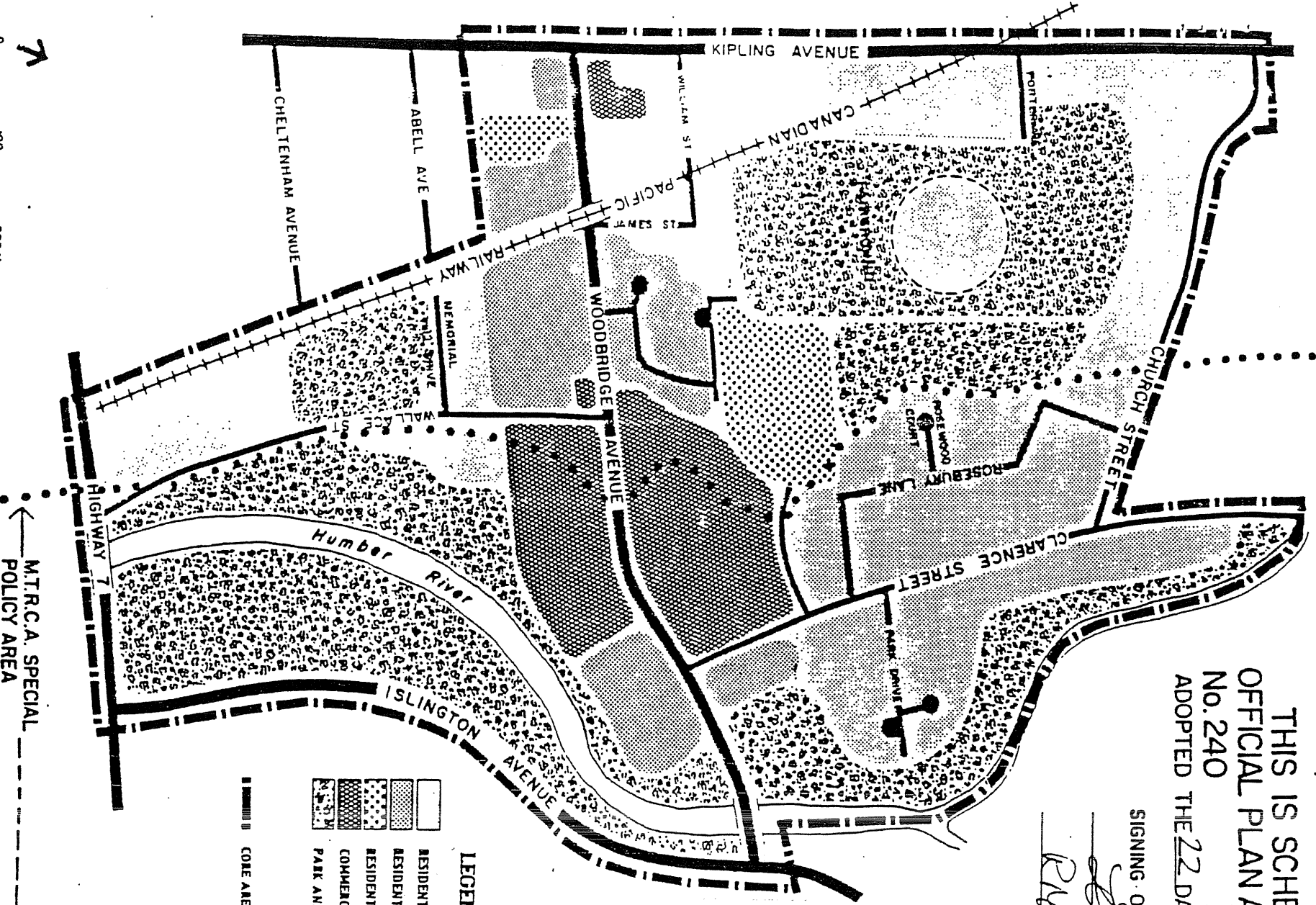
<u>Classification</u>	<u>Right-of-Way</u>
5-Lane Arterial	35m
4-Lane Arterial	30m
Collector	26m
Industrial	23m
Residential Feeder	23m
Residential	20m
Local (cul-de-sac)	18m

