



**CITY OF VAUGHAN**  
**OFFICIAL PLAN AMENDMENT**  
**NO. 600**

**(AMENDING OPA NO. 400)**

*As approved on June 29, 2002 by the Regional Municipality of York  
Including all Regional Modifications*

*Consolidated January 2003*

**AMENDMENT NUMBER 600**  
**TO THE OFFICIAL PLAN**  
**OF THE VAUGHAN PLANNING AREA**

The following text and Schedules A to K2, including Part B, entitled *The Official Plan*, constitute Amendment Number 600 to the Official Plan of the Vaughan Planning Area as adopted by Council on September 25, 2000 and approved by The Regional Municipality of York on June 29, 2001.

Also attached hereto, but not constituting part of the Amendment are Part A, Entitled *Preamble to the Plan*, and Appendices A, B, C, D and E which contain statistical, background information and Block Plans approved by Council to date.

## **DEFERRED MATTERS AND MATTERS REFERRED TO THE ONTARIO MUNICIPAL BOARD**

As part of the Region's approval, portions of the plan have been modified, deferred for further consideration or appealed to the Ontario Municipal Board for a hearing. The Region's modifications have been incorporated into the text and onto the maps. Deferrals and appeals are listed on the following pages and identified in the margin beside the text at the beginning of the appropriate section, as well as on the maps.

### **MATTERS DEFERRED**

1. The density policies of Section 4.2.1.5 District Centres as they relate to the Vellore Village Centre pending the completion of the District Centres Study by the City of Vaughan (Region of York).

The portions of Amendment 600 (which had been deferred) located in the Oak Ridges Moraine, were approved by the Region of York on January 24, 2002. The passing of Bill 122 – The Oak Ridges Moraine Conservation Act allowed the further approval of OPA 600 to proceed.

### **APPEALS**

1. Sections 1.11, 2.1 (iii), (ix), (xi), 2.10 (i), (ii), (vii) (ix), 8.2.1 (b), Section 8.2.6 (i), (iii), (vii) (viii), 8.3.1 (x), insofar as they impact, facilitate or promote the construction of the Pine Valley Drive link through the Pine Valley Drive Forest between Club House Road on the south and Rutherford Road on the north: Section 5.0 Introduction insofar as it fails to apply across the entire Amendment No. 600 area including the Pine Valley Drive link: Schedules "F" and "G2" insofar as they fail to identify that the Pine Valley Drive link is within the valley and stream corridor and ESA designation and Schedule "J" insofar as it applies to the implementation of that road. (Loopstra Nixon)
2. Those policies and schedules that relate to the proposed Pine Valley Drive link (identified on Schedule "B") between Club House Road and Rutherford Road. (Borden Ladner Lewis for National Golf Club of Canada)
3. Sections 5.9.1.2 (i), 5.9.1.2 (ii), 5.9.1.8 and 5.9.1.14, as modified, insofar as they apply to the valley and stream corridor buffers: (Bratty and Partners for a number of landowners)
4. Schedules "B", "E", "F", "G1", "G2", "G3", "H", "I" and "J", and Sections 3.3, 4.2.1.5, 4.2.3 (ii), 4.2.5, 5.9.1, 8.2 and 10.2 (iii) insofar as they apply to the Block 33 West area. (Goodmans on behalf of a number of landowners)

5. Those lands designated "Low Density Residential" (identified on Schedule "C") fronting on the west side of Bathurst Street, north of Major Mackenzie Drive and east of the valley lands together with the corresponding policies insofar as they apply to those lands and Section 4.2.5 (xii). (McCarthy Tetrault for Helmhorst Investments Limited)
6. Those designations and policies that apply to the lands designated "Medium Density Residential/Commercial" located on the north side of Major Mackenzie Drive between Highway 400 and Weston Road (identified on Schedule "B"). (Aird & Berlis for Janet Mazur)
7. Those lands (approximately 9.85 ha) located in the southeast quadrant of Vellore District Centre (identified on Schedule "B") (Major Mackenzie Drive and Weston Road), respecting the neglect of Council to adopt an Official Plan Amendment pursuant to Section 34(II) of the Planning Act. (Majorwest Development Corp)
8. The land use designations on Schedules "F", "G1", "G2", "G3" and "H" as they apply to the subject lands being West Quarter Lot 31, Concession 2 (50 acres); East three quarters Lot 31, Concession 2 (149 acres); West Half Lot 30, Concession 2 (100 acres); and, North Half of the East Half Lot 30, Concession 2 (50 acres) (identified on Schedules "F", "G", "G2", "G3" and "H"). The appeal purports that the said schedules do not properly identify the nature and the intent of the "aggregate resources" contained on the lands. (Rizmi Holdings Limited and Lucia Milani)

**Modification # 16**

Deferral #12 to OPA 600 was approved by the Region of York on February 21, 2001 with the underlying "Rural Residential" designation of OPA 400 (now referred to as "Estate Residential" in OPA 600.

**Modification # 18**

Minor editorial changes to Official Plan Amendment No. 600 (not noted in text).

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- Appendix B: Population and Housing Summary
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- Appendix D: Block Plans Approved by Vaughan Council

## PART A - PREAMBLE TO THE PLAN

### 1.0 INTRODUCTION

#### 1.1 Organization of the Document

In this section:

- 1.1 Organization of the Document
- 1.2 Purpose and Timing
- 1.3 Location
- 1.4 Background and Context
- 1.5 OPA 400 Review Process

This Part A introduces Official Plan Amendment 600 (amending OPA 400 which preceded it), and explains the planning rationale outlined in the policy framework, as presented in detail in Part B of this document. Section 1 describes the context and planning process leading to the document's preparation. In Section 2, the Fundamental Elements of the Plan, including the philosophy and planning approach which emphasize environmental protection and compact and efficient urban form are discussed, together with the planning horizon, population and housing demand forecasts. In Section 3, Accommodating Growth examines the potential housing capacity of the City's existing communities and new urban areas within OPA 600, and land use redesignations introduced by OPA 600. The Community Planning and Design approach to the planning of the new communities of OPA 600 is presented in Section 5. Sections 6 - 10 address other major policy components of the Plan, including environmental protection, rural and agricultural areas, transportation and public transit, servicing and phasing, and the planning implementation process.

Part B presents the policy framework which comprises the amendment, as outlined below:

Section 1 expresses the fundamental Principles of the Plan.

Section 2 presents the Plan's Goals and Objectives.

Section 3 explains the Structural Concept for existing and future urban development in Vaughan.

Section 4 presents the Community Planning policies which are the basis of the plans for the Urban Village Areas and the policies specific to each land use category within these areas.

Section 5 discusses Environmental policies based on the ecosystem approach to planning.

Section 6 outlines Rural Area policies.

Section 7 outlines Consent policies.

**1.2 Purpose  
and Timing**

Section 8 presents Transportation policies.

Section 9 outlines Servicing and Utilities policies, including water and sanitary sewer services, and community facilities and services.

Section 10 presents Implementation policies, including the staging and phasing of development and steps related to preparation of Block Plans.

Section 11 discusses policies respecting Non-Conforming Uses

Section 12 provides information respecting the Interpretation of the Plan.

The purpose of this amendment to the Official Plan of the City of Vaughan Planning Area is to amend Official Plan Amendment 400 and its schedules.

This amendment updates and replaces Official Plan Amendment 400, approved by the Ministry of Municipal Affairs on June 29, 1995, by:

1. redesignating lands in the Highway 50 corridor from predominantly 'Rural Area' or 'Agriculture Area' to 'Employment Secondary Plan Study Area';
2. redesignating a portion of the lands fronting Highway 400 within Block 33 West to 'High Performance Employment Area';
3. redesignating lands in Block 12 from 'Future Urban Area' to various urban land uses within Carrville - Urban Village 2;
4. redesignating lands in Blocks 40 and 47 from 'Future Urban Area' to 'Urban Area' within Vellore - Urban Village 1;
5. reducing the permitted residential density in the Vellore Village Centre from high density to medium density;
6. modifying the policies and schedules of OPA 400, and introducing new policies pertaining to a variety of planning issues; and,

7. incorporating all previously approved amendments to OPA 400, matters referred to the OMB(all of which have been resolved), and those deferred matters which have been resolved to date.

The designations and policies of OPA 600 are a refinement of OPA 400, and are based upon the findings of the OPA 400 Review Process undertaken by the City in response to the Planning Act's requirements for review of local official plans on a 5-year basis. The policies of this amendment are intended to guide the future land use and development decisions of the City into the 21<sup>st</sup> Century. It is recognized that future revisions to this Plan may be necessary in keeping with changing conditions and new policy initiatives.

### 1.3 Location

The policies of this amendment to the Official Plan are applicable to the lands identified on Schedule 'A' as 'Areas redesignated by OPA 600'. The policies are an up-to-date expression of City policy as of the date of approval of this document. Existing community and industrial plans remain in force, and are not subject to OPA 600. Subsequent comprehensive Official Plan reviews may consider the policies of OPA 600, and the appropriateness of applying them to other City planning documents at that time.

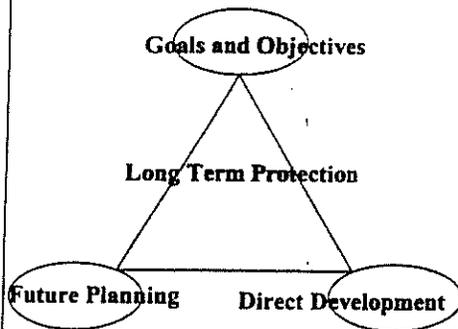
### 1.4 Background and Context

On April 26, 1999, Vaughan Council approved a framework for the five-year review of Official Plan Amendment 400.

OPA 400 was the product of an Official Plan Review process begun in 1989, with two distinct components: 1) the Vaughan Policy Review, which concluded with the approval of OPA 400 by Council in October, 1991; and 2) the OPA 400 Secondary Plan Process, which concluded with Council adoption of a modified version of OPA 400, which was further modified and approved by the Province on June 29, 1995. Since 1995, the implementation of OPA 400 has proceeded through approvals of block plans and draft plans of subdivision. A number of amendments to OPA 400 have also been approved, primarily on a site-specific basis in the rural areas. On June 9, 2000, OPA 550 was approved by the Region of York, amending OPA 400 with modified density and staging/phasing policies.

#### 1.4.1 Vaughan Policy Review, 1989-91

In 1989, Vaughan undertook the Vaughan Policy Review, to review and update Official Plan policies, and establish a policy framework to guide the City's future development decisions. The Review had four objectives:



1. To determine the goals and objectives which will guide the City's future planning decisions.
2. To define and evaluate the City's future planning options.
3. To produce a policy framework to direct development toward the achievement of municipal goals and objectives, and ultimately the preferred land use and development scenario.
4. To develop planning policies that are geared to guaranteeing the long term protection of the rural and natural environment of the City of Vaughan.

On October 22, 1991, Vaughan Council adopted OPA 400 providing a policy framework for future development, and defining three new development areas, two 'City Centre Study Areas', and a 'Further Study Area' along Highway 50 which was considered potentially appropriate for long term industrial development.

#### 1.4.2 OPA 400, Secondary Plan Process, Phase 1, 1992-1994

On May 19, 1992, Council resolved (in part):

*THAT the Secondary Plan Process (as required by Official Plan Amendment 400) be approved for Urban Villages 1 and 2 and the Woodbridge Expansion Area;*

*THAT a Secondary Plan Advisory Committee (SPAC) be appointed by Council, to provide direct input to the Secondary Plan Process;*

*THAT the SPAC participate in the approved stages of the Secondary Plan Process and that they provide their comments through the Director of Planning.*

Planning staff undertook extensive consultation with landowners to define the Secondary Plan Process, which was endorsed by the landowners and approved by Council in May 1992. The Secondary Plan Advisory Committee (SPAC) was established by Council to facilitate public consultation on the Secondary Plan Process. It included representatives from taxpayer associations, the development community, City Council, York Region, Ministry of Municipal Affairs, Ministry of Natural Resources and Toronto and Region Conservation Authority (TRCA).

The primary objective of the Process was to define land use concepts for each of the three new areas designated for urban development by OPA 400. OPA 400 incorporated population and housing forecasts based on the 1994 York Regional Official Plan, and estimated the population capacities of the three new urban development areas based on the land use schedules of OPA 400.

The Process included a number of consulting studies whose results were integrated into the final comprehensive plan encompassing all three areas, as reflected in the land use schedules of the document. The consulting studies included:

- 1.1 a Subwatershed Environmental Study
- 1.2 a City-wide Transportation Study
- 1.3 a Retail Market Study
- 1.4 a Community and Social Planning Study
- 1.5 a Servicing Study
- 1.6 an Urban Structure and Design Study
- 1.7 an Agricultural Priority Area Study
- 1.8 an Employment Area Growth and Management Study (which subsequently led to OPA 450, a policy framework for the City's employment lands).

On June 29, 1995, the Province approved a modified OPA 400 which defined detailed secondary plan policies and land use designations for each of three new communities, to provide for the City's long term community land requirements to the year 2016.

## 1.5 OPA 400 Review Process

The OPA 400 Review Process was initiated at Council's direction in mid-1999, and has included the following major components:

1. Review of the implementation of OPA 400 to date, in terms of block plan and draft plan of subdivision approvals, and their implications in terms of satisfying the City's planning goals and objectives.
2. Revisions of long range population forecasts to the planning horizon year of 2026 (based on York Region's recently revised forecasts), and an updated comparison of estimated future housing demand versus the City's long term residential land supply.

3. Review of adequacy of the OPA 400 transportation policies and transportation system as modified through subsequent planning approvals since 1995.
4. Identification of lands to be redesignated for community development.
5. Review of OPA 400 as an appropriate policy framework to continue to guide the City's future land use and development decisions; and development of policy modifications to address planning issues identified through the Review process.
6. Incorporation of all approved modifications and amendments to OPA 400, and those referrals and deferrals to OPA 400 resolved to date.
7. Public consultation throughout the Review to identify key planning issues, inform the public and receive input on draft policy modifications, and statutory Public Hearing.

### 1.5.1 Public Consultation



The public consultation process consisted of: three Workshops in November with ratepayer groups and agencies; three evening meetings in Maple, Woodbridge and Thornhill; and, a Focus Group organized by the consulting firm, Angus Reid Group, held in January. The November workshops also included public agencies, as well as Heritage Vaughan, York Federation of Agriculture, and the Ontario Federation of Naturalists. The public consultation process revealed that the community continues to be largely supportive of the OPA 400's principles, goals and objectives.

Public Information meetings were held with the development community on January 28, 2000, and June 1, 2000. Staff have also consulted individually with the public authorities and agencies who share an interest in the City's development approvals and activities, including the Regional Municipality of York, York Region District School Board, York Catholic District School Board, Toronto Region Conservation Authority, Township of King and City of Brampton. The City's internal departments have also been consulted, as well as the Vaughan Public Library Board and Vaughan Hydro.

During the OPA 400 Review Process, two Public Hearings were held (on June 5, 2000, and September 5, 2000) to inform the public about the City's planning initiatives. Newspaper notice of each public hearing was provided in keeping with the requirements of the Planning Act, and mail notices were sent to all those requesting to be included on a mailing list.

In addition, on August 16, 2000, twenty (20) days prior to the Public Hearing on September 5, 2000, the draft OPA 600 document was made available to the public.

## 2.0 FUNDAMENTAL ELEMENTS OF THE PLAN

### 2.1 Philosophy and Planning Approach

In this Section:

- 2.1 Philosophy and Planning Approach
- 2.2 A Planning Horizon of 2026
- 2.3 Growth Forecasts: Population and Housing Demand

The philosophy of OPA 600 is based on the principles, goals and objectives of OPA 400 approved by the Province in 1995. Public consultation during the OPA 400 Review process has indicated that the community continues to support the fundamental principles and goals originally articulated in OPA 400.

The philosophy of OPA 600 emphasizes two major themes:

1. Environmental protection, based on the ecosystem approach to planning.
2. Compact and efficient urban form, based on a well-defined urban structure, and a comprehensive approach to planning which integrates land use, urban design, major infrastructure, and the public transit system.

Some of the key policy elements supporting these major themes include:

- ▶ protection and, when possible, the enhancement of the environmental functions of the City's significant environmental resources
- ▶ maintaining or creating a continuous greenway and linear park system embracing river and creek valleys, woodlots, public open spaces and compatible private and public institutional uses
- ▶ protection and when possible, the rehabilitation of coldwater rivers and streams, and headwater streams in particular
- ▶ creating residential communities reflecting creative and progressive urban design
- ▶ fostering greater efficiency in the operation of the transportation system
- ▶ achieving a significant increase in public transit ridership
- ▶ encouraging transit friendly land uses and higher density development along major transportation corridors
- ▶ encouraging an urban structure reflecting compact urban form

- ▶ encouraging the provision of an adequate supply of housing with a mix of densities, unit types, costs and tenures
- ▶ planning for parkland, open spaces and recreation facilities and services and compatible institutional and open space uses to satisfy the City's present and future needs
- ▶ establishing Vaughan Centre and Vaughan Corporate Centre as focal points of major development providing Vaughan with a strong Civic and Corporate identity
- ▶ encouraging transit friendly land uses and high density development along major transportation corridors.

The intent of OPA 600 is to reflect these major themes through the Plan's policies and the planning approval process. Thus, the environmental theme is discussed in detail in the Environment policies of Part B, Section 5, and in the requirements of the Environmental Management Guideline (EMG). The EMG is a companion document to OPA 400. It was approved by Council in 1991, and is the City's key instrument in implementing its environmental policies through each stage of the approval process.

The theme of compact urban form is articulated by the community planning policies of Part B, Section 4.

## 2.2 A Planning Horizon of 2026

OPA 600 is intended to address the City's long term planning requirements to the year 2026. This 25-year planning horizon replaces the 20-year horizon employed in OPA 400, and is considered appropriate because:

1. it is consistent with York Region's long range population projection for Vaughan;
2. it provides a comprehensive policy and planning framework to guide logical long term development of the urban area of the City;
3. it provides the City with the flexibility to accommodate forecast growth, respond to the changing pace of development activity and manage growth appropriately;
4. it facilitates capital budgeting based on the long term needs of the community, rather than an arbitrary defined area;

**2.3 Growth Forecasts:  
Population and  
Housing Demand**

5. it assists the City in overseeing timely provision of infrastructure and human services in co-ordination with urban development through staging and phasing of planning approvals;
6. it facilitates the comprehensive planning of transportation and transit systems, and other planning considerations requiring a system approach; and,
7. it assumes the plan will be reviewed every 5 years, therefore ensuring that policies are current with respect to Provincial, Regional and Local planning activities.

York Region approved its OPA 21 on July 28, 2000, amending the population and employment forecasts in its Region of York Official Plan. The City's updated population and housing forecast (excluding the institutionalized population) is summarized on Table 1. Vaughan is now expected to have a population of 273,000 in 2016, and 322,000 in 2026.

The revised population forecast and the longer time horizon have significant implications in terms of accommodating future growth. The City's 2026 population will be approximately 56,500 higher than the 2016 forecast of 265,500 employed in OPA 400. The City will require an estimated 103,600 housing units in 2026, or 18,100 units more than the original OPA 400 forecast for the year 2016.

For the period from 1996 to 2026, demand for new housing in Vaughan is forecast at approximately 66,700 additional units.



**Table 1: Forecast Population and Housing Demand 1996-2026<sup>1</sup>**

	1996	2006	2016	2026	Change 1996-2026
<b>Additions<sup>2</sup></b>	-	25,414	20,828	20,491	-
<b>Units</b>	36,865 <sup>3</sup>	62,279	83,107	103,598	66,733
<b>Household Size</b>	3.58	3.46	3.29	3.11	-
<b>Population<sup>4</sup></b>	132,120	215,651	273,566	322,346	190,226

1 Forecast Vaughan housing requirements, 1996-2026, prepared by York Region, July 2000  
 2 Additions reflect change in housing unit requirements from the preceding time period  
 3 1996 Census  
 4 Population forecast does not include adjustment for Census undercount

### 3.0 ACCOMMODATING GROWTH: HOUSING SUPPLY

In this Section:

- 3.1 Capacity of Existing Communities and Housing Intensification
- 3.2 Development Within OPA 600
- 3.3 New Land Use Designations Within OPA 600
- 3.4 Comparison of Housing Supply and Demand

Vaughan will accommodate forecast growth through further development and intensification within its existing communities, the continued development of the new communities established by OPA 400, and development of new areas which are redesignated by OPA 600 (described below in Section 3.3). Collectively, these areas are expected to provide more than 67,000 housing units between 1996-2026. Table 2 summarizes Vaughan's sources of future housing supply.

**TABLE 2: Housing Supply 1996-2026**

	Capacity for additional units in Existing Communities <sup>1</sup>	Units Completed in existing communities 1996-1999 <sup>2</sup>	Units through Future Intensification	Units in Approved OPA 400 Block Plans <sup>4</sup>	Units in Remaining OPA 600 Block Plans <sup>5</sup>	Total Housing Unit Supply 1996-2026
<b>Low Density</b>	4,000	4,151	1,500	13,900	12,360	<b>35,911</b>
<b>Medium Density</b>	2,050 Medium and	751	11,500 <sup>3</sup> Medium and	9,650	6,679 <sup>6</sup>	<b>31,182 Medium &amp; High Density units</b>
<b>High Density</b>	High Density units	552	High Density units			
<b>TOTAL</b>	<b>6,050</b>	<b>5,454</b>	<b>13,000</b>	<b>23,550</b>	<b>19,039</b>	<b>67,093</b>

- 1 Estimated from Plans of Subdivision Status Report, OPA 332, draft Kleinburg-Nashville Community Plan (OPA 160 - currently under review), and a portion of Block 25 incorporated into OPA 350 from OPA 400)
- 2 CMHC housing completion data from mid 1996, excluding building permits issued in OPA 400 areas
- 3 Includes OPA 500 which anticipates approximately 2,200 high density housing units
- 4 Units in approved Block Plans (excluding part of Block 25 incorporated into OPA 350)
- 5 Units remaining to be approved in OPA 600, including Blocks 12, 40/47 north of Cold Creek, and excluding lands in 33W being redesignated by OPA 600 for employment uses
- 6 Estimated supply based on approved OPA 550 and reduction of residential density in Vellore Village Centre.

Over the period from 1996 to 2026, these areas will provide nearly 36,000 low density units and more than 31,000 medium and high density units. Much of the medium and high density housing - an estimated 11,500 units - is expected to be developed through intensification in existing areas as the communities mature, and demand for alternative housing forms grows in the latter stages of the planning period to 2026.

The demographic composition of Vaughan's forecast population suggests that the single detached housing unit will continue to be the preferred housing form. However, in the years following 2011, demographic changes (i.e. aging populations, smaller households) are expected to impact upon the housing market in terms of increased construction of medium and higher density housing forms to satisfy market demand and provide consumers with an adequate range of housing choice.

### **3.1 Capacity of Existing Communities and Housing Intensification**

The planned populations of Vaughan's four existing communities are established in their respective secondary plans. When these plans were approved, these communities were expected to accommodate a total population of 165,000 at full development. However, due to forecast declines in average household size (to 3.29 persons per unit in 2016, and 3.11 ppu in 2026), these communities would house about 148,000 residents within their original boundaries by 2026.

The existing communities have, however, experienced changes increasing their population capacity, including expansions of Maple (via the inclusion of lands formerly in OPA 400 along Jane Street) and Kleinburg (via the OPA 160 review). OPA 332 will add a further 2,000 units to the planned housing supply. In future, the aging of the existing housing stock and the resident population will add further to the population of the existing communities, through housing intensification as Vaughan matures, particularly beyond 2011. Recognizing the need for neighbourhood stability, OPA 600 anticipates that housing intensification will add about 13,000 units to these areas over the next 25 years, accommodating about 30,000 additional residents. This represents 20% of Vaughan's forecast housing requirements. These changes to the existing communities imply that they will house an estimated 191,000 residents by 2026.

### **3.2 Development within OPA 600**

Based on York Region forecasts, Vaughan will have 322,000 residents by 2026 (excluding the institutionalized population). When the Province approved OPA 400, it was expected to ultimately house a population of approximately 120,000 in three new communities (including the lands subject to the former Vaughan Centre Study Area). Implementation has proceeded based on the "block plan" process introduced by OPA 400. To date, all seven block plans in the defined Stage 1 of OPA 400 have been approved, providing for a total of approximately 23,550 housing units, and setting the stage for block plan approvals in Stage 2. Under OPA 400, Stage 2 could not proceed until the 5-year review of OPA 400 was completed, and 50% or 5,000 low density units in Stage 1 were developed. As this policy requirement has now been satisfied, block plans in Stage 2 may proceed. The original OPA 400 staging policies are deleted in OPA 600, as they are now redundant.

The block plans remaining to be approved will ultimately provide an estimated 19,000 housing units. The capacity of the remaining block plans has been adjusted by an estimated 850 units as a result of the approval of OPA 550, which primarily affected designated medium and high density areas of the Plan. OPA 600 also reduces the permitted residential density in the Vellore Village Centre (modifying the applicable density policy from high density to medium density development), thereby lowering the unit capacity by approximately 2030 units. The Vellore Village Centre is envisioned to be the main focus of community shopping and commercial activity in Vellore-Urban Village 1, but at a scale somewhat less than that foreseen for the Carrville District Centre in Carrville-Urban Village 2.



**3.3 New Land Use Designations within OPA 600**

**Referral #4**

The recently revised growth forecasts indicate that, by 2026, areas outside existing communities (and OPA 332) must be sufficient to accommodate more than 130,000 persons. Therefore, OPA 600 redesignates Block 12, and a portion of the lands within Blocks 40 and 47, to supplement the City's supply of "community lands". These lands were previously designated "Future Urban Area" by OPA 400. OPA 600 also redesignates lands within Block 33 West and lands in the Highway 50 corridor, providing additional employment lands. These redesignations are discussed below and are summarized on Figure 1.

**Block 12**

Block 12, located north of Major Mackenzie Drive and west of Bathurst Street, completes "Carrville-Urban Village 2". This area is designated Urban Area in the York Region Official Plan. At the time of OPA 400's approval, Block 12 was considered to be beyond the City's 20-year residential land requirement and, therefore, was designated "Future Urban Area". Since approval of OPA 400, Block 12 has been subject to the Rural Use Area policies of OPA 400. OPA 400 provided that urban development of Block 12 could proceed via an amendment to the Plan pursuant to the 5-year policy review.

Redesignation of Block 12 to various community land uses is appropriate because:

1. It is surrounded by existing or planned urban development, including the balance of Carrville-Urban Village 2 to the south,

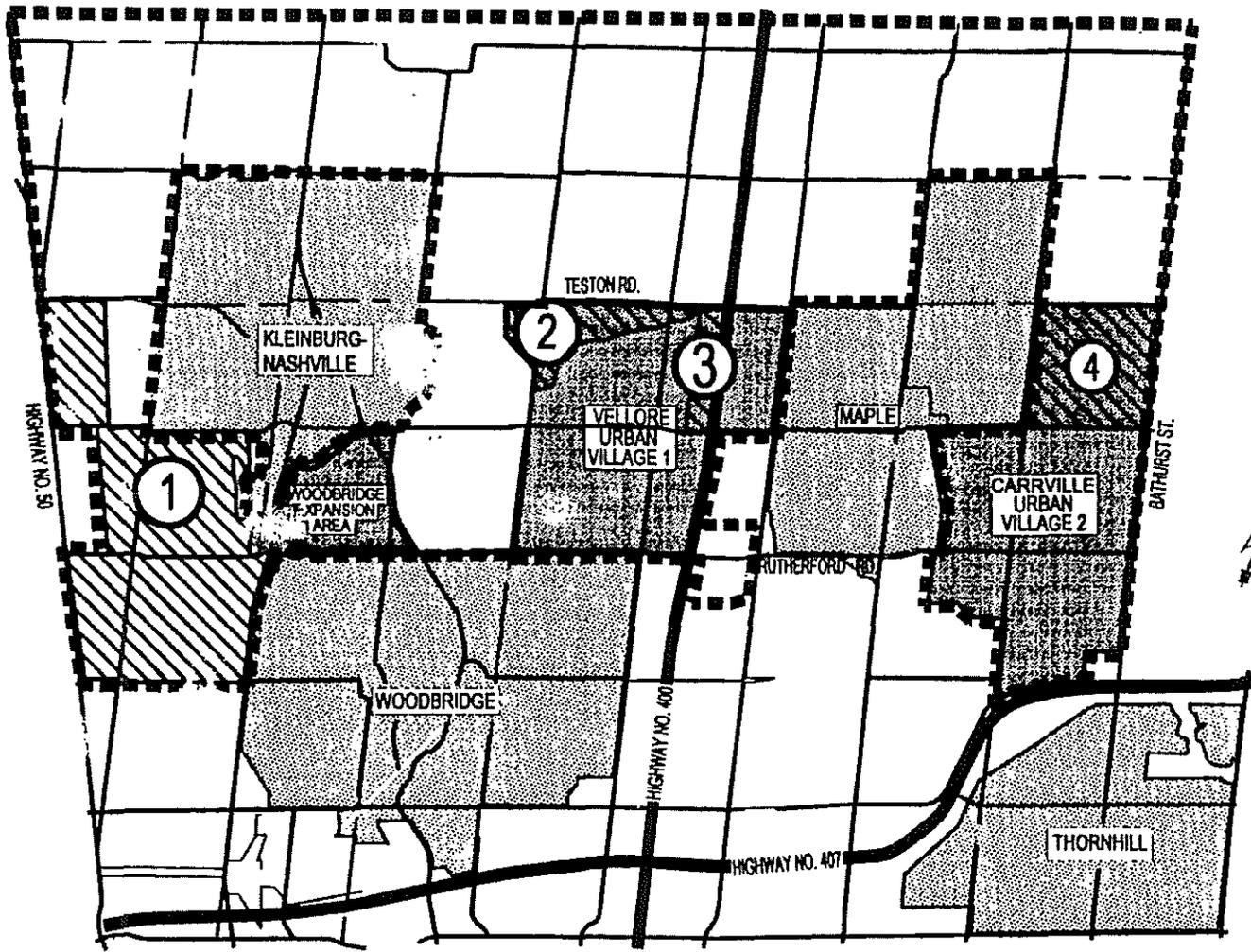
Maple Valley Park to the west, Woodland Acres estate development to the north, and Richmond Hill to the east.

2. It will logically complete 'Carrville-Urban Village 2'.
3. It is needed to address the City's long term housing requirements.
4. Major water and sewer services for the lands to the south are being designed and sized in anticipation of Block 12's future development.

Block 12 will significantly supplement the City's supply of designated Community Lands for residential development. Block 12 includes an estimated 300 hectares of developable land and is anticipated to provide in excess of 4,000 housing units. A comprehensive land use plan, together with supporting technical documentation, has been submitted for Block 12; this submission has provided the basis for the land uses in Block 12 which are reflected in Schedule C of OPA 600. The plan for Block 12 reflects the policies of OPA 600, integrates Block 12 with the balance of Carrville-Urban Village 2', and addresses the requirements of the "Implementation Guidelines - Provincial Interest on the Oak Ridges Moraine Area of the Greater Toronto Area", issued in June 1991.

Most of the developable area in Block 12 will be subject to typical low density residential development, with a gross density of approximately 14 units per hectare (5.6 units per acre). The Plan also provides for a range of community uses, including elementary schools, neighbourhood and linear parks, neighbourhood and local convenience commercial shopping facilities, and retains and protects woodlots and valleylands.

# LANDS REDESIGNATED BY OPA 600



①②③④ Lands Redesignated by OPA 600  
■■■■■ Lands Subject to OPA 600

**Blocks 40 and 47**

An area in the northwest part of the block has been designated 'Special Policy Area'. In this area, the presence of hummocky terrain reflects the presence of the Oak Ridges Moraine. This area also is characterized by sandy soils which perform a groundwater recharge function. The landform and groundwater recharge attributes require that development occur in a manner which address City, Region and Provincial environmental objectives.

The actual density of development in the 'Special Policy Area' will depend upon the outcome of further study during preparation of the Block 12 Block Plan. Density in the 'Special Policy Area' shall be between 5 and 14 units per net residential hectare (2.0 to 5.6 units per net residential acre), with the actual density of development to be determined subject to satisfying all policy and study requirements of the City, Provincial and other approval agencies.

The residential densities in Block 12 are less than in typical low density designations elsewhere in OPA 600, primarily to achieve environmental objectives, and therefore, are addressed as an exception to the Low Density Residential policies of the Plan.

The lands within Blocks 40 and 47, north of Cold Creek, south of Teston Road, east and west of Pine Valley Drive, were designated Future Urban Area by OPA 400. These lands are designated Urban Area in the York Region Official Plan. Like Block 12, at the time of OPA 400's approval, they were considered to be beyond the City's 20-year residential land requirement. OPA 400 provides that their status may be upgraded to urban via an amendment to the Plan when future demand warrants.

Redesignation of those portions of Blocks 40 and 47 north of Cold Creek to Urban Area (as indicated on Schedule B) is appropriate because:

1. The lands will help to address the City's long term housing requirements.
2. The lands will provide a supply of 'executive housing' on large, serviced lots.
3. The lands along the Cold Creek valley are well-suited for ravine lot development.

Providing an opportunity for 'executive housing' accommodates a component of the City's housing market which has not been addressed

elsewhere in OPA 600. As the residential densities in Blocks 40 and 47 are less than in typical low density designations, provision has been made to permit such densities as an exception to the Low Density Residential policies of the Plan.

Like Block 12, Blocks 40 and 47 will supplement the City's supply of land for low density residential development. The recent pace of construction activity, particularly of single and semi-detached units, is a reflection of the strength of the market for low density housing. For instance, within approved block plans, the subdivisions approved through 1999 will ultimately include more than 23,000 units, and reflect a housing mix of 69% singles and semis, 18% row and townhouses and 13% apartments.

Demand for primarily low density housing in Vaughan is likely to remain strong for the foreseeable future. Recognizing the lead time involved in bringing raw land to market through the approval process, and the periodic surges in housing demand, it is important for the City to maintain its 25-year supply of designated Community Land. This will enable the City to properly accommodate growth, and help to moderate housing prices in the broader market.

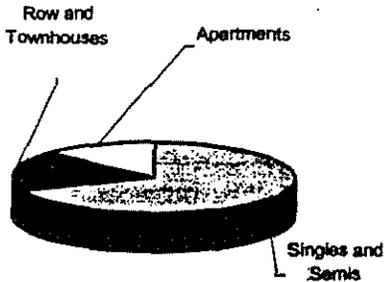
The portions of Blocks 40 and 47 north of Cold Creek will be subject to the 'Urban Use' designation pending completion of a comprehensive plan, supported by technical analysis and reports, justifying introduction of conceptual land use designations at a secondary plan level of detail, consistent with the schedules of OPA 600.

Block 33 West is located within Vellore-Urban Village 1 with approved land uses (Schedule B of OPA 400) providing for a variety of residential and community uses, including a portion of the District Centre to be created at Weston Road and Major Mackenzie Drive.

OPA 600 redesignates approximately 35 hectares (86 acres) in Block 33 West along the Highway 400 frontage to 'High Performance Employment Area' to permit high quality employment uses, retail and office commercial uses, as illustrated on Schedule B. While these lands are now part of Vellore-Urban Village 1, they will ultimately be incorporated into OPA 450 (Employment Area Growth and Management Plan).

Redesignation of lands along Highway 400 within Block 33 West to 'High Performance Employment Area' is appropriate because:

**Current Residential Building Trends**



**Block 33 West**

1. Establishment of employment uses between the residential area and Highway 400 will separate and buffer them from the impacts of the highway.
2. A limited amount of high quality employment uses will modestly increase the supply of employment lands in the Highway 400 corridor where the availability of employment lands has steadily diminished.
3. Employment lands will provide job opportunities within the Vellore-Urban Village 1 community.
4. Employment uses can and will be planned and designed at this location in a manner compatible with the residential community.
5. Employment uses will benefit from convenient accessibility to Highway 400 interchanges at Major Mackenzie Drive and Teston Road (in future) and excellent visibility from the highway.

It is considered desirable to redesignate a portion of Block 33 West along the Highway 400 frontage to permit high quality prestige employment uses. Office commercial uses and accessory retail uses will also be permitted at appropriate locations, primarily close to Major Mackenzie Drive. Further north, the intent is to establish a 'business park environment' largely occupied by larger, single users which will not generate significant truck traffic within the block. The lands proposed for redesignation are identified on Schedule B.

The preferred form of interface between the employment uses and the residential area is a primary road with appropriate landscaping and attention to the urban design of the public and private realm. A new zoning category will be applied to these lands to ensure that the quality and aesthetic appeal of the employment area complements the residential community. All of the lands in Block 33 West, including those subject to employment, residential and public uses, will be addressed in the preparation of the Block 33 West Block Plan.

The 'High Performance Employment Area' designation permits development of business parks providing well-designed buildings in an attractive, landscaped and comprehensively planned setting, primarily for prestige/light industrial uses, research and data processing facilities. A limited range and amount of retail, office commercial (and head offices in particular) and service commercial uses will also be permitted, including

financial institutions, hotels, convention centres, restaurants, entertainment uses (only within a hotel, convention centre or office complex), and institutional uses. Uses involving outside storage and/or display whether or not accessory to a permitted use, and auto-related uses such as auto dealers, service stations, car washes, auto paint and repair uses, shall be prohibited.

This High Performance Employment Area will separate and buffer residential uses from the impacts of Highway 400 while maintaining the residential character of both sides of Weston Road north of Major Mackenzie Drive, and the role of this area as part of the planned Vellore-Urban Village 1 community. The limited size of the employment area, and the high quality of uses to be permitted and encouraged there is intended to be sensitive to and compatible with the planned residential community, and existing residential areas nearby.

The City's long term employment land needs are expected to be addressed mainly by the West Vaughan Enterprise Zone bordering the east side of Highway 50. However, the opportunity to develop these lands in the short to medium term is constrained by the timing of the future Highway 427 extension, now under review by the Ministry of Transportation. Introduction of high quality employment uses in Block 33 West will modestly increase the supply of employment lands in the Highway 400 corridor where there is now little available.

**Highway 50 –  
“West Vaughan  
Secondary Plan  
Study Area”**

OPA 600 redesignates lands located east of Highway 50, west of the Kleinburg-Nashville Community Plan and Highway 27, between Nashville Road and Langstaff Road, to ‘Employment Secondary Plan Study Area’, in anticipation of their future incorporation into OPA 450). These lands will continue to be subject to OPA 600, under its Rural Area General, Agriculture Area and Rural Use Area policies, until an amendment is adopted by the City and approved, giving the lands full urban status, and providing appropriate policies and a detailed land use schedule.

Redesignation of Highway 50 Lands to ‘Employment Secondary Plan Study Area’ is appropriate because:

1. The City needs to maintain a supply of designated employment lands to accommodate forecast growth.

2. Previous study has identified the 'Vaughan Enterprise Zone' as the preferred location to accommodate much of the City's long term employment land demand.
3. The lands have superior accessibility from their proximity to Highways 427, 407 and 50, and the presence of the CPR intermodal yards.
4. York Region, through its approval of OPA 19, has recognized the appropriateness of employment use designations within the subject area.

In 1998, Vaughan and York Region initiated a study into the City's need for employment lands. The April, 1999 report entitled, 'City of Vaughan Employment Area (OPA 450) Review: Update on Employment Land Needs - Phase 1A', identified a need to designate an additional supply of employment land in the 'Vaughan Enterprise Zone'. On the basis of the Phase 1A report, the Region initiated an amendment to the Regional Official Plan which would bring the lands in this area under the Region's 'Urban Area' designation. Approval of OPA 19 is expected in the near future, redesignating approximately 1000 hectares (now designated 'Agricultural Area' and 'Rural Use Area' by OPA 400) to 'Urban Area' in the Region's Official Plan. This approval will provide the basis for the City to initiate a redesignation of these lands for employment uses, and their incorporation into OPA 450. This is expected to permit the 'Vaughan Enterprise Zone' to accommodate much of the City's long term employment land demand. The redesignation of these lands will be based on a secondary plan study, possibly conducted concurrently with an Environmental Assessment for the Highway 427 Extension.

