

PART B – DETAILS OF THE PLAN

1.0 INTRODUCTION AND INTERPRETATION OF THE PLAN

1.1 Introduction

This Woodbridge Centre Secondary Plan provides land use, urban design, and environmental policies for the area which was the subject of the Woodbridge Focused Area Study, within the general framework of Volume 1 of the City Official Plan. The Secondary Plan provides the greater detail needed to guide future development in the Woodbridge Centre, given this area's important role as a local centre and a Heritage Conservation District.

1.2 Location

See Section 1.1 of Part A and refer to Schedule 1 - Policy Areas in Part C of this Plan.

2.0 PRINCIPLES AND OBJECTIVES

1. ***To Foster a Sense of Place:*** Development shall contribute to a defined identity and “a sense of place” for the Woodbridge Centre and shall be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of land uses.
2. ***Protect Heritage Resources:*** All new development shall respect the area's natural and cultural heritage assets and shall contribute to its heritage character, including its forests and river valleys, its landscapes and streetscapes, and its buildings and structures.
3. ***Provide a Mix of Uses:*** The Woodbridge Centre shall accommodate and encourage a mix of uses to support a vibrant community and healthy economy.
4. ***Achieve a Critical Mass:*** Islington Avenue and Woodbridge Avenue should provide the opportunity for residential and employment intensification where appropriate, and support their role and function as vibrant neighbourhoods within the City of Vaughan.

5. ***Achieve a High Quality Built Form:*** New development shall contribute to the defined identity of the area and ensure high quality design standards for architecture and built form.
6. ***Establish a Central Community Amenity within the Core:*** Strengthen Market Lane as the core public amenity area and community focus where pedestrians can gather for social functions and community events.
7. ***Create a Supportive Transportation Network:*** The design of the transportation network should support the expected levels of development and a range of users, including pedestrians, cyclists, public transit, and private vehicles.
8. ***Protect Natural Heritage, Views, and Environmental Features:*** The Plan area is defined by its forests and river valleys. These environmental features and natural heritage have shaped the identity and character of Woodbridge and are to be preserved.
9. ***Enhance and expand the Green Environment:*** Parks and open spaces shall be connected, and additional park land/trails introduced where appropriate.
10. ***To provide updated mapping and policies for the Special Policy Area (SPA) consistent with current Provincial, Regional, and City policy and in consultation with the TRCA.***

3.0 THE VISION FOR THE CHARACTER AREAS

3.1 Woodbridge Commercial Core

The Woodbridge Commercial Core is the historical commercial centre of the community and is focused along Woodbridge Avenue, from Kipling Avenue to Islington Avenue, and includes the Market Lane Public Square as shown on Schedule 5: Distinct Character Areas. The vision for the core is that it develops as a vibrant local centre with a strong animated commercial frontage along Woodbridge Avenue and around the Market Lane Public Square, the designated community gathering place. The Plan focuses residential intensification within the Core to create a critical population mass to support the existing and proposed commercial uses and community amenities.

1. The vision for the Commercial Core seeks to:
 - a. create a pedestrian oriented, animated and distinct area;
 - b. enhance the commercial street – Woodbridge Avenue;
 - c. create a community hub – Market Lane;
 - d. improve the public realm – create one that is walkable, connected, and accessible; and
 - e. establish a streetscape plan that enhances the avenue and is in keeping with the quality of place established for Kipling Avenue.

2. The vision for Market Lane specifically, seeks to:
 - a. create a mixed-use community destination and landmark, with defined open spaces and animated at-grade uses;
 - b. encourage a fine network of pedestrian connections that are linked to existing and proposed trails, neighbourhoods, and open spaces;
 - c. create flexible and inviting open spaces – to be used year-round, on a daily basis and in all four seasons;
 - d. protect, enhance, and transition from all contributing heritage buildings in accordance with the WHCD policies;
 - e. allow public/private land exchange opportunities to optimize development potential and configuration of the land; and
 - f. create a pedestrian priority zone with minimized surface parking, below grade parking and consolidated servicing access.

3.2 Islington Avenue Corridor

Islington Avenue combines a vibrant transportation corridor, with significant environmental features – the Humber River Valley – and noteworthy heritage resources – bridges, buildings, and landscapes. The distinct vision is of a reinvigorated avenue that conserves natural and heritage resources, improves the pedestrian realm, and enhances and connects the open space system.

1. The vision for Islington Avenue seeks to:
 - a. create a more walkable, pedestrian-friendly avenue;

- b. protect and enhance the heritage character and resources, such as heritage buildings, Regionally Significant Forests, and the Environmentally Significant Areas;
- c. provide a diversity of land uses, densities, and house forms that enhance and define the character of the area;
- d. maintain the healthy neighbourhoods and distinct neighbourhood characteristics, such as the deep frontyard setbacks, forest landscape setting, and access to open spaces; and
- e. ensure a multi-modal, transit friendly corridor by providing frequent and accessible transit service and amenities, bike lanes, sidewalks, and street furniture.

3.3 Stable Residential Neighbourhoods

The stable residential neighbourhoods are mainly characterized by old and new single family houses, with deep frontyard setbacks, tucked into a forested landscape setting. The residential streets are quiet, well connected, accessible and walkable, and are typically lined with healthy, mature trees. Many of the neighbourhoods, which are within or adjacent to the valley, are characterized by the rolling topography, and are in close proximity to large open spaces and heritage landscape resources, and have excellent views to the open spaces.

1. The vision for the Stable Residential Neighbourhoods seeks to:
 - a. respect and conserve adjacent heritage fabric and landscapes;
 - b. improve the “green” character of the neighbourhood by enhancing existing heritage forests with additional tree planting and landscaping;
 - c. protect significant views and connections to open spaces; and
 - d. respect the distinct setbacks, heritage styles, and natural topography.

4.0 LAND USE DESIGNATIONS

1. General Land Use Policies for the Woodbridge Centre Secondary Plan Area.
 - a. All buildings, structures and streetscapes identified as contributing historical structures or features within the Woodbridge Heritage Conservation District Plan, shall be protected in accordance with the Plan, and incorporated into new development in accordance with the Transitional Design Guidelines of the Heritage Conservation District Plan.
 - b. Proposed buildings shall be designed in a manner that is complementary to the overall heritage character of the area and in keeping with the policies and guidelines of the Woodbridge Heritage Conservation District Plan.
 - c. All development adjacent to the CPR line shall ensure that adequate environmental and safety features are incorporated into the design and location of buildings. The City of Vaughan will require evidence that appropriate abatement or control measures satisfactory to the Ministry of Environment, and any other agency having jurisdiction will be provided.
 - d. To ensure maximum utilization and presence in the community, high intensity open spaces such as public squares shall be fronted by animated uses with a high level of transparency, such as restaurants, cafés and market venues.

4.1 Land Use Policy Specific to the Woodbridge Commercial Core

The Woodbridge Commercial Core comprises the area generally bounded by Kipling Avenue to the west and Islington Avenue to the east, located on or in close proximity to Woodbridge Avenue and Market Lane. The boundary of the Woodbridge Commercial Core is identified on Schedule 5 - Distinct Character Areas.

4.1.1 General Land Use Policies

1. Existing parking lots located adjacent to Woodbridge Avenue are encouraged to be phased out over time either through redevelopment or conversion of these parking areas to other uses such as landscaped areas, cafes, or patios.