M.T.R.C.A. SPECIAL
POLICY AREA







THIS IS SCHEDULE 'B' TO
OFFICIAL PLAN AMENDMENT
No. 240
ADOPTED THE 22 DAY OF June 1991

SIGNING OFFICERS

[Signature]
MAYOR
[Signature]
DEP. CLERK



LEGEND

-  RESIDENTIAL LOW DENSITY
-  RESIDENTIAL MED IUM DENSITY
-  RESIDENTIAL HIGH DENSITY
-  COMMERCIAL
-  PARK AND RECREATION
-  CORE AREA BOUNDARY

NOTE: THIS PLAN FORMS PART OF THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA AND MUST
BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

M.T.R.C.A. SPECIAL
POLICY AREA

CONCESSION 8

CONCESSION 7

CONCESSION 6

THIS IS SCHEDULE "A"
TO AMENDMENT NO. 240
ADOPTED THE 22 DAY OF JUN

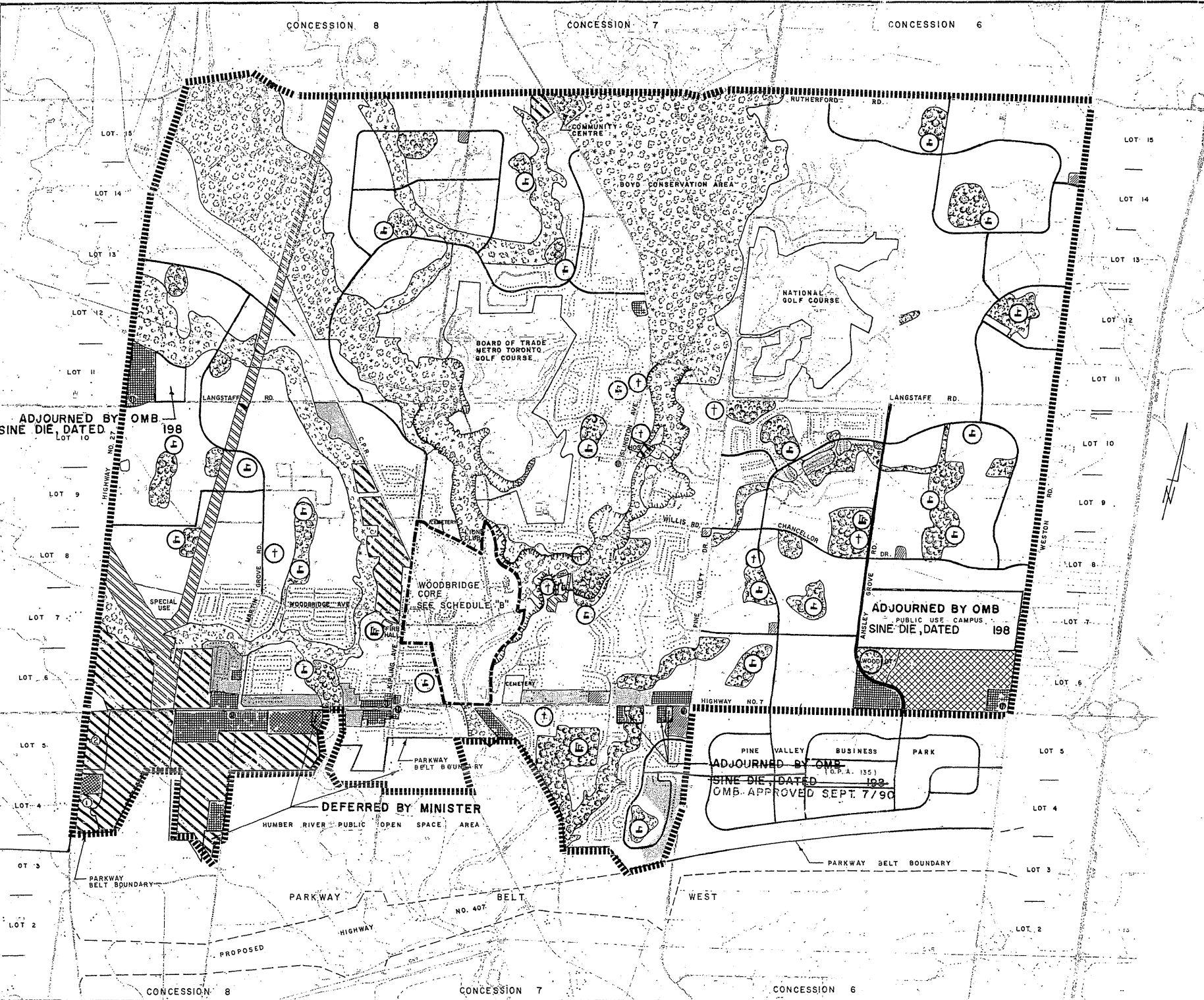
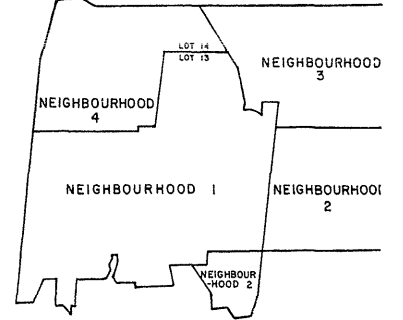
L.D. JACKSON
MAYOR
R.M. PRENTICE
DEPUTY CLERK