### 3.4 Comparison of Housing Supply and Demand

The redesignations will bring the potential population in OPA 600 to an estimated 134,700 persons. The net result of the redesignations introduced by OPA 600 is the addition of approximately 400 hectares of developable land. The predominantly low density development proposed for these lands will result in the production of about 5,100 housing units, and increase the estimated capacity of the City's designated residential land supply to more than 67,000 units. When compared with the City's forecast housing demand of 66,700 units by 2026, supply will balance forecast demand, enabling the City to satisfy its housing needs to the time horizon of the Plan.

The redesignation of Blocks 12 and parts of Blocks 40 and 47 to accord them full urban status is appropriate, recognizing that these lands are located within clearly defined boundaries of the City's new communities, contiguous with their planned development, and serve to logically complete them. These blocks were part of the original comprehensive planning process which resulted in OPA 400, and were accorded urban designations within the York Region Official Plan.

The Plan includes a significant medium and high density housing component, much of which may not be required until beyond 2026. The Plan's public transit and housing objectives imply that a significant amount of medium and high density housing be provided in order to achieve improvements in transit ridership and housing choice.

## 4.0 COMMUNITY PLANNING AND DESIGN

### 4.1 Urban Structure Plan

In this Section:

4.1 Urban Structure Plan

4.2 Urban Village Housing Mix and Densities

4.3 Urban Village Land Use Analysis

OPA 600 defines the City's urban structure, with Vaughan Centre and Vaughan Corporate Centre as focal points of major development, providing Vaughan with its civic and corporate identity. The existing communities are recognized as unique and distinct and are expected to be functionally linked to the two Centres as they develop.

Vaughan has an evolving overall city structure which should be recognized and strengthened. OPA 400 provided for three new communities referred to as Urban Village Areas 1 and 2 and the Woodbridge Expansion Area. OPA 600 refers to these areas as Vellore - Urban Village 1', Carrville - Urban Village 2' and 'Woodbridge Expansion Area. These areas are planned to develop as unique and distinct new urban communities complementing the City's existing communities. They are also expected to be functionally linked to and supportive of Vaughan Centre and Vaughan Corporate Centre.

The Secondary Plan for the three communities also addresses issues of urban structure and form at a finer level of detail i.e., within the bounds of each new community. This approach to establishing the structure of the new communities will contribute to urban form and character for each one which is distinct in its own right, but also contributes to a cohesive urban structure of the City as a whole.

The Secondary Plans are based on an Urban Structure Plan with several structuring elements:

1. A greenway and linear park system, which accommodate a wide array of functions, from the preservation and enhancement of environmentally significant lands to the provision of locations for such public uses as schools and parks linked by distinctive pedestrian ways along streets, and where appropriate, through commercial centres and open space corridors to create a continuous trail network throughout each community.
2. A street grid, which is a network of continuous, primary roads which diffuse vehicle trips and reduce congestion, and accommodate transit routes.

3. Neighbourhoods which are urbanized areas organized around local convenience centres, parks, schools or other facilities, generally based on a five minute walking distance.

Within each new community, the pattern of land use, density and form has been deliberately established. Each community has a single focal point where the most intense concentration of residential and commercial uses is located. These locations are expected to provide a sense of place or identity to the community, and have the highest levels of human activity, services and facilities. Each of the new communities has its highest residential density in its prime focus location where retail commercial services and facilities are also concentrated.

Each of the new communities is also distinguishable by the concentration of medium density residential development along major arterial roads and, to a lesser extent, primary roads. This pattern of medium density corridors is another distinct feature of the new communities and reflects the Plan's emphasis on transit-supportive development.

Development within OPA 600 will ultimately provide nearly 43,000 units, or about 63% of the City's long term housing supply. The mix of housing being provided in OPA 600 is expected to be approximately 62% low density, 31% medium density and 7% high density. This is somewhat less dense than the original targets, which aimed for a maximum of 50% low density housing. The OPA 600 housing mix reflects the lower density policies introduced by OPA 550, the reduction in permitted residential density in the Vellore Village Centre, and the continuing predominance of lower density development in block plans approved to date. As a strong market for low density housing is expected to continue in Vaughan for the foreseeable future, OPA 600 anticipates future housing needs, while also providing sufficient medium and higher density housing to achieve the City's transit objectives.

OPA 600 Densities

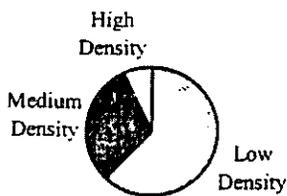


Table 3: OPA 600 Housing Estimates

	Total Urban Village Housing		Urban Village Housing Mix					
	Units	%	Woodbridge Expansion Area		Vellore Urban Village #1 <sup>1</sup>		Carrville Urban Village #2 <sup>2</sup>	
			Units	%	Units	%	Units	%
<b>Low Density</b>	26,260	62	3,100	69	10,703	64	12,457	59
<b>Medium Density</b>	13,365	31	1,369	31	5,867	35	6,129	29
<b>High Density</b>	2,964	7	0	0	264	1	2,700	12
<b>TOTAL</b>	<b>42,589</b>	<b>100</b>	<b>4,469</b>	<b>100</b>	<b>16,834</b>	<b>100</b>	<b>21,286</b>	<b>100</b>

1 Includes units in Vaughan Centre in Block 32 and estimated for Block 40/47 north of Cold Creek

2 Includes units estimated for Block 12

**Assumptions:**

Actual unit counts are included for approved block plans.

For remaining unapproved block plans: Low density at an average of 16 units per net residential hectare  
 Medium density at an average of 30 units per net residential hectare  
 High density at an average of 120 units per net residential hectare

**4.2 Urban Village Housing Mix and Densities**

The three new communities will achieve an over-all density of 16-18 units per hectare calculated on the basis of gross area, excluding valley lands and major woodlots. The specific housing mix for each new community is indicated in Table 3 (a detailed break-down by concession block is included in Appendix B).

**4.3 Urban Village Land Use Analysis**

A summary of the estimated land use allocation between public uses and private developable lands within each urban village area is summarized in Table 4 (and a more detailed breakdown by concession block is included in Appendix C). The estimated amount of land available for residential development is 1,449 hectares. The total developable land area, including residential

lands and public uses, is 2,525 hectares. The total gross area within the new communities, including undevelopable lands (i.e. valleys, woodlots, hydro easement, Metro reservoir, existing built-up area) is 3,246 hectares.

Table 4: Urban Village Land Estimates (HA)

	Gross Area	Developable Area <sup>2</sup>	Roads <sup>3</sup>	Parks <sup>4</sup>	Schools	Storm Water Facilities <sup>5</sup>	Housing <sup>6</sup>
WEA (BI #53)	333	279	70	20	10	8	158
Vellore <sup>7</sup> UV #1	1,323	1,046	244	69	49	40	603
Carrville <sup>8</sup> UV #2	1,590	1,200	285	87	62	59	688
<b>TOTAL</b>	<b>3,246</b>	<b>2,525</b>	<b>599</b>	<b>176</b>	<b>121</b>	<b>107</b>	<b>1,449</b>

- 1 Includes lands formerly in Vaughan Centre Study Area in Block 25. Land use pattern for Blocks 40/47 north of Cold Creek to be determined
- 2 Excluding valleys, woodlots, existing development, hydro easements, ESA's and Wetlands
- 3 Roads are estimated at 25% of net developable area
- 4 Approximately 16 ha of greenway links assumed to complete greenway corridors
- 5 Storm water facility area requirements require detailed review and revision
- 6 Includes mixed use (residential/commercial) areas
- 7 Includes units in Vaughan Centre in Block 32, but not including land use pattern for Block 40/47 north of Cold Creek
- 8 Includes land use pattern estimated for Block 12

Urban Villages 1 and 2 now encompass an area of approximately 1320 hectares and 1,590 hectares, respectively. The Woodbridge Expansion Area represents a further 330 hectares. The new community areas have each been defined based on physical constraints to development, in the form of topographical features or the existing or planned urban development pattern. It is appropriate to plan on this basis to ensure that development proceeds in a comprehensive manner in keeping with the general principles and goals of this Plan.

The developable area excludes valley lands, woodlots on tableland, existing residential development within the development areas, the hydro easement in the Woodbridge Expansion Area, lands owned by the Province (i.e. MNR, MGS), by Metropolitan Toronto (i.e. the Dufferin

Reservoir), the City of Vaughan (i.e. Vellore Hall). Within the developable area, the urban structure of residential and commercial uses and primary road system is established.

Roads have been assumed to utilize 25% of developable area, exclusive of arterial roadways. The primary roads within the urban village areas are assumed to be sized at 23 m in width.

Parks have generally been established at 0.8 to 2.5 ha for Neighbourhood Parks and 12 to 15 ha for District Parks with some variation in size expected depending on the associated population and site characteristics.

OPA 600 introduces three new classifications of parks: Community Parks, "District Sports Parks" and "Linear Parks" - and a separate land use category for "Community Centre Lands".

Where parkland targets exceed the acreage obtainable under the parkland dedication provisions of the Planning act, additional parkland may be acquired by the City.

The number of planned school sites has been established in consultation with the public and separate school boards. Secondary school sites have been sized at 6 to 7 ha each, and elementary school sites have been assumed to require 2 to 3 ha each.

The success of convenience shopping areas in residential communities will be influenced by the housing forms and densities located there. Streetfront shopping will only be feasible if major areas of sustained higher density housing are developed with linearity design.

A continuous Greenway and Linear Park System will be provided in each new community. This will be achieved by the careful positioning of school sites and parks in relation to natural green space features and storm water management facilities, and where necessary, by linking them with short sections of distinctive pedestrian ways along streets and through commercial centres.

Greenways may provide the locations for other public and private institutional uses like firehalls, places of worship, and storm water management facilities. Greenways and linear parks will assist in defining communities, link the City's environmental and open space features,

community and institutional facilities, and provide opportunities for the creation of pedestrian and bicycle systems.

The precise acreage of all land uses is estimated within this Plan and will be defined more specifically through Block Plans. At that time, area and locational requirements for stormwater management facilities will also be firmly established.

## 5.0 COMMERCIAL DEVELOPMENT

OPA 600 provides for a hierarchy of commercial centres and uses of various sizes and compositions to be established within the new development areas, as a component of a City-wide commercial hierarchy.

The sizes and general distribution of commercial centres and uses derive from the OPA 400/Secondary Plan Process which included a commercial market study. The study focused on determining the City's long term space requirements, and identifying the most appropriate distribution of space among the development areas. The Study also examined the allocation of retail space to Vaughan Centre and Vaughan Corporate Centre, and space requirements for retail conglomerates.

By 2021, it is expected that Vaughan Corporate Centre and Vaughan Centre will be developed in the Highway 400 corridor. These regional centres are now subject to separate amendments, Vaughan Corporate Centre being subject to OPA 500, and Vaughan Centre being subject to OPA 483, 505, and 512, respectively.

Market support will also be present by 2021 to support two District Centres of 25,000 to 35,000 m<sup>2</sup> GLA each - one in Vellore-Urban Village 1, and one in Carrville-Urban Village 2 - including a promotional department store, a large major food store, ancillary retail, theatres and personal services space in each centre.

The market analysis also anticipates the need at full development for up to twelve Neighbourhood Centres accommodating 5,000 to 20,000 m<sup>2</sup> GLA each. It is likely that centres of various sizes will be required. The actual number of centres might vary depending on their size and local convenience versus neighbourhood orientation.

The plan provides that Vellore-Urban Village 1 and Carrville-Urban Village 2 will each include five such centres, with each centre including a major food store anchor (assumed to be 4,000 m<sup>2</sup> in size). Sites at key main arterial intersections with superior community-wide access have been selected and planned for larger facilities.

The Woodbridge Expansion Area will have two Neighbourhood Centres on Islington Avenue. Woodbridge Expansion Area will also be served by

several local convenience centres located at key sites within the development area.

Within the District and Neighbourhood Centres, commercial uses may be developed in mixed use format in association with the permitted residential uses. In such instances, commercial density will be treated as a bonus in addition to the residential density permitted on the property.

Commercial uses may be permitted at any location in the new community areas where medium or higher density residential development is permitted.

The success of convenience shopping areas in residential communities will be influenced by the housing forms and densities located there. Street-front shopping will only be feasible if major areas of sustained higher density housing are developed with linearity design.

Local convenience centres are also expected to be located within each new community area, although specific locations for them have not been shown in the land use schedules. These locations will be identified during the Block Plan process.

## 6.0 NATURAL AREAS AND ENVIRONMENTAL PROTECTION



The City's commitment to an ecosystem approach to planning was established through the adoption of OPA 400 in 1991, and continues through the policies of OPA 600. Inherent in the ecosystem approach is the principle that land use planning and development be undertaken in a manner which protects and where possible enhances the natural heritage system. This requires a clear understanding of the state of the natural environment, and the processes and functional relationships of the natural system

This approach was the basis for the environmental background work for OPA 400, including a Subwatershed Environmental Study, and provides the support for environmental planning at each stage of the planning approval process, including preparation of Master Environmental Servicing Plans in support of block planning applications. The Environmental Management Guideline (EMG), a separate companion document to OPA 400 approved by Council, defines environmental study requirements for development proposals in rural areas and new communities of OPA 600.

An understanding of ecosystem functions is the cornerstone to an understanding of systems ecology. Systems ecology demands an understanding of the function and structure of the environment. The Environmental Management Guideline and the previous background studies rely upon a functional framework that has been used quite effectively to measure relative amounts of ecosystem function on the landscape.

The framework uses the terms functions, attributes and linkages. Functions are the natural processes which contribute to the health of the ecosystem. Attributes reflect uniqueness and/or scarcity. Linkages are the connections and relationships between natural features, functions and conditions, visible or not, which contribute to ecosystem health.

The environmental principles, goals and policies of OPA 600 reflect the findings of the Subwatershed Environmental Study and are largely consistent with Provincial policy. The Environmental Management Guidelines is intended to provide clear and consistent direction to development proponents responding to the City's environmental policy

requirements during the Block Plan process, and in subsequent preparation of Draft Plans of Subdivision and site plans.

OPA 600 requires that all future development within the two Urban Villages and the Woodbridge Expansion Area be undertaken only after a comprehensive Block Plan is completed for each major block of land. A major component of this process will include the preparation of a Master Environmental/Servicing Plan and Environmental Impact Statement which will be undertaken within the context of the environmental policies of OPA 600 and the Environmental Management Guideline.

## 7.0 RURAL AND AGRICULTURAL AREAS

The OPA 600 policies for the Rural and Agricultural areas are based on the policies contained in the original 1991 version of OPA 400. These policies have been elaborated through a study conducted by City Staff which was entitled the Agricultural Priority Area Study (June 1994). In accordance with the Province's Ontario Food Land Guidelines, the study delineated areas of agricultural priority which would warrant protection in policy to ensure their preservation. In addition, the reviewed policies took into account the policies of the York Region Official Plan which was adopted by Regional Council in April of 1994.

OPA 600 also reflects the consent policies for the Rural and Agriculture Areas which Council amended (OPA 473) to more closely reflect those in the Region of York Official Plan.

The Plan designates the lands outside of urban areas as 'Rural Area - General'. This designation is broken down into an 'Agriculture Area' and a Rural Use Area. The purpose of the Agriculture Area is to delineate the high quality agricultural areas and to provide policies to protect them for long term farming use. The lands comprising the Rural Use Area were found to have a lesser potential for sustainable agriculture activity. As such, these lands may be developed with a range of uses without an amendment to the Official Plan, subject to the proposed uses being in conformity with specific criteria. Criteria are provided for assessing proposals for Rural Residential Development, Recreational Uses, Cemeteries and Additional Farm Dwellings.

This Plan also recognizes by separate designation existing and approved Rural Residential areas. Existing amendments that are consistent with the policies of this Plan have not been incorporated. Areas subject to policies not consistent with the Plan are recognized on the Land Use Schedule and the policies of those amendments remain in effect.

## 8.0 TRANSPORTATION AND PUBLIC TRANSIT

### OPA 400 Review Transportation Study

To assist in the Review of OPA 400, the City retained a transportation consultant to review the transportation system, as defined in OPA 400 and modified through subsequent approvals of block plans. The following summarizes the principal findings and recommendations of the Study, which provide the basis for the recommended transportation policy modifications in Part B of OPA 600:

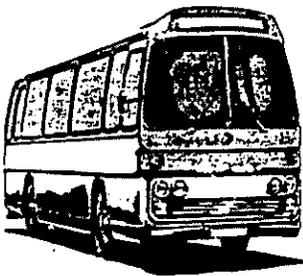
The general approach to transportation in OPA 600 is basically sound:

- ▶ a transit mode split target of 15% of peak hour commuters by the completion of the development of the new communities is appropriate, with 30-40% as a long term goal
- ▶ the road network should be planned on the basis of the 15% transit mode split target
- ▶ the City should pursue funding from senior levels of government or innovative financing with the private sector to expedite implementation of transportation system improvements
- ▶ better co-ordination of development with transportation system improvements will help ensure that capacity is in place when first needed
- ▶ the City should actively pursue improvements in GO Transit service and extension of the TTC Spadina Subway to the Vaughan Corporate Centre.

The OPA 600 transportation policies refine and build upon the previous research and analysis completed during the Vaughan Policy Review (1991) and the City of Vaughan Transportation Planning Study, a component of the 1994 OPA 400 Secondary Plan Process.

The City of Vaughan Transportation Study had two principal objectives:

1. To define the transportation requirements of the three future development areas in co-ordination with the land use and urban design elements emerging from the Secondary Plan Process.
2. To develop a City-wide transportation strategy based on an integrated and comprehensive approach to land use and transportation planning which is tailored to the needs of existing development form, anticipates future patterns of development and encourages transit use.



The Study was carried out under the direction of the Transportation Planning Management Team, including representation from the City, York Region Transportation Department, and the Ministry of Transportation.

The transportation policies of OPA 600 reflect the City's intent to provide efficient, functional transportation services and facilities by ensuring that transportation requirements are co-ordinated with land use and urban design, with emphasis on encouraging development which is friendly to pedestrians and public transit. The City-wide analysis was intended to enable the new community areas to be incorporated into the City-wide public transit system. Changes to the land use and transportation system in areas beyond OPA 600 may be implemented through separate policy initiatives.

The Secondary Plan provides a comprehensive system of primary roads connecting key origins and destinations within the proposed communities, between communities and adjacent municipalities, and capable of supporting the land use pattern. The continuous street grid minimizes travel distance and time, promotes movement efficiency, provides alternate route options and is very efficient for transit operations.

The basic road grid will make transit an attractive and viable mode of transportation for OPA 600 residents and workers, and conforms to the requirements of the Province's Transit-Supportive Land Use Guidelines. This system also provides the basis for making public transit service available within a five-minute walking distance of approximately 80% of the residents in the new communities.

The road and transit system is supported by the distribution of housing densities. The distribution of medium and higher density units along major transit corridors will contribute to improved transit ridership, and lower levels of traffic congestion in the new communities.

The transportation network provides a greater number of primary roads within each concession block than in the past. This will enable each primary road to carry a lower volume of traffic than a typical mid-block collector. Wherever possible, the primary road network has been extended through more than one block, in order to make travel possible over longer distances without adding to traffic on the arterial road network.

## 9.0 SERVICING AND PHASING OF DEVELOPMENT

The City has sufficient sewage capacity, based on the current York-Durham Servicing Scheme, and current flow rates to service a population of about 278,000. However, through a macro review of servicing options for York Region, decisions have been made providing for connection to the Peel Region system - 'the Peel Diversion' - and future construction of the Bathurst Langstaff Trunk Sewers, which significantly enhance the existing sewage system and provide for the needs of forecast growth to the year 2031.

York Region also has established a long term water supply master plan to ensure adequate water supply to meet the needs of anticipated development throughout the Region to 2031. The Region's plan is predicated upon the availability of additional water capacity from Durham Region in co-ordination with the pace of growth.

OPA 600 provides for all lands within the new development areas to be developed on full municipal water and sanitary sewer services. Future block planning approvals will be subject to the timely financing and construction of major infrastructure and arterial road improvements in advance of residential development. OPA 600 also introduces policies giving the City greater control over the pace and scale of growth and its financial impact on the City. Front-ending agreements with landowners and early construction of trunks, arterial and primary road improvements may be required, prior to development of each phase within a block plan, to ensure timely provision of major infrastructure in advance of private development.

The Block Plan Process will continue to be the basis for co-ordinating detailed planning within concession blocks, and ensuring appropriate and equitable provision, location and financing of public infrastructure. However, OPA 600 deletes the staging policies of OPA 400 which provided for sequencing of Block Plan approvals. OPA 400 defined Staging and Phasing policies to guide the sequencing of block plan approvals and development within each block. To date, all Stage 1a blocks are approved, Stage 1b block plans are in process, and the conditions for processing Stage 2 blocks have largely been satisfied. Therefore, the processing of block plans for the remaining urban blocks in

OPA 400 should proceed, subject to satisfying the City's policy requirements, and as staff resources permit.

Block 12, upon approval of its Secondary Plan land use designations, and subject to satisfying the requirements of Provincial and other approval agencies, will have the same status as other remaining urban blocks awaiting block plan approval.

Blocks 40 and 47 north of Cold Creek, are designated Urban Area by OPA 600. When the necessary technical work is complete in support of secondary plan land use designations, this area will be subject to an Official Plan amendment in the form of a comprehensive planning document supporting the introduction of these designations, for Council's consideration. Upon approval, this area will have the same status in the approval process as the other remaining block plan areas.

Block 33 West will proceed through the normal block planning process, including both the High Performance Employment Area, and the balance of the residential area within the block. Upon completion of the Block Plan, the High Performance Employment Area may be incorporated into OPA 450.

The Employment Secondary Plan Study Area on Highway 50 requires final Regional approval of OPA 19 and preparation of a secondary plan approved by Council, prior to its incorporation within OPA 450 and detailed block planning.

Development throughout the areas subject to OPA 600 is expected to occur based on best management practices in establishing infrastructure and development in these areas. Lands located within the Headwaters/Moraine Policy District of Carrville-Urban Village 2 will also be fully serviced.

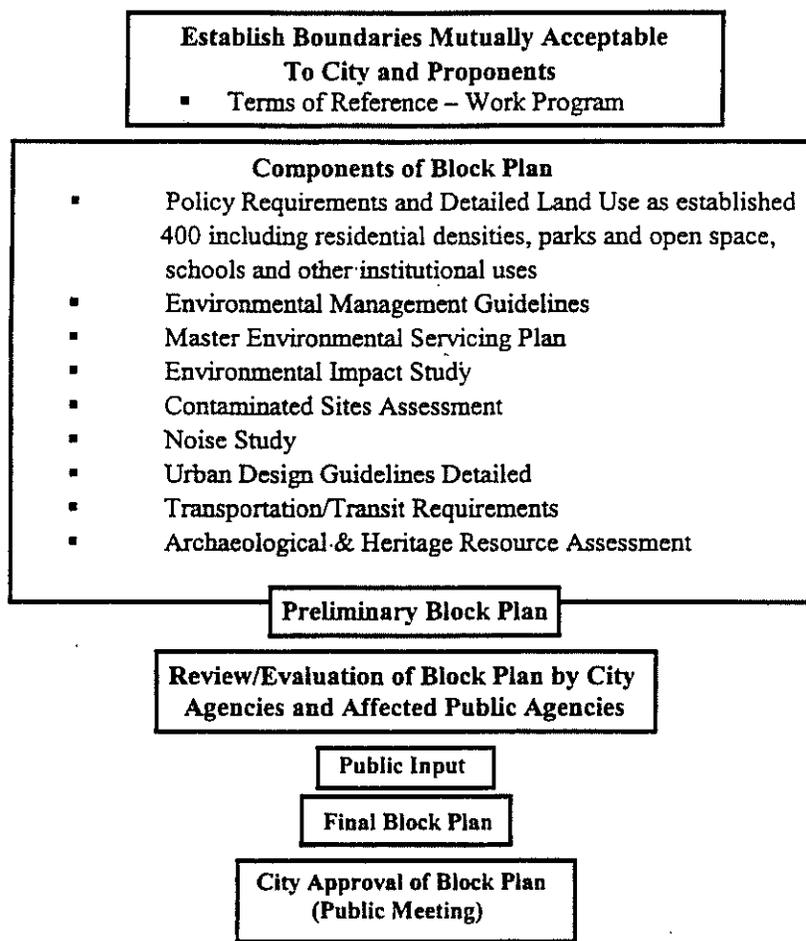
Parks, open spaces and community services and facilities will be established in each new community as development proceeds, and at a scale commensurate with the planned population of each area.

## 10.0 IMPLEMENTATION

It is intended that the policies of this Plan will be implemented through the array of planning instruments provided by the Planning Act. In addition, to co-ordinate individual subdivision plans and implement the policies of this Plan in a comprehensive manner, OPA 600 requires preparation of Block Plans, generally on a 1,000 acre concession block basis. Each Block Plan shall be based on the land use designations and policies of OPA 600.

The process for preparation of the Block Plan is shown on Figure 2 and includes preparation of a Master Environmental Servicing Plan, and Environmental Impact Statement, based on the City's Environmental Management Guideline, urban design guidelines, detailed land use and housing distribution, transportation and transit networks, parks and open spaces, schools and other institutional uses.

**FIGURE 2: BLOCK PLAN PROCESS**



## PART B - THE OFFICIAL PLAN

### 1.0 Principles

The principles expressed in this part of the Plan reflect its broad intent and direction respecting future land use and development in Vaughan as a whole.

### 1.1 General

Community planning and development within the City shall be undertaken in a comprehensive and progressive manner which anticipates the needs of its current and future population, and protects and enhances the City's environmental resources, in recognition of their essential role in the health and quality of life of the community.

### 1.2 Population and Employment

The City shall provide a policy and planning framework to enable a resident population of 329,000 and employment of up to 215,000 to be accommodated by the year 2026.

### 1.3 Urban Structure

The City shall promote the evolution of an urban structure comprised of distinct communities which are functionally linked to and supportive of Vaughan Centre and Vaughan Corporate Centre as the focal points of major commercial development.

The City shall encourage the evolution of an urban structure which reflects a compact urban form which will be efficient in terms of land requirements, servicing infrastructure, transportation and public transit system.

### 1.4 Community Development

The City shall encourage the development of distinct communities, each having a range of residential types and opportunities, as well as retail, office, institutional, parks, open space and community facilities which serve the residents of the community.

The City shall seek to create residential communities which reflect creative and progressive urban design, including the following structuring elements:

- ▶ greenway and linear park systems which accommodate a wide array of functions, from the preservation and enhancement of environmentally significant lands to the provision of locations for suitable compatible public and private institutional uses linked by distinctive pedestrian ways along streets and open space corridors

and, where appropriate, through commercial centres, to create a continuous trail network throughout each community

- ▶ a street grid, which is a network of continuous, primary roads which diffuse vehicle trips, reduce congestion and accommodate transit routes and pedestrian and bicycle movements
- ▶ neighbourhoods which are urbanized areas organized around local convenience centres, parks, schools or other facilities generally based on a five-minute walking distance.

Urban form reflects the organization of the type, mix and intensity of development within the Plan. This Plan generally provides for medium and higher density residential development to be focused in 'corridors' along major arterial and transit routes.

**1.5 Vaughan Centre  
Secondary Plan  
Area**

The City shall promote the development of Vaughan Centre, which will become an urban centre for urban development, social, cultural and civic functions, tourism and recreation activities and reflect the City's corporate and civic image.

Vaughan Centre shall foster Vaughan's cohesiveness and sense of identity, and provide a high order of retail and community services, facilities and functions.

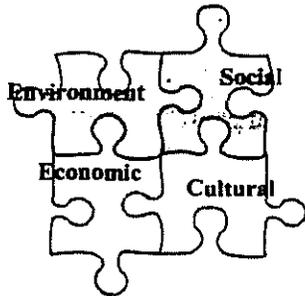
**1.6 Vaughan  
Corporate  
Centre**

The City shall promote the development of Vaughan Corporate Centre Node as a Regional Centre, as detailed in OPA 500. Vaughan Corporate Centre shall be a focal point of business activity, and as a mixed use node with a variety of commercial, residential and institutional uses and facilities.

**1.7 Rural Character**

The City shall maintain and encourage the rural character of areas of Vaughan where agricultural activity and the rural lifestyle remain predominant, as an alternative to the City's urban areas.

**1.8 Environment**



**The Ecosystem Approach To Planning**

The City shall preserve, protect and where possible enhance Vaughan's environmental resources to ensure that they are not compromised by urban development and its related activities.

The City shall employ an ecosystem approach in its future planning to ensure that planning decisions are made with an understanding of the environmental, social, cultural, and economic implications for Vaughan and other influences on the same ecosystem.

The City shall follow the fundamental principles of sustainable development in its future decisions, including: integration of environmental and economic decisions; stewardship; shared responsibility; prevention; conservation; recycling; enhancement; rehabilitation and reclamation; scientific and technological innovation; and global responsibility.

**1.9 Housing**

The City shall encourage a variety of residential types of varied densities, tenures and costs to be provided, in order to offer its present and future residents a range of housing and lifestyle opportunities.

**1.10 Commercial Development**

The City shall encourage provision of a complete range of retail commercial services and facilities in keeping with the needs of the City's resident population.

**1.11 Transportation and Public Transit**

**Appeals #1 & #2**

The City shall encourage and facilitate development of a transportation network to efficiently address the needs of Vaughan residents and the traveling public, and facilitate goods, pedestrian and bicycle movements.

The City shall encourage increased utilization of public transit facilities and services, in order to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system.

**1.12 Recreation**

The City shall plan for provision of parks, open space and recreation facilities and services to satisfy the City's present and future needs.

**1.13 Water and Sewer Services**

The City shall plan for the logical extension of water and sewer services to accommodate forecast population and employment in keeping with a phasing program and the availability of servicing capacity.

**1.14 Community Planning**

Community planning within the City shall be undertaken in a comprehensive fashion. This Plan shall be reviewed on a five-year basis in accordance with the Planning Act. Major or significant amendments to these plans should be considered as part of the five-year review process rather than on an incremental basis.

The City shall involve all communities of interest in its community planning program through public meetings and public hearings as required by the Planning Act.

## 2.0 GOALS AND OBJECTIVES

### 2.1 Land Use and Urban Design

In this Section:

- 2.1 Land Use and Urban Design
- 2.2 Housing
- 2.3 Commercial
- 2.4 Institutional/Community Services
- 2.5 Recreation, Parks and Open Spaces
- 2.6 Heritage Conservation
- 2.7 Environment
- 2.8 Agriculture
- 2.9 Rural
- 2.10 Transportation
- 2.11 Servicing

#### Appeals #1 & #2

- i. To ensure that all planning decisions are taken in a manner consistent with an ecosystem approach to planning.
- ii. To provide for communities with an appropriate variety of land uses, including residential, recreational, commercial and employment uses, as well as park, open space, green space, infrastructure and public facilities.
- iii. To foster land use planning practices and policies which result in compact, efficient, economically viable, safe, sustainable and environmentally sound urban form.
- iv. To co-ordinate land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian friendly and transit friendly development.
- v. To provide opportunities for pedestrians and bicyclists to travel throughout the City via continuous Greenway and Linear Park Systems linking public uses and natural systems.
- vi. To provide for medium and higher density, mixed use and street-oriented development, including residential, retail, and employment uses, particularly along arterial roads.
- vii. To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.
- viii. To ensure that neighbouring developments are physically compatible and respect existing development conditions.
- ix. To ensure that development complements the natural landscape, and protects and conserves the natural landform of areas having prominent physical features.

## 2.2 Housing



- x. To encourage interesting and innovative urban design and built form.
- xi. To establish a grid street network of continuous primary roads and complementary public transit network providing alternative routes and choice of transportation modes throughout communities and City-wide.
  - i. To protect neighbourhoods from incompatible land use impacts such as traffic, noise, etc.
  - ii. To provide for more efficient land use, lower servicing costs and energy conservation through the provision of a mix of housing forms and densities in new residential subdivisions.
  - iii. To provide for mixed use development, usually including residential, office and retail uses, at appropriate locations.
  - iv. To ensure provision of essential community services like schools, parks, daycare, recreation facilities and other institutional uses in residential neighbourhoods.
  - v. To create opportunities for an adequate supply of housing with a mix of densities, unit types, costs and tenures.
  - vi. To designate suitable sites for higher density housing types.
  - vii. To maintain an adequate long term supply of designated residential land to satisfy Vaughan's requirements and allow for flexibility and competition in the market, a minimum 10 year supply of land will be designated for residential purposes at all times
  - viii. To incorporate within the design of subdivisions measures intended to achieve the goals of environmental protection and enhancement, energy conservation and increased utilization of public transit.
  - ix. To encourage a short term supply of housing by working with the development industry to maintain a minimum 3 year supply of registered and draft approved lots and blocks.

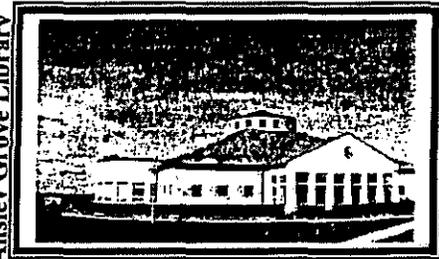
### 2.3 Commercial



Mixed Use Development Is Encouraged

- x. To encourage the viability of urban areas through Residential Intensification including infill, redevelopment, conversions, and rooming houses. Residential Intensification will be encouraged where certain criteria are met such as: availability of services, proximity to transit, and compatibility with existing land uses.
- xi. That opportunities for affordable housing will be provided in each Block Plan.
- i. To establish a hierarchy of commercial areas and facilities of various sizes and compositions to satisfy the needs of Vaughan residents and the traveling public.
- ii. To foster the role and economic vitality of established commercial areas within Vaughan.
- iii. To develop within Vaughan Centre and Vaughan Corporate Centre, major commercial components serving Vaughan and the Greater Toronto Area and providing the widest possible range of commercial goods and services.
- iv. To encourage mixed use development including residential, retail, office and recreational uses in Vaughan Centre and Vaughan Corporate Centre.
- v. To promote shopping districts that cater to and encourage pedestrian traffic, and are characterized by distinctive building forms and speciality goods and services.
- vi. To establish a primary commercial focus for each Urban Village Area at a scale appropriate to the Area's design population.
- vii. To provide within the primary commercial areas of each Urban Village for a variety of appropriate uses, such as department stores, comparison shopping opportunities, offices, office buildings and entertainment facilities, and to ensure that the areas are developed in accordance with sound principles of urban design and in particular, are well integrated with adjacent land uses.

**2.4 Institutional/  
Community  
Services**



**2.5 Recreation, Parks  
and Open Spaces**

- viii. To provide for neighbourhood commercial centres to address the weekly needs of residents in one-stop shopping locations.
- ix. To provide for local convenience commercial uses to address the day-to-day convenience shopping needs of residents.
- i. To encourage and accommodate all institutional uses which serve the community's education, government, health care and religious needs.
- ii. To ensure that the institutional uses are compatible and complementary with the surrounding community.
- iii. To encourage physical design which promotes safety and security.
- iv. To encourage an integrated planning process that promotes opportunities for multi-purpose functional buildings.
- v. To encourage the location of institutional facilities within reasonable pedestrian or transit network accessibility.
- i. To recognize the personal, social, economic and environmental benefits of recreation, parks and open spaces.
- ii. To provide positive lifestyle choices through the provision of quality leisure opportunities.
- iii. To provide a quality and integrated parks and open space system including a hierarchy of Parks, including Regional, District, Community, District Sports, Neighbourhood and Linear Parks and open spaces in future residential areas.
- iv. To establish a Greenway and Linear Parks System throughout Vaughan to accommodate a wide array of functions from the preservation of environmentally significant land to the provision of locations for such public uses as schools and parks linked by distinctive pedestrian ways along streets and open space corridors

and, where appropriate, through commercial centres, to create a continuous trail network throughout the community.

- v. To support and encourage the commitment to a sense of community ownership and investment in Vaughan's leisure and open space system.
- vi. To protect and preserve significant natural areas, features and corridors, and ensure that their recreational use respects their functional role as natural areas within the ecosystem.
- vii. To increase the number of City-wide and/or regional scale open space destinations and facilities.
- viii. To continue to provide high quality District and Neighbourhood Parks in future residential areas.
- ix. To provide for Vaughan's leisure needs in a fiscally responsible manner which relates the rate of future facility development to the rate of growth and the financial means of the City.
- i. To protect and preserve significant existing heritage features including buildings and other structures, sites, landscapes, areas and environments.
- ii. To achieve sound growth management by ensuring an effective balance between preserving the significant elements of the community's built heritage and natural landscape features and providing opportunity for new development and growth. To encourage new development which is sympathetic to the existing settlement fabric.
- iii. To encourage the protection of, or where appropriate, the excavation of local archaeological resources.
- iv. To preserve and incorporate significant heritage and archaeological sites into public and commercial environments and public open spaces.

**2.6 Heritage  
Conservation**

- v. To promote an understanding of, and an appreciation for, the City's heritage, among those who live or work in Vaughan and among visitors to Vaughan.
- vi. To assemble and collect in a protected environment, documents, manuscripts and materials of historical significance for the purposes of preservation, education, interpretation and research.
- vii. To recognize and protect the importance of Vaughan's natural heritage features including the Oak Ridges Moraine, the Don River Watershed and portions of the Humber River basin for their distinctive topography and scenic views.
- viii. To encourage imaginative and innovative building techniques which are suited to the natural surroundings of these areas.
- ix. To strive to preserve and enhance the beauty of the landscape by encouraging the maximum retention of natural topographic features such as drainage swales, streams, slopes, vistas, natural plant formations and trees.
- i. To incorporate the philosophy of ecosystem planning within the City's future land use decisions, including two fundamental philosophical principles:
  - a. protection and conservation of the quality of Vaughan's environmental resources, and the quality of the ecosystem as a whole, for future generations; and,
  - b. protection and conservation of options, including maintaining the potential of environmental resources for future use.
- ii. To protect and where possible enhance the environmental functions of the Oak Ridges Moraine, and its environmentally significant features and landforms, in order to promote the concept of integrated resource management.

## 2.7 Environment



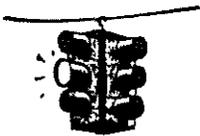
- iii. To cooperate and coordinate with the public, Provincial agencies, Toronto and Region Conservation Authority (TRCA), Regional Municipality of York, and other municipalities, in keeping with the ecosystem approach to planning, in planning for the conservation, protection and where possible enhancement of the environmental functions of significant environmental resources.
- iv. To protect the ecological health and integrity of valley and stream corridors.
- v. To minimize the threat to life and the destruction of property and natural resources from flooding and erosion, and to preserve natural floodplain hydrological functions.
- vi. To preserve, and where possible enhance riparian cover for fish and wildlife habitat.
- vii. To protect and encourage rehabilitation of fish habitat and fish communities within Vaughan.
- viii. To protect and where possible enhance rehabilitation of forest and tree cover within the City of Vaughan.
- ix. To protect and where possible enhance the important terrestrial functions, and the long-term sustainability of protected forest resources and their interior forest habitat.
- x. To manage the water quality of streams and watercourses using Best Management Practices to ensure that no further degradation occurs.
- xi. To preserve and protect the water quality and environmental function of the headwater streams and watersheds which originate within the City of Vaughan and attempt to ensure that no further degradation occurs prior to reaching downstream municipalities.
- xii. To protect ground water quality and quantity, now and for the future, and to employ Best Management Practices for sensitive ground water zones.