2. Development shall be designed to minimize the impacts from the commercial uses including noise, vibration, security, odours, and lighting, on any residential uses that form part of the development.

4.1.2 Residential Policies

Low-Rise Residential (1)

1. In areas designated on Schedule 1 as Low-Rise Residential (1), the following policies shall apply:
 - a. Low-Rise Residential (1) areas shall consist of house-form buildings in a low-rise form no greater than 3 storeys.
 - b. The following uses shall be permitted in areas designated as Low-Rise Residential (1):
 - i. Residential units;
 - ii. Parks and Open Spaces;
 - iii. Private Home Daycare for a maximum five (5) children; and
 - iv. Home Occupations.
 - c. The following Building Types are permitted in areas designated as Low-Rise Residential (1):
 - i. Detached House;
 - ii. Semi-Detached House;
 - iii. Townhouses;
 - iv. Stacked Townhouse; and
 - v. Multi-unit Residential Buildings.
 - d. Density: The maximum density permitted in the Low-Rise Residential (1) area is an FSI of 0.5.
 - e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (1) designation shall be 50%.

Low-Rise Mixed-Use

2. In areas designated on Schedule 2 as Low-Rise Mixed-Use, the following policies shall apply:

- a. Low-Rise Mixed-Use areas shall consist of integrated commercial and residential buildings with the commercial uses located at grade level. The minimum building heights shall be 2-storeys, and the maximum 4-storeys.
- b. Notwithstanding Section 9.2.2.2 b) of Volume 1, the following uses shall be permitted in areas designated as Low-Rise Mixed-Use:
 - i. Residential Units;
 - ii. Small-scale Community Facilities;
 - iii. Parks and Open Spaces;
 - iv. Cultural Uses, including commercial galleries;
 - v. Day Care;
 - vi. Retail Uses;
 - vii. Small-scale Hotels;
 - viii. Restaurants;
 - ix. Office Uses; and
 - x. Home Occupations.
- c. Notwithstanding Section 9.2.2.2 f) of Volume 1, the following Building Types are permitted in areas designated Low-Rise Mixed-Use:
 - i. Multi-unit Mixed-use Buildings;
 - ii. Townhouses; and
 - iii. Stacked Townhouse.
- d. Density: The maximum density permitted in the Low-Rise Mixed-Use designation shall be an FSI ranging from 0.5 to 1.7. See Schedule 3 - Density Plan for maximum permitted FSI on specific lots.
- e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Mixed-Use areas shall be 50%.
- f. Stand alone commercial or residential uses shall not be permitted fronting onto Woodbridge Avenue or Market Lane Public Square.
- g. Stand alone residential uses shall be permitted at the rear of lots which are deep enough to accommodate buildings behind those fronting onto Woodbridge Avenue and Market Lane Public Square.

Mid-Rise Residential

3. In areas designated on Schedule 2 as Mid-Rise Residential, the following policies shall apply:
 - a. Mid-Rise Residential areas shall consist of house-form buildings with a minimum height of 2-storeys and a maximum height of 6-storeys.
 - b. Notwithstanding Section 9.2.2.3 b) of Volume 1, the following uses shall be permitted in areas designated as Mid-Rise Residential:
 - i. Residential Units;
 - ii. Parks and Open Spaces; and
 - iii. Home Occupations.
 - c. Notwithstanding Section 9.2.2.3 d) of Volume 1, the following building types are permitted in areas designated as Mid-Rise Residential:
 - i. Townhouses;
 - ii. Stacked Townhouse; and
 - iii. Multi-unit Residential Buildings.
 - d. Density: The maximum density permitted in Mid-Rise Residential areas shall be an FSI of 2.0.
 - e. Lot Coverage: The maximum lot coverage permitted in the Mid-Rise Residential designation shall be 50%.

Mid-Rise Mixed-Use

4. In areas designated on Schedule 2 as Mid-Rise Mixed-Use, the following policies shall apply:
 - a. Mid-Rise Mixed-Use areas shall consist of integrated commercial and residential building forms, with the commercial uses located at grade level. The minimum height of buildings shall be 2-storeys, and the maximum 6-storeys.
 - b. Notwithstanding Section 9.2.2.4 b) of Volume 1, the following uses shall be permitted in areas designated as Mid-Rise Mixed-Use:

- i. Residential Units;
 - ii. Community Facilities;
 - iii. Parks and Open Spaces;
 - iv. Cultural Uses, including Commercial Galleries;
 - v. Retail Uses;
 - vi. Small-scale Hotels;
 - vii. Restaurants;
 - viii. Office Uses;
 - ix. Home Occupation; and
 - x. Fitness Clubs.
- c. Notwithstanding Section 9.2.2.4 f) of Volume 1, the following Building Types are permitted in areas designated Mid-Rise Mixed-Use:
- i. Stacked Townhouses; and
 - ii. Multi-unit Mixed-use Buildings.
- d. Density: The maximum density permitted in Mid-Rise Mixed-Use areas shall be an FSI of 2.0.
- e. Lot Coverage: The maximum lot coverage permitted in the Mid-Rise Mixed-Use designation shall be 50%.
- f. Stand alone commercial or residential uses shall not be permitted fronting onto Woodbridge Avenue or Market Lane Public Square.
- g. Stand alone residential uses shall be permitted at the rear of lots which are deep enough to accommodate buildings behind those fronting onto Woodbridge Avenue and Market Lane Public Square.

Site-Specific Policies

5. The following Site-Specific Policies shall apply:
- a. Northeast corner of Woodbridge Avenue and Clarence Street designated Low-Rise Mixed-Use and Low-Rise Residential (1)
 - i. Vehicular access to this these lands shall be restricted to a single driveway onto Clarence Street.
 - b. West side of Wallace Street South of Woodbridge Avenue designated Low-Rise Mixed-Use

- i. The significant woodlot south of Memorial Hill Park and abutting the CPR line shall be retained in any redevelopment of this area as shown on Schedule 2.
 - ii. Innovative massing and design shall be encouraged which takes advantage of the views which the site offers. Development on the Wallace Street frontage shall respect the scale and pedestrian character of the street. Parking areas and garages shall not face Wallace Street or Memorial Hill Drive.
- c. 124 – 140 Woodbridge Avenue designated Low-Rise Mixed-Use
 - i. Portions of the buildings on these lands may be considered for an increase in height to a maximum of 6-storeys, provided the proposed development conforms to the Transition Guidelines and other policies of the Woodbridge Heritage Conservation District Plan (See Schedule 4 - Building Height Maximums).
- d. 93 and 97 Woodbridge Avenue designated Mid-Rise Mixed-Use
 - i. Refer to Section 7.3.2 - Natural Hazard and SPA Policies.

4.1.3 Urban Design Policies

- 1. The location of Market Lane and the Market Lane Public Square is shown on Schedule 5 for the Woodbridge Commercial Core.
- 2. The following design policies are the result of site specific analysis undertaken for Market Lane and the Public Square, which assessed built form, massing, and density for the site.
 - a. Character of Place
 - i. Design the public square as a destination and landmark, a community focus where pedestrians can gather, stage community events and other social functions.
 - ii. Consider a design for the public square that reflects Woodbridge's history and natural systems.