LEGEND

- [Symbol] LOW DENSITY RESIDENTIAL
 - [Symbol] MEDIUM DENSITY RESIDENTIAL
 - [Symbol] HIGH DENSITY RESIDENTIAL
 - [Symbol] COMMUNITY COMMERCIAL
 - [Symbol] LOCAL CONVENIENCE COMMERCIAL
 - [Symbol] GENERAL COMMERCIAL
 - [Symbol] SERVICE STATION
 - [Symbol] SERVICE COMMERCIAL
 - [Symbol] INDUSTRIAL
 - [Symbol] UTILITY
 - [Symbol] OPEN SPACE
 - [Symbol] DRAINAGE TRIBUTARY
 - [Symbol] CHURCH
 - [Symbol] SPECIAL USE
 - [Symbol] CONSERVATION AUTHORITY FLOODLIN
 - [Symbol] ELEMENTARY SCHOOL
 - [Symbol] SECONDARY SCHOOL
 - [Symbol] BOUNDARY OF WOODBRIDGE CORE - SEE SCHEDULE "B"
 - [Symbol] BOUNDARY OF WOODBRIDGE COMMUNITY
 - [Symbol] PARKWAY BELT BOUNDARY
- SCALE: 0 500 1000 m

WOODBRIDGE COMMUNITY

NEIGHBOURHOOD KEY



ADJOURNED BY OMB
SINE DIE, DATED 198

ADJOURNED BY OMB
PUBLIC USE CAMPUS
SINE DIE, DATED 198







ADJOURNED BY OMB
SINE DIE, DATED 199
OMB APPROVED SEPT. 7/90

DEFERRED BY MINISTER

**WOODBRIIDGE C
SCHEDULE 'C'
OFFICIAL PLAN**

SCALE: 0 500

LEGEND

-  PROVINCIAL HIGHWAY
-  5-LANE ARTERIAL
-  4-LANE ARTERIAL
-  COLLECTOR
-  RESIDENTIAL FEEDER
-  AMENDMENT AREA BOUNDARY

**THIS IS SCHEDULE
TO AMENDMENT N
ADOPTED THIS 22 DA
SIGNING OFFICERS**

L.D. JACKSON

R.M. PRENTICE
DEP