- xiii. To maintain and where possible enhance the baseflow component in the watercourses throughout Vaughan particularly in coldwater and headwater streams or those designated as coldwater fisheries.
  - xiv. To identify, preserve and protect the remaining wetland habitat within the municipality and to ensure no loss of important wetland functions or wetland areas within classified or unclassified wetlands. To encourage wetland rehabilitation and creation, where practical. To ensure that changes in land use adjacent to wetlands do not adversely affect the social, biological, and hydrological functions/attributes of the wetland.
  - xv. To protect identified Environmental Significant Areas (ESAs) and Areas of Natural or Scientific Interest (ANSIs) within Vaughan as identified by the TRCA and the MNR and shown on Schedule G of the Plan, and to consider the recognition of additional ESAs and ANSIs which may be identified by the TRCA and MNR.
  - xvi. To encourage further research and monitoring of ESAs and ANSIs.
  - xvii. To ensure that new development is integrated with and sensitive to significant landscape features, vistas and panoramic views.
  - xviii. To identify and protect linkages which provide opportunities for the movement of flora and fauna between environmental features such as, woodlots, ESAs, ANSIs, wetlands and valley and stream corridors.
- 2.8 Agriculture**
- i. To protect the lands designated Agriculture Area from loss to other uses.
  - ii. To ensure uses that would result in conflicts with agricultural operations are not established in the Agriculture Area.
  - iii. To prevent the fragmentation of agricultural lands.
  - iv. To direct non-farm development to areas outside the Agriculture Area to both minimize the fragmentation to the agricultural area and the intrusion of non-farm uses.

## 2.9 Rural

- v. To maintain and designate large continuous areas of land for agricultural production which are uninterrupted by non-farm uses.
- vi. To recognize the agricultural heritage of Vaughan and its importance as a rural community, while also recognizing the fragile nature and realities of agricultural production adjacent to an urban area.
  - i. To recognize farming as the predominant use in the rural area.
  - ii. To ensure the protection, conservation and enhancement of environmental features and resources located in the rural area.
  - iii. To provide limited opportunities for non-farm uses to locate in the rural area in a manner addressing the City's policies and objectives regarding agriculture, the environment, servicing, need and compatibility.
  - iv. To ensure that impacts of non-farm development in the rural area on farming operations is minimized.
  - v. To ensure that the rural character of the area is maintained and that in areas of non-farm uses a built-up urban appearance is not created.

## 2.10 Transportation



Appeals #1 & #2

- i. To establish transportation and transit systems which complement and support Vaughan's urban structure and land use pattern.
- ii. To utilize existing and planned major transportation facilities to achieve land use planning goals.
- iii. To achieve a significant increase in public transit ridership.
- iv. To encourage a closer relationship between the workplace and the home through land use planning decisions.
- v. To encourage further major public transit improvements to serve Vaughan's residents and employees.

**2.11 Servicing**

- vi. To encourage the distribution of land use and density along transportation corridors in a manner that is transit supportive.
- vii. To ensure the completion of future transit and roadway improvements by reserving rights-of-way and ensuring that land use and transportation planning reflect the anticipated ultimate configuration of the transportation network.
- viii. To provide for continuous walkway and bike path systems to link residential areas, employment areas, community and recreation facilities addressing the needs of pedestrian and bicycle movements.
- ix. To provide a roadway network that has sufficient capacity to minimize congestion and support the efficient movement of goods and transit vehicles.
- i. To ensure that urban development shall occur on the basis of full services including sanitary sewers, storm sewers, and piped water supply.
- ii. To continually monitor the servicing flows generated by development in conjunction with the Region of York in order to ensure efficient use of the sewage capacity.
- iii. To provide for a system of storm water management, including management for both surface water and ground water quality and quantity, which will be designed to protect lands and receiving waters within and outside the community from the detrimental effects such as erosion, flooding and sedimentation from increased levels of runoff.
- iv. To ensure that development proceeds in accordance with the phased improvement to the servicing systems and the availability of service capacities.
- v. To ensure that service infrastructure at both the local and regional level, is planned on a comprehensive basis having regard to the long term planning objectives of the City.

- vi. To discourage incremental servicing decisions which may compromise the long term service infrastructure required by the City.

## 3.0 STRUCTURAL CONCEPT

### 3.1 Urban Structure

In this Section:

- 3.1 Urban Structure
- 3.2 Central Role of  
Vaughan Centre and  
Vaughan Corporate  
Centre
- 3.3 Complementary Role  
of Communities
- 3.4 Secondary Plans and  
Block Plans
- 3.5 Structural Elements  
and Urban Form
- 3.6 Employment Land  
Designations
- 3.7 Role of  
Rural/Agricultural  
Areas
- 3.8 Supportive Role of  
Transit

### 3.2 Central Role of Vaughan Centre and Vaughan Corporate Centre

It is the intention of this Plan to establish a comprehensive framework for urban development in Vaughan as a whole. Vaughan's existing urban development pattern has evolved principally based upon four separate community plans, a number of major Official Plan amendments designating in particular the City's industrial areas, as well as many minor and/or site-specific Official Plan amendments. This Plan defines the roles of Vaughan Centre and Vaughan Corporate Centre in relation to the existing and new communities and the rural area. This Plan also defines an Urban Structure Plan as the basis for planning new communities.

This Plan envisions an urban structure for Vaughan in which Vaughan Corporate Centre, containing a Regional Centre (in the Corporate Centre Node), and Vaughan Centre, an urban centre, play central roles, reflecting the City's civic and corporate image. These centres will serve all parts of the City with a high order of retail, cultural, recreational, community and civic facilities and services.

### 3.3 Complementary Role of Communities

The City's communities, including the existing communities of Maple, Kleinburg, Thornhill-Vaughan, and Woodbridge, and the new community areas, also include a range of retail, recreational and community facilities. Such facilities are generally planned at a scale designed to satisfy the needs of the community's resident population. For City-wide facilities, however, the communities will rely upon and be supportive of Vaughan Centre and Vaughan Corporate Centre. The communities also provide a range of housing options and community-scale retail and office commercial uses. It is the intent of this Plan to strengthen the separate

identities of each of the existing residential communities of Woodbridge, Kleinburg, Maple and Thornhill, and create new residential communities each with their own distinct character. The distinctiveness of existing communities and new communities is to be strengthened through utilization of greenway systems or other clearly recognizable boundaries.

A recent review of the Kleinburg-Nashville Community Plan (OPA 160) has identified new community boundaries which are clearly identifiable, logical and enduring for the future. These boundaries will be the subject of Council consideration in September 2000 and, when finalized, will be reflected in Schedule "A" of OPA 600 through a subsequent modification.

The policies of the Community Plan have been updated through the review process to reflect the conclusions and policy initiatives of this amendment. In particular, the planning strategy established in the Kleinburg Nashville Community Plan provides for modest growth of the community by the addition of approximately 1000, predominantly detached dwellings. This is consistent with the City's overall objective to recognize the rural village centre function of Kleinburg Nashville and to ensure that the scale of future development within the community is consistent with this function.

### 3.4 Secondary Plans and Block Plans

Each of the City's existing communities has been developed on the basis of a comprehensive land use plan for the entire community. The newly designated areas (i.e. Vaughan Centre, Vaughan Corporate Centre, Vellore-Urban Village 1, Carrville-Urban Village 2 and the Woodbridge Expansion Area) will, likewise each, be developed based on comprehensive secondary plans. Schedules "B", "C" and "D" show the secondary plans applicable to each new community area in its entirety. Schedule "B1" shows the secondary plan applicable to the Vaughan Centre.

The subsequent stage of planning for the new community areas will focus on preparation of Block Plans generally on a concession block basis and in conformity with OPA 600. Such Block Plans will be approved by Council to provide a basis for the draft plans of subdivision and related development applications.

### 3.5 Structure Elements and Urban Form

This Plan provides for urban development to be based on the following structuring elements:

- ▶ greenway and linear park systems, which accommodate a wide array of functions from the preservation and enhancement of environmentally significant lands to the provision of locations for such compatible public and private institutional uses linked by distinctive pedestrian ways along streets and where appropriate, through commercial centres to create a continuous trail network throughout each community
- ▶ primary grid road system, which is a network of continuous, collector roads which reinforce the arterial system, diffuse vehicle traffic, reduce congestion and accommodate transit routes and pedestrian and bicycle movements
- ▶ neighbourhoods, which are urbanized areas organized around local parks, schools and other facilities.

Urban form relates to the organization of the type, mix and intensity of development within the Plan. The urban form of the new communities may be characterized as a Corridors concept, which reflects the concentration of more intense development in corridors along the major arterial road system, incorporating urban design features intended to foster transit ridership.

### 3.6 Employment Land Designations

The City's designated industrial areas provide for its future serviced employment land needs, based on the policy framework of OPA 450. Lands in the Highway 50 corridor - the West Vaughan Enterprise Zone - are redesignated 'Employment Secondary Plan Study Area' by OPA 600, in anticipation of their future incorporation within OPA 450.

This area will continue to be subject to the Rural Area General, Agriculture Area and Rural Use Area policies of OPA 600 until a Secondary Plan(s) is adopted by the City and approved, incorporating the lands into OPA 450, giving them full urban status, and providing appropriate policies and a detailed land use schedule.

OPA 600 redesignates lands fronting the west side of Highway 400 in Block 33 West in Vellore-Urban Village 1 to *High Performance Employment Area* to permit high performance employment uses. These lands will ultimately be incorporated into OPA 450 and supplement the City's long term employment land supply. Detailed planning of these lands will occur through preparation of the Block 33 West Block Plan and the draft plan approval process.

### 3.7 Role of Rural/ Agricultural Areas

This Plan supports and encourages the retention of rural uses in portions of Vaughan, in keeping with their rural character, and in recognition of some areas well-suited for agricultural activities. The designation of new community areas abutting existing areas of development also supports the rural areas by limiting the extent of urban expansion and thereby encouraging more compact urban form.

The rural areas are envisioned to be predominantly agricultural in character, with large lot country residential uses reflecting the present property division in certain areas, and very limited rural/estate residential development in certain areas.

Protection, maintenance and where possible enhancement of the natural environment is a primary goal applicable throughout the rural area.

### 3.8 Supportive Role of Transportation System

The City's transportation and public transit system will be designed to facilitate efficient linkages between the two Centres and the communities, and to encourage the evolution of Vaughan Centre and Vaughan Corporate Centre toward the achievement of their planned roles as the focal points of Vaughan.

Major public transit nodes are expected to be included within these Centres to support their land uses, to make them readily accessible from other parts of Vaughan, Toronto and the GTA, and to minimize traffic congestion in their vicinity.

**4.0 COMMUNITY PLANNING POLICIES**

In this Section:

- 4.1 Urban Form and Structure
- 4.2 Land Use

**4.1 Urban Form and Structure****4.1.1 Vaughan Centre Secondary Plan Area and Vaughan Corporate Centre**

- i. Block Plans shall be prepared for the new community areas and shall be in conformity with the principles, goals, objectives, and land use designations established in this Plan. The role of the Block Plans in the planning process is set out in Section 10, Implementation.
  - ii. The existing communities of Kleinburg, Maple, Woodbridge and Thornhill-Vaughan, and existing industrial areas are subject to approved secondary plans, which establish a policy framework for these areas. Whenever any of these plans are subject to review, the policies expressed in this Plan shall be given consideration for incorporation into the revised versions of the secondary plans applicable to these existing development areas.
  - iii. The City's planning and development policies shall maintain and support the distinctive characteristics of each of the four communities.
- 
- i. Lands shown as "Vaughan Centre Secondary Plan Area" on Schedule "B1" is recognized as an urban centre. Lands generally located along Highway #7 from Ansley Grove Road to Creditstone Drive are designated Vaughan Corporate Centre by OPA 500, as indicated on Schedule "A". Vaughan Corporate Centre contains the Corporate Centre Node, which is recognized as a Regional Centre.
  - ii. The Vaughan Centre Secondary Plan Area and Vaughan Corporate Centre have been the subject of studies respecting urban design, land use integration, transportation and public transit, servicing, municipal and community facility needs and requirements, to ensure that both Centres will develop in a manner consistent with the City's policy and development objectives. The Vaughan Centre Secondary

Plan Area and Vaughan Corporate Centre are now subject to OPA 483, 505 and 512, and to OPA 500, respectively.

- iii. The portion of the lands located within the area designated as Vaughan Centre Secondary Plan Area defined on Schedule "B1" shall be subject to the land use designations shown on the said Schedule "B1" and the policies of this Plan.

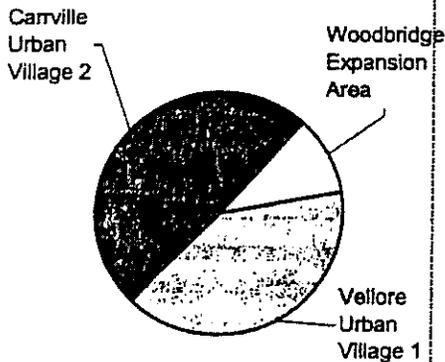
The portion of the lands located within the area designated as Vaughan Centre Secondary Plan Area, as defined on Schedule "B2" shall be subject to the land use designations shown on Schedule "B2" and the policies of this Plan.

- iv. Vaughan Centre shall be an urban centre as defined in the Regional Official Plan including a mix of high and medium density residential uses, retail, office, community, cultural, recreational, civic, entertainment and tourism oriented as shown on Schedule "B2" for that portion of the Vaughan Centre Secondary Plan Area south of Rutherford Road. Vaughan Centre shall be the subject of a secondary planning study to more specifically define the range and densities of permitted uses and establish transportation, environmental servicing and land use policies. That portion of the lands located within the area designated as Vaughan Centre Secondary Plan Area as defined on Schedule "B2" shall be subject to the land use designations shown on Schedule "B2" and the policies of this plan.
- v. Vaughan Corporate Centre contains a Regional Centre, including employment generating uses such as industrial, business, office, institutional, retail and entertainment uses or a mix thereof, and may also contain medium and high density residential uses or a mix thereof.
- vi. Vaughan Centre is expected to accommodate approximately 3,000 residents at full development, in predominantly medium and high density housing forms.

**4.1.2 New Community Areas - General**

- i. The new community areas designated for development are identified as Vellore-Urban Village 1, Carrville-Urban Village 2 and the Woodbridge Expansion Area, as shown on Schedules B, C and D respectively.
- ii. The new community areas are anticipated to accommodate a total population up to 132,000 persons.
- iii. The new community areas are targeted to provide nearly 43,000 residential units, to satisfy forecast housing requirements to the year 2026, including approximately 17,000 in Vellore-Urban Village 1, 21,000 in Carrville-Urban Village 2 and 4,500 in the Woodbridge Expansion Area.
- iv. The Urban Village Areas, together with the Vaughan Centre are expected to provide a mix of housing types, including low, medium and high density housing forms. The areas subject to the Low Density and Medium Density Residential Commercial designations will provide for the predominant proportion of housing units throughout the plan area. Complementary High Density development will be provided in the Vaughan Centre and in the Carrville District Centre. The number of units in Vellore Village Centre and Carrville District Centre will be determined through detailed tertiary plans which will proceed by way of amendment to this Plan, in accordance with Section 4.2.1.4.
- v. Taken together, the new community areas are targeted to achieve an overall gross density of 16-18 units per hectare, exclusive of lands included in valleys, major woodlots or existing development, to achieve a housing mix and housing unit distribution generally in accordance with the population and housing unit estimates contained in Appendix B.
- vi. The development within each new community area shall exhibit a physical form and design which will:
  - ▶ foster a strong sense of community identity, social integration, stewardship of community, public facilities, amenities, and land use compatibility

Projected Increase in Residential Units to 2026



#### 4.1.2.1 Vellore-Urban Village 1

- ▶ emphasize convenience of access between residential, parks, open spaces and commercial, community and recreation facilities, in order to encourage pedestrian and bicycle travel, and to minimize the need for auto travel
- ▶ integrate human and natural environments in a manner that respects the needs and sensitivities of each through environmental protection and compact urban form.

- i. Vellore-Urban Village 1 is a new community similar in scale to the existing communities, with a distinct character of its own as identified on Schedule B. It is clearly separated from Kleinburg by the Humber River valley, from Maple by Vaughan Centre, and from Woodbridge by Rutherford Road, a major east/west arterial road and future transit route. Vellore Village Centre will be located at the intersection of Weston Road and Major Mackenzie Drive.
- ii. The population estimate for Vellore-Urban Village 1 is approximately 51,000.

#### 4.1.2.2 Carrville-Urban Village 2

- i. Carrville-Urban Village 2 is a new community similar in scale to the existing communities with a distinct character of its own, as identified on Schedule C. It is clearly separated from Maple by the CN railway line and from Thornhill by Highway 407. Carrville District Centre will be located at the intersection of Dufferin Street and Rutherford Road.
- ii. Establishment of a GO station on the south side of Rutherford Road west of the rail line will provide improved opportunities for convenient GO rail service between Vaughan and downtown Toronto, thereby reducing auto congestion and improving public transit ridership, particularly for the residents of Maple and Carrville-Urban Village 2.
- iii. The population estimate for Carrville-Urban Village 2 is approximately 66,000. The potential population depends in part

#### 4.1.2.3 The Woodbridge Expansion Area

upon further investigations to determine the intensity of development that may be permitted on lands which are within the Headwaters Moraine Policy District, identified on Schedule C.

- i. The Woodbridge Expansion Area is a new community with a distinct character of its own, as identified on Schedule D. It shall provide future Vaughan residents with a less dense residential environment as an alternative to Urban Villages 1 and 2. The population estimate is approximately 14,000 persons.

#### 4.1.3 Neighbourhoods

- i. The new community areas designated by this Plan, establish a series of residential neighbourhoods, each of which is approximately defined by a radius of 400 m, i.e. a 5-minute walk. This shall be refined in greater detail by the Block Plans.
- ii. Each neighbourhood shall have access to a Greenway System, a primary street, transit service and a local park.
- iii. Block Plans will identify the locations of local convenience commercial centres accommodating small groups of local convenience shops each of which is of limited size, and may be permitted in mixed use form at grade level within residential buildings. Such uses shall be permitted only where identified in a Block Plan.
- iv. Local Convenience shops may be permitted in mixed use form at grade level within medium and high density residential areas. Local convenience centres, shall be encouraged to locate close to local parks. Local parks may therefore vary in size, design concept and function from a small formal urban square of no less than 0.5 ha to one or two larger neighbourhood parks combined with an elementary school usually in a campus format.
- v. The road and transit networks and greenway systems shall be designed to foster connectivity between neighbourhoods for pedestrians, bicycles and automobiles.

## 4.2 Land Use and Development

### 4.2.1 Residential Designations

#### 4.2.1.1 Low Density Residential Areas



vi. Block Plans shall allocate the land use areas within the neighbourhoods in conformity with the land use designations on Schedules B, C and D.

i. Low Density Residential Areas are to be predominantly residential in character. Urban design will emphasize creating attractive streetscapes which are pedestrian friendly so that residents can walk conveniently and safely to Greenway and Linear Park Systems, primary streets with transit services, elementary schools, neighbourhood parks and commercial facilities.

ii. Within Low Density Residential areas, a mix of lot sizes and building types is encouraged. The precise distribution of permitted uses shall be determined in Block Plans and plans of subdivision in the Vaughan Centre Secondary Plan Area (OPA No. 483) prepared in conformity with this Plan. Uses permitted in this designation shall be the following:

- ▶ detached houses
- ▶ semi detached houses
- ▶ schools
- ▶ parks and open space
- ▶ small scale community facilities
- ▶ small scale places of worship
- ▶ institutional uses
- ▶ private home daycare
- ▶ home occupations
- ▶ other accessory uses, and
- ▶ local convenience commercial centres
- ▶ the following additional uses shall be permitted only in "Low Density Residential Areas" located within the OPA No. 483 amendment area (Vaughan Centre Secondary Plan):

- ▶ street townhouses
- ▶ duplex, triplex, and fourplex units
- ▶ stacked townhouses limited to 3 storeys in height
- ▶ other housing forms which do not exceed the permitted density.

- iii. Street townhouses may also be permitted within the Low Density Residential areas on a limited basis, in accordance with the following criteria.

Street townhouses may be used within the Low Density Residential Area:

- ▶ adjacent to another more intensive land use designation as a transitional use
- ▶ in instances where their physical form assists in mitigating the impacts of a noise source, such as a road or highway
- ▶ where they would be of use in addressing a topographical constraint.

- iv. Within Low Density Residential areas the maximum permitted net density on a site shall be 22 units per hectare. Within each block plan area, the maximum average net density taken across all the Low Density Residential Areas, shall be in the range of 16 to 18 units per hectare.

Notwithstanding the above, within Low Density Residential areas in the Vaughan Centre Secondary Plan Area (OPA 483) the range of permitted densities shall be no less than 12 units per hectare and no more than 24 units per hectare. The average density taken across all the Low Density areas in the OPA 483 amendment area shall be not less than 16 units per hectare.

- v. Notwithstanding the above, within the *Urban Area* of Blocks 40 and 47, the range of permitted gross density will be between 5.0 and 7.5 units per hectare (2.0 and 3.0 units per acre), calculated on the area of developable lands.

- vi. Notwithstanding the above, within Block 12, the area defined as "Special Policy Area", as indicated on Schedule C, shall have a density between 5.0 and 14.0 units per net residential hectare (2.0 and 5.6 units per net residential acre), depending upon the outcome of technical environmental studies during the Block Plan process, and the resolution of groundwater and landform conservation concerns, in particular. The privately held lands within Block 12 shall have a density not exceeding 14.0 units per hectare, calculated on the area of developable lands.
- vii. The area included in the calculation of residential density shall include local and primary roads and the land for the dwelling units, but shall exclude all other lands.
- viii. Low Density Residential development shall be of a form and scale sensitive to and compatible with the character and use of surrounding lands.
- ix. Daycare centres, as defined in the Day Nurseries Act, shall be permitted and shall be encouraged to locate adjacent to parks and schools.

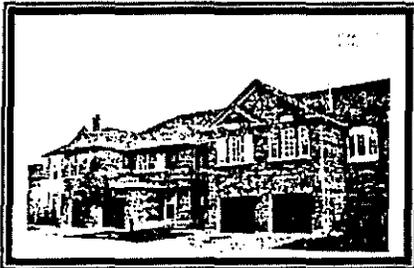
**4.2.1.2 Urban Area -  
Blocks 40 and 47**

The lands within Blocks 40 and 47, north of Cold Creek, south of Teston Road, east and west of Pine Valley Drive are designated *Urban Area* as indicated on Schedule B. This area will be planned for predominantly "executive housing" on large lots with full municipal services. The gross density within the designated area shall be between 5.0 and 7.5 units per hectare (2.0 - 3.0 units per acre), as noted above in 4.2.1.1 v).

- ii. The lands designated *Urban Area* shall be the subject of a comprehensive plan providing the technical basis to support secondary plan land use designations consistent with the planning approach of OPA 600. Subsequent detailed planning of the area shall address the requirements of the Block Plan process.

#### 4.2.1.3 Medium Density Residential-Commercial Areas

##### Appeal #5 Site Specific



Medium Density Housing

iii. The lands designated as *Urban Area* shall remain subject to the Rural Use Area, Rural-General and Agricultural Area policies of OPA 600 until such time as they are redesignated to specific urban land use categories, by an amendment to this Plan, adopted by the City and approved.

i. Medium Density Residential-Commercial Areas are generally located along major arterial roads and certain primary streets in order to enhance the transit supportiveness of the Plan by locating more intense areas of residential development along and adjacent to planned transit routes.

These areas are to be carefully integrated in layout and design with the Low Density Residential Areas or District Centres immediately adjacent, so that all residents can easily access the transit services and commercial facilities.

ii. The character of Medium Density Residential-Commercial areas shall be primarily residential with limited commercial uses located at grade level along transit routes to encourage and facilitate pedestrian movement. Urban design will emphasize low rise development, creating attractive pedestrian-friendly streetscapes to enable residents to walk conveniently and safely to the streets with transit services.

iii. Within Medium Density Residential-Commercial areas a mix of lot sizes and building types is encouraged. The following uses shall be permitted:

- ▶ detached houses
- ▶ semi-detached houses
- ▶ street townhouses
- ▶ duplex, triplex and fourplex units
- ▶ en bloc townhouses
- ▶ commercial uses in accordance with the policies of this plan

- ▶ schools
  - ▶ parks and open space
  - ▶ community facilities
  - ▶ other institutional uses
  - ▶ places of worship
  - ▶ daycare and private home daycare
  - ▶ the following additional uses shall be permitted only in “Medium Density Residential-Commercial Areas” located within the OPA No. 483 amendment area (Vaughan Centre Secondary Plan):
    - ▶ stacked townhouses limited to three storeys in height
    - ▶ apartment buildings limited to four storeys in height.
- iv. Within areas designated Medium Density Residential-Commercial, small-scale retail and office commercial uses shall be permitted provided such uses face on a primary street or arterial road. These limited commercial facilities shall be generally integrated with the residential development and building forms and be located at grade level. The commercial component shall be limited to a density of 0.25 times the area of any lot abutting a primary street, and 0.5 times the area of any lot abutting an arterial road, in addition to the residential density permitted on the lot.
- v. Within the area designated Medium Density Residential-Commercial which is also identified as Neighbourhood Commercial Centre, a broader range of commercial uses shall be permitted pursuant to Section 4.2.2.4 of this Plan.
- vi. Within Medium Density Residential-Commercial areas the minimum net *residential* density on any one site shall be 17 units per hectare and the maximum net *residential* density shall be 40 units per hectare. The average net density, taken across all the Medium Density Residential-Commercial areas of the block plan, shall be in the range of 25 to 35 units per hectare.

Notwithstanding the above, within “Medium Density Residential-Commercial Areas” located within the OPA No. 483 amendment area (Vaughan Centre Secondary Plan), the minimum average

density taken across all the "Medium-Density Residential-Commercial Areas" shall not be less than 25-30 units per hectare.

- vii. The area included in the calculation of residential density shall include local and primary roads and the land for the dwelling units, but shall exclude all other lands.
- viii. Medium Density Residential-Commercial Areas may include private recreational amenity space (in addition to the parkland requirement as per the Planning Act) to serve the needs of its resident community.
- ix. Medium Density Residential-Commercial Areas shall be of a form and scale sensitive to and compatible with the character and use of surrounding lands. Medium density forms of higher intensity shall be located along the arterial road system in order to support and take advantage of access to transit.
- x. Daycare centres, as defined in the Day Nurseries Act shall be encouraged to locate adjacent to parks and schools.
- a. Notwithstanding the above, the lands located at 9630 Islington Avenue (L. Greco) and 9560 Islington Avenue (J. Greco), as shown on the attached Schedule AD, are hereby subject to the following policies:
  - i. To create opportunities for the provision of an adequate supply of affordable housing to address the requirements of the Province's Policy Statement on Land Use Planning and Housing.
  - ii. That where possible, at least half of all affordable housing opportunities will be provided for lower income households, through the support of government housing programs and innovative forms of housing.
  - iii. Medium Density Residential-Commercial Areas are generally located along major arterial roads and certain primary streets in order to enhance the transit-

#### 4.2.1.3.1 Exceptions

supportiveness of the Plan by locating more intense areas of residential development along the adjacent planned transit routes. These areas are to be carefully integrated in layout and design with the Low or High Density Residential Commercial Areas immediately adjacent, so that all residents can easily access the transit services and commercial facilities.

- iv. Within Medium Density Residential-Commercial areas a mix of lot sizes and building types is encouraged. The following uses shall be permitted:
- ▶ detached houses
  - ▶ semi-detached houses
  - ▶ street townhouses
  - ▶ duplex, triplex and fourplex units
  - ▶ stacked townhouses limited to three storeys in height
  - ▶ apartment buildings limited to four storeys in height
  - ▶ other residential building forms which would satisfy the density provisions of this Section of the Plan
  - ▶ commercial uses in accordance with the policies of this Plan
  - ▶ schools
  - ▶ parks and open space
  - ▶ community facilities
  - ▶ other institutional uses
  - ▶ places of worship, and
  - ▶ daycare and private home daycare.
- v. Within Medium Density Residential-Commercial areas the range of permitted densities shall be no less than 17 units per hectare and no more than 60 units per hectare. Within each Block Plan area the average density taken across all the Medium Density Residential-Commercial areas shall not be less than 35-40 units per hectare.
- b. Notwithstanding the above, the minimum average density in Medium Density Residential-Commercial areas located in Block 33 East shall be 25-30 units per hectare.

#### 4.2.1.4 High Density Residential/Commercial Areas

Existing High Density Residential/Commercial



- c. Notwithstanding the above, within Medium Density Residential-Commercial Areas in the Vaughan Centre Secondary Plan the minimum average density taken across all the Medium Density Residential-Commercial areas shall not be less than 25 to 30 units per hectare.
- i. High Density Residential-Commercial Areas are the most intense locations of residential and commercial use in Urban Village Area 2 and the Vaughan Centre Secondary Plan. These areas are intended to contain a high order of retail, office and residential use in a mixed use form. The anticipated high level of activity is supportive of transit services.
- ii. Within High Density Residential areas a mix of building types and lot sizes is encouraged. The following uses shall be permitted:
- ▶ stacked townhouses
  - ▶ apartment buildings to a maximum twelve stories in height
  - ▶ schools
  - ▶ parks and open space
  - ▶ community facilities
  - ▶ institutional facilities
  - ▶ places of worship
  - ▶ commercial uses in accordance with the policies of this Plan.
- In addition to the above permitted uses, street townhouses shall also be a permitted use on the lands subject to OPA 491.
- Notwithstanding the above, apartment buildings to a maximum of eight stories in height are permitted within the Vaughan Centre Secondary Plan.
- iii. Within High Density Residential-Commercial Areas the range of permitted densities shall be no less than 60 units per hectare and no more than 150 units per hectare. The average density taken across

all the high density areas in the Block Plan shall not be less than 115 units per hectare.

Notwithstanding the above, the lands subject to OPA 491 shall not be included in the calculation of the average density in the Block Plan; also, these lands will be required to achieve a minimum density of 50 units per hectare.

Notwithstanding the above, within High Density Residential-Commercial Areas within the Vaughan Centre Secondary Plan, the permitted density shall be no more than 120 units per hectare. The average density taken across all high density areas within the Vaughan Centre Secondary Plan shall not be less than 100 units per hectare.

- iv. The area included in the calculation of residential density shall include the land for the buildings, private roads and driveways, parking areas and landscaping, and amenity areas related to the specific high density development, but shall exclude all other lands.
- v. Within High Density Residential-Commercial Areas, commercial uses shall be permitted. These commercial facilities may occur in single use buildings, or in mixed use commercial-residential buildings. The commercial component shall be in addition to the residential density permitted on the lot, but shall be limited to a density of 2.0 times the area of the lot. A broader range of commercial uses may be permitted in those locations identified as District Centres, pursuant to Section 4.2.1.5 of this Plan.
- vi. Urban Design for High Density Residential-Commercial Areas will emphasize a mixed use and pedestrian-oriented form with attention to the careful integration of transit and a high quality public realm comprised of public streets and open spaces. Such areas will be carefully integrated with the surrounding development so that streets are continuous and linked with surrounding High Density Residential-Commercial, Medium Density Residential-Commercial and Low Density Residential areas so that Pedestrian access between areas shall be convenient, direct and safe. Specific development schemes shall

demonstrate a careful transition in building scale toward lower density housing forms.

- vii. Throughout High Density Areas, buildings are encouraged not to exceed twelve storeys in height and shall be sited close to the street right-of-ways to create an attractive and interesting public realm. Any commercial uses located thereon shall front directly onto the public sidewalk with landscaped parking located at the rear and on-street.
- viii. Lands located within the Vaughan Centre Secondary Plan at the northwest corner of Jane Street and Rutherford Road are designated "High Density Residential/Commercial Area - Special Policy". Within this area the following will apply:
  - ▶ the site shall be developed with a prestigious "landmark" development;
  - ▶ the urban design objectives of Section 4.2.2.2 vii shall be maintained; and,
  - ▶ the site may incorporate a prestigious civic use. The City shall evaluate its need for the site within a time frame established in the implementing subdivision agreement.

**4.2.1.5 District Centres:  
Vellore Village  
Centre & Carrville  
District Centre**

**Appeals #4 & #7  
Site Specific**

- i. District Centres are intended to provide the community focus for Vellore-Urban Village 1 and Carrville-Urban Village 2. These areas will provide opportunities for community scale retail and commercial facilities along with more intense residential forms of development. Given the function of the District Centres, high quality urban design is a prerequisite.
- ii. Within the District Centres the following uses shall be permitted:

Residential

- ▶ street townhouses
- ▶ en bloc townhouses
- ▶ stacked townhouses
- ▶ apartment buildings to a maximum height of six storeys
- ▶ schools, parks and open space
- ▶ community facilities
- ▶ institutional facilities
- ▶ places of worship

Commercial

The following uses shall be permitted either in a shopping centre format or as component(s) of a mixed use development:

- ▶ department store
- ▶ food store
- ▶ drugstore
- ▶ retail store
- ▶ restaurants
- ▶ places of entertainment
- ▶ personal and business services
- ▶ business and professional offices
- ▶ service stations and gas bars

- iii. Within the District Centres the minimum residential density on any site shall be 50 units per hectare and the maximum residential density on any site shall not exceed 150 units per residential hectare.

Notwithstanding the above, the lands subject to OPA 491 shall not be included in the calculation of the average density in the Block Plan; also, these lands shall be required to achieve a minimum density of 50 units per hectare.

Notwithstanding the above, within the lands identified as “Vellore Village Centre” on Schedule B, the minimum residential density on any site shall be 17 units per hectare, and the maximum residential density on any site shall not exceed 40 units per residential hectare.



**Deferral # 1:**  
The density policies of Section 4.2.1.5 District Centres as they relate to the Vellore Village Centre pending the completion of the District Centres Study by the City of Vaughan

The average net density shall be in the range of 25 to 35 units per hectare.

- iv. The area for the calculation of residential density shall include the land for the buildings, private roads and driveways, parking areas and landscaping and amenity areas related to specific developments, but shall exclude all other lands.
- v. Where commercial uses are provided in a mixed use development, the commercial component shall be in addition to the residential density permitted on the lot, but shall be limited to a maximum floor space index of 2.0 (floor area equal to 2 times the lot area).
- vi. In order to provide the community with a full range of residential opportunities within each urban village area, the District Centres shall provide for a variety of housing forms across the density range specified in ii) above. However, townhouse units shall not constitute more than 20% of the total number of residential units developed in each of the District Centres. In a plan implementing the District Centre designation, both the immediate and long term residential needs of the community shall be provided for in respect of the provision of unit types and densities and for the reservation of areas for such uses. The City may employ holding zones to achieve these objectives.
- vii. Prior to the development of a District Centre, or any portion thereof, a tertiary plan in the form of an official plan amendment shall have been adopted by Council and approved. The minimum area required for the preparation of such an amendment shall be the lands designated District Centre within any Block Plan.

Notwithstanding the above, the lands subject to Official Plan Amendment No. 491 are deemed to have fulfilled the requirement for the preparation of the tertiary plan amendment to the official plan.

- viii. The official plan amendment forming the tertiary plan will be prepared in pursuit of the following objectives:
  - ▶ to assist in defining a vision for the District Centre

- ▶ to provide Council and the public with a fuller understanding of the nature of the proposed development
  - ▶ to provide a basis for the preparation of implementing draft plans of subdivision, zoning by-laws and site plan agreements
  - ▶ to provide for a variety of housing opportunities
  - ▶ to encourage a mixing of uses while ensuring that land uses and development forms within the District Centre are compatible
  - ▶ to ensure that compatibility is maintained between the District Centre development and uses in adjacent designations
  - ▶ to create a functional, pedestrian friendly District Centre
  - ▶ to ensure that opportunities for future intensification or redevelopment are not compromised
  - ▶ to create an attractive focus for the Urban Village areas.
- ix. The Tertiary Plan shall be based on an Urban Design Plan submitted for Council's consideration in support of the Official Plan Amendment Application. The Urban Design Plan will illustrate how the tertiary plan meets the objectives of viii) above by giving physical representation to the vision that evolves during the development of the tertiary plan. It will ensure that attractive pedestrian friendly streetscapes will result from the implementation of the plan. This will be achieved by ensuring that the conceptual massing and design of buildings, landscaping and other public realm elements create safe, attractive public areas which reflect a high quality of urban and architectural design.

- x. The Urban Design Plan shall include the following information:
- ▶ the distribution of the land uses within the District Centre
  - ▶ the relationship to the uses in abutting land use designations
  - ▶ the relationship to other District Centre areas in adjoining block plans
  - ▶ the distribution of densities by parcel within the District Centre
  - ▶ the public and private traffic and pedestrian circulation systems
  - ▶ the overall height and massing of the proposed buildings, thereby creating a three dimensional portrayal of the proposed development
  - ▶ the relationship between the streets and the buildings, the public and private pedestrian realm and the primary public entrances
  - ▶ the conceptual streetscape/landscape treatment
  - ▶ micro-climate considerations
  - ▶ a phasing plan illustrating how development is to occur and how the intensification of space extensive uses, like shopping centres, may occur over time
  - ▶ integration of the parks, open space and greenway system and the incorporation of any natural features
  - ▶ the development statistics including: number of residential units by type, commercial floor area and FSI.
- xi. The Tertiary Plan and supporting Urban Design Plan for a District Centre area may be considered in conjunction with the Block Plan application. Alternatively, the District Centre may be dealt with

conceptually at the Block Plan review stage with the acknowledgment of the need for the submission of an Urban Design Plan and Council’s adoption of a Tertiary Plan amendment.

- xii. The approved Urban Design Plan shall also form the basis for subsequent submissions of implementing draft plan of subdivision, zoning amendment and site development applications.
- xiii. Subsequent to the approval of the Tertiary Plan, alterations to the plan may occur without an official plan amendment, subject to the following:
  - ▶ the changes maintain the intent of the original approval
  - ▶ the changes are based on the submission and Council approval of a revised Urban Design Plan
  - ▶ the changes are reflected in either the plan of subdivision or zoning by-law in accordance with the public notification required for each process.

**4.2.2 Commercial Designations**

**4.2.2.1 General Policies**

- i. For the purpose of this Plan, Commercial Areas shall be categorized into seven types:
  - ▶ Vaughan Centre
  - ▶ Vaughan Corporate Centre
  - ▶ District Centre: Vellore-Urban Village 1, Carrville-Urban Village 2 and Vaughan Centre (within the OPA No. 483 Amendment Area)
  - ▶ Neighbourhood Commercial Centre
  - ▶ Local Convenience Centre
  - ▶ General Commercial

▶ Service Stations and Gas Bar

- ii. The specific locations of commercial uses in the Vaughan Centre and Vaughan Corporate Centre shall be determined through separate Secondary Plans in conformity with this Plan.
- iii. Every centre in each of these commercial categories shall be related in size to the market it is intended to serve, the variety of goods and services it will offer, and the degree of convenience it will provide.