- iii. Design Market Lane as a mixed-use commercial/residential area that is pedestrian-oriented, animated, accessible, and connected to the surrounding neighbourhoods and public open spaces.
- b. Connectivity
 - i. Provide a fine network of pedestrian connections to neighbourhoods and open spaces such as the Woodbridge Fairgrounds and the Humber River Valley open space.
 - ii. Connect the public square and other open spaces to the trail system.
 - iii. Buildings shall be sited and organized to encourage pedestrian passageways through the public square, with connections to Woodbridge Avenue, Clarence Street, Arbors Lane, and the Woodbridge Fairgrounds.
- c. Flexibility
 - i. Provide flexible open spaces that can be used year-round, on a daily basis, and in all seasons; and, can accommodate spontaneous and organized activities, and a variety of uses and programming.
 - ii. Programming shall be suited to community-oriented activities to encourage a critical mass to the public square and as a draw to the commercial core.
- d. Comfortable and Safe Pedestrian-Oriented Environment
 - i. Design the public square as the main urban open space with urban design treatments such as enhanced pavement surfaces, perimeter shade trees, low walls suitable for sitting, and removable furniture.
 - ii. Animate the square with at-grade commercial uses that allow for cafe/restaurant spill-over space.
 - iii. Maintain an open southern exposure to the square.

- iv. Provide weather protection such as awnings, trees, a fine grain of retail having multiple entry points.
 - v. Maintain clear, visible connections to the public square and other potential open spaces from Woodbridge Avenue, Clarence Street, and Arbors Lane.
 - vi. Include public art elements as focal points in areas such as the public square and at the gateway entrances.
 - vii. Create a residential streetscape environment for Arbors Lane and Clarence Street.
 - viii. Create an animated, commercial-oriented streetscape environment for Woodbridge Avenue in accordance with the Woodbridge Heritage Conservation District Plan.
- e. Heritage
- i. Refer to the Woodbridge Heritage Conservation District Plan for proper building transitions to heritage buildings within Market Lane.
- f. Built Form and Quality Design
- i. Buildings shall define and frame the open spaces with complimentary at-grade uses.
 - ii. New built form shall transition in height to the surrounding low density residential neighbourhood and to the public square and other potential open spaces in accordance with the corresponding Urban Design Guidelines for this Secondary Plan.
 - iii. Create built form, open space, or art landmarks to define gateways, establish a sense of place, and as a wayfinding measure.
 - iv. The form of building development should support the public square and other potential open spaces, by encouraging a critical population mass that supports day-to-day use and “eyes-on-the-open spaces”.

- v. Storefronts on Woodbridge Avenue should be oriented to the street, and experienced as a collection of small scaled retail with operable doors.
- vi. Storefronts fronting Market Lane Public Square should be oriented to the square, and experienced as a collection of small scaled retail with operable doors.
- g. Parking
 - i. The Market Lane Public Square shall be considered a pedestrian priority node. Restricted surface parking may be permitted in the public square subject to the satisfaction of the City.
 - ii. The Market Lane Public Square shall not be encumbered by underground parking structures or utilities.

4.2 Land Use Policy Specific to the Islington Avenue Corridor

The following land use policies apply to the area in the historic settlement of Pine Grove, comprising approximately 38 hectares of land fronting onto Islington Avenue, as well as some properties that have access onto Islington Avenue. Generally, the lands can be described as those lands along the Islington Avenue corridor between Langstaff Road and Woodbridge Avenue. The boundary of the Islington Avenue Corridor is identified on Schedule 5 - Distinct Character Areas.

4.2.1 General Land Use Policies

1. Residential development along Islington Avenue shall be subject to appropriate noise abatement measures. A noise report describing noise abatement measures shall be submitted to the satisfaction of the City and the Region of York.
2. Given the prominence of the Humber River in relation to the Islington Avenue corridor, applicants shall consult with the TRCA particularly regarding consistency with the guidance in the Valley and Stream Corridor Management Program.
3. All new residential development applications within the potential influence area (as defined by the Ministry of Environment), of the Hayhoe Mills industrial operation shall include environmental assessment reports in accordance with Provincial Guidelines. Where a site is determined to be

contaminated, development will not be permitted until the site has been remediated in accordance with Provincial criteria and City specifications and policies.

4. Prior to redevelopment of the Hayhoe Mills site for Commercial and Parkland uses, the Owner shall be required to submit environmental assessment reports in accordance with Provincial Guidelines. In addition, flood studies and associated further ecological review are required by the TRCA. Should the site be determined to be contaminated, development will not be permitted until the site has been remediated in accordance with Provincial criteria and City specifications and policies.

4.2.2 Residential Policies

Low-Rise Residential

1. The policies of Volume 1 of the City Official Plan, Section 9.2.2 Land Use Designations – Low-Rise Residential, shall apply to areas designated Low-Rise Residential.

Low-Rise Residential (2)

2. In areas designated on Schedule 1 as Low-Rise Residential (2), the following policies shall apply:
 - a. Low-Rise Residential (2) areas shall consist of low-rise houseform buildings with a minimum height of two-storeys and a maximum height of 3.5-storeys.
 - b. The following uses shall be permitted in areas designated as Low-Rise Residential (2):
 - i. Residential Units;
 - ii. Parks and Open Spaces;
 - iii. Small-scale Community Facilities;
 - iv. Places of Worship;
 - v. Daycare, provided they are located with a school, place of worship or Community Centre;
 - vi. Home Occupations; and
 - vii. Public Safety Services.

- c. The following Building Types are permitted in areas designated as Low-Rise Residential (2):
 - i. Townhouse;
 - ii. Stacked Townhouses;
 - iii. Low-Rise Buildings, and
 - iv. Public/Institutional Buildings.
- d. Density: The maximum density permitted in the Low-Rise Residential (2) designation shall be an FSI of 0.5.
- e. Notwithstanding the maximum densities permitted on lands designated Low-Rise Residential (2), a maximum additional bonus density of 0.5 FSI may be permitted, subject to the policies identified in Section 10.1.2.8 - Bonuses for Increases in Height or Density, of Volume 1 of the Official Plan.
- f. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (2) designation shall be 50%.

Low-Rise Residential (3)

- 3. In areas designated on Schedule 1 as Low-Rise Residential (3), the following policies shall apply:
 - a. Low-Rise Residential (3) areas shall consist of low-rise buildings with a minimum height of 2-storeys and a maximum height of 5-storeys.
 - b. The following uses shall be permitted in areas designated as Low-Rise Residential (3):
 - i. Residential Units;
 - ii. Parks and Open Spaces;
 - iii. Small-scale Community Facilities;
 - iv. Places of Worship; and
 - v. Daycare, provided they are located within a school, place of worship or Community Centre.
 - c. The following Building Types are permitted in areas designated as Low-Rise Residential (3):
 - i. Townhouses;

- ii. Stacked Townhouses;
 - iii. Low-Rise Buildings; and
 - iv. Public/Institutional Buildings.
- d. Density: The maximum density permitted in the Low-Rise Residential (3) designation shall be an FSI of 1.0.
 - e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (3) designation shall be 50%.

4.2.3 Commercial Policies

Commercial Mixed-Use (1)

- 1. In areas designated on Schedule 1 as Commercial Mixed-Use (1), the following policies shall apply:
 - a. Commercial Mixed-Use (1) areas shall consist of predominantly commercial buildings that allow for a variety of business uses to occur in close proximity to each other. The minimum building height shall be 2-storeys, and the maximum 3-storeys (see Schedule 4 for specific area height maximums).
 - b. The following uses shall be permitted in areas designated as Commercial Mixed-Use (1):
 - i. Small-scale Office Uses;
 - ii. Retail Uses;
 - iii. Parks and Open Space;
 - iv. Restaurants;
 - v. Cultural and Social Facilities; and
 - vi. Community Facilities.
 - c. The following Building Types are permitted in areas designated as Commercial Mixed-Use (1):
 - i. Multi-Unit Commercial Buildings;
 - ii. Public Buildings.
 - d. The maximum lot coverage permitted in the Commercial Mixed-Use areas shall be 60%.

Gas Stations

1. The policies of Volume 1 of the City Official Plan, Section 9.2.3 Building Types and Development Criteria – Gas Stations, shall apply.

4.2.4 Urban Design Policies

The Urban Design policies contained within this section provide design direction for new development specific to the Islington Avenue Corridor within the Secondary Plan area. General Urban Design Guidelines have been created as a corresponding document to this Secondary Plan, which will provide further detail to guide new development. All new development shall be reviewed and considered within the context of these policies and the corresponding Urban Design Guidelines for this Secondary Plan.

1. A minimum 7.5 metre and a maximum 10 metre building setback from the right-of-way are required along Islington Avenue to be in keeping with the existing characteristic deep setbacks along the avenue. The deep setback provides an opportunity for private landscape enhancements and “greening of the avenue”, which is encouraged through density bonusing criteria outlined in Section 10.1.2 in Volume 1 of the Official Plan.
2. A continuous double row of street trees shall be planted along Islington Avenue, taking advantage of the deep setbacks, to visually narrow the width of the corridor and extend the wooded character of the area. Any streetscaping shall be part of a cohesive overall streetscape master plan for the Woodbridge Centre Secondary Plan, building on the Streetscape Master Plan established for the Kipling Avenue Corridor.
3. Views to the river valley shall be protected. Deep sideyard setbacks that are characteristic of the area, shall be maintained.
4. Additional frontyard driveway access onto Islington Avenue is discouraged for any new development. Parking access shall be provided in the back of buildings via a lane, where possible.
5. Encourage the protection and enhancement of the remaining single family residential pockets of distinct cottage heritage character, as shown on Schedule 5 - Distinct Character Areas. These areas are characterized as being “nestled” within a forested landscape, (most of which are Regionally Significant Forests and Environmentally Significant Areas) and typically have deep building setback conditions. Any development of these properties shall protect and enhance the forested landscape in

6. Protect the existing heritage landscape resources. All new development shall respect the Regionally Significant Forests, and the Environmentally Significant Areas as identified in Section 7.0 Environmental Policies of this Plan, and the Natural Heritage policies of Section 3.0 and 6.0 in Volume 1 of the Official Plan.
7. Encourage a multi-modal, transit-friendly corridor that includes transit service and amenities, bike lanes (in accordance with the Pedestrian and Bicycle Master Plan), sidewalks, and street furniture.
8. Create easy access to new parks and trails, especially for neighbourhoods east and west of Islington Avenue.
9. The northeast corner of Islington Avenue and Davidson Drive, where the local trail connects to the Inter-Regional Trail System, shall include seating opportunities and signage for both local and regional trails (see Schedule 7 or Schedule 8 for the location of the area, identified as a Trail Head or Gateway).
10. Protect the stable residential neighbourhoods west of Islington Avenue. Preserve their unique built form character: development within a mature wooded context, spacious front and side-yards, connections to the valley and golf course via the trail system, a coherent mix of architectural styles and house forms.

5.0 URBAN FORM

5.1 Block Pattern, Street Network, and Linkages

Achieving a permeable block system and a fine network of vehicular and pedestrian connections, to create complete and accessible neighbourhoods within the Woodbridge Centre area, is desirable. As well, establishing new access points and linkages to main streets, parks, public amenities, and new residential development is an integral component in the development of the Secondary Plan area and in shifting the existing vehicular oriented transportation system to a pedestrian oriented, multi-modal system.

A detailed streetscape design shall be undertaken for Islington Avenue, Woodbridge Avenue, Clarence Street, and the Highway 7/Islington Avenue intersection to complete a Detailed Streetscape Master Plan for the entire

Woodbridge Centre Secondary Plan area. Every street, as shown on Schedule 8, shall be designed to accommodate street trees, to give streets a unity of form, to provide a human scale and pedestrian friendly environment, and to contribute to the beauty and ecology of the area.

Additional detail design review and input by various agencies shall be undertaken to assess the recommendations of a Streetscape Master Plan, such as the Vaughan Fire Department (VFRS) and Public Works and Emergency Services, to ensure that consideration for road safety, servicing, and access are being met. Coordinated improvements to the streetscape shall be promoted with:

- a. coordinated street tree planting with native species;
- b. coordinated paving patterns/detail strips that are permeable and allow for groundwater infiltration;
- c. continuous tree canopy where possible to visually narrow the width of the streets; and
- d. coordinated lighting design and street furniture.

The following are key streets that need additional consideration within this Secondary Plan.

5.1.1 Clarence Street and Woodbridge Avenue

Clarence Street and Woodbridge Avenue are the two main collector streets within the Woodbridge Centre area, and are defined by their predominant heritage fabric.

1. Clarence Street

The following policies shall apply:

- a. The existing Clarence Street paved road width shall remain at its current 9 metres between Woodbridge Avenue and Mounsey Street to conserve and protect the historic location and setback of heritage contributing properties.
- b. The heritage character of Clarence Street shall be maintained in accordance with the Woodbridge Heritage Conservation District Plan, functioning as a tight pedestrian oriented residential street.

- c. Clarence Street shall be designed and managed to provide pedestrians with an attractive, safe, and walkable connection to major open spaces and trails, and to the neighbourhoods.
- d. The feasibility of a continuous sidewalk from Woodbridge Avenue to Meeting House Road shall be considered for the west side of Clarence Street.
- e. The City of Vaughan's Pedestrian and Bicycle Master Plan identifies Clarence Street as a bike route and a street with key pedestrian movement. A signed bike route may be feasible within the existing right-of-way.
- f. On-street parking may not be feasible at the 16 metre right-of-way pinch point, but shall be considered along the balance of Clarence Avenue where feasible.
- g. Opportunities for landscaping shall be considered within the deep building setbacks on the west side.

2. Woodbridge Avenue

Woodbridge Avenue has a mixed-use main street character with commercial uses permitted along the avenue, from the Kipling Avenue intersection to the Islington Avenue intersection. Storefronts open directly onto the sidewalk and provide pedestrians with a variety of commercial destinations. Buildings are often built with zero (or minimum) setbacks.

The following policies shall apply:

- a. The existing Woodbridge Avenue paved road width shall remain at its current 10 metres (at the most narrow point) to 14 metres (at the widest point), to conserve and protect the historic location and zero setback of some of the heritage contributing properties. New development adjacent to heritage contributing buildings must comply with the Street Wall Setbacks Guidelines of the Woodbridge Heritage Conservation District Plan.
- b. The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line.

- c. Storefronts must be oriented towards the street and should be experienced as a collection of small scaled retail, with operable doors. All entrances to storefronts shall be at the sidewalk level.