The development, redevelopment, or maintenance of all commercial areas shall be subject to the following:

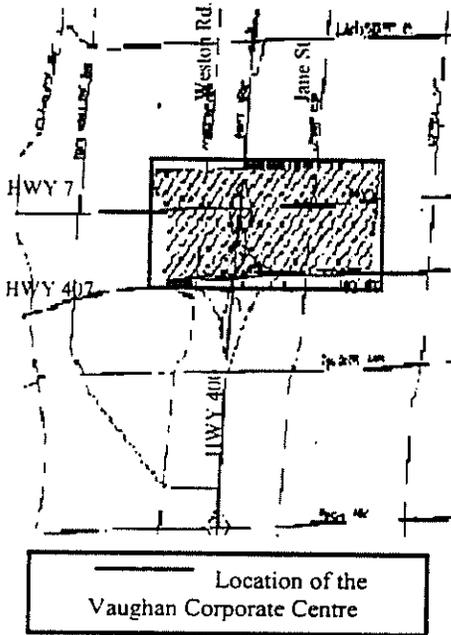
- ▶ open storage shall not be permitted
- ▶ no residential uses shall be permitted in areas designated General Commercial, and Service Station
- ▶ for areas designated General Commercial or Service Station, building setbacks, compatible lighting, visual screening, planting and/or fencing shall be provided between commercial uses and any adjacent residential uses
- ▶ appropriate provision shall be made for the pedestrian and bicycle trails wherever the Greenway System traverses a commercial centre.

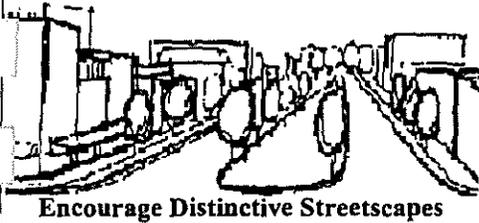
- iv. Commercial development and redevelopment shall be subject to site plan approval by the City through agreements under the provisions of the Planning Act.

**4.2.2.2 Vaughan Centre  
Secondary Plan  
Area & Vaughan  
Corporate Centre**

- i. Vaughan Centre and Vaughan Corporate Centre shall be areas of mixed use development. The extent and types of dwelling units within each area shall be addressed through the secondary planning process.

- ii. It is the intention of this Plan that both Centres shall be planned to include commercial components to provide a higher order of goods and services, including department stores, speciality stores, major chain stores, restaurants, cafes, places of entertainment and amusement, nightclubs, personal service shops, hotels, business and professional offices.
- iii. Vaughan Centre shall be the location of tourism-related facilities.
- iv. Development of pedestrian oriented shopping districts and mixed use development shall be encouraged. Such development shall be subject to a framework of urban design specifications established as part of the preparation of the secondary plans for both Centres.
- v. Both Centres shall be developed in accordance with comprehensive design schemes approved by the City of Vaughan prior to development. Transit facilities shall be included in the design scheme. Supporting traffic and urban design studies shall be submitted as required by the City. Specifically, the Secondary Plan studies of Vaughan Centre and Vaughan Corporate Centre shall examine and establish in greater detail:
  - ▶ range of residential development and permitted density
  - ▶ scale of retail commercial facilities
  - ▶ range of overall land uses permitted in each centre
  - ▶ urban design objectives
  - ▶ transportation and transit objectives
  - ▶ traffic management measures
  - ▶ scale, height and massing of buildings and structures
- vi. These studies shall be undertaken in consultation with affected landowners and the public as expeditiously as possible. Establishing secondary plans for Vaughan Centre and Vaughan Corporate Centre is considered by the City to be a priority.





Encourage Distinctive Streetscapes

- vii. The Vaughan Centre shall be developed in accordance with the following urban design objectives:
- ▶ to create a distinctive, high quality urban centre as a part of Vaughan's future development;
  - ▶ to develop the Centre's own identifiable character and sense of community by taking advantage of the mix of the available land uses, densities and open space/park system and the design opportunities inherent in the site's location and setting;
  - ▶ to encourage distinctive development forms and streetscapes in order to maximize the quality of the visual environment and livability;
  - ▶ to create an open space system which fosters active and passive uses that can be enjoyed as the Centre matures;
  - ▶ to develop a quality residential environment and to facilitate transit, bicycle and pedestrian modes of transportation; and,
  - ▶ to develop a compact and cohesive plan which promotes energy efficient forms of development.
- viii. It is recognized that the Vaughan Centre Secondary Plan Area is located in proximity to the Kingswood Music Theatre, which is an outdoor amphitheatre which is one of the attractions offered by the theme park known as Paramount Canada's Wonderland. Proponents of development in the Vaughan Centre Secondary Plan Area shall be responsible for attenuating noise from Kingswood to a level satisfactory to the City. Attenuation measures shall be provided at the residential receptors in a development plan satisfactory to the City. Measures subject to consideration may include but not be limited to location and orientation of residential development and building design. Appropriate warning clauses shall be provided as required. Where attenuation at the receptor is inadequate to achieve an acceptable noise level, the developer shall assume its share of the cost at source (i.e. Kingswood) of noise attenuation measures.

- ix. a) That part of the Vaughan Centre Secondary Plan Area, designated on Schedule "B2" as "Vaughan Centre Shopping Centre District" shall be developed only for the purposes of an enclosed retail mall. Those areas designated "General Commercial" on Schedule "B2" shall be developed in the form of individual buildings or groupings of buildings.
- b) The basis for the large retail mall which comprises the Vaughan Centre Shopping Centre District is that it will function in a manner which differentiates it from other retail centres in the Greater Toronto Area, by virtue of certain differentiating characteristics. These include the combining of various retail concepts, in a single enclosed mall, creating a hybrid of a power centre, factory outlet centre, super-regional mall, and entertainment focus. This hybrid concept has been described as a Value-oriented entertainment-complemented Mega Mall with a super-regional draw.

Other differentiating characteristics include exclusion of Department Stores and Supermarkets; a larger number of anchor or major tenants greater than 1,850 m<sup>2</sup>, and a smaller proportion of space devoted to tenants less than 185 m<sup>2</sup>. The definition of "Department Store" shall be established in the Zoning By-law. Accordingly, the following policies seek to establish this differentiation.

- c) The enclosed mall located in the "Vaughan Centre Shopping Centre District" shall:
1. have a minimum gross floor area (GFA) of 100,000 m<sup>2</sup>; and,
  2. be permitted to contain a full range of commercial uses including retail, service commercial, entertainment and restaurant uses subject to the limitations established herein.

- d) The commercial uses established within the Vaughan Centre Shopping Centre District shall be subject to the following policies:
1. all uses shall be collectively permitted only within a fully enclosed shopping mall, except for limited outside display, storage and sales accessory to a permitted use, outdoor seating areas associated with restaurant uses and uses for the entertainment and recreation of mall patrons, subject to standards set out in the implementing zoning by-law;
  2. a maximum of 10%, not including the food court, of the commercial floor area (CFA) of the mall shall be provided in commercial units having an area of 185 m<sup>2</sup> CFA, or less;
  3. a minimum of eight (8) commercial units shall be provided which have a minimum commercial floor area of 1,850 m<sup>2</sup> which cumulatively have a minimum area of 35% of the commercial floor area of the mall; and,
  4. department stores and supermarkets shall not be permitted.
- e) In addition to the General Commercial uses permitted in Section 4.2.2.6 i), permitted uses on those lands designated "General Commercial" on Schedule "B2" may also include hotels, convention centres accessory to hotels, offices, and places of entertainment. Office building uses shall be subject to the policies of f) below. The first occupancy of any commercial uses in this designation shall not occur prior to the first occupancy of the enclosed shopping centre within the Vaughan Centre Shopping Centre District. Uses permitted in Section 4.2.2.6 (iii) may also be permitted in the southerly General Commercial area, adjacent to the east-west collector road, as shown on Schedule "B2". A maximum of three automobile service stations or gas bars may be permitted subject to the compatibility policies of OPA 600 and provided that no more than one such use shall

be located on any single municipal road frontage and shall not be located at the intersection of Jane Street and Rutherford Road.

- f) The maximum Commercial Floor Area of all commercial uses located within the Vaughan Centre Secondary Plan area south of Rutherford Road, with the exception of offices, hotels, and accessory convention centres, shall be 160,000 m<sup>2</sup>. Office building uses shall only be permitted in the area shown as "Office Precinct" on Schedule "B2". Office building uses shall not collectively exceed a total CFA of approximately 10,000 m<sup>2</sup> and shall have maximum building heights of five storeys. The implementing zoning by-law shall provide the standards required to implement these policies.
- g) The City shall approve Urban Design Guidelines and a Master Landscaping Plan prior to the registration of the implementing draft plan of subdivision. The Guidelines and Master Landscaping Plan will guide developers, builders and the municipality in achieving appropriate zoning and design standards for the various elements which will create the Vaughan Centre South Area.
- h) The City shall ensure that all development within the lands identified on Schedule "B2" is consistent with the Urban Design Guidelines and the Master Landscaping Plan.
- i) That portion of the Vaughan Centre Secondary Plan described in Schedule "B2" shall be developed in accordance with the following urban design objectives and principles:
  - 1. To enhance the setting and desirability of the development as a major urban centre in the City and as an important tourist destination. The development shall establish a distinctive, high quality urban environment defined by the architectural treatments and materials used in the component buildings, and the landscaping treatment.

2. To provide for a distinctive and co-ordinated overall landscape theme and architectural style through the approval and implementation of urban design guidelines and an overall landscape masterplan.
  3. To ensure that development located adjacent to Rutherford Road shall be pedestrian and street related with pedestrian access located in the Rutherford Road building elevations, connected to the sidewalk system in the road allowance.
  4. To provide that parking be limited between Rutherford Road and any building which abuts the Rutherford Road frontage.
  5. To require that buildings along Rutherford Road shall exhibit a street related retail presence and a "four frontage" building design which serves to animate the street.
  6. To provide safe pedestrian linkages from the surrounding arterial road system to the central commercial mall development.
  7. To provide for safe, efficient and convenient vehicular access to all components of the development in a manner that is pedestrian friendly.
- j) It is recognized that with the establishment of this major commercial centre and the transportation improvements to be implemented in the immediate area, retail development opportunities may be available in addition to the planned industrial and commercial development currently permitted by OPA 450. This particularly applies to those employment lands between Rutherford Road and Langstaff road. The following provisions do not apply to the lands south of Rutherford Road.

The City of Vaughan relies upon the comprehensive policies contained in OPA 450 to guide land use and development in the area. The City is not encouraging further Official Plan Amendment applications in the surrounding employment area, however, should an application be submitted to amend the current retail commercial policies of OPA 450, the following may be required for each application:

1. A transportation report examining road network capacity in the area, including the identification of areas of constraint and required improvements;
2. A retail market analysis to examine the impacts of the retail commercial proposal on the planned function of existing and planned (designated) retail facilities in Vaughan; and
3. A land use and urban design analysis establishing appropriate goals, objectives and development policies.

Given this multiple land ownership in the surrounding employment area, the City may, in consultation with the Region of York, initiate a comprehensive study including the components identified above, which extends beyond individual applications and addressing a more broadly defined area. In assessing the need for such a study, the City will review criteria such as:

- ▶ conformity with Section 3.3.6 of the Regional Official Plan;
- ▶ the size (commercial floor area) of a retail proposal and its potential impact on the retail structure of the City, as identified in subsection 2. above; and,
- ▶ the number of retail commercial applications under consideration in the area and their potential cumulative effects on retail structure and transportation capacity.

- x. The lands designated "General Commercial" by OPA 512 located at the northwest corner of the intersection of Jane Street and the east-west collector road opposite Locke Street, as shown on Schedule "B2", shall be subject to the following policies:
- a) i) The lands subject to OPA 512 shall be zoned with the Holding Symbol (H) in accordance with Section 36 of the Planning Act. A by-law to remove the Holding Symbol (H) shall not be enacted until such time as:
1. Draft Plan of Subdivision 19T-98V10 has been registered and the east-west collector road leading from the partial interchange at Highway 400 to Jane Street to intersect with Jane Street at Locke Street has been constructed and dedicated as a public highway;
  2. a Site Plan Agreement for the development of the subject lands has been registered;
  3. the Owner shall have ceased all operations and demolished all buildings and structures; and,
  4. the Owner shall have provided a Record of Site Condition, based on the studies of a qualified environmental consultant and the completion of any necessary remediation work, which indicates that the entire site is free of environmental hazard and meets the Ministry of the Environment (MOE) Guidelines for Industrial and Commercial Uses. The record of site condition shall be acknowledged by MOE.
- ii) Notwithstanding the above, a by-law to remove the Holding Symbol (H) from that portion of the OPA 512 Amendment Area, located at the northwest corner of Jane Street and the new east-west collector road (opposite Locke Street), as defined in the implementing zoning by-law, may proceed in advance of the removal

of the Holding Symbol for the entire OPA 512 amendment area. The by-law to remove the Holding Symbol (H) for this area shall not be enacted until such time as:

1. a)i)1) above shall have been fulfilled and a)i)4 above shall have been fulfilled as it applies to the defined area;
  2. The Owner shall have ceased all operations and demolished all buildings and structures within the defined area; and,
  3. A Site Plan Agreement has been registered for the lands within the defined area from which the Holding Symbol (H) is to be removed and Vaughan Council has concurrently approved a conceptual plan for the remaining portion of the subject lands which demonstrates that the remaining lands can be developed in a manner which is functional, compatible with adjacent development and visually attractive.
- b) In addition to the "General Commercial" uses permitted in Section 4.2.2.6i) hotels, convention centres accessory to hotels and places of entertainment shall also be permitted. Uses permitted in Section 4.2.2.6iii) shall also be permitted adjacent to the east-west collector road, as shown on Schedule "B2", provided that no such use shall be located within 150 m of Jane Street.
- c) The maximum Commercial Floor Area permitted shall be 6,400 m<sup>2</sup>. This limitation shall be reflected in the implementing zoning by-law. The maximum Commercial Floor Area may be exceeded without amendment to this plan, subject to an amendment to the zoning by-law based on market study which specifies the supportable commercial floor area for the site. Such market study shall be to the satisfaction of the City of Vaughan.

**Modification # 2:  
Section 4.2.2.2 xi.**

d) The Urban Design Guidelines and Master Landscaping Plan approved by Vaughan Council on April 26, 1999 as required in Paragraph 4.2.2.2ix) g) and h) and the objectives and principles identified in Paragraph 4.2.2.2ix)i) shall form the basis for the submission, review and approval of the site development application(s) for this site;

xi. Notwithstanding Sections 4.2.1.3 (iii), 4.2.1.3 (iv), 4.2.1.4 (ii) and 4.2.2.1 (iii), within the “Medium Density Residential-Commercial Area” and “High Density Residential-Commercial Area” within the Vaughan Centre Secondary Plan, the following uses shall be permitted on the lands subject to OPA #551 in conjunction with an automotive retail use and/or a retail use, and in accordance with the policies of the Official Plan:

- ▶ open storage garden center, limited to an area of 1800 m<sup>2</sup>
- ▶ open storage compound, limited to a total area of 200 m<sup>2</sup>
- ▶ open refuse (compactor) compound
- ▶ automotive gas bar and / or service station in conjunction with a convenience retail use
- ▶ car wash

**4.2.2.3 District Centres**

This section addresses the District Commercial Centre in the Vaughan Centre Secondary Plan area and the District Centres in Vellore-Urban Village 1 and Carrville-Urban Village 2.

Commercial policies pertaining to the District Centres located in Vellore-Urban Village 1 and Carrville-Urban Village 2 are contained in Section 4.2.1.5.

**4.2.2.3.1 District**

**Commercial  
Centre - Located  
Within the  
Vaughan Centre  
Secondary Plan  
Area (OPA 483)**

i. The District Commercial Centre in the Vaughan Centre Secondary Plan Area (OPA 483), as identified on Schedule "B1", may be developed in association with the residential uses also permitted in such areas. The District *Commercial* Centre in the Vaughan Centre shall provide a focal point for the residential community and offer a range of goods and services, appropriate to the size and character of its trade area.

- ii. Uses permitted in a District Commercial Centre may include a promotional department store, a large major food store, drugstore, a full range of comparison and convenience shopping goods, restaurants, places of entertainment, personal and business services, business and professional offices, service stations and gas bars in addition to residential uses permitted, as described in Section 4.2.1.4 of this Plan.
- iii. District Commercial Centres may be developed in conjunction with high density residential uses within areas designated High Density Residential-Commercial Areas.
- iv. In District Commercial Centres, a Comprehensive Site Plan will be required. This plan will indicate the location of the commercial, residential and public realm components to the extent of the full density permitted by this Plan. It is intended that the site plan process will permit the evaluation of the full potential of the property at the first stage of development to ensure that the remainder of the property can be developed appropriately to its full extent. The Site Plan will be implemented through the enactment of a restricted area zoning by-law, which may contain Holding By-law provisions to phase the development in accordance with the City's objectives, and by a Site Plan Agreement.
- v. A District Commercial Centre shall generally be planned to provide approximately 25,000 to 35,000 m<sup>2</sup> gross leasable area, and in any case shall not exceed 40,000 m<sup>2</sup> GLA.

**4.2.2.3.2 District Centres:  
Vellore-Urban  
Village 1  
& Carrville-  
Urban Village 2**

- i. It is intended that District Centres in Vellore-Urban Village 1 and Carrville-Urban Village 2 contain a commercial component which shall provide a focal point for the residential community and offers a wide range of goods, services and retail facilities, appropriate to the size and character of its trade area. Such facility, or facilities, shall occupy approximately 40% of the area of a District Centre.
- ii. The commercial and residential components of the District Centres shall be developed in accordance with the land use and development policies contained in Section 4.2.1.5 "District Centres".

#### 4.2.2.4 Neighbourhood Commercial Centre

- iii. A District Centre should generally be planned to provide approximately 25,000 to 35,000 m<sup>2</sup> of gross leasable area, and in any case shall not exceed 40,000 m<sup>2</sup> GLA.
- i. Permitted uses in Neighbourhood Commercial Centres may include a food store, a drug store, other retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, restaurants, service stations and gas bar but shall not include a department store.
- ii. Residential uses described in Section 4.2.1.3 of this Plan shall be permitted.
- iii. Neighbourhood Commercial Centres may be developed in conjunction with medium density housing in areas designated Medium Density Residential-Commercial Area.
- iv. In order to maximize accessibility, Neighbourhood Commercial Centres generally shall be located at or near the intersections of arterial roads.
- v. Neighbourhood Commercial Centre shall generally be planned to provide approximately 5,000-15,000 m<sup>2</sup> of Gross Leasable Area (GLA), and in any case shall not exceed 20,000 m<sup>2</sup> GLA.
- vi. A Neighbourhood Commercial Centre shall be developed in accordance with a comprehensive site plan which shall be pedestrian-oriented and transit friendly, and which shall be approved by the City prior to development. The City may also require traffic and urban design studies.

##### 4.2.2.4.1 Exceptions

- i. Notwithstanding the policies above, the following use shall be permitted and apply to the lands located on the southeast corner of Dufferin Street and Summeridge Drive, being Block 696 on Draft Approved Plan of Subdivision 19T-89037(W), and comprising approximately 3.3 ha, in part of Lot 12, Concession 2, City of Vaughan (OPA #563):

#### 4.2.2.5 Local Convenience Commercial

a. car wash, subject to the policies in Section 4.2.2.7.

- i. Permitted uses within the Local Convenience Commercial Centres are intended to provide convenience level shopping and personal services and shall include retail stores, personal service shops, offices and similar uses.
- ii. Service stations and gas bars shall not be permitted uses within a Local Convenience Commercial designation.
- iii. Local Convenience Commercial Centres may be planned and developed in mixed use form at grade level within residential buildings. The area of any specific site shall be established at the time of consideration of the Block Plan and shall depend on such factors as location, site characteristics, and surrounding land uses.
- iv. The size and scale of a local convenience centre may range from a single corner store to a maximum of 1,200 m<sup>2</sup>. The gross floor area permitted shall be established at the time of preparation of a Block Plan.
- v. Local Convenience Commercial Centres shall be permitted on any arterial road or primary street, preferably at a corner location.
- vi. The design, appearance and scale of local convenience centres shall be in harmony with the character of the surrounding residential uses.
- vii. Where a Local Convenience site is not used for commercial purposes, the lands may be developed for residential purposes at the same density as adjacent lands, subject to the policies of this Plan.

##### 4.2.2.5.1 Exceptions

- i. Notwithstanding the policies above, the following shall apply to the lands located on the west side of Weston Road, north of Rutherford Road, east of Pine Valley Drive, comprising approximately 1.1 ha, being part of Lot 19, Concession 6, City of Vaughan:
  - a. restaurants shall be a permitted use; and,

b. the maximum size of a local convenience centre on the subject lands shall be 2,787 m<sup>2</sup>.

ii. Notwithstanding the policies above, the following uses shall be permitted and apply to the lands located on the northeast corner of Regional Road #7 and Thornhill Woods Drive, being Block 17 on Draft Approved Plan of Subdivision 19T-98V05, and comprising an area of approximately 0.51 ha, in part of Lot 10, Concession 2, City of Vaughan:

a. service station/gas bar with drive-through, subject to the policies in Section 4.2.2.7;

b. mechanical car wash, subject to the policies in Section 4.2.2.7; and

c. eating establishments including take-out and convenience.

#### 4.2.2.6 General Commercial

i. Permitted Uses within General Commercial designations are existing commercial uses, retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices.

ii. Development of a General Commercial area shall be in accordance with a comprehensive design scheme approved by the City 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.

iii. 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

#### 4.2.2.7 Service Stations and Gas Bars

general character of the area, and provided such uses and storage display areas are properly landscaped.

- iv. In addition to the uses permitted in Section 4.2.2.6 i), uses permitted in the "General Commercial-Special Policy" designation on Schedule "B1", may include offices, convention centres, hotels, institutional uses, places of entertainment, tourism oriented uses, recreation uses, including sports facilities. The subject lands may be placed in a Holding Zone until Council has approved the comprehensive design scheme referred to in 4.2.2.6 ii) above.
- i. Within automobile gas bar and service station sites, permitted uses shall be only the sale of auto fuel, oil and lubricant and other related products, the provision of repair and maintenance services for vehicles.
- ii. Convenience Retail uses may be permitted on the same site as an automobile gas bar, provided that such uses can be sensitively designed and integrated on the site, and in particular, be compatible with surrounding development.
- iii. A noise study may be required for car washes on sites abutting residential areas.
- iv. Outside storage shall be limited in the implementing zoning by-law.
- v. Lots intended to accommodate an automobile gas bar, service station and other related uses shall be of appropriate shape as well as size. On site landscaping suitable to mitigate undue impact upon adjacent lands, particularly residential neighbourhoods shall be provided.
- vi. Within the three new community areas, automobile gas bar and service station uses are permitted at locations identified as *Neighbourhood Commercial Centre*. Within the Vaughan Centre Secondary Plan, one (1) automobile gas bar or service station use is permitted either in the High Density Residential/Commercial District designation, or in the General Commercial-Special Policy designation adjacent Jane Street only, or in the "High Density

**Modification # 3**  
Addition of text to vi.

**Compatibility**

Residential-Commercial” designation on the subject lands, and one (1) car wash is permitted only in the “High Density Residential-Commercial” designation, for the subject lands. Such use shall be subject to the compatibility policies of OPA 600 and shall be integrated with surrounding development. Automobile gas bar and service station sites shall generally be limited to no more than one (1) automobile gas bar/service station per intersection, and shall satisfy the compatibility criteria discussed below.

- a) Gas bar and service station sites shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands.
- b) The design, appearance and scale of gas bar and service station sites shall be consistent with the existing and intended character of the surrounding community, with utmost consideration given to the aesthetic design.
- c) Automobile gas bar and service station uses shall be encouraged to be designed and incorporated as part of larger building developments that can minimize possible negative visual impacts to surrounding lands (types of materials, colours, lighting and signage shall relate to the main buildings).

**4.2.3 Employment  
Area Designations**

- i. The lands located east of Highway 50, west of the Kleinburg Nashville Community Plan and Highway 27, between Nashville Road and Langstaff Road, are designated ‘Employment Secondary Plan Study Area’, pending future incorporation of these lands into OPA 450 (see Schedule A). This area is subject to the Rural Area General, Agriculture Area and Rural Use Area policies of OPA 600 until a Secondary Plan(s) amendment is adopted by the City and approved, giving the lands full urban status, and providing appropriate policies and a detailed land use schedule.

The Region is now processing its OPA 19, which will redesignate approximately 1,000 ha (now designated ‘Agricultural Area’ and

'Rural Use Area' by OPA 600) to 'Urban Area' in the Region's Official Plan. This 'West Vaughan Enterprise Zone' is expected to accommodate much of the City's long-term employment land demand.

Prior to adoption of a Secondary Plan(s) for the Regional Official Plan Amendment 19 area (West Vaughan Enterprise Zone):

**Modification # 1:**  
**Section 4.2.3 i, 1 – 4**

1. The necessary transportation studies shall be completed to identify the transportation infrastructure within and beyond the secondary plan area necessary to serve the proposed land uses;
2. The Highway 427 alignment shall have been determined by an Environmental Assessment or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, a secondary planning process may be commenced prior to the finalization of the Environmental Assessment or determination of the preferred alignment for the Highway 427 extension, provided that any secondary plan, adopted as a result of this process, identifies and protects all feasible potential alignments;
3. Appropriate phasing mechanisms shall be identified to ensure the orderly provision of transportation infrastructure including the construction of the Highway No. 427 extension, as needed to serve the land uses within and beyond the secondary plan area including previously approved urban expansion areas; and,
4. The City of Vaughan in the preparation of the transportation studies identified in No. 1, 2 and 3 above, shall seek the input of the Region of York, the Region of Peel, the City of Brampton and the Town of Caledon. To assist in the studies the City will ensure that cross-boundary concerns over the provision of transportation infrastructure will be addressed in the study and the results reflected in the implementing secondary plan(s).

## Appeal #4



- ii. The lands located in Block 33 West along the Highway 400 right of way (as illustrated on Schedule B) are designated "High Performance Employment Area" by OPA 600. Detailed planning for these lands, together with the balance of the lands within the block, will occur through preparation of the Block Plan for Block 33 West.

The lands are subject to the following policies:

1. The "High Performance Employment Area" permits and encourages development of a high quality business park environment, primarily for prestige/light industrial uses, research and data processing facilities.
2. Limited retail, office commercial (and head offices in particular) and service commercial uses will be permitted, including financial institutions, hotels, convention centres, restaurants, entertainment uses (within a hotel, convention centre or office complex), and institutional uses on lands having frontage on Major Mackenzie Drive.
3. The following uses shall be prohibited:
  - ▶ auto service stations, gas bars and car washes
  - ▶ auto dealers
  - ▶ auto paint and repair
  - ▶ uses involving outside storage and display
  - ▶ uses generating high levels of truck traffic
4. Development will be characterized by visual attractiveness and a high standard of urban design applied to all elements of the public and private realm. Urban design guidelines will be developed during the Block Plan process to address building siting, massing, scale, and landscaping. Lands located at the interface with residential development to the west, north and south will be the subject of specific design measures to ensure the visual attractiveness of the

streetscape, and compatibility and complementary appearance between the residential and employment areas.

**4.2.4 Institutional Uses**

- i. Institutional uses include greenway systems, linear parks embracing public and separate elementary and secondary schools, private schools, religious institutions, daycare centres, community centres, nursing homes, voluntary associations, branch colleges, libraries, police stations and fire halls and public and private cemeteries. Minor institutional uses are those which provide a locally or neighbourhood-oriented function. Minor institutional uses shall be permitted in all land use designations, with the exception of Agricultural Area and Rural Use Area designations, provided they are compatible with neighbouring uses. No institutional uses are to be permitted in the Agriculture Area and Open Space Area designations with the exception of the institutional uses permitted in Section 4.2.4.1 Greenway System.

**4.2.4.1 Greenway Systems**

- i. The City of Vaughan in consultation with the MNR and the TRCA shall provide guidelines for the design, structure and landscaping of the Greenway and Linear Park Systems.
- ii. The Greenway and Linear Park Systems designated by this Plan are linear open space corridors intended to act as:
  - ▶ a continuous network of open space and institutional uses throughout the new community areas accommodating a public trail system of pedestrian walkways and bicycle paths;
  - ▶ landscaped open space and institutional areas amongst communities fostering a sense of identity;
  - ▶ ecosystem based corridor linkages between local and district parks, woodlots and other environmentally sensitive areas; and,
  - ▶ an assembly of public and institutional facilities and uses including but not limited to local and district parks, woodlots, valleys, environmentally significant areas,



Network of Open Spaces

elementary and secondary schools, stormwater management facilities, community centres, recreation centres, private clubs, daycare centres, cultural facilities, fire halls, and places of worship, and designated commercial centres, where appropriate.

- iii. The public trail function shall be clearly delineated, sign-posted and maintained so as to ensure permanent public access where trails traverse private or institutional property as well as public lands.
- iv. The location and width of the Greenway and Linear Park Systems shall be established in the Block Plans, having regard for the relationship to adjacent uses and the form of development anticipated. Public access to and safety within Greenway and Linear Park Systems shall be secured through maintaining clear lines of vision into the trail networks from public facilities and streets. A general Greenway and Linear Park System is also established in the Vaughan Centre Secondary Plan on Schedule "B1". Prior to final approval of the implementing draft plan of subdivision the exact location and width of this system shall be established and reflected in the final plan.
- v. Private development adjacent to Greenway and Linear Park Systems shall be designed so as to ensure clear lines of vision and frequent opportunities for pedestrian and bicycle access to the trail network.

#### 4.2.4.2 Schools

- i. Schools shall be permitted in all land use designations without amendment to this Plan, with the exception of the Agriculture Area and Open Space Area designations, and shall preferably be located on the sites identified in Schedules B, C, D, and B1 based on previous consultation between the City and the York Region Board of Education and the York Catholic District School Board. The precise location, size and number of schools will be established by the City in consultation with the School Boards during the Block Plan, and plan of subdivision process, and the Vaughan Centre Secondary Plan and such sites may be relocated or deleted without amendment to this Plan.

- ii. Where any school site which is a component of a Greenway and Linear Park System is determined by the relevant school board to not be required, the need of the site for other institutional uses or park uses shall be determined by the City. Should the lands not be required for other public purposes they may be used in accordance with the adjacent land use designation without amendment to this plan.
- iii. Designated school sites outside Greenway and Linear Park Systems and not required for school purposes may be used in accordance with the adjacent residential use without amendment to this Plan.
- iv. The City shall encourage the School Boards to give priority to construction on those school sites forming part of the Greenway System when the Board is considering its needs and objectives.
- v. The City shall encourage the School Boards to provide for efficient school sites particularly in terms of site size. The maximum elementary school site shall be approximately 3 ha but will be encouraged through joint use and efficient design to range from 2 ha up to the maximum of 3 ha. Elementary and secondary school sites are to be of a rectangular configuration which will facilitate efficient use of design.
- vi. Secondary school sites shall be approximately 6-7 ha in size.
- vii. Where secondary schools and district park sites, or elementary schools and neighbourhood park sites, are adjacent, the development of joint facilities will be strongly encouraged. Joint facilities may include secondary or elementary schools of one or both Boards with a community centre, library, day nursery, or other appropriate community service facilities.
- viii. All elementary school sites shall be zoned to permit an alternative use should they not be ultimately required for school purposes.
- ix. The final location of the secondary school designated adjacent to Mackenzie Drive in Carrville-Urban Village 2 shall be further reviewed at the time of Block Plan preparation.



**4.2.4.3 Places of Worship**

- x. An 'Elementary School' is an academic school under the jurisdiction of the York Region District School Board, or an academic school under the jurisdiction of the York Catholic District School Board, for grades Kindergarten to Grade Eight.
- i. Large-scale Places of Worship may be located on arterial roads in residential areas without specific designation or amendment to this Plan. Smaller-scale Places of Worship may be located on arterial or primary roads without amendment to this Plan. In the Rural Area places of worship are subject to an official plan amendment and in all cases places of worship are not permitted in the Agriculture Area.

**4.2.4.4 Daycare and Day Nurseries**

- i. In the preparation of Block Plans, larger residential and industrial subdivision plans and higher density office/commercial development plans, consideration shall be given to the provision of a day nursery, having regard for the needs of the community, the availability of existing services, and the expected composition of the resident and working populations.
- ii. In addition to the general policies, reference shall be had to the specific requirements respecting permitted locations, size, on-site facilities, access and parking, as established in OPA 325.

**4.2.4.5 Cemeteries**

- i. Cemeteries and accessory facilities that contribute to the City's objectives for a greenway system shall be permitted as an institutional use in accordance with Section 4.2.4 and provided the criteria in 4.2.4.5 iii) is satisfied.
- ii. Existing licensed public and private cemeteries are recognized as permitted uses in this Plan. Such cemeteries shall be permitted to expand to the limits of the license issued under the Cemeteries Act, provided that they comply with the intent of this Plan and the implementing zoning by-law, including the provision of any roads designated by this Plan.

- iii. The establishment of new public or private cemeteries may be permitted, subject to an amendment to the Plan, and subject to the following criteria:
1. the cemetery meets the general intent of this Plan, with respect to compatible institutional uses;
  2. provided that the City is satisfied that the adequate provision for a public linear connection is achieved in accordance with Section 4.2.4.1;
  3. the cemetery results in no adverse traffic or parking impacts on abutting land uses;
  4. the cemetery is situated on lands physically capable of being developed as a cemetery;
  5. the cemetery development has no adverse impact on the natural environment and satisfies the requirements of Section 5 of this Plan;
  6. the development provides where required, planned primary, collector or feeder roads designated in this Plan;
  7. road frontage on a local road for a cemetery is not permitted;
  8. the cemetery shall be subject to site plan approval, in accordance with the provisions of the Planning Act; and,
  9. the proposal satisfies all licensing requirements pursuant to the Cemeteries Act, through the site plan approval process.
- iv. Proponents of cemeteries may be required to furnish studies or similar information, prepared by qualified professionals in respect of matters such as those noted in iii) above. All requirements of the Ministry of Consumer and Commercial Relations shall be satisfied.
- v. Soils and hydrogeologic tests and reports shall be required to be undertaken by a qualified professional to permit the establishment

or expansion of a cemetery. Such tests and reports shall be prepared to the satisfaction of interested and responsible government agencies, including the City of Vaughan, the Medical Officer of Health, the TRCA, the MNR, and the Ministry of Environment (MOE).

- vi. A stormwater management study shall be undertaken by a qualified professional and shall be submitted for the approval of the City of Vaughan, the TRCA, the MNR, and for the information of other interested government agencies prior to Site Plan Control approval for any development.
- vii. All abandoned wells on a cemetery property shall be plugged in accordance with the regulations of the MOE.
- viii. Graves located in a cemetery shall be adequately set back from any wells, watercourses or streams on the subject or adjacent lands, such setbacks requirements to be determined in consultation with the MOE and the Medical Office of Health.
- ix. Graves shall have sufficient separation of unsaturated soil between the bottom of excavation and the water table, and in no event shall the separation be less than any existing standard that may be adopted by the MOE or the Medical Officer of Health.
- x. A landscape strip shall be provided on cemetery property adjacent to any arterial road or Provincial Highway, within which no graves or burial structure shall be located.
- xi. Mausoleums, columbaria, crematoria, chapels, caretakers residences and other accessory buildings and structures shall be permitted in a cemetery, in accordance with the provisions of the implementing zoning by-law. Crematoria shall only be permitted in cemeteries which are greater than 4 ha (10 acres) in area and have road frontage onto an arterial road.
- xii. Council may adopt regulations regarding mausoleums, crematoria, and columbaria, and other cemetery-related structures and

#### 4.2.4.6 Other Institutional Uses

buildings to ensure that these facilities do not adversely affect adjacent land uses.

- i. Libraries may be located in all Residential and Commercial designations without amendment to this Plan. In each block plan, suitable library site(s) will be identified through consultation between landowner groups and the Vaughan Public Library Board during the block plan process:
  - ▶ a "Neighbourhood Library" serves a population of 10,000 people, has an immediate catchment area of 1.6 km, and floor space of approximately 560 m<sup>2</sup>
  - ▶ a "Community Library" serves a population of 30,000 people, has an immediate catchment area of 2.4 km, and floor space of approximately 930 to 1,400 m<sup>2</sup>
  - ▶ a "Resource Library" serves a population of 100,000 people, has an immediate catchment area of 2.4 to 4.9 km, and floor space of 2,800 to 4,600 m<sup>2</sup>.
- ii. Fire halls may be located in all land use designations in this Plan without amendment with the exception of the Agriculture Area and Open Space Area designations.
- iii. Nursing homes and Homes for the Aged may be located within or immediately adjacent to High Density Residential-Commercial Areas without amendment to this Plan.
- iv. Government and Social Service uses may be located within or immediately adjacent to High Density Residential-Commercial Areas without amendment to this Plan.
- v. Development of any Institutional use shall be of a form and scale sensitive to and consistent with the adjacent land use and land use designation.

#### 4.2.5 Parks and Open Space Designations

##### Appeal #4

vi. Hesperus Fellowship Community, Islamic Shia Jamaat of Toronto, Ner Israel Yeshiva, Steiner Centre and Toronto Waldorf School constitute an existing, operating Institutional Use Campus as indicated on Schedule C in Block #10 of Carrville-Urban Village 2.

vii. Public art will be encouraged.

i. Natural, cultural and built environments including facilities, parks and other open spaces, shall be provided at three scales of development: City-wide, District, and Neighbourhood. OPA 600 shall include a hierarchy of parks and open spaces as follows:

##### City Wide Parks

- ▶ large scale City wide recreational development
- ▶ sites should provide day-use opportunities largely for City residents
- ▶ tableland required and away from major residential development
- ▶ sites should be on or easily accessible to the main transportation system for the City
- ▶ one large 40.5 ha (100 acres), site should be provided central to the City but not necessarily within OPA 600 boundaries
- ▶ may include regional or city wide facilities and/or specialized cultural and recreational facilities.

##### District Parks

- ▶ ideally 12 to 15 ha in size

- ▶ adjacent to secondary schools
- ▶ tableland required for major scale facility development with the overall emphasis on active and organized recreation, including major facilities
- ▶ located centrally in an area of 10,000 to 20,000 people
- ▶ accessible to the community (planning district) they are intended to serve
- ▶ linked into an overall open space system, including valleys and greenways
- ▶ accessible by public transit
- ▶ can include community centres, arenas, pools, public cultural facilities, etc.

#### **Neighbourhood Parks**

- ▶ sites should be a minimum of 0.8 ha to 2.5 ha in size
- ▶ should be a shape that supports their intended use (predominantly square or rectangular)
- ▶ intended predominantly for the 'close to home' needs of residents, especially children, older adults and for less organized recreational activities
- ▶ to be located within a five minute walking distance
- ▶ tableland required and adjacent to local schools where possible
- ▶ sites should be highly visible and have good street frontage (50% of park perimeter)

- ▶ where possible and practical, be linked into an overall open space and community greenway system.

### **Community Parks**

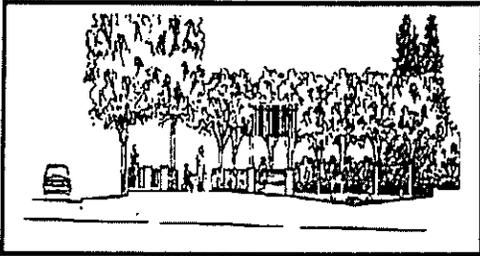
- ▶ ideally 5 to 8 ha in size
- ▶ located adjacent to secondary schools
- ▶ tableland required for major scale facility development with emphasis on active and organized recreation, primarily for less intensive active outdoor recreational use and incorporating some broader community wide uses, such as waterplay features, major tennis, etc.
- ▶ located centrally in an area of approximately 10,000 people, but along the outer edge of the block plan or in association with a major open space
- ▶ primarily for active outdoor recreational use with limited indoor facilities.

### **District Sports Parks**

- ▶ approximately 10 ha in size
- ▶ located in non residential areas or adjacent to major transportation corridors and open spaces
- ▶ tableland required for major scale facility development with the overall emphasis on major active and organized recreation including major lit facilities
- ▶ intended to serve an urban village or broader community
- ▶ primarily for active outdoor recreational use and limited indoor use.

**Linear Parks**

- provide long linear public spaces which act as linking corridors between parks, open spaces, environmental features and other significant land forms
- ▶ ideally should be a minimum of 25 m wide however, precise boundaries and configuration shall be established in the Block Plan
- ▶ shall utilize existing significant tree hedgerows, natural features and land form character
- ▶ incorporate ecosystem based corridor linkages between neighbourhood and district parks, woodlots and other environmentally sensitive areas
- ▶ include public trails/bicycle paths, seating areas, signage and lighting
- ▶ should be integrated with public greenway systems to form expansive community open space links.



Linear Park

**Community Centre Lands**

- ▶ separate block 6 ha in size
- ▶ maybe located in association with a district or community park and a high school
- ▶ tableland required
- ▶ accessible to the community (planning district) they are intended to service
- ▶ accessible by public transit
- ▶ includes community centres, arenas, pools and other public recreational facilities.

### Open Spaces

- ▶ lands designated within valley and stream corridors
  - ▶ natural areas including woodlots, ESAs, ANSIs, wetlands, etc.
  - ▶ areas designated for environmental protection and enhancement
  - ▶ may include pedestrian trails.
- ii. Multi-purpose community/leisure centres shall be developed and encouraged using the campus approach and may include schools, public, cultural facilities, libraries, heritage resources, child care centres, recreation facilities, parks and accommodation for social service and volunteer organizations.
  - iii. The naturalization of open space shall be encouraged in order to provide more opportunities for passive recreation and enhance wildlife habitat, and reduce maintenance costs.
  - iv. The City shall seek to expand upon the amount of natural open space area in the eastern part of the City (in recognition of the area's relative deficiency in natural open space), including investigation of opportunities within the Oak Ridges Moraine.
  - v. In recognition of the regional environmental significance of the Oak Ridges Moraine, Don and Humber River valleys, the City shall work with provincial agencies to develop policies to guide future development, including preparation of green space plans encompassing identified environmental features, and implementation of the greenway and linear park corridors as identified in Schedules B, C and D.
  - vi. A network of pedestrian and bicycle paths shall be located within the greenway corridors incorporated into Block Plans, with linkages between neighbourhoods to ultimately create a continuous system

throughout Vaughan. A comprehensive Vaughan trail network should be prepared and integrated into the Inter-regional Trail System proposed by the TRCA. This recreational trail system should also link with adjacent municipalities.

- vii. City-wide arts facilities, including for example, a performing arts theatre and a visual arts centre, possibly to be developed in an arts and cultural campus or enclave will be encouraged to locate in Vaughan Centre.
- viii. District parks, shall be readily accessible to major transportation and public transit services, in association with the new community areas identified in Schedules B, C and D of this Plan.
- ix. Lands for park purposes shall be provided at a ratio of 5% of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in Section 42(1) of the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for in Section 42(1) of the Planning Act.

Gross land area is defined as the total land area within a plan minus valley lands and/or woodlots. If the valley lands are used for any servicing, a portion of that valley shall be included in the 5% parkland calculation.

- x. Lands utilized for stormwater management facilities shall generally not be considered as any part of the parkland dedication requirement provided via the Planning Act. Where a quantity stormwater management facility located adjacent to a park is sized and designed to accommodate active recreational facilities, the City may include up to 50% of the land occupied by the recreational facility as part of the required parkland dedication pursuant to the Planning Act. Stormwater management ponds shall be designed in a natural and curvilinear form incorporating appropriate trees and shrubs. To the extent possible, such facilities shall be incorporated within Greenway Corridors and designed in a manner enhancing the aesthetic appeal of the Greenway and adjacent development.

**Appeal #5  
Site Specific**

**4.2.5.1 Exceptions**

- xi. The City shall require dedication of parkland rather than cash-in-lieu unless it can conclusively be demonstrated that no significant requirement for such parkland will be present for the foreseeable future.
  - xii. The City shall work with the owner of lands fronting Major Mackenzie Drive in the south part of Block 12 to identify an appropriate location for a neighbourhood park, and to protect structures of historical/heritage significance located there.
- i. The City-owned lands in Part of Lots 23, 24 and 25, Concession 2 shall be used for passive recreation, civic administration, community uses, and passive interpretive natural areas, recognizing the significant natural features and ecological functions of the property.
- Development adjacent to the City-owned lands shall be located and designed in a manner which addresses the environmental significance of the City-owned lands, and provides for suitable connections and integration between the public and private lands, to the satisfaction of the City.
- ii. OPA #564 redesignated the lands known as "Concord-Thornhill Regional Park", and located southeast of Dufferin Street and Highway #407, north of the Hydro Corridor, in Lots 8, 9 and 10, Concession 2, from "General Complementary Use Area" under the Provincial Parkway Belt West Plan, to "City Wide Park" under Official Plan Amendment #600.
  - iii. OPA #564 notwithstanding the "City Wide Park" policies, the following uses shall be permitted on the lands noted in Section 4.2.5.1 ii. Above:
    - a. natural , cultural and built environments including parks, open space, and indoor and outdoor recreational facilities, including accessory uses such as office, commercial and institutional uses.

#### 4.2.6 Cultural Heritage Conservation

There exist throughout the Municipality, resources of architectural and/or historical value of interest that are illustrative of Vaughan's cultural, environmental, physical, social, political, commercial, or industrial development.

Contained within the Municipality there also exists a quantity of archaeological resources. Discovered archaeological resources, or areas of archaeological potential, have been identified in the City's Archaeological Facility Master Plan Study, June 1989.

The City of Vaughan recognizes that its cultural heritage resources are scarce and irreplaceable resources of value to the citizens of Vaughan and as such, should be protected from the adverse effects of development and incompatible land uses and activities.

##### Heritage Vaughan

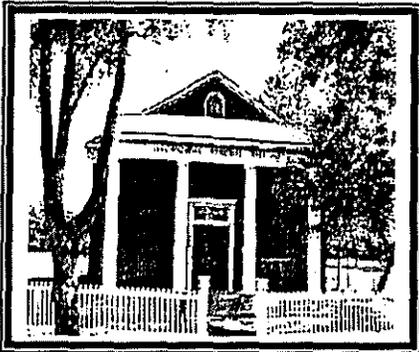
Council has established a Local Architectural Conservation Advisory Committee pursuant to the Ontario Heritage Act, known as Heritage Vaughan, to advise and assist on all matters relating to Vaughan's cultural heritage. An Inventory of Significant Heritage Structures (hereafter referred to as the Inventory) has been prepared which identified and evaluates the built heritage resources which exist within the municipality.

The Inventory, to be revised and updated as necessary, outlines policies and procedures which encourage and support cultural heritage preservation endeavours.

##### 4.2.6.1 Heritage Conservation Policies

- i. Council shall consult with Heritage Vaughan prior to the designation of heritage properties or areas under the Ontario Heritage Act.
- ii. Buildings identified in the Inventory that are the subject of a development application, or an application to alter or demolish a structure, may be referred to Heritage Vaughan for comment.

Vaughan Memorial Hall



- iii. Council shall encourage and support the preservation and recognition of its heritage resources by designating individual buildings, structures, sites and landscapes identified in the Inventory or otherwise recognized as being architecturally and/or historically significant by Heritage Vaughan, under Part IV of the Ontario Heritage Act.
- iv. The City shall not restrict the right of the owner to make alterations to a property designated under the Ontario Heritage Act provided that such alterations do not affect the reasons for the designation and that such alterations conform to the Official Plan Policies, and meet the requirements of the Zoning By-law and Building Code.
- v. Council shall ensure the final design authority for designated heritage resources will remain with Council, upon advice of Heritage Vaughan, in accordance with the Ontario Heritage Act.

**4.2.6.2 Heritage  
Conservation  
District Study**

- i. Council may, by by-law pursuant to the Ontario Heritage Act, define the Municipality or one or more areas thereof as an area to be examined for future designation as a Heritage Conservation District.
- ii. Council may undertake a Heritage Conservation District Study to examine the character of the study area and to assist in the delineation of a boundary for the proposed district. District planning guidelines may also be included in the study to provide a framework for consideration of applications for new development and alterations.
- iii. Heritage Conservation District Study Areas may include buildings of no present architectural or historical interest.
- iv. Areas within the Municipality that may be studied for future designation as a Heritage Conservation District include the Jonathon Baker Family Homestead and the former community of Carrville. Other areas in the City that may be studied for future designation may be defined from time to time.

**4.2.6.3 Heritage  
Conservation  
District  
Designation**

- i. Council may, by by-law, designate the Municipality or any defined area or areas as a Heritage Conservation District pursuant to the Ontario Heritage Act.
- ii. A District designation recognizes the significant historical, architectural and/or landscape features of an area which characterize a distinctive pattern of development, neighbourhood, and/or physical cultural and social aspects of a community.
- iii. Council may, after examination, prepare and adopt a Heritage Conservation District Plan containing policies, guidelines and relevant information which will enhance the unique historical and architectural character of the area and provide a framework for renovation and redevelopment.
- iv. Property owners of buildings located within a designated District shall be encouraged by Council, in consultation with Heritage Vaughan, to preserve and maintain their buildings and seek appropriate grants and loans for eligible conservation work.
- v. Where feasible, Council shall conserve existing streetscapes and shall attempt to retain existing road characteristics and associated landscape features identified as contributing to the overall character of the District. Public works shall be undertaken to ensure a minimal impact on the character of the area.

**4.2 Planning for  
Cultural  
Heritage  
Conservation**

**i. Block Plans**

The City shall require that a comprehensive Cultural Heritage Resource Assessment be prepared by a qualified heritage consultant as supporting material for a Block Plan. The purpose of the Cultural Heritage Resource Assessment is to document and assess existing heritage features including buildings and other structures, sites, landscapes, areas and environments

by means of historical research, photographic documentation and architectural assessment and an archaeological resource assessment.

**ii. Cultural Heritage Assessment**

A detailed Cultural Heritage Resource Assessment prepared by a qualified cultural heritage consultant may be required for development applications which affect either directly or indirectly, an individual property or a group of properties identified in the Inventory, archaeological sites or other significant cultural heritage features.

A Cultural Heritage Resource Assessment may include where required an archaeological resource assessment by an archaeologist licensed under Part VI of the Ontario Heritage Act.

**iii. Subdivision Control**

In reviewing applications for approval of draft plan of subdivision, Council shall encourage the retention and preservation of any buildings, structures, sites, landscapes, areas and environments identified as significant in a Cultural Heritage Resources Assessment.

**iv. Zoning**

The City shall regulate new development to encourage it to be sympathetic in height, massing, setback, location and character to an area's cultural heritage features.

**v. Site Plan Control**

The City shall support the goals of the Official Plan respecting cultural heritage conservation through site plan control pursuant to the Planning Act. The City shall encourage site design that is sensitive to existing local cultural heritage features. When reviewing development proposals the City shall generally consider the massing and the conceptual design of buildings, the relationship of buildings to surrounding buildings and spaces, landscaping, pedestrian amenity, parking and site access, and other related site design issues.

**vi. Committee of Adjustment**

The City shall support the goals of the Official Plan with respect to heritage conservation in considering applications for approval for consent to sever a property and approval for a minor variance.

**vii. Demolition Control**

The City may use the demolition control provisions of the Planning Act (Section 33), to support the goals of the Official Plan respecting cultural heritage conservation.

The City may seek legislative authority to further protect designated buildings and structures from demolition.

**4.2.6.5 Protecting Cultural Heritage Resources**

- i. Council shall encourage new roadways and transitways which do not adversely impact existing or proposed Heritage Conservation Districts or designated heritage resources.
- ii. Council shall encourage public works which have a minimal impact on the character of a heritage area.
- iii. Council shall encourage the retention of significant heritage buildings and structures on their original site.

**4.2.7 Temporary Use Policies**

- i. Council may permit within new community areas certain temporary uses subject to an amendment to the zoning by-law and in conformity with the following:
  - ▶ the proposed uses are substantially less intensive than the planned use
  - ▶ the proposed use entails limited capital investment
  - ▶ the proposed uses do not require municipal water or sanitary services
  - ▶ proposed buildings are of a temporary nature

- ▶ the proposed use is not automotive or industrial in nature
  - ▶ the proposed use does not require outside storage
  - ▶ the proposed use is preferably not located within the City's existing residential and employment areas
  - ▶ the temporary use does not conflict with:
    - ▶ the planned development pattern
    - ▶ the road pattern defined in Schedules B, C and D
    - ▶ the parks, schools, valley and stream corridors, greenway systems, tableland woodlots and stormwater management systems as defined in Schedules B, C and D
- ii. Any such proposed use shall be subject to a zoning by-law amendment, and the amendment shall be for a temporary use only. Council shall implement the proposed use through the enactment of a temporary use by-law pursuant to the temporary use provisions of the Planning Act.

## 5.0 Environmental Policies

### Introduction

In this Section:

- 5.1 Ecosystem Approach to Planning
- 5.2 Background Studies
- 5.3 Headwaters/Moraine Policy District
- 5.4 Vaughan's Environmental Planning Process
- 5.5 Water Resources: Ground Water
- 5.6 Water Resources: Water Quality
- 5.7 Water Resources: Runoff Control
- 5.8 Fisheries and Aquatic Habitat
- 5.9 Valley and Stream Corridors
- 5.10 Wetland Protection
- 5.11 Terrestrial (Woodland) Resources Protection
- 5.12 Environmentally Significant Areas (ESAs) and Areas of Natural Scientific Interest (ANSIs)
- 5.13 Landform Conservation
- 5.14 Contaminated or Potentially Contaminated Sites

### Appeals #1 & #2

#### 5.1 Ecosystem Approach to Planning

In planning for new development and redevelopment, the City is committed to maintaining and promoting a healthy natural environment and protecting Vaughan's unique and special natural heritage features for the present generation and all successive generations.

The City has recognized the need to undertake subwatershed-based resource analysis as a basis for the ecosystem approach to planning. Subwatershed-based resource analysis provides a comprehensive overview of the natural system, and allows an understanding of the dynamic relationships between the elements of the system.

The policies of Section 5.0 shall apply to Vellore-Urban Village 1, Carrville-Urban Village 2, the Woodbridge Expansion Area and the Rural Area General designation as shown on Schedules B, C, D and F, unless otherwise noted herein. In addition, the Vaughan Centre Secondary Plan, including the designations on Schedule "B1", was prepared in accordance, and conforms generally with the policies in this section.

The City has followed an ecosystem approach to planning to guide the future development of Vaughan, and shall view environmental protection and, where possible, enhancement as major considerations in determining the precise intensity and type of development to be permitted. Subwatershed-based resource analysis has provided the basis for the ecosystem approach to planning.

The ecosystem approach requires a comprehensive understanding of the natural system and it requires that environmental planning be done early in the planning process. The ecosystems approach provides the basis for

## 5.2 Background Studies

sound environmental management, as well as streamlined approvals during the more detailed phases of planning i.e. the Plan of Subdivision and Site Plan stages.

The City has prepared background studies which describe Vaughan's environment, natural resource features and functions. These studies have been conducted pursuant to the City's commitment to the ecosystems approach to planning, and provide an integrated understanding of the biophysical environment.

As well, the studies establish baseline conditions for selected environmental indicators, such as water quality, streamflow and the state of aquatic habitat, and provide a functional assessment of terrestrial resources in the new community areas.

Documents which support the policies in this Plan are titled:

1. *An Inventory of Resource Features and an Assessment of Development Suitability (1991).*
2. *Subwatershed Study: Background Report on Existing Environmental Conditions and Functional Assessment (1993),* referred to in this document as the Environmental Background Study.

## 5.3 Headwaters/ Moraine Policy District

The City recognizes the Oak Ridges Moraine and the headwater areas of the East Don River within the municipality as natural features which require special regard and protection. Accordingly, this Plan identified these areas as Headwaters/Moraine Policy District, as indicated on Schedule C. The area is particularly notable for its unique geological characteristics, its important groundwater recharge and discharge functions, the cold water streams which originate within it, its high quality and extensive natural areas, and its landform characteristics.

Development within this area shall comply with the Oak Ridges Moraine Implementation Guidelines or subsequent Provincial policies, and the policies of this Plan.

**5.4 Vaughan's  
Environmental  
Planning Process**

**5.4.1 The Environmental  
Management  
Guidelines (EMG)**

The City has prepared Environmental Management Guidelines (EMG) which forms part of the City's process and technical requirements to ensure the implementation of the policies of this Plan. The EMG links the policies contained in this Plan with the form of future development by establishing the technical requirements to ensure effective environmental planning consistent with the ecosystems approach.

The EMG provides a framework to address the full range of resource issues at each stage of the planning process, and the means to integrate resource protection with servicing plan requirements.

The EMG describes the range of environmental matters to be addressed in association with the Block Plan planning process for the OPA 600 new community areas, and for development applications on lands designated Rural Area - General by this Plan. The EMG provides that, prior to the City's approval of Block Plans and rural development applications, a Master Environmental/Service Plan (ME/SP) and an Environmental Impact Study (EIS) shall be prepared.

The EMG establishes the criteria and technical study requirements associated with the preparation of comprehensive ME/SPs. The EMG also outlines the scope of matters to be addressed in the Environmental Impact Study (EIS).

**5.4.2 Master  
Environmental/  
Service Plan  
(ME/SP)**

A ME/SP is a document which shall examine the complete range of environmental resources with which the environmental policies of this Plan are concerned.

A ME/SP shall be conducted in a manner consistent with an ecosystems approach to planning, involving a rigorous analysis of the biophysical components of the natural system and the inter-relationships between

them, from a functional perspective. The intent of the ME/SP shall be to satisfy the City's goals and policies for environmental protection and management.

A ME/SP shall be prepared in conjunction with a preliminary Block Plan (or development application on rural lands), and shall describe the proposed approach to developing the subject lands, associated infrastructure requirements, proposed environmental management techniques and measures to mitigate anticipated environmental impacts, and forecast net impact on the environment, including cumulative effects of development.

#### **5.4.3 The Environmental Impact Study (EIS)**

An Environmental Impact Study (EIS) is a document which shall review a preliminary Block Plan (or rural development application) and associated ME/SP to independently assess the environmental implications for the proposal.

An EIS shall be prepared in response to the preliminary Block Plan (or rural development application) and ME/SP, and shall present an evaluation of the impacts of development, the adequacy of proposed environmental management techniques and mitigation measures, and compliance with City environmental policies, and recommend modifications to the proposed approach to development to ensure City objectives are met. The EIS shall produce a statement based upon its evaluation that may make recommendations for improvements to a draft Block Plan and/or ME/SP for consideration by the City.

#### **5.4.4 Matters Respecting Preparation of an ME/SP and EIS**

The EMG shall provide the detailed technical framework for the ME/SP and EIS, and for further site specific work at the Plan of Subdivision or Site Plan stage.

The ME/SP shall address:

1. groundwater resources management, protection and rehabilitation of recharge and discharge areas, and water taking and waste water (i.e. storm water infiltration and septic effluent) management requirements;

2. identification of contaminated soil and/or contaminated ground water;
3. surface water management (water quality and quantity) and the protection of aquatic habitat;
4. valley and stream corridor management, and restoration opportunity;
5. terrestrial resources management and restoration opportunity;
6. protection of Environmentally Significant Areas and Areas of Natural and Scientific Interest;
7. wetland protection (for wetlands identified by the City or the MNR);
8. landform conservation (for the Headwaters/Moraine Policy District designated in this Plan);
9. sanitary sewer and watermain servicing systems;
10. phasing/sequencing of major infrastructure;
11. geotechnical conditions; and,
12. environmental noise impacts and mitigation.

The EIS shall evaluate the ME/SP and preliminary Block Plan to determine whether the proposed environmental management strategy for the development provides an adequate and acceptable:

1. technical review of the ME/SP for comprehensiveness, scientific method, etc., in fulfillment of the requirements of the OPA 400 Environmental Management Guidelines;
2. assessment of existing conditions from an ecosystem perspective;
3. identification of development constraints;
4. prediction of development impacts;

5. evaluation of net impacts;
6. achievement of the environmental goals and policies of this Plan;
7. recommendations on long term management and monitoring requirements and contingency plans for the various resource features; and,
8. recommended modifications to the ME/SP, preliminary Block Plans and associated infrastructure.

Prior to initiation of the ME/SP and EIS, a work plan shall be prepared to the satisfaction of the City, in consultation with the public agencies, pursuant to the policies of this Plan, and the detailed requirements of the EMG.

The City shall require that the ME/SP and EIS be completed to the satisfaction of the MNR, TRCA and the City of Vaughan, prior to approving Block Plans for the new community areas.

Study area boundaries for the ME/SP and EIS shall generally include the area of one concession block, and may include a larger area, if required to address the relevant environmental issues. The area addressed in these studies may be required to extend beyond the boundaries of the Block Plan or development application in order to properly identify the existing functions and the extent of impact related to the recharge and discharge areas.

The study area boundaries for the ME/SP and EIS for a rural development application shall be determined by the City in consultation with the MNR and the TRCA. The size of the study area will depend on the scale of the proposal and the extent of potential environmental impacts.

The technical nature of the ME/SP and EIS will require the involvement of the City's Planning and Urban Design, and Engineering Departments in the ME/SP and EIS processes. Some assistance from key Provincial agencies will also be required in preparing/reviewing terms of reference, workplans and products of this work.

**5.5 Water Resources:  
Ground Water**

Documents associated with the ME/SP and EIS shall be prepared in consultation with the public agencies, and will be available for review by the general public.

Ground water recharge generally occurs to the greatest degree in areas of highly porous soils where the water table is at depth such as within portions of the Oak Ridges Moraine and in areas of sands and gravels adjacent to the East and Main Branches of the Humber River. Ground water discharge is generally associated with the major river valley systems where upward moving ground water emerges at surface. Ground water discharge areas also include areas of flowing wells. From a ground water perspective the maintenance of ground water discharge to streams (i.e. baseflows), the protection of ground water resources from contamination and the interference potential with ground water users are the major issues associated with new development.

Discharge areas in Vaughan generally occur in the valley systems which are reasonably well protected from direct impact through existing legislation. Interference with ground water flow patterns, however, can occur in neighbourhood areas if substantial below-ground construction requires extensive dewatering. Such activities can affect not only the volumes of water available for discharge, but may also alter the flow patterns.

Ground water contamination is most problematic in areas of high permeability, although it is of concern throughout the municipality.

**5.5.1 Ground Water  
Resources  
Management**

Ground water resources management is required to:

1. protect, and where possible, enhance significant ground water infiltration/recharge functions;

## 5.5.2 Policies

2. minimize ground water interference; and,
3. protect or improve ground water quality.

Protection of significant infiltration/recharge functions will be critical in areas which are presently performing this function. These recharge areas have been generally identified as hydrogeologically sensitive on Schedule E and will be refined by more detailed site investigation, at the Block Plan stage, and at later stages of the planning process.

The City recognizes the need to protect significant hydrogeological functions, in planning and designing for new development and redevelopment. The significant hydrogeological functions which must be maintained, include:

- ▶ Surface aquifer recharge;
- ▶ Deep aquifer recharge;
- ▶ Ground water discharge to surface water features and terrestrial/aquatic ecosystems; and
- ▶ Ground water available for potable water supply purposes

The City shall require:

1. That ground water resources management be addressed in the Block Plan process, and for development in the area designated Rural Area - General by this Plan, through the preparation of the ME/SP and EIS. That Best Management Practices (BMPs) shall be established where appropriate for each Block Plan, in order to protect ground water resources and aquatic habitat, as described in the City's EMG.
2. That the ME/SP shall address hydrogeological concerns to the satisfaction of the City in consultation with public agencies. The ME/SP shall address the role of the ground water regime in the functions of the terrestrial/aquatic ecosystems and identify the impact of the proposed development on these functions and any mitigating measures to be implemented. Studies may include any or all of the following:

- i. test pitting to characterize soil conditions and to identify constraint areas, areas of high water table and discharge zones;
- ii. mapping of ground water recharge capability by a qualified hydrogeologist;
- iii. hydrogeological cross-sections to provide a general indication of soil stratigraphy and ground water conditions;
- iv. test drilling in areas of high sensitivity and/or complexity to assess deep soil conditions; and,
- v. detailed evaluation of existing borehole and/or water well records by a qualified hydrogeologist.

The area addressed in these studies may be required to extend beyond the boundaries of the Block Plan or development application in order to properly identify the existing functions and the extent of any impact related to the recharge and discharge areas.

3. That the quality and quantity of ground water and surface water and the function of sensitive ground water recharge/discharge areas, aquifers and headwaters will be protected and enhanced.
4. That significant ground water infiltration functions be maintained at the pre-development levels or enhanced where practical particularly in those areas identified on Schedule "E" as Highly Sensitive Hydrogeological areas. In such areas, the installation of a clean water collector pipe, or other measures as may be appropriate, may be required by the City, to maintain or enhance pre-development ground water infiltration levels.
5. That overall ground water flow patterns not be impaired.
6. That new development located in a ground water discharge zone shall maintain significant discharge functions. These were generally defined in the Environmental Background Study as the valley

corridors in Vaughan, however, other areas may be determined to be discharge zones following more site-specific study.

7. That buildings and structures which require substantial below-ground excavation, i.e. excavation greater than 4m in depth, not be permitted in areas where there is a high potential for ground water interference and dewatering, unless the City in consultation with the MOE and the MNR approves a mitigation plan.
8. That potentially contaminated sites including industrial and commercial sites in disuse, and landfill sites which have been closed, be documented as part of the ME/SP and EIS required as part of the Block Plan process. This listing shall provide the basis for determining the need for future site analysis to determine the presence of a public health hazard and mitigation required for future use.

The OPA 600 development areas drain to the major tributaries of the Don and Humber River systems, as well as to the Main Humber.

The results of the Environmental Background Study show that, while the water quality has been degraded as a result of settlement and agricultural activities, conditions have not deteriorated to the point that the stream ecology is seriously threatened. In the East Don and in Cold Creek, water quality is generally good. In the Main and East Humber systems, water quality ranges from poor to moderate, with the majority of contaminant inputs occurring to the north of Vaughan's boundary.

1. The City recognizes its role in water quality management within the Greater Toronto Area and shall support watershed and subwatershed studies undertaken by other municipalities and government agencies. For subwatershed studies that may be required in Rural Areas as designated on Schedule "F", the City will undertake to consult with municipalities which may be impacted by such development, in keeping with the principles of ecosystem planning.



Humber River

## 5.6 Water Resources: Water Quality

### 5.6.1 Policies

2. The City shall require that a ME/SP be an integral part of the Block Plan process for Vellore-Urban Village 1, Carrville-Urban Village 2 and the Woodbridge Expansion Area.
3. The City shall require storm water quality and quantity control for all proposed developments in accordance with the MOE's Stormwater Management Practices Planning and Design Manual, June 1994. Stormwater facilities shall be designed based on Level 1 protection.
4. The City shall not accept stormwater management facilities as part of parkland dedication under the Planning Act. At the discretion of the City, minor exceptions may be made should the storm water facility be designed and incorporated as a substantial addition to the park environment.
5. The ME/SP shall consider a range of Storm Water Management Practices to address water quality control, baseflow management, temperature moderation and aquatic habitat protection. The selection of stormwater management techniques will be governed by flood and erosion conditions, the type of fisheries present, soil conditions and local groundwater conditions. Preliminary and final design shall be to the satisfaction of the City, TRCA and MNR. Storm Water Management Practices to be considered include:
  - ▶ wet ponds
  - ▶ stormwater wetlands
  - ▶ multiple ponds
  - ▶ hybrid ponds (wetland/wet pond)
  - ▶ infiltration trenches or basins
  - ▶ grassed or vegetated swales
  - ▶ filter strips
  - ▶ special purpose stormwater management practices (SWMPs).
6. The surface water management components of ME/SP shall be prepared on the basis of appropriate subcatchment areas to be determined by the City in consultation with the TRCA.

7. The City shall require that stormwater be treated as close to the source as possible. Accordingly, roof leaders shall not be directly connected to the storm sewer system, except under special circumstances approved by the City in consultation with TRCA and MNR. In highly sensitive sub-watershed areas alternative engineering standards should be considered that assist in the improvement of stormwater quality.
8. The City shall require that all proposed development have sediment control measures in place to the satisfaction of the City and TRCA before topsoil removal and grading of lands. This policy may be implemented through a by-law pursuant to the Soil Preservation Act.
9. The City shall encourage minimizing the number of stormwater management facilities. It is the City's policy to locate such facilities outside the valley and stream, however the City may approve a location within a valley and stream corridor subject to the approvals of the TRCA.
10. The City shall require the restoration and revegetation of valley lands, and areas bordering streams and watercourses for new development, as a condition of approval for Plans of Subdivision.
11. The proposed storm water quality and quantity management method will be developed prior to completion of the Block Plan in order to permit proper assessment of development impacts upon environmental features.
12. The City requires that proponents design and undertake a monitoring program for construction sites to ensure that sediment control measures remain effective throughout the entire construction period and subsequent landscaping.
13. Prior to registration of plans of subdivision, the City will require that final design of Best Management Practices be completed in accordance with the Master Environmental/ Servicing Plans.

14. The City shall evaluate the use of source controls in parking lots and other large paved surfaces such as oil/grease separators where required.
15. The City shall require that all proposed development lands have sediment control barriers in place to the satisfaction of the City and the MNR and TRCA before topsoil removal and grading of the site begin.

## 5.7 Water Resources: Runoff Control

The OPA 600 development areas drain to the major tributaries of the Don and Humber River systems, as well as to the main Humber.

Urbanization of the development areas has the potential to affect the rate of runoff to downstream receiving systems. Increases in stormwater volumes creates the potential for flooding at key downstream crossings and flood prone areas and may accelerate the erosion of streambanks and the scouring of stream bottoms.

### 5.7.1 Management of Runoff Control

- i. Run off control management objectives include:
  - ▶ flood control
  - ▶ erosion prevention
  - ▶ protection of aquatic habitat and riparian biological systems

### 5.7.2 Policies

1. ME/SP which satisfy the requirements of the City and the TRCA and the MNR shall be submitted and approved prior to the final approval of Block Plans. The ME/SP shall be prepared on the basis of subcatchment areas to be determined by the City in consultation with the TRCA. The detailed requirements of the ME/SP are provided below.
2. All ME/SP shall provide post-development stormwater quantity control to pre-development levels for the 2 through 100 year storm events and storm water quality control in accordance with the current Guideline in consultation with the TRCA.

**Modification # 4**  
**Addition of text to 2.**

Should a subsequent TRCA approved watershed hydrology study indicate that an alternative runoff control requirement is appropriate, alternative criteria may be established by the City and the TRCA. Where necessary, regional control may be required.

3. The ME/SP shall:
  - i. show how the existing drainage patterns are being maintained;
  - ii. utilize hydrogeologic and soils information to determine where and what type of facilities would be most appropriate;
  - iii. minimize the number of storm water facilities;
  - iv. show how the BMPs will protect, and where possible enhance, aquatic habitat and address low flow management;
  - v. show how storm water facilities can be incorporated as an amenity enhancing the Block Plan;
  - vi. show how storm water facilities can be incorporated into the Greenway System where appropriate and, be aesthetically designed to complement surrounding uses; and,
  - vii. locate storm water facilities outside the valley and stream corridors unless the City, MNR, and the TRCA approve a location within the valley and stream corridor.
4. All storm water shall be subject to BMP's and treatment in storm water facilities. The City shall prohibit the direct discharge of storm water from development areas to watercourses.

**5.7.3 Management and Study Requirements**

The ME/SP shall include the following details and factors:

1. Delineation of the valley and stream corridor limits using the TRCA fill line mapping and fill line extension mapping.

2. Best Management Practices (BMPs) Plan. Provide an analysis of BMP storm drainage options. Identify major and minor system drainage boundaries and flow routes. Establish preliminary location, size, and function of BMPs. Prepare a preliminary design of BMP facilities.
3. An erosion analysis, to establish appropriate erosion control criteria.
4. Consideration of implementation issues such as construction timing, ownership and costs.
5. Show how the ME/SP conforms to the requirements of the EMG and the policies of this Plan including the requirements for protection of aquatic habitat.
6. A regional storm analysis to determine the required flood control, in consultation with the TRCA.

**Modification # 5**  
**Addition of 6. to text**

#### 5.8 Fisheries and Aquatic Habitat

The watercourses in Vaughan support a range of fish community types. Seventeen species of fish have been collected by various researchers in the headwater tributaries of the Don River watershed. In the Humber River Basin, including Cold Creek, some 25 species, including Brook Trout have been collected. The fishery resources of both the Humber and Don watersheds reflect some of the best quality waters found in either watershed, although some tributaries have been affected by urban and agricultural land uses.

Cold Creek has been identified by the MNR as a cold water habitat that requires special consideration as it supports one of the most significant populations of Redside Dace in Ontario. Redside Dace has been identified by the Committee on the Endangered Wildlife in Canada (COSEWIC) as a vulnerable species.

Aquatic habitat is in large part determined by the physical characteristics of the rivers and stream systems. Habitat varies according to the stream geometry (i.e. its width, depth, sinuosity); stream morphology, characterized by pools, riffles, runs and flats, substrate composition;

instream structure and adjacent vegetation or land use. The flow regime and water quality are important factors in determining habitat quality.

The evaluation of fishery resources and aquatic habitat provides a good general indicator of environmental health. Fishery and aquatic habitat evaluation provides a broader understanding of the state of the natural ecosystem than water sampling analysis alone which provides only a snapshot of instream conditions.

### 5.8.1 Aquatic Habitat And Fisheries Management

1. The EIS for Block Plans shall address the following issues and elements:
  - i. maintenance of baseflow and temperature moderation (i.e. temperature increase to cold water streams);
  - ii. maintenance or enhancement of streamside vegetation;
  - iii. reduction of sediment inputs generally, and particularly during the construction process;
  - iv. use of natural channel design where appropriate; and,
  - v. placement of road/valley crossings and stormwater outfalls.

### 5.8.2 Policies

Modification # 6  
Addition of TRCA

1. Any development or change in land use near or adjacent to an existing or potential fish habitat area shall be reviewed by the MNR, TRCA and the City with respect to its potential impact. Any proposal will be subject to an evaluation to determine if it will result in a reduction of the environmental functions, attributes, or linkages of the stream which could impair aquatic health. The Federal Fisheries Act may be applied to a development where negative impacts are indicated.
2. As part of the ME/SP the City may require that the proponent include the following with regard to fisheries and aquatic habitat:

- i. a description of existing conditions, i.e. fisheries and habitat;
  - ii. alternative ways of undertaking the project and the potential impacts associated with the various alternatives;
  - iii. proposed mitigation measures to alleviate potential negative impacts;
  - iv. net effects of developments after application of mitigative measures; and,
  - v. opportunities to compensate for loss of habitat if there will be a loss that cannot be avoided or mitigated.
3. Protection of baseflow volumes will be achieved by implementing measures outlined in Section 5.5.2 to maintain predevelopment infiltration quantities and ground water direction.
  4. Aquatic habitat shall be protected with riparian vegetated buffer strips in accordance with the requirements of the MNR and/or the TRCA.
  5. Aquatic habitat in the Cold Creek is recognized as supporting population of Redside Dace. Development and associated servicing, that has an impact on Cold Creek shall provide for the protection and where possible enhancement of aquatic habitat which supports Redside Dace, and Species at risk. Protection shall be achieved by maintaining the channel in a natural state without alteration of form or riparian vegetation, by maintaining cold water thermal regimes and water quality.
  6. Construction practices and sediment control shall be to the satisfaction of the City of Vaughan in consultation with the MNR and the TRCA.
  7. Best Management Practices identified by ME/SPs shall address baseflow maintenance and temperature moderation objectives, in consultation with MNR and TRCA.

8. Water resources and water related features such as stream corridors, headwater areas, wetlands, ground water recharge and discharge areas and ground water aquifers, shall be protected from the impacts of development through the use of necessary buffers, and mitigative techniques or prohibition of development.
9. Storm water treatment facilities shall not create elevated stream temperatures through discharge of treated water. Measures to address temperature concerns shall be outlined.
10. Where alterations to stream channels may be required, and/or where channel instability is indicated, stream restoration or alteration shall be undertaken using natural channel design principles.
11. Field investigation shall be conducted in consultation with the MNR and/or the TRCA and will include:
  - i. Defining the limits of the headwater tributaries.
  - ii. A stream survey to be completed by a qualified aquatic biologist within each block to assess habitat and provide guidance for the placement of road crossings and storm sewer outfalls. This survey shall assess stream characteristics including: substrate type, condition of streambanks, riparian vegetation, general stream morphology, and areas of potential enhancement and resident fish population, where possible.

## 5.9 Valley and Stream Corridors

Vaughan contains a number of very significant valley systems. The largest are formed by the Humber and East Humber Rivers in the central and western portions of the municipality and Don River in the eastern portion of the municipality.

Stream corridors are the vital link between the headwaters, the mid-reaches, and the lower reaches of watercourses. Maintaining the integrity of these streams will help to ensure the maintenance of the ecological health of the valley and surrounding terrestrial features.

Valley and stream corridors also perform a variety of important ecological functions, are valued landscape units providing topographic and habitat diversity, and contribute to overall environmental quality. From a social and cultural perspective, they contain rich archaeological resources and natural heritage areas.

They also have inherent physical hazards such as wet organic soils, flood or erosion susceptibility, steep slopes or other physical limitations to development.

The physical landform of a valley corridor can visually be identified from its surrounding landscape (well defined), whereas the physical landform of a stream corridor cannot (ill defined).

Valley corridors may or may not have a defined watercourse channel. Stream corridors will typically have a defined watercourse channel, except at the upper limit of the corridor - source area - where the watercourse is characterized by surface flow and/or high water tables originating from springs and seepage areas.

### 5.9.1 Policies

**Modification # 7**  
Addition of text to 2. i)

Appeals #3 & #4

1. The Valley and Stream Corridor designation shown on Schedule F Rural Area General, includes valley corridors (well defined) and stream corridors (ill defined). The Valley Land designation shown on Schedules B, C and D predominately includes valley corridors (well defined).
2. The precise limits of the Valley and Stream Corridor designation in the Rural Area General shall be established to the satisfaction of the City and the TRCA as may be required, based on 5.9.1, 2 i) to iv) inclusive.

The precise limits of the Valley Land designation and Stream Corridor overlay on Schedules B, C and D will be established to the satisfaction of the City and TRCA through the Block planning process based upon the following:

i) Valley Corridor:

If the valley slope is stable generally 10 metres inland from the top of valley bank. If the valley slope is not stable generally 10 metres inland from the predicted long term stable slope projected from the existing stable/stabilized base of the slope, or from the predicted location of the base of slope shifted as a result of stream erosion over a 100 year period. The extent and treatment of the land beyond the stable slope shall be determined, based on technical studies, to ensure the long term maintenance of the valley functions.

ii) Stream Corridor:

Stream Corridors draining greater than 125 ha, as shown on Schedule F, shall be determined on the basis of detailed floodplain studies identifying the limit of the regulatory floodplain and major system flows. For drainage basins draining less than 125 ha, the Stream Corridors shall be established on the basis of detailed technical studies prepared by the proponent to the satisfaction of the City and TRCA. The limits of the stream corridor may be expanded based on further technical studies which define the extent and treatment of a buffer area necessary to maintain normal stream functions.

iii) Where lands identified as an Environmentally Significant Area (ESA) through the Block Plan process are within and/or immediately adjacent to a Valley or Stream Corridor, the corridor boundary is defined to include such lands.

iv) The Valley Lands and Stream Corridors will be legally defined at the zoning and/or subdivision stage.

3. No buildings or structures shall be permitted on lands designated as Valley and Stream Corridors on Schedule F and on lands designated Valley Lands and Stream Corridor overlay on Schedules B, C and D, except where such buildings and structures are intended for flood and erosion control purposes and where such building and structures meet the requirements of the TRCA.