5.1.2 Islington Avenue

Islington Avenue has a “village street” character, with an eclectic mix of house forms, densities and uses. The R.O.W. along Islington Avenue ranges from 23-36 metres. The R.O.W. is reduced to 23 metres in the “Village” section along the avenue, from Davidson Drive to Hayhoe Lane. The following policies shall apply:

1. The existing 23 metre right-of-way portion of the Avenue should be maintained to protect the tight heritage village street character.
2. The heritage character of this street shall be emphasized and enhanced, and the streetscape designed to attract a greater pedestrian presence.
3. The existing street tree canopy shall be enhanced along the entire avenue to enforce the “green character” of the area. The opportunity for a double row of street trees is encouraged, taking advantage of the deep setbacks, to create a continuous overhead canopy. The right-of-way shall accommodate a generous pedestrian zone with wide sidewalks and street furnishing within the boulevard.

5.1.3 Highway 7/Islington Avenue Intersection

The focus for the Highway 7/Islington Avenue intersection is to establish a more pedestrian friendly streetscape environment and to create an improved southerly gateway.

1. Opportunities to visually reduce the wide intersection and paving shall be considered such as enhanced streetscaping, street tree planting, special landscape paving, public art, and signage to create a more pedestrian friendly intersection.
2. Improved at grade conditions at the frontages of the existing buildings on the south west corner shall be considered, as well as the implementation of trail connections to the south river valley. Such urban design measures will not negatively impact the SPA with respect to flood depths or flow velocities.

5.2 Pedestrian Priority Nodes

Areas that are identified as Pedestrian Priority Nodes within the Secondary Plan as shown on Schedule 8, include: Woodbridge Avenue, at the gateway entrance to Market Lane and including the Market Lane open spaces; the Woodbridge Avenue and Clarence Street intersection; and the Gamble Street and Pine Grove Road intersection.

1. In areas where a Pedestrian Priority Node has been established, priority shall be given to the pedestrian in terms of access, circulation, capacity and amenity.
2. Transportation infrastructure within these nodes should accommodate transit and bicycle facilities and amenities where possible, such as transit shelters and bike racks where applicable.
3. The street crossings should include a high level of design consideration in terms of traffic calming measures in accordance with Volume 1, Section 4.3.1.
4. Within these nodes, the location of vehicular service entrances, and parking access and egress, should be located away from the pedestrian realm to avoid interfering with pedestrian circulation and activity.
5. A higher emphasis on landscaping and pedestrian amenity shall be placed in these zones.
6. Open Space areas within these nodes shall be used for amenities that cater to the pedestrian and cyclist, and should not be used as a surface parking lot.
7. Surface parking is discouraged within, or directly adjacent to the Pedestrian Priority Nodes, however opportunities for on-street parking shall be encouraged.

5.3 Heritage Conservation

A significant part of the Woodbridge Centre area lies within the Woodbridge Heritage Conservation District as shown on Schedule 1. The Woodbridge Heritage Conservation District Plan provides guidelines to manage change within the defined district boundary, and is also a core component of this Secondary Plan. The Woodbridge Centre Secondary Plan considers that conservation of heritage resources, structures, and landscapes, is key to conserving and

enhancing an attractive and distinct urban environment that will be cherished by residents and visitors alike.

1. The management of heritage resources and/or properties within the boundary of the Woodbridge Heritage Conservation District shall adhere to the policies and guidelines of the Woodbridge Heritage Conservation District Plan.
2. Properties beyond the boundary of the Woodbridge Heritage Conservation District shall be sympathetic to the heritage character and attributes described in the Woodbridge Heritage Conservation District Plan, and provide an appropriate transition to the Woodbridge Heritage Conservation District.
3. Properties that contain heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory shall conserve the heritage character and heritage attributes identified as part of the Cultural Services Designation Report.
4. Properties that are adjacent or near heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory, shall be sympathetic to the heritage character and attributes identified as part of the Designation Report. In addition, the City of Vaughan may require that a development application be reviewed by a heritage architect as part of or separate from a Design Review Panel, such that the new development be appropriately sympathetic.
5. Notwithstanding the above, the City of Vaughan may require a Heritage Impact Assessment as part of the application process for any municipal approval including new construction, renovation or demolition of a structure or landscape. The City of Vaughan may also require a Conservation Plan secured by a letter of credit, as part of any municipal approval, for properties where heritage resources have been identified either as part of the City of Vaughan Heritage Inventory, as part of the Woodbridge Heritage Conservation District, or as a result of the Heritage Impact Assessment.

6.0 PARKS AND OPEN SPACE FRAMEWORK

6.1 Open Spaces

The hierarchy of parks within this Secondary Plan as shown on Schedule 6 - Parks and Open Space, shall be considered comprehensively and in conjunction with the trails network to ensure accessibility and an efficient use of recreational space that can meet the demands of a growing, diverse community, taking advantage of all aspects of open space, ranging from the valley system to the more urban public realm, such as sidewalks and streets. The management and operation of the open space system will seek to include small open spaces such as public squares and greenways between them as part of its inventory, and as part of its programming.

6.1.1 The Humber River Valley Open Space

1. The Humber River Valley shall be protected and conserved in accordance with Section 6.3 (Cultural Heritage Landscapes), the natural heritage policies of Chapter 3 of Volume 1 of the Official Plan, and applicable provisions of the Valley and Stream Corridor Management Program and Regulation 166/06 under the Conservation Authorities Act, in consultation with the TRCA.
2. The existing mature tree canopy shall be protected and enhanced at every opportunity, especially in areas where residential development is being proposed. Any form of enhancement to the natural system within TRCA jurisdiction shall be undertaken in accordance with the TRCA's programs and policies (Ontario Regulation 166/06, the Valley and Stream Corridor Management Program and the Terrestrial Natural Heritage System Strategy).
3. Additional trails shall be considered in the Humber River Valley and parks, providing opportunities to experience views of key features and destinations within the system as well as providing opportunities to travel to and from the various neighbourhoods.
4. Provide visible wayfinding signage at entrances and throughout the valley system as a means of protecting the flora and fauna. The signage should identify the trail system, parks, programs, park features and permitted uses. Trail-heads and access points to the valley and parks should be clearly defined and signed from the street.
5. Bike parking racks should be provided at the entrance to the valley trails, and along the main streets that border the valley parks where possible.

6.1.2 The District Parks

1. As the largest recreational amenity for the area, Doctors MacLean District Park should be considered for opportunities to diversify the active and passive recreational uses for the area with some concentrated low impact interventions, such as a natural outdoor staging area – eg. “Shakespeare in the Park”, lawn bocce, or creative nature oriented kids play areas, in areas that would have minimal impact on the natural environment and the surrounding neighbourhoods.
2. Opportunities for a small-scaled multi-purpose cultural facility, such as a heritage interpretation building or a nature centre that can accommodate school programs or children’s activities, should be considered in Doctors MacLean District Park in consultation with the TRCA and other environmental agencies. Only environmentally sensitive implementation and built form should be considered.
3. Although recommended in this Plan for additional active and passive recreation, the priority for Doctors MacLean District Park shall be conservation and preservation of the natural heritage resource as part of the Humber River Valley System.
4. The District Parks within the valley system that function primarily as active parks, such as Nort Johnston District Park shall be “flexible to accommodate a variety of recreational and athletic interests”, as defined in Section 7.3.1 in Volume 1 of the Official Plan.
5. Existing active park uses and programs within Nort Johnston Park shall be assessed in terms of meeting current and future community recreational demands and accommodating new uses.