**Modification # 8**  
**Addition of text to**  
**5.9.1.2 ii)**

4. Notwithstanding Subsection 5.9.1, 3 any lands designated Valley and Stream Corridor on Schedule F and designated Valley Lands and Stream Corridor overlay on Schedules B, C and D which are determined not be part of the valley and stream corridors based on the application of policies in paragraphs 5.9.1, 1 and 5.9.1, 2 inclusive of the Plan, may be developed in accordance with the adjacent urban land use designation without amendment to this Plan.
5. Only those recreational activities which take place outdoors and which do not negatively impact the natural features/functions of the valley or stream corridor shall be deemed compatible with the natural character of the valley or stream corridor. Those public works considered to be generally compatible for location in the valleys are those associated with flood control, erosion control drainage and sewage systems and those which because of their linear nature (such as roads) must cross the valleys at some point. Where such structures are necessary, they must be properly sited, designed and constructed with state-of-the-art erosion and sediment control measures to minimize environmental impacts.
6. Uses such as golf courses, and other recreational activities which may impact the natural environment shall only be permitted in valley lands subject to an amendment to the Plan and zoning by-law. It shall be demonstrated that such uses will not impair the environmental functions, attributes and linkages being performed by the valley and stream corridors and conform to Section 6.2.2. b) (i). In any application for recreation use, the viability, health and functions of the following must be maintained:
  - continued viability, health and ecological function of forested areas and woodlots;
  - riparian habitat;
  - surface and ground water quality and quantity, including flood contr

- existing watercourses and topography, including slope stability;
- fish and wildlife habitat;
- ESA's and ANSI's;
- wetlands.

**Modification # 9**  
Deletion and replacement  
of text to 8.

**Appeal #3**

7. In accordance with the Provincial Policy Statement, the placement of structures on hazard lands (as defined by TRCA) is governed through the application of a "one zone" approach. In considering development proposals for lands adjacent to valley or stream corridors, regard must be given to the natural environment. Proposals affecting valley lands are subject to the Fill, Construction and Alteration to Waterways regulations of the TRCA.
8. To ensure long term protection of the valley and stream functions any buffer requirements inland from the stable top of bank or the regulatory floodplain are encouraged to be included within the open space blocks set aside for protection. However where feasible, on the basis of technical studies, a buffer may be accommodated through an increased setback requirement. At a minimum, buildings and structures, including underground structures and paved surfaces shall be 10 metres from the stable top of bank or the regulatory floodplain. The lands increased setback shall be zoned to prohibit principal buildings and structures. Accessory structures such as swimming pools and cabanas shall be regulated in the zoning by-law or other appropriate control mechanism.
9. The City shall not accept Valley and Stream Corridor lands for the purpose of satisfying parks dedication requirements imposed under the Planning Act. Valley and stream corridors shall not be included in the City's calculations of required parkland unless such areas have been utilized for associated servicing infrastructure.
10. Except where otherwise specified in the Official Plan, where any valley lands form a portion of a property to which the density of development must be related, such valley lands as defined in the

implementing zoning by-law shall be excluded from the land area for such density calculations.

11. The City shall support the ongoing efforts of the TRCA (such as the Authority's Valley and Stream Corridor Management Program) and the MNR to protect valley land areas, and shall work co-operatively with these agencies to successfully achieve the goals of this Plan.
12. The City shall prohibit uncontrolled storm sewer discharges into valley and stream corridors within Vaughan.
13. It is recognized that some modifications to minor watercourses may occur at the time of proposed development. Alterations to accommodate new urban development shall not be permitted unless otherwise approved through completion of a Block Plan as described elsewhere in this document. Where such alterations are proposed, the proponent must satisfy the requirements of the MNR and the TRCA. Proposals for alteration must address the following:
  1. Potential impacts associated with flooding and erosion;
  2. Potential on-site impacts, including those related to construction and long-term maintenance;
  3. Use of techniques which will contribute to the rehabilitation of the watercourse, riparian vegetation, and other corridor areas;
  4. Use of natural channel design techniques which address the maintenance of channel length; the preservation of a stream corridor consistent with the size of the stream flowing through it and the natural meander belt; incorporation of a natural meander wave length; use of a range of particle sizes in the bed material; and establishment or the provision for the formation of pools and riffles at appropriate intervals;
  5. An assessment of how the alteration may affect any fish or fish habitat on-site or downstream and the methods of compensation. The assessment shall include

recommendations on how any impacts may be mitigated or compensated.

Valley and stream corridors shall be clearly established to the satisfaction of the City and TRCA during the preparation of the ME/SP for the Block Plan through detailed site inspection, supported by the required technical studies (i.e., flood study, geotechnical report etc.).

**Modification #10  
Addition of text to 14.**

### Appeal #3

14. Valley and Stream Corridors, as defined in this Plan and determined through the Block Plan process to be retained and protected, shall be conveyed to the City and/or TRCA as a condition of development approval for the property to which it is a part. Where public ownership of all or part of the buffer portion is not considered practical or feasible, the City in consultation with the TRCA may permit the buffer or portions of it to remain in private ownership, subject to an acceptable level of protection being provided.
15. The final limits of the valley land designation, as identified on Schedule C, located northeast of the intersection of Major Mackenzie Drive and Dufferin Street, and other streams to the east, will be determined through the review and approval of the MESP and Block Plan for Block 12.

### 5.10 Wetland Protection

The Provincially Significant King-Vaughan Wetland Complex and the Provincially significant Philips-Bond Thompson Lake Wetland Complex located in Vaughan are identified on Schedule G1. The locally significant Tormore Wetland Complex and the locally significant Keele Wetland are also identified on Schedule G1. Together, the King-Vaughan Wetland and Phillips-Bond Thompson Lake Wetland Complexes consist of over a hundred kettle or depressional wetlands scattered on the Oak Ridges Moraine in the City of Vaughan, King Township and the Town of Richmond Hill. No Provincially significant or Provincially evaluated wetlands occur in either of the two Urban Villages or the Woodbridge Expansion Area.

In addition the Environmental Background Study identified many small, unclassified wetlands, mainly concentrated in the north-central part of the City of Vaughan. These wetlands have not been evaluated by the MNR and thus they have no official status, however, given the generally limited number of wetlands relative to other areas, these unclassified wetlands may perform important environmental functions at a local level. All occur on private land and are associated with either the headwater tributaries of the Humber River or the East Branch of the Don River.

Wetlands provide important habitat to plants and fish and wildlife that require both aquatic and semi-aquatic conditions. Also, they influence the quality and temperature of water flowing through them. As well, some wetlands provide storage capacity to dampen peak flows associated with storm events.

### 5.10.1 Policies



Protection of Wetlands

1. The Provincially significant King-Vaughan Wetland Complex and the Provincially significant Phillips-Bond Thompson Lake Wetland complex are identified on Schedule G1. These wetland complexes shall be protected from incompatible development.
2. In accordance with the Provincial Policy Statement development will not be permitted in these provincially significant wetlands.
3. Development and site alteration may be permitted on lands adjacent to wetlands provided it is demonstrated that there will be no negative impacts on the features and ecological functions of the wetland.
4. Development applications on lands adjacent to wetlands shall submit an Environmental Impact Statement (EIS) which must demonstrate that:
  - i. there will be no loss of wetland functions;
  - ii. subsequent demand for development will not cause increased pressure on the resource in the future;
  - iii. there will be no effect on existing site-specific wetland management practices;

**Modification #11  
Sentence Deletion**

- iv. there will be no loss of contiguous wetland area; and,
  - v. the buffer area between the wetland and the proposed development is sufficient to address items i to iv above.
5. Unclassified wetlands are shown on Schedule G1, located in the Rural Area, in Vellore-Urban Village 1 (Blocks 39 and 40), and in Carrville-Urban Village 2 (Blocks 11, 12 and 18). For development proposals on lands adjacent to unclassified wetlands, proponents will be required to consult with the MNR to determine whether a wetland evaluation is necessary.
- a) if the unclassified wetland is assessed as Class 1 through 3, then the requirement of an EIS will apply, as outlined above in 5.10.1(4); and
  - b) if the unclassified wetland is assessed as Class 4 through 7, then the proponent shall demonstrate that the important wetland functions (e.g. ground water recharge/discharge, habitat) will be protected.
6. Landowners within Vaughan will be encouraged to protect unclassified wetlands in order to ensure their continued environmental function.
7. Landowners may be encouraged to create wetlands where appropriate, which will contribute to general ecological functions in the landscape.

### 5.11 Terrestrial (Woodland) Resources Protection



Terrestrial resources primarily include woodland areas within valley and stream corridors and on tablelands and associated wildlife. Within the three future development areas, woodland area is divided almost equally between valley lands (52%) and tablelands (48%). However, woodlands in valley and stream corridors are more concentrated and in places have created unbroken corridors and linkages.

Terrestrial resources are comprised of the vegetation present in the landscape and the associated wildlife populations. The variety of available habitats influences the range of wildlife species in Vaughan. The maintenance of a healthy terrestrial ecosystem depends upon maintaining the functional relationships of the system while recognizing that the resources will change naturally over time.

The City of Vaughan has used a functional assessment approach to understanding and determining the role of terrestrial resources within Urban Villages 1 and 2 and the Woodbridge Expansion Area. A functional assessment approach is a way of determining how the environment functions. It can be described using three terms a) functions; b) attributes; and c) linkages.

Functions describe the surface and groundwater processes in the landscape and the soil conservation and wildlife habitat benefits performed by vegetation. Attributes are unique or special characteristics (such as rarity or scarcity of species) which a feature may possess. Linkages describe the way in which components of the ecosystem are connected.

The City places emphasis upon the maintenance of important environmental functions, attributes and linkages, recognizing that this will lead to more stable, resilient systems of vegetation and wildlife. The City also recognizes that terrestrial resources can contribute other benefits to the urban environment, including aesthetics, health, bio-diversity, education, research and recreational values.

Terrestrial Resources for Vaughan as a whole are shown on Schedule H.

The functional assessment methodology is described in the OPA 400 Environmental Background Study.

### 5.11.1 Policies

1. The City's significant terrestrial resources requiring preservation are those with high or moderate environmental function. These include valley and stream corridors and Woodlots as indicated on Schedules B, B1, C, and D of this Plan. Those in Rural Areas shall be determined through functional assessment methods found in the EMG. Subsequent efforts shall confirm these boundaries at a more site-specific level. In areas where these boundaries have not been identified, i.e., in rural areas subject to development applications, they shall be determined using similar functional assessment methods.
2. The City shall require protection of significant terrestrial resources of moderate or high environmental function shown as valley and stream corridors and Woodlots on Schedules B, B1, C, and D, in their entirety. Protection shall address the maintenance of existing functions, attributes and linkages. This will mean the prohibition of development within these predominantly woodland areas and associated buffer areas. Permitted uses shall be restricted to passive recreational and other similar uses. Designated Woodlots within this Plan which experience degradation from natural processes and events or human activities shall retain their Woodlot designation and be given priority for rehabilitative measures. The urban designations provided for in this Plan are established on the basis that the significant terrestrial resources, including valley and stream corridors and Woodlots and interior forest habitat, shall be protected through the prohibition of development in order that their ecological, aesthetic, visual buffering and screening roles may endure.

3. Lands designated Woodlot may remain in private ownership. The City shall encourage public acquisition of designated Woodlots identified on Schedules B and C in order to facilitate their long-term preservation by management and maintenance of their environmental function.
4. Subject to the provisions of this Plan:
  - i. The City shall provide for the acquisition of designated Woodlots, and the Buffer Area identified on Schedule D, through a front-ending agreement which all landowners developing lands within the Urban Area of OPA 600, being the Woodbridge Expansion Area, Vellore - Urban Village 1 and Carrville - Urban Village 2, shall be required to enter into with the City of Vaughan.
  - ii. The Woodlot Acquisition Charge shall apply to residential and commercial use development within the Vellore and Carrville Urban Village Areas and Woodbridge Expansion Area and Vaughan Centre Secondary Plan Area, as may be amended from time to time.
  - iii. Despite the front-ending agreement Woodlots and the Buffer Area may be acquired by donation, bequest, exchange, credit against the financial obligations outlined in the front ending agreement and Woodlot Charge – otherwise payable, purchase, protection agreements, or dedication.
  - iv. Woodlots or parts thereof and the Buffer Area shall ordinarily be acquired at the time of the registration of a plan of subdivision or the granting of a consent. Acquisition shall be contingent on the availability of funding.
  - v. The front-ending agreements between the City and landowners shall be premised upon the acquisition of approximately 300 acres of Woodlots and 8 acres of Buffer Area fixed at a purchase rate of \$150,000.00 per acre charged on a non-escalating basis of \$1,000.00 per

residential dwelling unit and an appropriate commercial rate.

- vi. The City shall not authorize the execution of a subdivision or site plan agreement and no board, agency or commission shall authorize a consent involving a Woodlot or the Buffer Area unless provision is contained therein for the protection or acquisition of any Woodlot or part thereof or Buffer Area in accordance with these policies.
  - vii. On lands adjacent to a Woodlot, the need for buffers as a tool for resource protection shall be assessed. The extent of the buffer shall be confirmed to the satisfaction of the City through site-specific investigations during the work leading to the Block Plan and discussions with appropriate agencies. Buffer areas may be either publicly or privately held.
5. Should a Woodlot not be acquired, the City will consider redesignation compatible with adjacent land use designations provided such development is consistent with the policies of this Plan and other Provincial or Regional policies or regulations.
  6. A Woodlot is located on the east half of Lot 11, Concession 2. These lands are subject to the Provincial Parkway Belt West Plan (1978) and related acquisition policies and are not within the City's woodlot acquisition development charge program for public acquisition. This woodlot is recognized as a significant terrestrial resource and preservation of this woodlot would enhance the City's Greenway System.
  7. The ME/SP shall assess the potential impacts on terrestrial resources in terms of both direct and cumulative effects. The Master Environmental/ Servicing Plan shall identify the need for buffers and other mitigative measures to protect the resource.
  8. Development within those terrestrial systems that include woodlands not specifically designated shall occur in a manner which attempts to preserve the environmental feature to the extent practical.

9. Where terrestrial resources that include woodlands remain in private ownership, the City will encourage the implementation of sound woodlot management practices, including entry into heritage conservation and other easement agreements.
10. The City shall encourage development proponents to identify and examine opportunities for retention of woodlots of low functional significance and hedgerows.
11. The City supports the Regional Municipality of York's Tree By-law and its provisions to facilitate achievement of the City's terrestrial resource policies.
12. All retained and protected terrestrial resources are intended to be managed in a manner that will maintain or enhance existing functions, attributes and linkages, in accordance with the provisions of this Plan.
13. Individual land holdings shall not be cited as a reason to encroach upon these designations.
14. The City will work with other agencies (i.e. MNR and TRCA) to increase awareness regarding the importance of terrestrial ecosystems to the environment.
15. The City shall, in co-operation with other agencies, promote the importance of terrestrial resources to schools and community groups. Appropriate means (i.e. tree planting days, preparation and distribution of information with municipal billings) will be identified and supported where appropriate.
16. The City encourages the rehabilitation of displaced or degraded terrestrial ecosystems, and the restoration of linkages between fragmented woodlots. In this regard the City will work with the MNR in achieving their goals of restoring and replacing natural ecosystems.

17. The City, as a condition of development approval, will require landowners to undertake the necessary measures to protect environmental health and functions as may be identified in the Block Plan.
18. The City will support the efforts of MNR to identify primary terrain and biological areas of rehabilitation. Terrain rehabilitation areas include valley wall slopes that are sensitive to erosion (i.e. non-vegetated). Erosion zones will be considered priority areas for rehabilitation.
19. The City shall encourage proponents to plant a diversity of native tree species in subdivisions.
20. The City encourages and supports the work on the Don and Humber Watersheds in rehabilitating and regenerating the Don and Humber Rivers.
21. The ME/SP component of the Block Plan shall identify valley and stream corridors and Woodlots more precisely and in particular shall include the following:
  - i. Mitigation strategies to ensure the maintenance of terrestrial areas of moderate and high functional importance. The mitigation strategy shall include a detailed characterization of existing functions, attributes and linkages associated with the terrestrial resources, a prediction of potential effects (direct and cumulative), an assessment of proposed/selected mitigation techniques, a determination of any buffer area requirements, a prediction of net effects and a conceptual monitoring program specific to those net effects;
  - ii. Detailed information shall be provided at the plan of subdivision and/or site plan approval stage, regarding the proposed natural restoration program for the buffer where appropriate and the future management of the functionally important area and associated buffer; and,
  - iii. Other detailed requirements as set out in the EMG.

**5.12 Environmentally Significant Areas (ESAs) and Areas of Natural and Scientific Interest (ANSIs)**

The TRCA has designated a number of areas in Vaughan as ESAs. These areas are natural areas which have special geological or landform characteristics, hydrological or hydrogeological functions, or which support rare, threatened or endangered species, high quality wildlife habitat or provide a linkage function. The TRCA has recently completed a review of its ESA criteria and is in the process of updating the ESA inventory.

A total of 20 ESAs are located in the City of Vaughan. There are 12 ESA's within the area designated by OPA 600. ESAs and ANSIs in the City of Vaughan are identified on Schedule G. TRCA's new ESA criteria provide that all Provincial ANSIs qualify as ESAs.

The MNR has identified 7 ANSIs in Vaughan. ANSIs represent high quality and unique life science and earth science features across a variety of landscapes throughout the Province.

Life Science ANSIs are identified to protect outstanding landscapes, environments and biotic communities not represented in Provincial Parks. Candidate sites are evaluated and those of similar characteristics are compared on the basis of five criteria: representation (dominant vegetation - landform features), diversity, condition (degree of disturbance), ecological considerations (size, buffering), and special features (rare species, concentrations of wildlife).

Five Life Science ANSIs, two of provincial significance, and three of regional significance, have been identified in the City of Vaughan. Four of these Life Science ANSIs are located within the areas designated by OPA 600. Two Earth Science ANSIs, one of Provincial Significance is located in the Parkway Belt, south of the Woodbridge Community Plan and one of Regional Significance is located within the area designated by OPA 600.

**Life Science ANSI Evaluation Criteria**

<b>Representation</b>	<b>Diversity</b>
<b>Condition</b>	<b>Ecological Consideration</b>
<b>Special Features</b>	

**5.12.1 Policies**

1. The City recognizes ESAs and ANSIs as an important part of the City's natural heritage system.
2. The City shall support the protection and, where possible, enhancement of ESAs and ANSIs through the policies and management requirements defined under the Environmental Policies of this Official Plan and through the policies of the TRCA and MNR.
3. The City requires that the ME/SP accompanying development applications in the Rural Area General adjacent to an ESA and ANSI, must assess the potential impact of the development on environmental functions, and attributes of the ESA and ANSI and shall provide a detailed mitigation strategy.

**5.13 Landform Conservation**

The City of Vaughan has a number of landform features which provide interesting character to the settlement landscape as well as many scenic views and vistas. The Oak Ridges Moraine, the south slope of the Moraine and the broad valleys of the Humber Valley system provide topographic relief in the City which is largely dominated by the broad Halton Till Plain.

The Oak Ridges Moraine, includes a diversity of topography and natural areas which make it distinct from the areas to the south and the north of the Moraine. Much of the Oak Ridges Moraine is characterized by rolling and hummocky terrain. The sandy and gravelly overburden of the Moraine serves an important ground water recharge function. The many rivers and streams flowing off the Moraine, including the Humber and Don systems, depend on ground water discharge to sustain baseflows.

A major lobe of the Oak Ridges Moraine extends into the northeastern part of Vaughan. In Vaughan, the Moraine provides a number of significant vistas and panoramic views to the south. The Moraine includes the Maple Upland and Kettle Wetlands Regionally Significant Life Science ANSI and Oak Ridges Moraine Maple Spur Earth Science ANSI as well as the McGill ESA.

The Oak Ridges Moraine Technical Working Committee, which was established by the Province to undertake a planning strategy for the Moraine, has identified landform conservation as a key issue in protecting this provincially significant resource.

The York Region Official Plan requires landform conservation to prevent the disturbance of special features through mass grading or other land alteration activities. The Regional Official Plan also requires public works projects to have regard for landform in their design and construction.

Mass grading and other extensive land alteration activities are a significant threat to Vaughan's distinctive landscape features. Erosion of steep slopes resulting from inappropriate landscape design and construction practices also is problematic.

#### 5.13.1 Policies

In areas of the Oak Ridges Moraine having significant landform character:

1. Landform conservation planning shall be undertaken to the satisfaction of the City in consultation with the MNR. Landform conservation planning shall demonstrate that the landform character of the site will be maintained.
2. Significant views and vistas shall be protected.
3.
  - i. Block Plans shall demonstrate approaches to land use planning, siting and design which will be compatible with existing landform character and the existing settlement landscape.
  - ii. The specific planning, site design, grading, construction, and restoration of landform character of the site shall be provided to the satisfaction of the City and the MNR.
  - iii. Site design and construction practices must minimize mass grading and the disturbance of steep slopes.

4. Within the Headwater/Moraine Policy District, as identified on Schedule C, cluster development may be required to protect landform features and associated natural areas, and to protect and enhance important ecological features including groundwater recharge and discharge areas.
5. Flexible design standards for subdivision layout and building setback requirements will be applied in order to preserve landscape character.
6. The ultimate use of the landform features and associated natural areas and the manner in which their protection is to be implemented shall be established to the satisfaction of the City in the development review process.
7. Road design with orientation parallel to existing contours shall be encouraged. Road design standards may provide greater flexibility for alternative design.
8. In the preparation of the ME/SP, pursuant to Block Plan preparation, the following shall be provided to the satisfaction of the City and the MNR:
  - i. contour mapping at a scale to the satisfaction of the City and the MNR;
  - ii. a preliminary grading plan;
  - iii. preliminary erosion control strategy; and,
  - iv. a general description of building forms and their impact on the landscape character.
9. Where development is proposed within the area identified on Schedule C as 'Special Policy Area', the City will require the proponent to prepare a Landform Conservation Plan which will address the following:

- i. identification of topographic contours and vegetative cover based upon an aerial photograph of the site;
  - ii. a description of the opportunities and limitations posed by the site with respect to land form conservation;
  - iii. slope and soil analysis including erosion potential;
  - iv. identification of the toe and crest of each slope;
  - v. identification of important elements of the visual character of the area;
  - vi. identification of natural edges or vistas and panoramas; and,
  - vii. alternative urban design schemes to ensure the protection of the landform.
10. The Landform Conservation Plan identified in Section 5.13.9 shall be undertaken as part of the Block Plan submission as defined by this Plan.
11. The Landform Conservation Plan shall:
- i. demonstrate that the existing landform is maintained to the greatest extent practical;
  - ii. consider alternative subdivision and housing designs to minimize the impact on the landform; and,
  - iii. identify preferred subdivision design, house design, servicing and engineering standards required to minimize topographic change as a result of grading.
12. The City shall consider modifying engineering and design standards in order to achieve the objective of landform conservation.

Promote Conservation of  
Natural Vistas or  
Panoramas



**5.14 Contaminated or Potentially Contaminated Sites**

A waste disposal site located in part of Lot 20, Concession 6, is identified on Schedule A and Schedule B.

**5.14.1**

Where development is proposed on a site which, in the opinion of the City or other approval authority, may be contaminated due to previous use, the proponent shall be required to submit 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 cleaned-up in accordance with Provincial criteria and specifications and policy 5.14.2 of this Plan.

**5.14.2**

The City shall require that, prior to permitting development on contaminated sites, that the following be completed to the satisfaction of the City or other approval authority:

- i. that the impacted area of the site be established in consultation with the City or appropriate approval authority, on the basis of technical studies; and,
- ii. that the proponent submit studies identifying the level of contamination of the site, proposed remediation measures and , post clean-up conditions as deemed necessary for the proposed use.

**5.14.3**

The City shall require that, prior to permitting development on or within 500 m of an existing or former waste disposal site, that the following be completed to the satisfaction of the City and the appropriate approval authority:

- i. submission of technical studies, such as engineering studies addressing residues, gas, leachate and hydrogeology to be carried out by qualified engineers;
- ii. implementation of mitigation or remedial measures, including phasing of development if necessary, recommended by the technical studies described in (i.) above; and,

iii. the City shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure.

5.14.4

Where development is proposed on a former waste disposal site, the City shall require written approval from the MOE that the development satisfies Provincial legislation and guidelines.

5.14.5

A holding zone may be applied where Council has determined the land use for an area or parcel of land, but the development of the lands for the intended use is premature until verification is provided to the City that the site has been cleaned-up and made suitable for the intended use.

5.14.6

Notwithstanding policies 5.14.2 through 5.14.5 the land use designations on Schedules "B", "C", "D" and "F" of this Plan may be subject to review and the full range of uses may be restricted subsequent to site clean-up.

5.14.7

1. The Passer Estate waste disposal site is illustrated on Schedule A and Schedule B. The City, in conjunction with the MOE may permit uses in accordance with the land use designation, subject to the following policies:
  - i. Written approval has been received from the MOE that the development satisfied the provisions of the Environmental Protection Act;
  - ii. Studies have been carried out to the satisfaction of the City and the MOE that show development is compatible and can safely take place;
  - iii. The City shall require the construction and phasing of all development to coincide with the control of any problems identified by the studies;
  - iv. Studies of gas, leachate and hydrogeology shall be carried out by qualified engineers; and,

- v. The City shall be satisfied with the required studies with respect to any matter regarding structural stability, safety and integrity of any structure.
2. Notwithstanding the land use designations on Schedule B, development will not be allowed to proceed on lands identified by the studies as containing waste until the requirements of the Ministry of Environment have been met.
3. Lands subject to a waste disposal assessment area symbol shall be zoned *holding* as an interim measure. When such areas are deemed suitable for development, they may be rezoned in accordance with the City's zoning policies.

## 6.0 Rural Area - General Policies

In this Section:

- 6.1 Agriculture Area Policies
- 6.2 Rural Use Area Policies

- i. The policies in this section of the Plan shall apply to the lands identified on Schedule F as lands subject to Rural Area - General. The Rural Area - General lands are located outside of the existing communities, planned Urban Village Areas, The Woodbridge Expansion Area and Industrial Areas. Schedule F sets out the detailed land use designations that apply to the Rural Area - General.
- ii. The Rural Area - General is divided into two main classifications, being the Agriculture Area and the Rural Use Area. The Agriculture Area consists predominantly of high quality agricultural lands and the Plan contains policies to protect these lands for agricultural uses in the long term. The Rural Use Area contains a mix of lands which have varying degrees of utility for agricultural purposes. Agricultural uses remain a priority in the Rural Use Area. Additional uses are permitted subject to an amendment to this Plan, and subject to individual proposals being in conformity with specific evaluation criteria. Also shown are lands subject to existing Rural Residential designations and Hamlets.
- iii. The policies of this Plan shall apply to the lands shown as Rural Area - General on Schedule F, except as provided for herein. When the policies of the following site specific Official Plan Amendments are in conflict with the policies of this Plan, the policies of the site specific Official Plan Amendments shall prevail.  
  
 OPA No.'s: 56, 84, 87, 88, 99, 117, 139, 157, 180, 193, 196, 213, 227, 228, 262, 271, 282, 304, 327, 334, 326, 352, 476, 477, 490, 498, 507, 525, 544, 569  
  
 The location of each site specific amendment is shown on Schedule "F".
- iv. All development proposals for non-farm land uses in the Rural Area - General shall be subject to the environmental policies and study requirements of Section 5.0 of this Plan and shall be subject to the noise study requirements of Section 8.1.

- v. All forms of development in the Rural Area - General shall be serviced by individual or communal wells and individual or communal sewage disposal systems that shall conform to the standards of and be subject to the approval of the City of Vaughan and all other approval agencies. No development shall be permitted that will require municipal water or sanitary sewer services. The City shall not permit development on partial services (i.e. the provision of municipal water services in the absence of municipal sewage services).
- vi. In order to provide an adequate buffer between non-farm uses and agricultural uses all new farming operations involving livestock shall comply with the Minimum Distance Separation Formulae requirements of the Agricultural Code of Practice.
- vii. Additional Dwellings:

Within the Rural Area - General, secondary dwellings for farm help required for the operation of the farm, will be permitted in an implementing Zoning By-law on the basis of the following criteria:

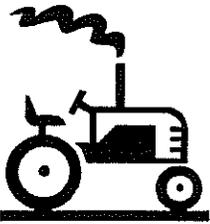
- a. Generally, the minimum lot area necessary to establish a secondary dwelling shall be 35 ha and the lot shall be used actively for farming. Where a farm operation is labour intensive, such as in operation of large greenhouses or livestock operations, a secondary dwelling may be permitted on lots less than 35 ha, but not less than 4 ha. In all cases, the applicant shall be required to provide information regarding the nature, productive capability and scale of the farm operation and any other pertinent information which will demonstrate the need for the secondary dwelling;
- b. The secondary dwelling should be grouped with existing farm structures;
- c. The floor area of the secondary dwelling shall be smaller in size than the principal dwelling;

- d. All dwellings on the property should be accessed by one entrance to the property; and
- e. Applications for consent to create a separate lot for secondary farm dwellings will not be permitted.

## 6.1 Agriculture Area Policies

The policies of this section shall apply to the lands identified as Agriculture Area on Schedule F to this Plan.

### 6.1.1 Permitted Uses



- a. The primary use for lands designated Agriculture Area will be for farming and accessory uses. Farming uses may include the production of field crops, animal husbandry including the keeping of poultry and of animals raised or kept for purposes other than food, and specialty farming including activities such as fruit farming, market gardening, horticulture, sod farming, plant nurseries, greenhouse production and beekeeping. Accessory uses shall include farm residence, farm buildings or structures used for the storage of farm products.
- b. Farm-related uses directly related to agriculture which by necessity must locate close to farm operations, will be permitted in the Agriculture Area only where they are essential to the agricultural economy and cannot be located in urban areas or in the Rural Use Area. Wherever possible, these uses shall be located on land that is of low capability for agriculture and shall not adversely affect agricultural operations in the surrounding area. Such uses include the processing of locally grown agricultural products, the servicing of farms or the provision of farm equipment or repairs, and farm product sales outlets accessory to the farm, provided that the produce is a product of the farm on which the outlet is located. Farm related uses do not include a farmer's market, a retail nursery or a landscaping business.
- c. Waste disposal sites shall not be permitted in the Agriculture Area.
- d. Non-farm uses shall be directed to the urban area or Rural Use Area as appropriate.

**6.1.1.1 Exceptions**

**Modifications #12 & #13  
Text change and addition  
of i. – v.**

- a. Located on the southwest corner of King-Vaughan Road and Keele Street, being Part 2 of Reference Plan 65R-10193, in Lot 35, Concession 3, a multi-unit dry storage facility shall also be a permitted use (OPA 498).

The development of the Subject Lands for a multi-unit dry storage facility use, shall only be permitted subject to conformity with the specific development and implementation policies identified below:

- i. The subject lands may be used for a multi-unit dry storage facility for finished personal goods only; no outside storage shall be permitted.
- ii. The storage facility shall not exceed 8% coverage of the subject lands.
- iii. A minimum 6 m landscape strip shall be provided adjacent to Keele Street and King-Vaughan Road respectively; and a minimum 3 m landscape strip shall be provided adjacent to Malloy Street.
- iv. The lands shall be serviced by private sewage disposal system and private well, subject to the approval of the York Region Health Services Department; and subject to the regulations of the MOE.
- v. The site is to be developed in phases, with the timing of each phase to be dependent on market conditions.

- b. One (1) of each of the following uses: an Automobile Gas Bar, an Automobile Service Station, and an Eating Establishment-Convenience, provided such use is operated in conjunction with an Automobile Gas Bar and/or an Automobile Service Station, are permitted for the lands located at the northwest corner of Keele Street and Kirby Road, being Part of Lot 31, Concession 4 (OPA 525), subject to the following policies:

- i. Within an Automobile Gas Bar and Automobile Service Station site only the sale of fuel, oil and lubricant, and other

**Modification # 13:**

**Section 6.1.1.1. b)**

related products, and the provision of repair and maintenance services for vehicles shall be permitted.

- ii. Outside storage shall be limited in the implementing zoning by-law.
- iii. On-site landscaping suitable to mitigate undue impact upon adjacent lands, particularly residential neighbourhoods, shall be provided.
- iv. The site with Automobile Gas Bar and Automobile Service Station uses shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands.

#### 6.1.1.2 Special Policy Area

The lands located between Keele Street and the rail-line, north of Teston Road to King-Vaughan Road are identified on Schedules A and F as "Special Policy Area".

These lands are physically separated from the larger, predominantly agricultural area to the west by the rail-line. The viability of farming activity within the Keele North area has been reduced by the introduction of previous, site-specific approvals of primarily marginal industrial uses. Analysis is required to identify land uses which are appropriate and viable in the short-to-medium term, but which will not undermine the opportunity for appropriate long term use within and surrounding the "Special Policy Area" lands.

Analysis of the area will be undertaken to identify appropriate land uses, primarily low intensity, and to define suitable transportation system requirements and urban design guidelines. The intent is to enable the identified uses to proceed, based on a pattern which will be appropriate in the long term for both the "Special Policy Area" lands and the wider area surrounding them. Also, recognizing the 'image' of the area and its impacts on the Maple community, the analysis will address aesthetic concerns, particularly along the Keele Street frontage, and ensure that uses locating there would not be likely to generate significant amounts of

truck traffic. Upon completion, the area will be the subject of an Official Plan amendment.

Identifying an appropriate range of land uses for the short-to-medium term, together with appropriate urban design requirements, will enable development to proceed in a manner which has minimal impact on the Maple community. Development of a transportation network which anticipates the needs of development beyond the Keele North area will ensure that broader planning objectives will not be compromised.

### 6.1.2 Non-Farm Land Uses

a. A development proposal for a non-farm land use in the Agricultural Area will require an amendment to this Plan and shall be required to be justified by the proponent in accordance with the Food Land Guidelines. Documented justification prepared by qualified professionals shall be provided relating to the following matters:

i. The necessity of the proposed land use and the amount of land needed.

The proponent shall demonstrate the need for the proposed use and the amount of land needed at the proposed location. The justification shall include an evaluation of the proposed use indicating the need and demand for the use relative to the locations and scale of similar uses in the area or region, as appropriate, an explanation of the intended market which the use is to serve and a determination of the amount of land required for the proposed use.

ii. Whether suitable alternative locations on lower - capability agricultural land or in Non-Agricultural Areas have been considered.

The proponent shall demonstrate that alternative locations on lower capability agricultural lands, or in non-agricultural lands have been considered, the location of the proposed use is appropriate, and that the locational requirements of the proposed use prevent it from being located on lower capability agricultural lands or other non-agricultural areas.

- iii. The suitability of the site chosen, the reason for its choice.

The proponent shall substantiate that the location is suitable in terms of impacts on the surrounding agricultural area compared with alternative, available sites and the locational requirements of the proposed use.

- iv. Whether the proposal will reduce or impede surrounding farm operations.

The proponent shall identify, evaluate and justify potential impacts of the proposed use on the agricultural land base and on farming activity in the surrounding area. The justification shall include the following:

- ▶ a soils analysis of lands in and adjacent to the proposed location indicating their capability for agriculture;
- ▶ a detailed site plan indicating proposed buildings, structures, roadways, parking areas, landscaping and treatment of natural features;
- ▶ an assessment of the effects of the proposed use on surrounding farming operations and recommendations on measures to ensure that there are no negative impacts on these farming operations or agricultural capabilities;
- ▶ confirmation that the proposal is in compliance with the Minimum Distance Separation Formulae of the Provincial Agricultural Code of Practice; and,
- ▶ the evaluation shall also indicate any restrictions which the proposed use, if established, would result in, relative to the use of adjacent lands for farming activities.

## v. Servicing

The proponent shall demonstrate that the proposed development can be serviced by individual or communal, water and individual or communal sewage services. All water supply and sewage disposal systems shall conform to the standards of and be subject to the approval of the Region of York and other approval agencies.

## vi. Compatibility

The proposed use shall be compatible with existing and permitted uses in the surrounding area and shall not negatively impact on the surrounding area on matters related to odours, noise, dust, traffic, visibility, emissions, and safety. The proponent shall identify all potential impacts on surrounding properties resulting from the proposed use and measures considered necessary for their mitigation.

**6.2 Rural Use Area Policies**

**6.2.1 Permitted Uses**

- a. Permitted uses in the Rural Use Area include uses permitted in the Agricultural Area (Section 6.1.1), forestry, conservation and farm related uses. Limited rural industrial, commercial, recreational, cemetery and institutional uses shall only be permitted subject to an amendment to this Plan provided that the policies of this Plan applicable to said uses are addressed along with the following general criteria and the criteria and policies specific to each type of use as provided elsewhere in Section 6.2 and the policies of the York Region Official Plan:

i. Need for the Proposed Use and the Amount of Land Needed

The proponent shall demonstrate the need for the proposed use and the amount of land needed at the proposed location. The justification shall include an evaluation of the proposed use relative to the locations and scale of similar uses in the area or region, as appropriate, an explanation of the intended market which the use is to serve, a determination of the amount of land required, and an

analysis of possible advantages and disadvantages to the City of the proposed use.

ii. Location of the Proposed Use

The proponent shall substantiate that the location is suitable in terms of impacts on the surrounding land uses compared with alternative, available sites and the locational requirements of the proposed use.

iii. Impact on Agricultural Land and Farming Activities

The proponent shall identify, evaluate and justify potential impacts of the proposed use on the agricultural land base and on farming activity in the surrounding area that may be affected by the use. The justification shall include the following:

- ▶ an assessment of the effects of the proposed use on surrounding farming operations and recommendations on measures to ensure that there are no negative impacts on these farming operations or agricultural capabilities
- ▶ an evaluation of the compliance of the proposed use with the Minimum Distance Separation Formulae of the Agricultural Code of Practice. The evaluation shall also indicate any restrictions which the proposed use, if established, would result in relative to the use of adjacent lands for farming activities.

iv. Servicing

The proponent shall demonstrate that the proposed development can be serviced by individual or communal water and individual or communal sewage services. For Rural residential development a servicing options report including an investigation of development on communal sewage and water systems shall be submitted to the City. Notwithstanding this requirement, rural residential development of a scale and intensity requiring communal services shall generally be discouraged by the City.

## v. Compatibility

The proposed use shall be compatible with existing and permitted uses in the surrounding area and shall not negatively impact on the surrounding area on matters related to odours, noise, dust, traffic, visibility, emissions, and safety. The proponent shall identify potential impacts on surrounding properties resulting from the proposed use and measures considered necessary for their mitigation.

## vi. Environment

a. The proposed development shall comply with the environmental policies of this Plan. The proponent shall prepare an environmental impact statement evaluating the impacts of development on the environmental functions, attributes and linkages, the adequacy of proposed environmental management techniques and mitigation measures, and compliance with the environmental policies of this Plan. The Environmental Impact Statement shall also identify any modifications to the proposal that are required in order to ensure that the objectives and policies of the Official Plan are met.

b. Estate Residential development may be permitted in the Rural Use Area subject to the Estate Residential development policies in Section 6.2.5.

c. Agricultural operations shall be protected from the encroachment of potentially conflicting land uses in accordance with policies and regulations of the Ministry of Agriculture and Food.