6.1.3 Neighbourhood Parks

Most of the existing and proposed neighbourhood parks within the Woodbridge Centre are less than 1.0 hectare, which is below the minimum size requirement identified in Volume 1 of the Official Plan, due to limited opportunities to acquire larger neighbourhood parks.

1. All existing and proposed Neighbourhood Parks identified within the Woodbridge Centre shall be connected where possible to other open spaces and recreational amenities via a trail system.

6.1.4 Public Squares

A complete open space system includes large and small open spaces. Large open spaces are effective at attracting a significant amount of users, from a large catchment area. Small open spaces are necessary to enliven the day-to-day life and activities of local areas: neighbourhoods, schools, and places of work and of gathering. Small open spaces include public squares, but in urban areas, can also constitute areas within the street right-of-way, forecourts, and courtyards.

1. Smaller parks augment the parks and public realm. These open spaces shall function in accordance with Section 7.3.1 Parks and Open Space Types in Volume 1, as opportunities to “accommodate a range of neighbourhood-oriented social opportunities”.
2. To ensure maximum utilization and presence in the community, public squares shall be fronted by animated uses with a high level of transparency, such as restaurants, cafés and market venues.
3. To ensure maximum utilization of open space, the pavement treatment from the public square onto the street should be extended to give the space further prominence to the square, which can be occasionally utilized for large scale events.
4. Volume 1 of the Official Plan defines Public Squares as “intensively used spaces that can accommodate a range of neighbourhood-oriented social opportunities and larger city-wide entertainment and cultural events”. In addition, these spaces should support adjacent development and address the following design policies:
 - a. public squares shall be planned as focal points;
 - b. relationships with adjacent buildings shall provide optimal sunlight penetration, skyview and wind conditions;
 - c. streetscape and buildings that abut a public square shall be designed to reinforce an interactive relationship between the open space and its adjacent land use;
 - d. buildings shall front onto a public square to create built form edges to the public space;
 - e. the landscape along the street frontage, including high canopy street trees, shall be complementary on both sides of the street;

- f. entry and access points shall be located conveniently and incorporate civic design themes;
- g. hard and soft landscape elements and features shall be of a high quality and designed to define and articulate activity areas, circulation, entry points, seating and gathering areas; and
- h. common areas such as courtyards and forecourts shall be visible and/or accessible from a street.

6.1.5 Private Open Space - The Woodbridge Fairgrounds

1. The City shall explore opportunities with the Woodbridge Fairgrounds to accommodate additional programmed activity and flexible passive recreational use, such as an outdoor skating area, and a jogging circuit, while supporting its primary mandate as a regional destination for year round recreational events.

6.2 A Connected System

The parks and open space system, as shown in Schedule 6, shall be publicly accessible and connected by a completed trail network and an enhanced, cohesive and safe public realm. In addition, the Framework will create a walkable and accessible public realm and streetscape environment, by providing new pedestrian sidewalks where needed, safer pedestrian crossings, pedestrian priority nodes and nodes of activity, continuous streetscaping on all streets, and streetscape enhancements. The Framework shall:

1. Align with the policies contained in Section 7.3.2 of Volume 1 of the Official Plan regarding the promotion of “high quality and diverse parks that provide the year round recreational needs for a variety of residents”, especially in intensification areas;
2. Implement a complete a trails network, connecting the parks and open spaces within the entire Woodbridge Centre Secondary Plan area and to adjacent parks and open spaces. In Implementing the system, the recommendations contained in the Active Together Master Plan will be recognized as well as the Pedestrian and Bicycle Master Plan trail system, trails identified in the Kipling Avenue Corridor Secondary Plan, the Woodbridge Heritage Conservation District Plan, and the regional trail system as shown on Schedule 7 - Pedestrian and Bicycle Trails Network.

3. Undertake a detailed streetscape design for Islington Avenue, Woodbridge Avenue, Clarence Street and the Highway 7/Islington Avenue intersection to complete a Detailed Streetscape Master Plan for the entire Woodbridge Centre. Every street shall be designed to accommodate street trees, to give streets a unity of form, to provide a human scale and pedestrian friendly environment, and to contribute to the beauty and ecology of the area.
4. Provide opportunities for passive recreation in the river valleys;
5. Provide opportunities to partner with institutions for joint use of recreational facilities;
6. Provide special enhanced landscape treatments to streets and intersections that function as gateways and/or are identified as pedestrian priority nodes.
7. Provide opportunities in the built form for midway connections through buildings and blocks, to open spaces and the public realm.

6.2.1 A Complete Trails Network

1. The City shall proceed with the implementation of key off-road pathways as articulated in the Pedestrian and Bicycle Master Plan Study as a high priority project. All development shall implement the requirements of the City of Vaughan's Pedestrian and Bicycle Master Plan as appropriate.
2. The new pedestrian and bicycle trail network proposed in the Woodbridge Centre Secondary Plan area shall be an enhancement of the Pedestrian and Bicycle Master Plan. All existing and proposed parks and public open spaces within the Plan Area shall be connected to, and made accessible by, the new trail network.
3. The park and open space system shall be accessible via trail heads as identified in Schedule 7. Trail access points shall be demarcated with trail signage that is in keeping with an overall vision for signage and wayfinding. TRCA shall be consulted prior to the finalization of pedestrian trail connections and access points in the valley where TRCA permit approval will be required, and any proposed trail system will need to comply with the VSCMP as well as their trail guidelines.
4. An overall comprehensive vision for wayfinding signage shall be required as part of the completed trails network.

5. Trails shall not be accepted as parkland dedication under the Planning Act, but rather as a requirement for appropriate pedestrian transportation corridors. Trails shall be considered as an essential pedestrian route in the same manner as streets and sidewalks.
6. A pedestrian trail connection currently exists (on private land) from Woodbridge Avenue to North Johnston Park across from Market Lane. This passageway provides a key link to the valley parks to the south. Wayfinding signage to clearly indicate the connection should be encouraged. Similarly, a pedestrian trail currently exists between Market Lane and the Woodbridge Fairgrounds and should be treated accordingly.
7. The trails network for the Woodbridge Centre Secondary Plan area shall be incorporated in a comprehensive Vaughan trail network, and shall be prepared and integrated into the Inter-regional Trail System proposed by the TRCA.

6.3 Views

Views are a defining characteristic of an area, and provide a significant opportunity to establish a quality urban and recreational experience. Views, as identified in the Urban Design Guidelines for this Secondary Plan, shall be protected and enhanced.

1. Views to parks open space, heritage features, and built form landmarks and gateways shall be maintained and enhanced.
2. Existing views to the river valleys shall be maintained and enhanced, and new views shall be established wherever possible, especially along the trail system.
3. Views to existing pedestrian nodes and key gathering places shall be maintained and enhanced, and new views protected for proposed places.

6.4 The Avenues – Kipling, Woodbridge and Islington

1. The Avenues shall be considered as part of the urban recreational open space system, and as a focus for beautification and enhancement of the public realm, with key pedestrian nodes, such as the Woodbridge/Kipling Avenue intersection, and the Woodbridge Avenue/Clarence Street intersection, as the main focal points of social activity.

2. The Avenues shall be defined by a cross-section that is organized to accommodate, at a minimum, enhanced landscaping and street furniture, a comfortable pedestrian walking zone, and a zone for retail and café and restaurant spill-over.