**6.2.1.1 Exceptions**

a. A cemetery and associated facilities are permitted in Lot 33, Concession 2, subject to the following policies:

i. Appropriate buffer setbacks are required between any burial plot and the property boundaries. These setbacks must be acceptable to both the Region of York Health Department and the MOE;

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|---------------------------------------|--|
| <p><b>6.2.2 Recreational Uses</b></p> | <ul style="list-style-type: none"> <li>ii. With the exception of burial plots and associated monuments and markers, no parking facilities, buildings or other structures shall be permitted within the area identified as Policy Area 1 on Schedule 2 to Amendment No. 490. A driveway may also be permitted within Policy Area 1 subject to the approvals of the TRCA and City;</li> <li>iii. Burial plots and associated structures, parking facilities, buildings or other structures shall not be permitted within the area identified as Valley and Stream Corridor on Schedule 2 to Amendment No. 490; and,</li> <li>iv. Development of the cemetery, including administration building, accessory structures, landscaped buffers, internal roads and access locations, shall be subject to site plan approval; specific development standards will be established in the implementing zoning by-law.</li> </ul> <ul style="list-style-type: none"> <li>a. Recreational uses include the use of land for outdoor parks, playgrounds, outdoor athletic fields, miniature golf, golf course, golf driving ranges, including buildings and structures accessory to these uses.</li> <li>b. Recreational uses may be permitted in the Rural Use Area subject to an amendment to the Official Plan, and the following criteria:             <ul style="list-style-type: none"> <li>i. In considering a proposal to establish or expand recreational uses in the Rural Use Area, the City shall have regard to the requirements of Section 6.2.1(a) and the following matters:                 <ul style="list-style-type: none"> <li>a. the principal activity shall not require the use of motorized vehicles or equipment;</li> <li>b. the principal activity or pastime shall be conducted out-of-doors and extend over the major part of the subject property;</li> <li>c. the impact of the proposed use on environmental resources;</li> <li>d. the principal activity, including associated buildings and structures shall be compatible with uses on surrounding</li> </ul> </li> </ul> </li> </ul> |
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lands, and shall not result in any noise, odour, fumes, lighting, or similar effects, detrimental to activity, amenity, or general rural character on surrounding lands; and,

- e. buildings or other structures accessory to the principal activity shall be primarily for the use of persons engaged in the principal activity, and shall be small in scale and occupy a relatively small portion of the subject property.

### 6.2.3 Aggregate Resources

- i. The City recognizes the economic importance of primary aggregate resources to the municipalities of the Greater Toronto Area. It is the policy of the City to protect mineral aggregate resources, however, it is also the policy of the City that the development and rehabilitation of extractive resource areas be controlled so that land use conflicts and environmental degradation are avoided and the aesthetic quality of the City is maintained.
- ii. Extractive operations shall be permitted from existing licensed pits, and adjacent land uses shall be controlled to ensure compatibility. New extractive operations, other than wayside pits and quarries, shall require amendment to the Official Plan.
- iii. The City shall support the Provincial Policy Statement in regard to mineral aggregates, which establishes a Provincial interest in protecting and developing mineral aggregates as close to markets as possible.

In areas adjacent to or in known deposits of mineral aggregates, development which would preclude or hinder the establishment of new operations or access to the resources will only be permitted if:

- ▶ the proposed land use would not significantly preclude future extraction of mineral aggregate resources
- ▶ the proposed land use would serve the long-term interest of the public better than would aggregate extraction

- ▶ aggregate extraction would not be economically, socially or environmentally feasible.

- iv. Wayside pits and quarries as well as portable asphalt plants are temporary facilities used only on public authority contracts for specific public road construction projects. These uses shall be permitted throughout the Plan without requiring an amendment to the Plan or zoning by-law, except in areas of existing development or of particular environmental sensitivity including ESAs, ANSIs, valley and stream corridors and wetlands as shown on Schedules "F" and "G", where these uses would be prohibited.
- v. Abandoned pits and quarries shall be rehabilitated and the progressive rehabilitation of operating pits and quarries shall occur in a manner that is in conformity with the other policies of this Plan.

#### 6.2.4 Cemeteries

Cemeteries may be permitted in Rural Use Area designation, subject to an amendment to the Official Plan and in accordance with the policies of Section 4.2.4.5.

#### 6.2.5 Estate Residential

1. Estate Residential proposals shall require an amendment to the Official Plan.
2. This Plan recognizes the existing and approved estate residential developments in the Rural Area General of the City of Vaughan as designated on Schedule F and the existing estate residential areas located within Vellore-Urban Village 1 as shown on Schedule B to this Plan. Development within these areas shall be subject to the Estate Residential Policies of this Plan.
3. The predominant use of land designated Estate Residential shall be for single family detached dwellings on large lots. Estate Residential development shall only occur on the basis of retaining the rural character of the surrounding area, minimizing disturbance to the natural environment and minimizing the impact on existing and potential agricultural operations.

4. Estate Residential development shall only occur on the basis of retaining the rural character of the landscape and protecting the wooded and scenic area, and shall comprise a defined planning unit having naturally occurring boundaries or limits.
5. Estate Residential development shall be permitted only in areas of rolling topography, adjacent to established woodlots and scenic areas. In order to maintain the character of the rural area the visibility of estate residential developments from arterial roads shall be minimized through screening by topographic features or woodlots.
6. The overall structure and form of an estate residential development shall be sympathetic to the site's natural features in order to preserve existing landforms and to ensure that the natural rather than the man-made character of the site is retained.
7. Estate Residential development shall be on the basis of large lots of varying sizes to suit the topography, vegetation cover and servicing constraints.
8. Each lot shall be serviced by a private well and sewage disposal system or a communal servicing system that shall conform to the standards of, and subject to the approval of, the City of Vaughan and all other approval agencies. Estate Residential Development of a scale and intensity requiring communal services shall generally be discouraged. Where communal water and sewage services are approved, such communal facilities shall be the responsibility of the City or other responsible public body. A piped municipal water supply currently exists in the Estate Residential area known as Woodland Acres as shown on Schedule "F. Estate Residential development in the Woodland Acres area shall continue to be serviced by piped municipal water. Development in Woodland Acres on lands which have previously received official plan approval for estate residential development may be serviced on the basis of a piped water supply, subject to allocation of capacity by the City and the Region of York.

9. This Plan recognizes existing and approved areas of estate residential development designated on Schedule "F".
10. Estate Residential development shall comply with the Minimum Distance Separation Formulae requirements of the Agricultural Code of Practice.
11. New estate residential development shall be permitted only after the proponent has undertaken the following to justify the suitability of the proposed development:
  - i. An evaluation of the long-term impacts on municipal servicing costs and the environment;
  - ii. To ensure that necessary infrastructure and public facilities can be provided in an efficient and environmentally sound manner; and,
  - iii. To ensure that the scale and design of the proposed development is compatible with that of the existing development and with the rural setting in general.

**6.2.5.1 Areas Unsuitable For Estate Residential Development**

Lands with the following characteristics are considered to be unsuitable for Estate Residential development:

1. areas within, adjacent to, or within one concession block of the urban area of the municipality;
2. areas that are within or adjacent to, existing or future commercial or industrial lands;
3. areas in proximity to rail yards and rail lines, major highways, hydro transmission corridors, airports and other surface utilities where the quiet enjoyment, health or safety of future residents would be seriously prejudiced;

4. lands which are located in the Agriculture designation of this Plan shown on Schedule "F";
5. areas which may be impacted by existing or future sanitary landfill sites, quarries or aggregate extraction areas;
6. areas susceptible to flooding, high water table, are prone to erosion, or have other physical constraints that cannot be remedied to the satisfaction of the relevant approval agency;
7. areas that are flat and featureless;
8. areas which are deemed to be areas of significant ground water recharge;
9. areas which have been identified as environmentally significant or are determined to have environmental significance as a result of future studies;
10. areas which are protected by the environmental policies of this Plan;
11. areas which form an extension to existing hamlets or strip residential development along an arterial road; and,
12. lands that are historical or cultural sites whose preservation benefits the community.

#### 6.2.5.2 Estate Residential Subdivision Design Criteria

1. Estate Residential development of more than three lots shall be by Registered Plan of Subdivision.
2. The minimum lot size for estate residential plans of subdivision shall be a minimum of 6,000 m<sup>2</sup>, with the average lot size to be no less than 8,000 m<sup>2</sup>. Average lot size shall be calculated using only the net developable area within the plan. Where a lot or remainder block in a plan has an area in excess of 10,000 m<sup>2</sup>, it shall be considered to have only an area of 10,000 m<sup>2</sup> for the purposes of calculating the net developable area in the development.



3. The design of estate residential subdivisions shall provide for a range of lot sizes directly related to the site's topography, vegetation, soil and drainage characteristics, the governing criterion being to retain a semi-rural character in the development and discourage urban density forms. Lot areas larger than the minimum will be required in specific instances where the topographic and environmental characteristics of the site warrant a larger area. For each lot, sufficient area shall be set aside for the installation of two septic tile beds and a recreational amenity area.
4. Where internal public roads are proposed to access onto a public road allowance which is not paved, the developer shall provide for the paving of the public road allowance, built to municipal standards from the entrance of the subdivision to the nearest paved public road.
5. Access to individual lots shall be from internal public roads constructed to municipal standards and not from existing concession roads, regional roads or provincial highways.
6. All intersections between internal roads accessing a rural residential subdivision and City, Regional or Provincial road or highway shall be approved by the appropriate authority to ensure that no unsafe traffic conditions are created.
7. Wooded areas in and adjacent to valley and stream corridors shall be maintained in a natural undisturbed state due to their environmental sensitivity and aesthetics to ensure proper flood and erosion control.
8. As a condition of development approval, valley and stream corridors determined to be retained and protected shall be conveyed to the Municipality or the TRCA. Where public ownership of all or part of the buffer portion is not considered practical or feasible, the City in consultation with the TRCA may permit the buffer area or portions of it to remain in private ownership subject to an acceptable level of protection being provided.

9. The design shall provide for the linkage of public open spaces to connect, where possible, woodlots, river valleys and areas of severe terrain to provide continuous open space corridors.
10. A natural vegetative buffer area with a minimum width of 30 m from watercourses and ponds will be required, or to the limit of the valley and stream corridor, whichever is greater, in order to minimize the impacts of development on the water resource.
11. Roads should follow the topography of the site.
12. Estate residential plans of subdivision containing or adjacent to historic or cultural sites, shall incorporate any design and siting features necessary to ensure their protection.
13. In conjunction with any Estate Residential proposal, the following information is required to be submitted by the proponent at the time of the submission of the required applications in order to assist in evaluating the proposal:
  - i. a detailed engineering and servicing report prepared by a professional engineer which demonstrates that the proposed lots can be serviced by individual sewage systems or communal sewage systems and that a sufficient supply and quality of potable water is available to service the development. The engineering and servicing report shall include an impact assessment completed in accordance with the MOE guidelines demonstrating that the impacts on ground and surface water will be within acceptable limits;
  - ii. an environmental study prepared in accordance with the requirements as outlined in Section 5.4 of this Plan; and,
  - iii. an analysis of landscape features to determine the extent of grading, vegetation loss and other impacts.

**6.2.5.3 Exceptions**

<p style="text-align: center;"><b>Modification #14</b> <b>Addition of</b> <b>Exceptions Subsection</b></p>
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A landscape buffer shall be provided along Weston Road and the northern property boundary for the lands subject to Amendment No. 544, located on the east side of Weston Road, north of Teston Road, being Block 27 of Plan 65M-3001, in Lot 27, Concession 5.

**6.2.6 Hamlets**

1. Outside of the urban area there are two hamlet areas of primarily residential uses where limited development of an infilling nature will be permitted. These hamlets are identified on Schedule F. The rural character and historic heritage of these hamlets shall be protected.
2. Infilling shall include development which economizes the use of urban space without perpetuating an undesirable pattern of development and which does not form an extension to the existing hamlet area. Infilling may occur through consent or plan of subdivision or site development on lands which are under-utilized between existing buildings.
3. Uses in hamlets shall be primarily residential. Small scale commercial and institutional uses designed to serve the hamlet and the surrounding area may be permitted.
4. Development within hamlets shall be serviced by private wells and septic systems.
5. Lot creation may be by consent or plan of subdivision where more than three lots are to be created.
6. The scale of new development in hamlets shall be such that no significant demand for additional City or Regional services will be required.
7. Development proposals that would form an extension to a Hamlet shall not be permitted.

## 7.0 Consent Policies

### 7.1 General Policies

In this Section:

- 7.1 General Policies
- 7.2 Special Provisions For Urban Areas
- 7.3 Special Provisions For Agriculture Area
- 7.4 Non-Farm Residential
- 7.5 Special Provisions For Rural Use Areas
- 7.6 Special Provisions For Hamlets

- i. The Planning Act provides that the Committee of Adjustment shall only grant a consent to convey if it is satisfied that a Plan of Subdivision of the land described in the application is not necessary for the proper and orderly development of the municipality. Council considers that a Plan of Subdivision shall be deemed necessary in the following cases:
  - a. Generally, where the number of new lots created is greater than three for any one ownership;
  - b. Where the extension of a public road allowance is required;
  - c. Where the extension of municipal services is required; and,
  - d. Where agreements or conditions are required by any municipality or Ministry with regard to any part of the remaining lands:
    - provided that insofar as paragraphs a, b, c and d, if the Applicant reaches a satisfactory agreement with the authorities in question, a plan of subdivision may not be required.
- ii. The Committee of Adjustment in assessing each application is required to consider the matters set out in Section 51 of The Planning Act. In addition to these matters, Council considers the following to apply:
  - a. In the case of non-conformity of the approval with the Official Plan, no consent should be granted; and,
  - b. In cases where either or both of the subject or retained lands are not in conformity with the approved Zoning By-law, the applicant shall file prior to or concurrently with the consent application, a zoning amendment application with the City of Vaughan. When considering zoning amendment applications Council shall have regard for the Consent Policies of the Plan.

- iii. Consents may be permitted for reasons of boundary adjustments, easements, and to convey additional lands to an adjacent lot, provided that an undersized lot is not created.
- iv. In addition to matters under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be given, shall have regard to the following matters in consultation with the appropriate departments and agencies:

a. Adjacent Uses

Regard shall be had for the compatibility of the proposed size, shape and use of the lot to be created with the present and potential lots and uses in the adjacent areas.

b. Access

The recommendation of the engineer of the appropriate agency shall be sought before conditions of approval are applied, but consideration shall be given to the following guidelines:

- ▶ consent to sever a lot shall be permitted only when both the lot and the remaining parcel front on an existing assumed public highway, or upon a dedicated public road allowance upon which the Applicant is constructing a road pursuant to an Agreement with the municipality. Valley lands acquired for conservation purposes by the TRCA are exempt from these access requirements
- ▶ if the proposed lot or remaining parcel has frontage on a Provincial Highway, any consent shall be subject to the requirements of the MTO. If the proposed lot or remaining parcel has frontage on a Regional or City road, any consent shall be subject to the requirements of appropriate Regional or City authorities. Consent shall be conditional on the dedication of required road widenings, free of all

costs and encumbrances, approval of access driveway locations or other requirements, to the satisfaction of the appropriate authorities

- ▶ creation of lots fronting on designated major or minor arterial roads shall be discouraged, as granting of an entrance permit to serve a new lot provides another point of conflict with the smooth flow of traffic for which the road is designed, particularly in areas where strip development already poses problems
- ▶ a daylighting triangle at intersections may be required to be dedicated in order to improve visibility for traffic movement. The size of the daylighting triangle shall be in accordance with the requirements of the Vaughan OPA 200
- ▶ a reserve may be required to be deeded to the Region of York or the City if requested by the Regional or City Engineer, as a means of controlling access.

c. Servicing

All proposed lots shall be serviced by either a public water supply or other adequate supply of potable water, and either a connection to a public sanitary sewer system or provision for other sanitary waste treatment facility on the site appropriate to the proposed use, approved by the Medical Officer of Health. Where a proposed lot is located in an area serviced by a municipal water system and/or sanitary sewer, the Committee of Adjustment shall seek evidence from the appropriate City and/or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated development by Plan of Subdivision.

Where a consent has been applied for to create a lot which is dependent upon an individual water supply, approval shall

be conditional upon the Medical Officer of Health being satisfied that an adequate potable water supply can be made available, and that the location of the well in relation to the septic tank is acceptable. The Medical Officer of Health may require a hydrology report from a qualified professional engineer in regard to the adequacy of the potable water supply without adversely affecting either the quantity or quality of adjacent potable water supplies.

d. Conservation

The MNR and the TRCA shall be consulted in respect of applications for consent which are subject to flooding, wind or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or fish habitat, mature tree stands and areas of high aggregate potential.

e. Financial Implications

Creation of lots should not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility.

7.2 Special Provisions  
for Urban Areas

- i. For the purposes of this section, urban areas shall mean all of the lands in the City within the two urban village areas and the Woodbridge Expansion Area as shown on Schedule A.
- ii. Severances will be considered for the purposes of infilling in an existing urban area, but shall not extend the existing urbanized area. Infilling which economizes the use of urban space without disturbing the existing pattern of development or perpetuating an undesirable pattern of development or prejudicing the layout of future development shall be considered acceptable.
- iii. In particular, where a parcel of land is within an existing settlement or designated by the Official Plan for development or redevelopment, and the size of the parcel is large and it is apparent that an application for a severance could be a forerunner of other

similar applications on the original parcel, such individual severances from that parcel will be discouraged in favour of development by a Plan of Subdivision.

- iv. Where existing developed lots have the potential for redevelopment on a more comprehensive scale, proposed severances which could block potential points of access or further fragment ownership of these lands, shall not be approved, pending study of the area and approval of an overall development plan in favour of a comprehensive plan of subdivision.
- v. Severances within the new community areas shall generally be discouraged. Limited severances may be considered in such areas where development is not contemplated for in excess of ten years, and subject to the following criteria:
  - a. Lands are designated Low Density Residential.
  - b. The lands do not conflict with:
    - ▶ the planned development pattern
    - ▶ the road pattern defined in Schedules B, C and D
    - ▶ the parks, schools, valley and stream corridors, greenway systems, tableland woodlots and storm water management systems as defined in Schedules B, C and D.
  - c. The total holdings shall be relatively large, i.e. minimum of 8 ha (20 acres in size) and shall have a minimum of 200 m of road frontage.
  - d. Only one severance per parcel of land existing at the time of Council's adoption of this Plan.

**7.3 Special Provisions  
For Agriculture  
Area**

- i. For the purpose of this section Agriculture Area shall mean all lands in the City within the Agriculture Area as shown on Schedule F.
- ii. Decisions of the Committee of Adjustment shall reflect the intent of the Official Plan and any other City policies affecting development in the Agriculture Area.

**7.3.1 Agricultural Lots**



The following types of consents to sever land in the Agriculture Area shown on Schedule F may be permitted subject to compliance with the following policies and other applicable policies of this Plan:

1. The consent requested is for a minor boundary adjustment, right-of-way or easement which does not create a separate non-farm residential lot.
2. Consents which serve to enlarge or consolidate agricultural holdings, shall be given favourable consideration. Consents which do not hinder or jeopardize the viability, capability or flexibility of agricultural operations shall be given favourable consideration, provided that both the severed and retained parcels are of sufficient size to be viable and flexible enough for agricultural uses.
3. Severances for the purpose of providing a separate residential lot for members of a farm family who are working on the farm, or for farm workers are not permitted. A second dwelling may be permitted on an existing farm property subject to the requirements of Section 6.0 Rural Area - General vii) Additional Dwellings.
4. To create a lot for a retiring farmer or his widow or her widower who are retiring from an active working life and provided that the farmer has owned the land for a substantial number of years. Only one retirement lot by consent will be permitted per existing farm.
5. A residential lot created pursuant to Section 7.3.1 (d) above shall satisfy the following requirements:

**7.4 Non-Farm Residential**

- i. The lot created is located on unused portions of the farm or is situated so as to remove the least amount of agricultural land from production or is situated so as to create the least amount of disruption to existing farming operations; and,
  - ii. The lot created is a minimum of 0.6 ha in area and should generally not be more than 0.8 ha in area.
6. Surplus farm dwellings may be considered for consent.
- i. For the purposes of this section, "non-farm residential" shall mean a single family residential dwelling, unrelated to a farm operation.
  - ii. Applications for the creation of non-farm residential lots shall be considered, having regard to the following:
    - a. Lots in the form of infilling for non-farm residential use will be considered within areas designated as Hamlet or Estate Residential.
    - b. Severances for non-farm residential uses outside of, or which extend the boundaries of the hamlets or estate residential areas shall be discouraged in the Rural Use Area. The creation of new Non-Farm Residential lots in the Rural Use Area shall only be permitted subject to the following:
      - 1. All such proposals shall be subject to an amendment to the zoning by-law;
      - 2. It is the intent of this policy that rural non-farm residential severances in the Rural Use Area shall be strictly limited. In this regard the City shall monitor severances occurring annually in order to ensure that this objective is being achieved;
      - 3. Strip development of residential lots along Concession roads shall generally not be permitted,

- with the exception of lands designated hamlet and for infilling in accordance with 7.4 ii) c);
4. Severances should not be permitted where they may conflict with the operation of agricultural uses;
  5. Regard shall be had for the relevant minimum Distance Separation Formulae of the Agricultural Code of Practice;
  6. Severances shall only be permitted in locations, which are or can be adequately screened and buffered to ensure that the character of the rural area will not be incrementally compromised;
  7. The City shall be satisfied that the approval of the severances shall not establish an undesirable precedent for additional severances in the immediate area;
  8. The City shall be satisfied that the adequacy of the surrounding road network will not be incrementally compromised with the approval of the application;
  9. Lots to be created shall be limited to a size commensurate with their intended use and appropriate in the context of the area in which they are located. Large tracts of land shall not be left idle;
  10. Lots created by consent and serviced by private waste disposal systems and individual or municipal wells, outside of estate residential plans of subdivision shall be in accordance with City of Vaughan requirements respecting minimum lot sizes; and,
  11. That where development is proposed on private serviced lots created by consent, the City of

Vaughan must be satisfied that the lots are of sufficient size, dimensions and capability to provide for:

- ▶ adequate long-term subsurface private waste disposal such that adjacent potable water supplies will not be contaminated by the operation of the septic system
- ▶ an adequate quantity and quality of potable water supplies without adversely affecting either the quantity or quality of adjacent potable water supplies.

c. Limited infilling may be permitted where an application is for a non-farm residence on a proposed lot located between existing non-farm residences that are no more than 100 m apart on the same side of the road in order to prevent ribbon or strip development.

## 7.5 Special Provisions for Rural Use Area

- i. For the purposes of this Section the Rural Use Area shall mean all of the lands in the City shown as Rural Use Area on Schedule F.
- ii. Conveyances in the Rural Use Area for agricultural lots may be permitted in accordance with the provisions of Section 7.3.1.
- iii. Conveyances in the Rural Use Area for non-farm residential lots may be permitted in accordance with the provisions of Section 7.4.
- iv. Notwithstanding any other provisions of this Plan, a consent to conveyance of a non-farm residential minimum 0.8 hectare lot may be permitted on the lands located at the southwest corner of Bathurst Street and Teston Road, being Part of Lot 25, Concession 2.

**7.6 Special Provisions  
for Hamlets**

- i. Applications for consent in a Hamlet area will only be granted where:
  - a. The consent is for the purpose of development within the existing hamlet area and would not extend the Hamlet Area boundaries;
  - b. The consent complies with all relevant provisions of the Official Plan.

## 8.0 Transportation Policies

The current system of arterial roads in Vaughan and the City-Wide Transportation Strategy which identify and recommended improvements to the system are presented on Schedules I and J.

### 8.1 General Policies

In this Section:

- 8.1 General Policies
- 8.2 Roads
- 8.3 Public Transportation
- 8.4 Grade Separations
- 8.5 Pedestrian and  
Bikeway Systems

- i. The road/transit improvement plan for the City of Vaughan shall be implemented through the co-ordinated efforts of the City of Vaughan with the Region of York, the Toronto Transit Commission, GO Transit, the Ministry of Transportation of the Province of Ontario, and other adjacent municipalities.
- ii. The transportation policies presented in this section also apply to Vaughan Centre Secondary Plan Study Area and Vaughan Corporate Centre.
- iii. The evaluation of the Vaughan Centre Secondary Study Area and Vaughan Corporate Centre shall include a more detailed examination of the impacts on the local road systems, transit service, traffic movements, site access, etc.
- iv. The City shall pursue all opportunities to obtain new or accelerated funding for transportation infrastructure from the Regional, Provincial and Federal governments. The City shall also encourage innovative financing arrangements with private industry, when possible, to support provision of transit service and completion of road improvements earlier in the development process than is typically possible through traditional funding mechanisms.
- v. New roads, including road improvements, will address all the policies of this Plan, including the Environmental Policies.
- vi. The City shall co-ordinate its planning efforts with adjacent regions and municipalities to address cross-boundary transportation issues, and to provide for an integrated network of roads and transit opportunities which reflects the City and Regional transportation objectives.

- vii. The City shall consider the environmental policies of the Plan when planning for transportation facilities and consideration of the Environmental Policies in Section 5 is required.
- viii. Any development adjacent to a railway right-of-way shall comply with environmental and safety standards addressing rail noise, vibration and safety issues. The following policies shall apply:
1. All proposed development within 300 m of a railway right-of-way may be required to undertake noise studies, to the satisfaction of the City and the MOE in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified.
  2. All proposed development within 75 m of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the City and the MOE in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that were identified.
  3. All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railways.
- ix. Sensitive land uses shall be protected from the adverse impacts of noise from major highways and rail lines. In order to achieve this, the City will request that a noise study be undertaken where sensitive land uses are adjacent to sources of noise which are potentially excessive. Generally, where the source of noise is a rail line, or transportation source, the noise study shall be submitted prior to final approval or adoption, as the case may be.

For development applications within 50 m of a Provincial freeway or highway, or within 50 m of a principal or secondary rail line, the City shall require noise feasibility study to be submitted with the development application. Approval of land use changes shall not be

granted unless the noise feasibility study demonstrates that Provincial objectives for noise can be achieved.

## 8.2 Roads

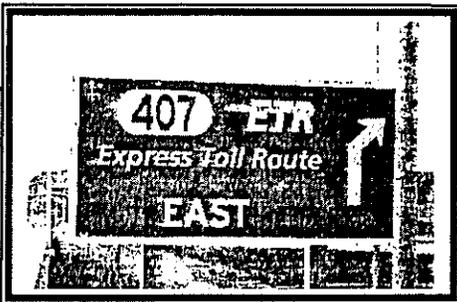
### Appeal #4

#### 8.2.1 General Roads Policies

- a. A hierarchy of roads will be established based on a functional classification of traffic volume, vehicular operating speed, access, transit service, pedestrian and bicycle activity and development density. The road system consists of the following basic classifications which are illustrated on Schedule "I", Transportation - Regional Road Network, and Schedule "J", Transportation - City Road Network:
  - i. Provincial Highway (only new links or recommended improvements are identified on Schedule I)
  - ii. Arterial Road (Regional and City)
  - iii. Collector Road
  - iv. Primary Road
  - v. Local Street (local streets are not shown on Schedule J).
- b. Planning of the Primary road network shall promote basic connectivity through the creation of a continuous but not necessarily rectangular grid. In this way, a basic grid is preserved, without strictly imposing straight, uninterrupted street patterns.
- c. The road classifications and design shall be in accordance with City engineering standards.
- d. Streets with curbs and storm sewers are required for urbanized areas.

### 8.2.2 Provincial Highways

- e. Parking on all residential and industrial streets shall be controlled and regulated in accordance with the design classification. In order to promote increased pedestrian activity and enhance access to transit services and community facilities, the City shall encourage the provision of sidewalks, in accordance with current City guidelines and standards.
  - f. The street system should clearly indicate the characteristics and nature of the street functions as local, primary, collector or arterial.
  - g. All streets intersecting with Regional roads shall have a minimum width of road allowance of 23 m for a distance of at least 60 m from the Regional road.
  - h. Signalization, channelization, and illumination will be required at new intersections with Regional Roads, where warranted; the costs of these works being paid through the Region of York and City of Vaughan development charges.
- 
- a. The Provincial Highways within the City of Vaughan are: Highway 400, Highway 427 and the 407 Express Toll Route (ETR). These highways are under the jurisdiction of the Ontario Ministry of Transportation. The Ministry does not permit direct private access to these highways.
  - b. Development along Provincial highways will be subject to the safety and setback requirements of the Ministry of Transportation and the noise control requirements of the MOE.
  - c. The City supports the early implementation of transit in the planned Highway 407 corridor, and encourages the provision of high occupancy vehicle (HOV) lanes along Highways, where warranted, to promote increased use of alternative means of travel for inter-regional and intra-regional travel.
  - d. The design and configuration of the proposed Teston Road/Highway 400 interchange will require further study to both evaluate and adequately mitigate environmental implications of the construction



**8.2.3 Arterial Roads**

of this transportation infrastructure, in particular it must be in compliance with the Federal Policy for management of fish habitat.

- a. Direct access of individual residential lots to City arterial roads will be considered only in instances where other feasible alternatives do not exist or where it is required to support planning objectives, including increased access to transit, higher development density and reduced walking distances. Access to Regional and City arterial roads from blocks for Medium and High Density Residential, Open Space, Institutional, Industrial, and Commercial uses will be controlled but not prohibited.
- b. Arterials will connect to Provincial highways, other arterial roads, collector roads and primary roads. Connections with local streets will be minimized, but not prohibited.
- c. Salt protection pads may be required on both sides.
- d. Provision shall be made for sidewalks on both sides of all arterial roads in urban areas.
- e. Arterials will accommodate HOV or bus lanes where required.
- f. Arterials may accommodate separate bikeways, where required and feasible.
- g. Street lighting may be required on both sides of City and Regional arterial roads. The Region is responsible for the provision of street lighting at intersections on Regional arterial roads.

**8.2.4 Primary Roads And Collector Roads**

- a. Primary roads and collector roads are intended to afford organization for the local street system within residential areas and provide the main connecting points to the arterial system. They are designed to be continuous, and are expected to carry moderate traffic volumes.
- b. The characteristics of collector roads shall be as follows:

- i. The right-of-way width shall be 26 m, to accommodate up to four through traffic lanes, and shall be continuous;
  - ii. Projected traffic volumes shall generally be in the range of 500 to 800 vehicles per hour in the peak hour and 5,000 to 8,000 vehicles per day;
  - iii. All collector roads shall be considered as potential transit routes and shall be able to accommodate conventional (bus-based) transit service;
  - iv. Access from abutting properties is permitted and controlled; and,
  - v. Abutting residential lots should be arranged so that side yards face the collector road ("flankage"). Direct residential frontage on a collector road is permitted where "flankage" is not feasible. Lot arrangements that result in the rear yards facing onto collectors shall be discouraged.
- c. The characteristics of primary roads shall be as follows:
- i. The right of way width shall be 23 m, to accommodate a maximum of two through traffic lanes, and shall be continuous;
  - ii. Projected traffic volumes shall be less than 500 vehicles in the peak hour and 5,000 vehicles per day;
  - iii. All primary roads shall be considered as potential transit routes and shall be able to accommodate conventional (bus-based) transit service;
  - iv. Access from abutting properties is permitted and controlled;
  - v. Direct residential frontage on primary roads is encouraged. Where direct frontage is not feasible, lots may be arranged

so that side yards face the primary road ("flankage"). Rear yards of residential lots shall not face onto a primary road.

vi. Retail Commercial development shall provide for on street parking where it is practical and does not impede through traffic, with surface parking generally to be limited to the rear of the building(s) e.g. the northwest corner of the Major Mackenzie Drive/Keele Street intersection; and,

vii. Primary roads shall be active, pedestrian oriented and transit supportive through implementation of the above characteristics as well as:

- ▶ facing buildings along both sides of the street, in order to create an interesting and attractive pedestrian realm along which intensified land uses and human activities are encouraged
- ▶ the creation of a well landscaped public streetscape and edge, ensuring the safe and convenient integration of transit stops.



Onstreet Parking Encouraged By Retail Commercial Uses

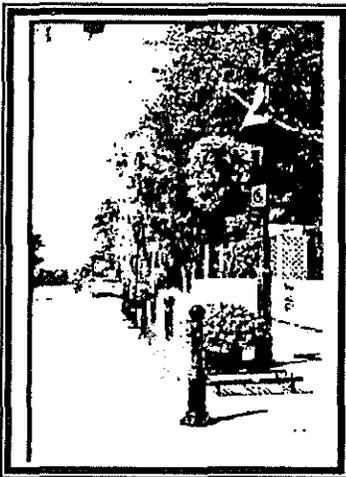
- d. As part of the Block Plan process, a traffic analysis shall be undertaken to identify the expected traffic volumes on all collector and primary roads and to precisely define the requirements for items such as traffic signals, stop signs, turn lanes and transit locations. Right-of-way widths in excess of 26 m for a collector road or 23 m for a primary road may be provided only where required to accommodate operational needs (e.g. turn lanes).
- e. Provision shall be made for sidewalks on both sides of all collector and primary roads, in accordance with City Engineering Department Standards.
- f. Block plans shall provide for all of the primary roads as generally indicated on Schedules B, C, D and J, except where the deletion or reclassification of a primary road has been justified to the City's satisfaction. Where the projected traffic volumes on a primary road exceed 500 vehicles in the peak hour or 5,000 vehicles per day,

addition of primary roads to the block plan will be considered in order to reduce the traffic volume that each road must carry. Conversion of a primary road to a collector road in the same general location may be considered if additional primary roads cannot be located.

- g. Modifications, additions or deletions to the primary road system identified on Schedules B, C, D, and J may occur at the Secondary Plan and Block Plan Stage, or as a result of amendments to such Plans, provided the overall Planning and Transportation policies of the Plan are maintained.
- h. Notwithstanding 8.2.4 g) modification of the primary road system in a manner which would result in primary road(s) being located on those lands in Lot 11 Concession 2 subject to the Parkway Belt West Plan as of the date of the adoption of this Plan, shall require an amendment to the Official Plan.
- a. Local streets are intended to provide access to individual properties within residential areas.
- b. Local streets should be oriented to the primary street system so as to provide a variety of connections and options for travel within the neighbourhoods without the necessity of traveling on arterial roads. They shall provide convenient connections to shopping, primary streets, transit stops, schools, parks and other community amenities.
- c. Provision shall be made for sidewalks on at least one side of all local streets, and on both sides of all streets within 300 m of schools, in accordance with City Engineering Department Standards. Sidewalks shall be installed in accordance with current City guidelines.
- d. Local street patterns should be planned to minimize substantial through traffic.
- e. Local roads will accommodate community-oriented transit service, where required.

### 8.2.5 Local Streets

Local Roads Facilitate Travel within the Neighbourhood



**8.2.6 Road  
Improvement  
Policies**

- i. The City shall implement a grid network of Primary roads as identified in the Schedules to this Plan.
- ii. The City shall support the current road upgrading programs of the City of Vaughan, Region of York, and the Ministry of Transportation.
- iii. The City of Vaughan shall undertake to co-ordinate the updating of the current road improvement programs, and the undertaking of transportation/environmental studies relating to these improvements.
- iv. The City of Vaughan shall implement a ten-year road upgrading program for roads under City jurisdiction to accommodate the forecast travel demands for the ten-year horizon.
- v. The Region of York shall be requested to include in its road improvement program over the next 10 - 20 years, the widening of portions of the following Regional Roads serving Vaughan:

Bathurst Street  
Dufferin Street  
Keele Street  
Weston Road  
Jane Street

Some of these road sections shall be provided with increased right-of-way from 36 m to 45 m.

- vi. The Ministry of Transportation of Ontario shall be requested to undertake to complete the improvements to the Provincial road network serving Vaughan. It is the policy of Council to support the planning, corridor protection and early construction of Highway 427 north.

- vii. The City of Vaughan shall endeavour to ensure that road system improvements are co-ordinated with block plan approvals so that adequate road system capacity, particularly on the arterial, collector and primary road networks, is in place to accommodate the projected traffic volumes concurrent with the development of the block.

With respect to that portion of the Vaughan Centre located south of Rutherford Road, as defined on Schedule "B2", Council shall be satisfied, in consultation with the Region of York and the Ministry of Transportation, that prior to development proceeding, satisfactory arrangements are in place to ensure the completion of the following road improvements. The nature and timing of these road improvements may be modified with the consent of the affected road authorities without amendment to this Plan:

1. A new partial interchange with Highway 400 including a northbound off-ramp and a southbound on-ramp connecting to a new collector road crossing Highway 400, ultimately linking the west side of Highway 400 with Jane Street opposite Locke Street and a connection to the southbound on-ramp be provided for traffic originating on the west side of Highway 400.
2. A link connecting Edgeley Boulevard to Rutherford Road, permitting public access across the site.
3. A five lane ramp cross-section at the Highway 400 northbound off-ramp at its intersection with Rutherford Road.
4. Rutherford Road widened to a basic six lanes between the Highway 400 westbound to southbound on-ramp and the east side of Jane Street, with left turn lanes at all intersections and exclusive right turn lanes at both intersections with Rutherford Road between Jane Street and Highway 400. The widening of Rutherford Road to six lanes may need to be extended further west to Weston Road.

The exact limits of this road improvement will need to be determined in an Environmental Assessment Study.

5. Dual northbound left turn lanes at the intersections with Rutherford Road between Jane Street and Highway 400 and traffic signals will also be required at the two intersections to Rutherford Road.
6. Improvements to the intersection of Rutherford Road and Jane Street.
7. Intersection improvements (including turning lanes and traffic signals) will also be required at the intersections of Jane Street/Locke Street and Jane Street and the new direct access to the Mall. The direct access to the transit facility from Jane Street shall be dedicated to the City of Vaughan as a public highway and designed to the satisfaction of the City of Vaughan and the Region of York.

viii. The arterial road network plays a critical role in the efficient operation of the City's transportation system. The City strongly supports the early completion of missing links in the arterial network, to the extent physically/environmentally feasible, and elimination of other discontinuities for example, intersection realignment.