6.5 Public Art

Public art can help to establish a unique identity and can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Key locations for public art that have been identified include the Primary and Secondary Gateway Nodes as shown on Schedule 8, especially those that are defined with heritage sites, new and existing parks, and public squares. There are also opportunities to display public art in the Woodbridge Fairgrounds, in the form of a gateway treatment or as a focal point to guide views out towards the valley, or in the Hayhoe Mills parks to commemorate the heritage mill industry.

1. Public art may include memorials, statues, water features, or individual art installations and can be incorporated into buildings, infrastructure, street furniture, signage and wayfinding. It shall be located at visually prominent sites, public squares, parks, gateways, along sidewalks, at trail heads and/or in association with public and heritage buildings.
2. Art installations associated with heritage sites shall contribute to the heritage character, architecture, and quality of the heritage building and landscape.
3. Art installations associated with the valley corridors shall contribute to the quality and character of the landscape and natural system, shall not interrupt key views and vistas, and shall not be disruptive of the natural flora and fauna of the valley lands. Any art interventions within the valley systems shall be reviewed and approved by the TRCA.
4. Public art installations shall serve as accents to the public realm, as orienting devices for moving about, and as focal points in public open spaces.
5. The scale of art installations shall correspond to the visual prominence of the site.

7.0 THE ENVIRONMENT

7.1 Natural Heritage Network

The City of Vaughan Official Plan describes a Natural Heritage Network to be protected from development.

It is the policy of Council:

1. That new development and/or site alteration is prohibited in Core Features, as defined and shown on Schedule 2 in Volume 1 of the Official Plan, and as described in the policies of Section 3.2 and 3.3 of Volume 1 of the Official Plan.
2. That new development and/or site alteration on Built-up Valley Lands as described in Section 3.2.3 of Volume 1 of the Official Plan are subject to the land use designations and policies of the Woodbridge Centre Secondary Plan.
3. That where there is a conflict between the policies of Section 3.3.1 of Volume 1 of the Official Plan regarding Valley and Stream Corridors and the policies of the Woodbridge Centre Secondary Plan outside of Built-up Valley Lands, the more restrictive policies shall apply.
4. That where there is a conflict between the policies of Section 3.3.3 of Volume 1 of the Official Plan regarding Woodlands and the policies of the Woodbridge Centre Secondary Plan, the more restrictive policies shall apply.
5. That an application for development and site alteration in proximity to Regionally Significant Woodlands must be accompanied by a Tree Inventory and Vegetation Conservation Plan that demonstrates tree canopy conservation and enhancement opportunities.

7.2 Locally Important Forest Resources and Landforms

In addition to lands within the Natural Heritage Network, other natural features shall be enhanced to maintain the “community within a park setting” of Woodbridge.

It is the policy of Council:

1. That existing natural forest stands or groupings of trees shall be conserved.

2. That an application for new development and site alteration affecting a site with existing groupings of trees must be accompanied by a Tree Inventory and Vegetation Conservation Plan that demonstrates tree canopy conservation and enhancement opportunities.
3. That trees on public and private property, having a tree diameter of twenty (20) centimetres or more or having a base diameter of twenty (20) centimetres or more, must be conserved, and the requirements of the City of Vaughan Tree By-law 185-2007 as may be amended, must be adhered to.
4. That the existing natural topographic features and remnant landscape forms such as the hills, the old river beds mainly evident within the Clarence Street Character Area and Nort Johnston Park, as well as the forested hillsides of Memorial Hill Park and surrounding the Fairgrounds, that reflect and contribute to the historic landscape and character of Woodbridge, shall be preserved and maintained.
5. That the forested character should be encouraged to expand within the urban context, within the neighbourhoods and especially along streets or trail routes in order to create a continuous system of open spaces, provide a transition to the built form and ensure that Woodbridge is continuously planned as “a community within a park setting”.

7.3 Natural Hazard and Special Policy Area Policies

It is the policy of Council:

1. That where there is a conflict between the policies of this Secondary Plan and the Hazardous Lands and Flooding Hazards policies of Volume 1 of the Official Plan, the more restrictive policies apply.

Certain areas of Vaughan as shown on Schedule 9 are subject to the Special Policy Area approach to flood plain management, and recognize areas with historic development within the flood plain. Current SPA policies and boundaries are included in Chapter 3 and Schedule 8, respectively, in the Official Plan. The current SPA policies and boundaries shall remain in effect and in force until the revised SPA policies and boundaries in Section 7.3 and Schedule 9, respectively, of the Woodbridge Centre Secondary Plan have been approved by the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources.

2. Development within the Special Policy Area is permitted in accordance with the land use designations on Schedule 2 and related policies Part B – Section 4 of this Plan, subject to the following criteria, which are intended to protect the public from risks associated with flooding:
 - a. Development or redevelopment is not permitted within the floodway.
 - b. For any residential apartment building and/or commercial building, the applicant must provide an emergency response plan, prepared by a qualified professional, as part of the development application.
 - c. Safe access, or ingress and egress, for emergency vehicles and personnel shall be identified to the satisfaction of the City.
 - d. All applications for development on lands in the Special Policy Area shall be accompanied by studies, prepared by qualified professionals, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction measures and stormwater management techniques, and other information and studies as may be required by the City in consultation with the Toronto and Region Conservation Authority. Structural engineering studies, as may be required by the City in consultation with the Toronto and Region Conservation Authority, shall determine that the proposed development has been designed and will be built to withstand the depths, velocities and hydrostatic pressures associated with a Regional Storm Event.
 - e. Dry, passive flood-proofing of the habitable floor space shall be required to the level of the regulatory flood level, plus a free board of 0.3 metre (1 foot), to the extent technically feasible. Where dry passive flood-proofing may not be achieved, wet flood-proofing and/or dry, active flood-proofing measures may be considered by the City in consultation with the Toronto and Region Conservation Authority.
 - f. Development/redevelopment of new residential units in the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designations shall require that the new building and related structures are floodproofed to a minimum elevation no lower than 1 metre below the regulatory flood level, and:

- i. The habitable floor space of any new residential unit is constructed to an elevation equal to or greater than the regulatory flood level;
 - ii. Windows, doors and other building openings for any new residential unit will be located above the regulatory flood level;
 - iii. Mechanical, electrical and heating equipment for any new residential unit will be located above the regulatory flood level.
 - iv. Non-residential uses are floodproofed to a level no lower than 1 metre below the regulatory flood level.
- g. Within the Special Policy Area, parking facilities shall be designed to the satisfaction of the City and the Toronto and Region Conservation Authority so as to minimize flood damage and potential flood flow interference.
- h. Residential intensification in the *Low-Rise Residential* designation, comprising the construction of a new permitted building on an existing vacant lot, or adding an accessory building to an existing permitted building, shall be permitted provided that the new building or structure meets the height and density specifications in Section 9.2 of the Official Plan, and is dry passive, flood-proofed to the regulatory flood level; and:
 - i. The habitable floor space is constructed to an elevation equal to, or greater than the ground floor elevation of adjacent buildings, but in no case lower than the regulatory flood level;
 - ii. Mechanical, electrical and heating equipment will be located no lower than the regulatory flood level;
 - iii. Basements will only be permitted in instances where the elevation of the basement floor is greater than the elevation of one metre below the regulatory flood level. In instances where this basement floor level elevation cannot be achieved, a crawl space of a maximum height of 1.2 metres may be permitted to facilitate servicing; and
 - iv. Safe access is available to the site.

- i. Prior to development proceeding, the City in consultation with the Toronto and Region Conservation Authority shall review any proposed flood damage reduction measures that are designed and approved by a qualified professional engineer, including such matters as setbacks from the floodway, the use of fill, columns or design modifications to elevate openings in buildings and structures above the regulatory flood level, the use of water tight doors, waterproof seals at structural joints, berms/floodwalls, strengthened foundation walls, the installation of backwater valves and sump pumps.

- j. Prior to a building permit being issued by the City for construction within the Special Policy Area, a permit from the Toronto and Region Conservation Authority, pursuant to Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations with Shorelines and Watercourses) under the Conservation Authorities Act, as may be amended, will be required, subject to the following:
 - v. Building permit applications will be administered in phases, including a foundation permit; and a building permit.

 - vi. Upon completion of any foundation, the City will require a certificate from an Ontario land surveyor or a professional engineer, verifying that the habitable floor space elevation is located above the required flood level, prior to issuance of the building permit.

 - vii. Upon completion of the building or structure, the City will require a letter of compliance by a professional engineer, verifying that the flood-proofing measures have been implemented as required, and are in conformity with the policies of this Plan.

- k. Notwithstanding the above policies, in the area located west of Islington Avenue and south of Regional Road 7, and designated Commercial Mixed-Use (1), and located within the floodway, no new buildings or structures, or additions shall be permitted until these lands are removed from the floodway through remedial measures, as verified by the Toronto and Region Conservation Authority and the City of Vaughan.

material which would pose an unacceptable threat to public safety if they were to escape their normal containment.

- c. Treatment, collection or disposal of sewage.
 - d. Buildings or structures directly related to the distribution and delivery of an essential or emergency public service including police, fire, ambulance and electric power transmission.
 - e. Where the above uses are pre-existing, any application for re-development or alteration will consider a higher flood-proofing standard to the level of the Regulatory Flood plus a free board of 0.3 metres (1 foot).
5. Modifications to the boundary of the Special Policy Area as shown on Schedule 9 may be considered by the City in consultation with the Toronto and Region Conservation Authority, and subject to approval by the Province.

7.4 Sustainable Development Policies

As per Section 9.1.3 of the Official Plan, a comprehensive guidebook of sustainable development measures, or green development standards, will be made available by the City of Vaughan. It will include a range of measures in areas such as resource conservation, active transportation, development form for compact communities, and improving greenspace.

The sustainable development policies of this plan emphasize select measures to be further evaluated for inclusion in the sustainable development guidebook.

In addition to the policies in Section 9.1.3 of Volume 1 of the Official Plan, it is the policy of Council:

1. That an application for development and site alteration shall include submissions to demonstrate a treatment train hierarchy for stormwater flows.
2. That an application for significant development shall be accompanied by a water management strategy, including identification of nearby flood vulnerable areas and any effects that the development may have on the flood plain and flood flows.
3. To encourage the use of water efficient, drought resistant landscaping by:

- a. providing a minimum of 6 inches of topsoil;
 - b. installing drought resistant sod;
 - c. providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species; and
 - d. installing permeable driveway surfaces.
4. That an application for development and site alteration shall be accompanied by a report that demonstrates removal of 80% of total suspended solids from stormwater flows.
 5. That stormwater management plans should identify alternate measures to retain and evaporate stormwater where infiltration opportunities are limited.
 6. That Low Impact Development measures are encouraged for water quality improvements and/or enhanced infiltration.
 7. That new development shall be designed to maximize solar gains and be constructed in a manner that facilitates future solar installations (i.e. solar ready, through inclusion of conduits and chases from attic to basement allowing for future plumbing and/or electrical installation).
 8. That an application for development and site alteration shall be accompanied by a report demonstrating the proportion of hardscape areas that are shaded within 5 years of tree maturity, with the objective of shading 50% of hardscape areas. Where natural shading is not possible, install artificial shading such as covered walks and/or use light coloured materials (reflectance of at least 0.3 and emissivity of 0.9).
 9. That an application for development and site alteration shall be accompanied by a report demonstrating consistency with the City's Waste Collection Design Standards Policy.

8.0 TRANSPORTATION

8.1 Public Transit

1. Public transit enhancements shall be a priority for the Secondary Plan area and transit improvement initiatives shall be implemented in the short term planning for the area.
2. Frequent all day transit service is encouraged on Woodbridge Avenue and Islington Avenue.
3. Peak hour peak direction transit modal split target of 40% will be pursued and should be the basis for Transportation Demand Management measures incorporated into development application submissions.
4. Improved transit facilities shall be provided in conjunction with increased service such as increased transit stops and transit shelters, improved signage, and bicycle storage.
5. The Transit node at the Islington Avenue and Highway 7 intersection shall be enhanced as it is considered a primary gateway to the area, and should include bus shelters, pedestrian and trail wayfinding signage, enhanced landscaping, art and heritage culture opportunities, street furniture, and other mobility amenities such as bike racks.
6. Transit furnishings shall be considered holistically along with other street furniture. Transit furnishings shall also be complementary to the heritage character, and shall be reviewed by the City of Vaughan Cultural Services Staff and Planning Department Staff.

8.2 Transportation Demand Management (TDM)

TDM activities not only promote a more sustainable transportation system, facilitate seamless connections between different modes of travel, and help to reduce the demand for the traffic through programs. The policies of Section 4.3.3 of Volume 1 shall apply.

8.3 Structured Parking

Parking and servicing are a necessary aspect of any development. They shall be fully integrated within buildings, and directly linked to the areas where they are most effective. In general, parking and servicing shall be located within the development block, and not adjacent to, and or visible from, the street or

pedestrian areas. Refer to Volume 1 of the City Official Plan, Section 4.3.2 for parking policies for the area.

- a. Wherever possible, parking for new developments shall be provided below-grade and accessed by a rear or side yard lane.
- b. No structured public parking facility is to be visible from the street, and shall be designed to be integrated into the surrounding context by having similar façade articulation and materials, including small openings that function as ‘windows’.
- c. Where a structured parking facility fronts onto a street or public space, the parking structure on all levels, shall be fronted with active uses.
- d. Landscaping, fencing, architectural elements and other appropriate screening treatments, shall be provided to reduce the impact of existing surface parking and service areas fronting streets or public spaces; and, to contribute to the visual continuity of the public realm, ensuring that safety and security measures are maintained.

9.0 INTERPRETATION

1. All Sections of Volume 1 apply to the lands within the Woodbridge Centre Secondary Plan, except that where variations and greater detail are provided through this Secondary Plan, this Plan shall prevail.
2. Boundaries of land use designations on Schedule 2: Land Use Plan are approximate except where delineated by area-specific policy, or where they coincide with fixed distinguishable features such as roads, utility corridors, railroads, or major natural features. In all other instances, the boundaries of land use designations will be determined by a review of existing zoning by-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries will not require amendment to this Plan.
3. Where numerical values are provided within the Plan, a variance of 5% from these values will not require amendment to this Plan.
4. Where any of the policies of this Secondary Plan conflict with policies set out in Volume 1 of the Official Plan, the policies of this Secondary Plan shall prevail.

5. Where any of the policies of this Secondary Plan conflict with policies set out in the Woodbridge Heritage Conservation District Plan (WHCD Plan), the policies of the WHCD Plan shall prevail.