**8.2.7 Special Provisions  
For Primary Road  
And Overpass of  
Highway 400  
- Block 32**

- i. It is the intention of this Plan that a continuous primary road connection be provided from Pine Valley Drive at the westerly end of Vellore-Urban Village 1 to Melville Road to the east of Jane Street.
- ii. In order to implement this primary road it will be necessary to construct an overpass of Highway 400 as shown conceptually on Schedules B and J. In recognition of the circumstances associated with the overpass and the primary road, the following policies shall apply to its design and construction:

1. The City shall obtain the required easements and/or rights of way for the overpass and any required services planned at this location.
  2. The overpass and the east-west primary road shall be designed in such a manner so as to ensure that the primary road will intersect with Jane Street at Springside Road as relocated or in its present location.
  3. The Highway 400 overpass shall be constructed to span Paramount Canada's Wonderland's Access Driveway which runs north from Rutherford Road adjacent to the east side of Highway 400.
  4. No ingress and egress to Paramount Canada's Wonderland shall be permitted to and from the east-west primary road.
  5. All construction shall be undertaken in a manner and at times which will minimize disruption to the operations of Paramount Canada's Wonderland. Prior to commencing design and construction, Paramount Canada's Wonderland and other affected landowners shall be consulted in order to achieve this objective.
- iii. It is intended that the following elements of the Highway 400 overpass and east-west primary road shall be the subject of a City-wide development charge:
1. capital costs, including land costs, for the bridge structure;
  2. capital costs, including land costs, for the road approaches and east-west primary road in excess of the standard local road allowance;
  3. road construction beyond the western approach of the bridge structure to the first intersection with a public road or a driveway to a public or private land use;

4. road construction beyond the eastern approach of the bridge structure to Jane Street;
  5. notwithstanding i) and ii) above, the extent of the land cost components of the City-wide development charge shall be subject to the on-going review of any proposed City-wide development charges and as finally determined through the enactment of any applicable by-law by Council; and,
  6. works and associated land costs for the intersection of the east-west primary road and Springside Road from Jane Street to the centre line of the north-south primary road, west of Jane Street.
- iv. There are two options with respect to the design and construction of the intersection of the primary road at Jane Street. The preferred option is to relocate Springside Road to the south of its present location as it minimizes impacts on Paramount Canada's Wonderland. The second option is to align the primary road to meet the existing Springside Road at its present location and if necessary, relocate facilities on Paramount Canada's Wonderland property. It will be necessary to confirm the preferred option prior to implementation.
- The City shall implement the preferred option unless:
- a. the costs of implementing such option are substantially more than the costs of implementing the second option; or,
  - b. the traffic and engineering studies, undertaken at the time of the design and construction of the primary road, indicate that the preferred option causes traffic and engineering problems which are significantly greater than arise by implementing the second option.
- v. Prior to construction of the Jane Street - primary road - Springside Road intersection, the City shall:
1. Determine, in accordance with the provisions of Section 8.2.7 iv., the option relating to the alignment of Springdale Road and the primary road;

2. Provide for the maintaining or possibility of enhancing the access and traffic characteristics of Paramount Canada's Wonderland, while providing for the continuous primary road connection referred to in Section 8.2.7 i); and,
  3. Obtain input from and co-ordinate with Paramount Canada's Wonderland and other affected landowners with respect hereto.
- vi. Except where required to connect the east-west primary road to Springside Road, the primary road will not generally be located on the Paramount Canada's Wonderland property. To the extent that any of the Paramount Canada's Wonderland property is required for the overpass or primary road or changes are required to the facilities on such property as a result of the provision of the primary road, the City shall be responsible for payment of all reasonable costs relating thereto and for compensation in accordance with applicable law relating to matters such as land taken, injurious affection and business loss subject to Paramount Canada's Wonderland being able to substantiate an entitlement to such costs and compensation in accordance with law.
- vii. If any portion of the Paramount Canada's Wonderland property is required for the overpass or primary road, the City shall ensure the following subject to the approval of the Regional Municipality of York, where applicable:
- a. only the minimum area of land necessary for its purpose shall be taken;
  - b. there shall be appropriate vehicular access directly to and from the Paramount Canada's Wonderland property from and to Jane Street for both north and southbound traffic;
  - c. changes to the facilities on the Paramount Canada's Wonderland property (including, without limitation, entrances, access, internal roads, parking areas, toll gates and the queuing area in front of the toll gates) shall be minimized; and,

- |   |  |
|---|--|
|   | <p>d. a route directly to Jane Street from the internal service road of Paramount Canada's Wonderland will be provided to allow inbound vehicles, which do not wish to or cannot enter the parking lot, to access Jane Street.</p> <p>viii. None of the foregoing shall prevent the consideration, processing and approval of development applications located in the Vaughan Centre Secondary Plan Area, which application shall take into account the foregoing policies of this section.</p>  |
| <p><b>8.2.8 Traffic Calming</b></p>                 | <p>i. The need for traffic calming measures shall be explicitly considered in the design of new collector and primary roads in order to help ensure the consistent application of high quality measures and to minimize the potential for development of traffic problems that could lead to future retrofitting of traffic calming measures.</p> <p>ii. Where deemed necessary, traffic calming measures shall be designed in accordance with the City of Vaughan Traffic Calming Guidelines.</p>   |
| <p><b>8.3 Public Transportation</b></p>             |  |
| <p><b>8.3.1 General Public Transit Policies</b></p> | <p>i. Public transportation servicing the City's communities will include transit bus service opportunities on all arterial, collector and primary roads as well as regional commuter bus and rail services (GO Transit), community transit services and higher order transit (transit vehicles running in a separate, dedicated right-of-way).</p> <p>ii. The City, in co-operation with both the Region and other senior public agencies, as appropriate, shall encourage a comprehensive and attractive transit service, capable of attracting and carrying at least 15% of the peak hour commuters by the completion of the development of the new communities, with continued growth in transit use to an eventual long term goal of 30% to 40% of the peak hour commuters. These transit usage levels are required in order to avoid the necessity of additional arterial traffic lanes beyond those for which the City and Region have planned.</p> |

- iii. The City shall promote the use of transit for home/work trips within Vaughan by providing transit linkages between residential and employment areas.
- iv. The City will ensure that subdivisions facilitate public transit movements through the use of design and engineering standards, suitable to accommodate buses.
- v. The City shall facilitate the use of public transit by providing for pedestrian access to planned bus stops and by providing for the construction of bus bays and bus shelters. Bus stops and shelters shall be designed to facilitate transit access by seniors and the disabled. The location of at least 80% of residences and the majority of jobs and other activities should be within comfortable walking distance of a transit stop (400 m).
- vi. Appropriate forms of development are an essential element to achieving the transit usage goals in the new communities. The City shall support desired levels of transit service through the establishment of appropriate development densities for employment and residential areas within the urban area.
- vii. The City shall designate medium and higher density, mixed-use development along arterial roads, with highest densities at major intersections, to promote increased transit use and the provision of efficient and effective transit services.
- viii. The City shall promote increased mobility for all residents, particularly the transit dependent, by encouraging the location of major trip generators and land uses frequented by transit-dependent or mobility-impaired persons adjacent to transit stops.
- ix. The City of Vaughan shall facilitate the planning of a comprehensive transit system for the City in consultation and cooperation with GO Transit, the Toronto Transit Commission, the Regional Municipality of York and any other appropriate agency.

### 8.3.2 Public Transit Improvement Policies

- x. The City will ensure that the collector/primary roadway network is sufficiently continuous (both within and between concession blocks) to accommodate efficient and effective routing of transit vehicles.
- xi. The City shall plan transportation infrastructure according to the short term transit mode split goal of 15% to accommodate traffic while transit use grows to long term goal levels.
- xii. Compliance with the transit mode split targets shall be periodically monitored by the City as development progresses to allow for the adjustment of services, policies and road infrastructure as needed.
- xiii. The City shall actively encourage the support and co-operation of all levels of government (including adjacent municipalities, such as Toronto) to achieve the short and long term transit mode split goals.

- i. Transit system improvements are an important consideration in all land use planning and development decisions relating to Vaughan Centre Secondary Plan Area and Vaughan Corporate Centre and the new community areas in Vaughan.

Within that portion of the Vaughan Centre Secondary Plan Area located south of Rutherford Road, as defined on Schedule "B2", the following transit facilities shall be implemented through conditions of draft approval:

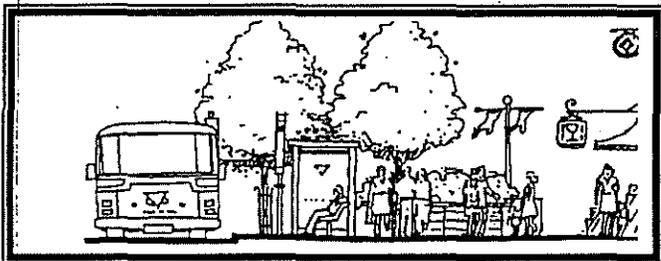
- 1. The approval of the draft plan of subdivision shall provide for a transit terminal on site, of a size, configuration and location satisfactory to the City of Vaughan and Region of York. The location of the transit facility is shown conceptually on Schedule "B2". Conditions of Approval for the Draft Plan of Subdivision shall provide for the dedication of the necessary easements or lands to the City required to provide long term transit service to the mall. Such dedications shall be at no cost to the City of Vaughan or to the Region of York.

2. The implementing subdivision agreement shall provide for the following:

- ▶ the dedication of the necessary easements or lands
- ▶ the means of financing the construction of the terminal, including but not limited to, shelters, landscaping, signage, street furniture and the ownership and operation of any on-site traffic signals required to facilitate access to the transit terminal from the public road system; and
- ▶ arrangements for and the timing of the construction of the transit terminal
- ▶ the Owner shall prepare a study for the review and approval of the City and the Region of York, which addresses the following:
  - the expected number of transit trips generated by the uses on the subject lands
  - the points of origin of such trips
  - other transfer trips that will occur at this location
  - the implications for routing and the size, configuration, and the final location of the on-site transit terminal.

Review and approval of such study shall be required before the registration of the plan of subdivision.

- ii. The City shall encourage protection for the provision of higher order transit within the rights-of-way of arterial roadways. Higher Order Transit is commuter rail and rapid transit including any vehicle that operates in a dedicated right-of-way or lane.



**Modification #15  
Incorporation of  
relevant OPA 529  
Policies v. – ix.**

- iii. The City of Vaughan shall encourage, as a priority, the provision of additional transit service, as required, on major east-west roads, such as Highway 7, Rutherford Road and Major Mackenzie Drive, and heavy demand north-south roads, such as Weston Road, Jane Street, Keele Street, Dufferin Street and Bathurst Street.
- iv. The City shall develop an implementation strategy for accommodating higher order transit on the heavy demand routes including those identified as Higher Order Transit Corridor Study Areas. Studies shall be undertaken, as the need is identified, to confirm the feasibility of providing higher order transit in potential corridors and to examine the appropriate technology and other route alternatives.
- v. The City of Vaughan shall support the extension of the Yonge Subway to Steeles Avenue with an alignment and station location on Yonge Street which would facilitate the extension of the Subway further north to the Highway No. 407/No. 7 corridor in York Region in order to encourage the use of public transit for cross-boundary travel between Vaughan and the City of Toronto.

The City of Vaughan has completed the "City of Vaughan Higher Order Transit Corridor Protection Study – York University to the Vaughan Corporate Centre". The purpose of the study was to identify and protect a higher order transit right-of-way leading from York University to the Vaughan Corporate Centre; and to form the basis for an official plan amendment which would provide for the application of Section 41 (7) (d) of the Planning Act which permits the municipality to require the conveyance of public transit rights-of-way, at the time of site plan approval provided that the rights-of-way are shown or described in an official plan. This study formed the basis for Official Plan Amendment No. 529 and provides for the detailed definition of the right-of-way set out in Schedules "K1" and "K2" as required by Section 41 (9.1) of the Planning Act, thus allowing application of Section 41 (7) (d).

The studies prepared in support of Amendment No. 529 will form the basis for the future submission of an Environmental Assessment for the approval of the Ministry of the Environment. A subsequent

landowners. The results of the study may form the basis for an amendment(s) to OPA No. 450 (Employment Area Growth and Management Plan).

2. A land use planning study in respect of the lands located between Highway No. 7 and Highway No. 407, east of Jane Street (Vaughan Corporate Centre Secondary Plan), within and adjacent to the OPA No. 500 amendment area. This study will focus on establishing the policies and measures required to facilitate the redevelopment of this area from a first generation employment area to land uses more in keeping with the intent of OPA No. 500. The results of such studies may form the basis for an amendment(s) to OPA No. 500.
3. A land use planning study associated with the provision of the higher order transit right-of-way focusing on the delivery of accessory facilities such as commuter parking, bus terminals, passenger pick-up and drop-offs, pedestrian entrances, and vent shafts. The study shall investigate the ways of providing such facilities, including among other means, purchase, expropriation, public-private partnerships and the use of the bonusing provisions of Section 37 of the Planning Act. Such study may form the basis for amendments to OPA No. 500 (Vaughan Centre Secondary Plan) and OPA No. 450 (Employment Area Growth Management Plan).

Detailed policies pertaining to the requirements for such studies are set out in OPA No. 500 and OPA No. 450, as amended by OPA No. 529. The timing of such studies shall be at the discretion of Vaughan Council.

Except in the event the City validly enacts an interim control by-law, the requirement for such studies shall not delay or preclude the processing of applications for development or redevelopment of lands in the Vaughan Corporate Centre in accordance with the land use policies and zoning existing prior to the adoption of OPA No. 529, unless the study or

studies have been commenced prior to the submission of the development application(s). The reference herein to existing zoning refers to the zoning in place prior to the enactment of Interim Control By-law Nos. 413-99 and 420-2000, as if such interim control by-laws had not been enacted.

Further, none of the policies of OPA No. 529, nor the studies referred to therein, shall be applied so as to delay, prevent, or constrain the development or redevelopment of the lands designated as “Station Site and Commuter Parking Access” and Remaining Parcels” on Schedule “8C” to OPA No. 450, in accordance with the land use policies and zoning existing prior to the adoption of OPA No. 529. The reference herein to existing zoning refers to the zoning in place on the lands prior to the enactment of Interim Control By-laws 413-99 and 420-2000, as if such interim control by-laws had not been enacted.

- viii. The transit right of way traverses lands currently located in the Parkway Belt West Plan Area which are currently owned by the Province of Ontario (Management Board Secretariat). These lands are designated “Public Use Area – Electrical Power Facility”, “Public Use Area – Utility” (subject to utility easements), “Public Use Area – Road” (Highway No. 407) “Inter-urban Transitway” and “Special Complementary Use Area”. It is the intention of the municipality to work with the Province and the affected utilities to provide the transit right-of-way and related facilities, such as stations, commuter parking, passenger pick-up and drop-offs, pedestrian entrances, and vent shafts within these corridors in a manner which would maximize the use of these valuable public lands while protecting the existing and future operations of the utilities and maximizing the potential of the Highway No. 407 Transitway (Inter-urban Transitway), and complementing the development of the Vaughan Corporate Centre. The City may initiate an amendment to the Parkway Belt West Plan to identify and preserve the opportunity to provide the right-of-way and any associated facilities on the lands within the Parkway Belt.

Should the Province sell affected land within the Parkway Belt for private development, then the policies of this plan shall apply with respect to the transit right-of-way, its conveyance and the acquisition of land for related facilities, upon such lands receiving an appropriate urban designation by way of amendment to the Vaughan Official Plan.

- ix. In advance of the implementation of a higher order transit service, the City will support the provision of an interim service (bus-based in mixed traffic, HOV lanes, dedicated bus lanes, or a combination of the foregoing) from the Corporate Centre and the Parkway Belt Lands to York University and the Spadina Subway. The service will build ridership in advance of the construction of the higher order system and will be deemed a high priority if higher order transit is extended to York University on an interim basis.
- x. In order to achieve community planning objectives, the City shall strongly support service enhancements to municipal transit service, including busways, higher order transit and transit priority measures (such as high occupancy vehicle lanes, queue-jump lanes, signal pre-emption systems) aimed at improving the relative attractiveness of transit.
- xi. The City shall co-ordinate with the Toronto Transit Commission to efficiently link the future rapid transit extensions in Toronto with new and existing transit service in Vaughan.
- xii. The City of Vaughan shall actively encourage the Greater Toronto Services Board, and other public agencies as appropriate, to implement improvements to GO Transit service within the City, including completion of a new GO Rail station on the south side of Rutherford Road, increases in the frequency of GO Train and Bus service and implementation of additional GO service routes and stations. The City shall also encourage the improved co-ordination of local transit services with GO Transit.
- xiii. In order to achieve Community Planning objectives, the City shall strongly support regional/GTA transit service integration and other

Existing GO Station



possible opportunities to reduce or eliminate the necessity of "double fares" on most TTC routes to/from Vaughan.

xiv. The City shall pursue all opportunities to obtain new or accelerated funding for transit service improvements and extensions from the Regional, Provincial and Federal governments. The City shall also encourage innovative financing arrangements with private industry, when possible, to support provision of transit service earlier in the development process than is typically possible through traditional funding mechanisms.

#### 8.4 Grade Separations

- a. Grade separations between the road and rail systems may be provided as needed at arterial road/rail junctions without amendment to this Plan.
- b. Grade separations between the road and controlled access highway systems may be provided as needed at arterial road/highway and primary road/highway junctions.
- c. Grade separations between the off-street pedestrian system and the road system and the CNR York Subdivision line may be provided without amendment to this plan.

#### 8.5 Pedestrian and Bikeway Systems

- a. The City shall encourage the increased use of bicycles as an alternative mode for utilitarian trips within the City.
- b. Separate bikeways may be provided along arterial roads, and it is expected that these can be provided within the right-of-way, where feasible.
- c. The pedestrian system may traverse local streets, institutional sites, commercial centres and medium and higher density residential areas to the satisfaction of the City.
- d. A Greenway and Linear Park System, with pedestrian and bicycle paths linking the park system, schools and institutions, residential areas, major employment centres, and valley and stream corridors and other open space areas shall be encouraged. 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 City of Vaughan.

- e. The City shall promote the use of bicycles as a way of getting to/from public transit through the integration of bicycle and transit networks and the provision of bicycle facilities adjacent to transit systems.

## 9.0 SERVICES AND UTILITIES

### 9.1 General Services and Utilities

In this Section:

- 9.1 General Services and Utilities
- 9.2 Water Supply
- 9.3 Sanitary Sewers
- 9.4 Storm Drainage
- 9.5 Natural Gas Pipelines

- i. All urban development in the City shall be serviced by sanitary sewage disposal, storm sewers, potable water, hydro, and other utilities. The design of these services shall comply with the current standards of the City, to the satisfaction of the City Engineer, and to the standards of the various public and private utilities concerned. The City, in consultation with the Region of York and Ministry of Environment, shall develop a comprehensive servicing plan to logically address long term servicing requirements on a City-wide basis. Prior to approval of Block Plans and draft plans of subdivision or condominium, the Region of York shall confirm the availability of servicing capacity and its allocation by the City of Vaughan.
- ii. Lands which have been designated for serviced development by previous official plan amendments shall receive their servicing allocation before the allocation of servicing capacity to lands designated by this Plan.
- iii. Measures to conserve servicing capacity shall be encouraged.
- iv. Servicing of new development shall employ stormwater management practices to ensure sensitivity to the natural environment, as identified in the ME/SPs completed as part of the development of the Block Plan for each new community area. All servicing infrastructure shall occur in a fashion consistent with the provisions of Section 5.0, Environmental Policies, of this Plan.
- v. The general locations for neighbourhood utility blocks shall be shown on Block Plans, subject to the following further requirements:
  - a. Specific utility blocks shall be identified in the draft plan of subdivision for utilities.
  - b. The design, appearance and scale of these utility buildings shall be in harmony with the character of the surrounding residential uses.

- |                     |   |
|---------------------|---|
|                     | <ul style="list-style-type: none"><li>c. All buildings within the utility blocks shall be subject to Architectural Control Guidelines for the Block Plan.</li><li>d. The location and area of these utility blocks shall be established in the Block Plans as separate blocks, having regard for the relationship to adjacent uses and form of development envisioned and shall be discouraged to be located on public use blocks.</li><li>e. Neighbourhood utility blocks shall be located predominantly in close proximity to the street edge and may be adjacent to parkland, open space, schools and commercial lands.</li></ul>  |
| 9.2 Water Supply    | <ul style="list-style-type: none"><li>i. Development of the new community areas, Vaughan Centre and Vaughan Corporate Centre shall be dependent upon the availability of water supply from the York Regional Water Supply System.</li><li>ii. Water systems shall be designed to permit their future expansion.</li></ul>   |
| 9.3 Sanitary Sewers | <ul style="list-style-type: none"><li>i. Sanitary servicing throughout the new community areas is dependent upon expansion of the existing sanitary sewer system. The Humber Pumping Station Diversion is the preferred sanitary servicing solution and is now being implemented.</li><li>ii. Interim servicing of portions of each new community area is possible based on specific improvements to portions of the current servicing system. The Block Plan shall establish the interim servicing limits.</li><li>iii. The Staging and Phasing policies of this Plan establish a framework for growth management in the new community areas responding to this servicing context.</li><li>iv. Flows within the sanitary sewer system will be monitored as development proceeds. If it is determined to the satisfaction of the Region of York that unused sewage capacity exists, it may be allocated by the City.</li><li>v. Prior to registration of plans of subdivision, servicing capacity shall be confirmed by the Region of York.</li></ul> |

**9.4 Storm Drainage**

- i. Prior to the draft approval of subdivisions or other development approvals, the City and the TRCA shall have approved a storm water management plan for the area, pursuant to the requirements of the ME/SP.
- ii. Any proposed alteration of streams is to be approved by the TRCA and the MNR prior to construction.
- iii. The ME/SP shall consider the use of sediment retention basins to control the large quantities of suspended matter washed off sites during the period of construction, and to minimize long-term effects on local fisheries and downstream resources.
- iv. Recognizing that the development of the watersheds located in the City could have an adverse effect on downstream municipalities, the ME/SP shall have regard for the cumulative effect, particularly in terms of flood control and water conservation of such development on water quality and on downstream municipalities.
- v. Storm water retention and detention ponds will not be permitted on lands which are accepted as part of the statutory land dedications, unless approved by the City.
- vi. In areas where slopes exceed 10% and/or in areas adjacent to valley and stream corridors, land uses will be permitted only if the erosion and siltation control measures are satisfactory to the City of Vaughan, the TRCA, and the MNR and subject to the policies of this Plan.
- vii. The location of stormwater management facilities shown on Schedules B, C and D of this Plan are subject to individual review and approval at the Block Plan stage, pursuant to the requirements of the ME/SP.

**9.5 Natural Gas Pipelines**

TransCanada Pipelines Limited operates two high pressure natural gas pipelines within its right-of-way which crosses through the City in an east-west direction north of Teston Road as identified on Schedule A to

this Plan. Any development within 200 m of these facilities may affect the safety and integrity of the pipelines.

- i. For lands traversed by or within 200 m of these facilities, development proponents shall initiate early consultation with TransCanada Pipelines, and with the National Energy Board, regarding its requirements and regulations; other activities, such as excavations, blasting, movement of earth or heavy equipment shall not be initiated without prior consultation with TransCanada Pipelines Ltd.
- ii. A setback of 10 m shall be maintained from the limits of the natural gas pipeline right-of-way for all permanent structures and excavations. A reduction in the 10-metre setback will only be considered if it can be demonstrated, to the satisfaction of TransCanada Pipelines Limited, that it will not compromise the safety and integrity of the pipeline, and provided that all required municipal approvals are obtained.
- iii. In areas of urban development, the City will encourage the development of TransCanada Pipelines right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights.

**10.0 IMPLEMENTATION****10.1 Philosophy**

In this Section:

- 10.1 Philosophy
- 10.2 Development Process/Block Plans
- 10.3 Detailed Implementation
- 10.4 Development Staging and Phasing

- i. The implementation of this Plan shall proceed on the basis of an ecosystem approach to planning and decision-making. This approach implies that major decisions associated with the implementation of this Plan shall be undertaken in an environmentally sensitive manner, following consultation with public agencies, stakeholder groups, Provincial ministries, private interests and members of the public.
- ii. Consistent with this approach is the preparation of detailed plans at each stage of the planning and approval process in a manner which is comprehensive and consistent with the policies and provisions of this Plan. The land use schedules of this Plan are considered to reflect a level of detail consistent with that of secondary plans.
- iii. Growth shall be managed to control the pace, scale and location of new development in a manner that provides the necessary infrastructure of roads, sewers, water and community facilities as these are required by the new communities. Costs for such facilities shall not be a financial burden to the City.

**10.2 Development Process/Block Plans**

- i. Within the new community areas designated by this Plan, with the exception of the lands in Vaughan Centre which shall be subject to the policies and designations of the Vaughan Centre Secondary Plan, all lands shall be subject to Block Plans approved by Council and consistent with Schedules B, C and D of this Plan. Prior to approval of Block Plans and draft plans of subdivision or condominium, the Region of York shall confirm the availability of servicing capacity and its allocation by the City of Vaughan.
- ii. The lands subject to Block Plans shall at minimum include all of the lands contained within a concession block bounded by the existing major arterial roads, or by a valley and stream corridor when it forms a full boundary to the block, or Highway 400 where it traverses Vellore-Urban Village 1, as shown on Schedule B.
- iii. Block Plans shall include a detailed description of the location and scope of the components described in this Plan. This shall include the precise location and extent of the valley and stream corridors,

Appeal #3

- woodlots, greenways and linear parks, local and district parks, primary streets, local centres, residential, commercial and institutional land uses and other elements identified on Schedules B, C and D.
- iv. Block Plans shall address, in particular, the policies of this Plan pertaining to:
- a. environmental protection, including the requirements of the EMG;
  - b. city-wide transportation and public transit networks;
  - c. housing mix and densities;
  - d. urban and neighbourhood structure, form and design;
  - e. the hierarchy of retail commercial development;
  - f. the hierarchy of parks and open space; and,
  - g. phasing of development.
- v. Vaughan will require comprehensive landowner agreements to ensure that the financial requirements for growth related infrastructure and community services is provided without adverse impact on the City's financial capability. This may require front-ending agreements to advance the timing for the required infrastructure, and to address any acceleration in associated costs.
- vi. The City shall establish the specific requirements of studies addressing the foregoing concerns in consultation with development proponents. The costs associated with the conduct of these studies and preparation of Block Plans shall be shared equitably among benefitting landowners on a pro-rata basis.
- vii. Pursuant to the preparation of Block Plans, it is the intent of this Plan that the required work to address specific ecological environmental concerns be completed to the City's satisfaction in consultation with affected public agencies prior to the completion of the Block Plans.

- viii. Any parcel of land within a Block Plan area intended for development shall be subject to a rezoning application conforming to the urban land uses as established within this Plan.
- ix. a. Subject to subsections b) and c) herein, any parcel of land within a Block Plan intended for development that is subject to a draft plan of subdivision or other development approval application must be in conformity with this Plan and consistent with an approved Block Plan;
- b. Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan;
- c. A proposed plan of subdivision or other development approval application which is not consistent with a Block Plan approved by Council may receive approval provided it can be demonstrated that any deviations from the Block Plan:
- i. represent an improvement;
  - ii. are appropriate;
  - iii. represent good planning; and,
  - iv. conform to the policies of this Plan.
- x. The City encourages property owners to contribute their proportionate share towards provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners will be required to enter into one or more agreements as a condition of development approval, providing

for the equitable distribution of the costs of the land and community facilities.

### 10.3 Detailed Implementation

- xi. Where land owners within a concession block choose not to participate in seeking development approval for their lands at the time of preparation of the Block Plan by other land owners in the concession block, their lands shall be shown conceptually as in the schedules of this Plan. Subsequent amendments to the Block Plan may be required before such lands are considered for development.
- i. Processing of individual subdivision plans under the Planning Act shall proceed in accordance with the policies set forth in this amendment. Where an application for a new plan of subdivision is received on land abutting a residential area existing on the date of approval of this Plan, the City of Vaughan will endeavour to notify the residents of such area as a part of the process of considering the subdivision plan.
- ii. The policies of this Plan will be implemented by Council's enactment and approval of appropriate By-law and Development Control Agreements pursuant to the Planning Act.
- iii. Construction of public works, community facilities and schools shall proceed in accordance with policies set forth in this amendment and under the direction of the City of Vaughan and other appropriate authorities.
- iv. The City of Vaughan may accept cash-in-lieu of land conveyance for park purposes as permitted under the Planning Act.
- v. The initiation of a system, whereby the portions of costs of major roads, trunk utilities and other public facilities serving the whole community may be chargeable to private development, shall be implemented through a By-law enacted under the provisions of the Development Charges Act.
- vi. The City of Vaughan shall review the provisions of this amendment from time to time, at not longer than 5 year intervals. Any expansion of lands designated for future urban growth would require a comprehensive review of urban growth requirements to be

	<p>undertaken by the City, in consultation with the Region of York as part of the five year review of the Official Plan.</p> <p>vii. Council shall monitor residential development within the Amendment on an ongoing basis in order to ensure the intent of the housing policies is achieved.</p>
<p><b>10.4 Development Staging and Phasing</b></p>	<p>All land uses, roads, parks, schools, storm water facilities and natural areas shown on the attached schedules to OPA 600 are approximate and, through more detailed work at the block plan stage, will be further refined. All block plans approved by Council are included in Appendix E of OPA 600.</p>
<p><b>10.4.1 Staging Basis</b></p>	<p>Approval and development of the urban areas within OPA 600 has proceeded in stages, to give the City the opportunity to monitor growth and assess the suitability of the policies of this Plan in the context of changing City, Regional and Provincial planning policies and priorities. In this manner the City has been able to maintain contemporary planning policies. This approach will continue in the future with a major review of the Plan anticipated in 2005.</p> <p>The 5-year Official Plan Review has been a key part of this monitoring leading to the preparation of OPA 600, amending the document approved by the Province in 1995. Approval of block plans in the remaining parts of the new communities will complete the original development staging program defined in OPA 400.</p>
<p><b>Policy</b></p>	<p>i. The City's planning approval process involves staging the processing of Block Plan approvals. Development within the areas with approved Secondary Plans proceeds through the approval of Block Plans and draft plans of subdivision. When considering approval of a Block Plan, Council shall be satisfied that:</p> <ul style="list-style-type: none"> <li>▶ capital costs associated with the infrastructure and community facilities required for the development shall not adversely affect the City's budget</li> </ul>

- ▶ transportation requirements, both internal and external to the Block, will be provided within an acceptable time frame
  - ▶ the City shall have regard for the availability of capacity of other major public service providers
  - ▶ water and sanitary sewer trunk services will be provided to the Block
  - ▶ water and sanitary sewer capacity will be available in conjunction with the development of the Block.
- ii. Development permitted on the basis of interim servicing shall only occur provided the development funds its pro rata share of the long term servicing infrastructure in addition to any costs associated with interim servicing not part of this long-term servicing scheme.
- iii. The City will manage the implementation of the Plan through the Block Plan approval process. Block plans approval, and any related subdivision plan approval, shall not be granted until the matters outlined above are addressed to the City's satisfaction.
- iv. The City will be reviewing the policies of this Plan at a minimum of every five years in accordance with the provisions of the Planning Act. The City, at its discretion, may co-ordinate the approval of any Block Plans within any stage with such a Plan review.

**10.4.2 Phasing**

**Basis**

Phasing policies are intended to provide for the co-ordination of development within any particular Block Plan area to ensure the development of functional and cohesive neighbourhoods throughout the community's growth and development.

**Policy**

- i. The approval of specific development applications shall be controlled by the City so far as is practical through the consideration of the following matters:
- ▶ avoidance of scattered or leapfrog development
  - ▶ proximity and availability of water and sewer trunks

- ▶ availability of water supply capacity
  - ▶ availability of sanitary sewer capacity
  - ▶ adequacy of storm drainage systems
  - ▶ minimization of public costs
  - ▶ the adequacy of community facilities
  - ▶ the capacity of other public bodies and levels of government to provide schools and other social services
  - ▶ the financial capability of the City
  - ▶ the capacity of the external transportation systems and proposed improvements
  - ▶ the integration of the proposed development with the planned public transit system.
- ii. A Phasing Plan will be established within each Block Plan based upon sub-areas which would accommodate between 5,000 and 7,500 people plus required community facilities such as schools, parks, institutional uses, major transportation linkages, wood lots and open space areas. The Phasing Plan would identify the sequencing of phases based on the logical extension of community services and infrastructure within the area together with those matters listed in subsection iii) below.

In co-ordination with the initiation of each new Phase of construction within a Block, an Infrastructure Phasing Plan approved by Council will identify the specific water and sewer trunks (and sections thereof) within and external to the Block, and the arterial and primary roads (and sections thereof) which shall be constructed prior to the initiation of development in each subsequent Phase.

- iii. The Phasing Plan referred to in ii) above will be implemented through Council's granting of Draft Approval and/or execution of

the necessary subdivision agreements and Developers' Group agreements. Council shall be satisfied, so far as is practical, with the following prior to the release of any particular phase:

- ▶ avoidance of scattered or leapfrog development
  - ▶ proximity and availability of water and sewer trunks
  - ▶ availability of water supply capacity
  - ▶ availability of sanitary sewer capacity
  - ▶ adequacy of storm drainage systems
  - ▶ minimization of public costs
  - ▶ the adequacy of community facilities
  - ▶ the capacity of other public bodies and levels of government to provide schools and other social services
  - ▶ the financial capability of the City
  - ▶ the capacity of external transportation systems and proposed improvements
  - ▶ the integration of the proposed development with the planned public transit system.
- iv. The City shall maintain an ongoing monitoring program for keeping abreast of the status of the transportation system (road capacities, traffic volumes, transit mode splits) to provide a basis for evaluating the effects of proposed developments.
- v. Transportation system improvements shall be co-ordinated with development so as to ensure that adequate capacity is available to meet projected demands during all phases of the development. Availability of adequate capacity shall be demonstrated as part of the Block Plan approval process.

**11.0 NON-CONFORMING USES**

- i. Any land, building or structure lawfully used for a purpose prohibited by a by-law on the day of the passing of the by-law, is termed a non-conforming use.
- ii. 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 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.
- iii. The City may amend a 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:
  - a) 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,
  - b) that the extension or enlargement of the non-conforming use will not adversely affect the welfare of the community in which it is located.
- iv. In considering an application for the extension or enlargement of a non-conforming use, the City 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 passing a by-law pursuant to the Planning Act. Such a by-law may then be passed without an amendment to the Official Plan, provided it complies with the policies of this Plan for that type of use.
- v. Before making any decision on an application, Council will refer such application to the Committee of the Whole for a report on the various aspects of the matter for the information of Council. 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:

- a) 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 by-law applying to the area;
- b) 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, environmental impacts 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;
- c) 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; and,
- d) 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.

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**12.0 INTERPRETATION**

- i. The locations of and boundaries between the land use designations shown on the Schedules to this Plan are approximate, except where they coincide with arterial roads, railway lines, or other clearly defined physical features. Minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.
- ii. The location of the by-pass, arterial, collector and primary road system is approximate, and minor adjustments will not require an amendment to this Plan provided that the intent of its policies is maintained.
- iii. All statistics, with the exception of density requirements may vary within 5% as long as the intent of the policies of this Plan is maintained.

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**APPENDIX A: OPA 400 MAJOR STUDIES AND CONSULTING FIRMS****1) Vaughan Policy Review, 1989-1991**

1. Growth Outlook for Vaughan, 1986-2011 - Hemson Consulting Ltd.
2. Municipal Housing Statement - Walker, Wright, Young
3. Environmental and Rural Areas Study - Gartner Lee Ltd.
4. Parks and Recreation Master Plan - ReThink Inc.
5. Transportation Study - Cumming, Cockburn Ltd.
6. Servicing Study - McLaren Engineers Ltd.
7. City Centres Study - Hemson Consulting Ltd.

**2) Secondary Plan Process, 1992-1994**

1. Subwatershed Environmental Study - Gartner Lee Ltd.
2. Vaughan Transportation Planning Study - enTRA Consulting Ltd.
3. Community Facilities and Services Study - McGuire Assoc. Ltd.
4. Vaughan Retail Market Study - Stamm Economic Research Ltd.
5. Vaughan Servicing Study - McViro Engineering
6. Community Planning and Design Study - Berridge, Lewinberg, Greenberg Ltd.
7. Agricultural Priority Area Study - City of Vaughan

**3) OPA 400 Review, 1999-2000**

1. City of Vaughan OPA 400 Review, Transportation Study, 2000 - Tottem, Sims, Hubicki Ltd.

THIS IS SCHEDULE 'A'  
 TO AMENDMENT NO. 600  
 ADOPTED THE \_\_\_ DAY OF \_\_\_\_\_, 2001

\_\_\_\_\_  
 L.D.JACKSON  
 MAYOR

\_\_\_\_\_  
 J.D.LEACH  
 CLERK

AREAS DESIGNATED BY OPA 600:

LEGEND

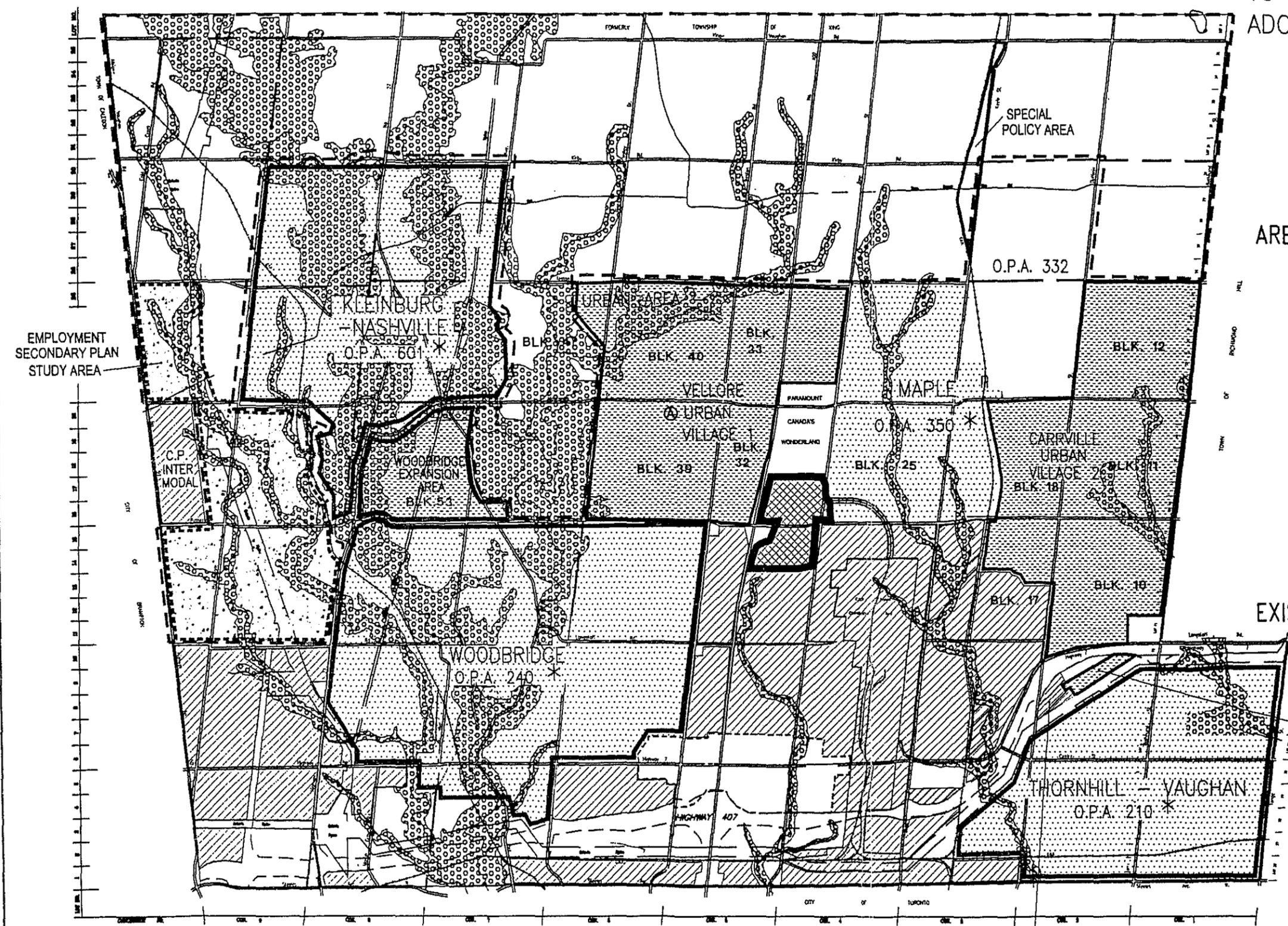
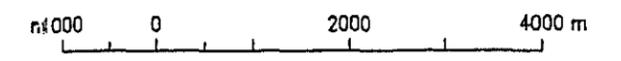
-  URBAN VILLAGES AND WOODBRIDGE EXPANSION AREA
-  VAUGHAN CENTRE
-  VAUGHAN CORPORATE CENTRE
-  RURAL AREA - GENERAL
-  MAJOR OPEN SPACE & VALLEY LANDS
-  WASTE DISPOSAL ASSESSMENT AREA
-  EMPLOYMENT SECONDARY PLAN STUDY AREA

EXISTING COMMUNITY / EMPLOYMENT AREAS (NOT SUBJECT TO OPA 600)

-  EMPLOYMENT AREAS
-  COMMUNITY AREAS \*AS AMENDED

AREA SUBJECT TO OPA #600  
 AS AMENDED BY OPA #564

MODIFICATION #17 UNDER  
 SECTION 17(9) OF THE  
 PLANNING ACT



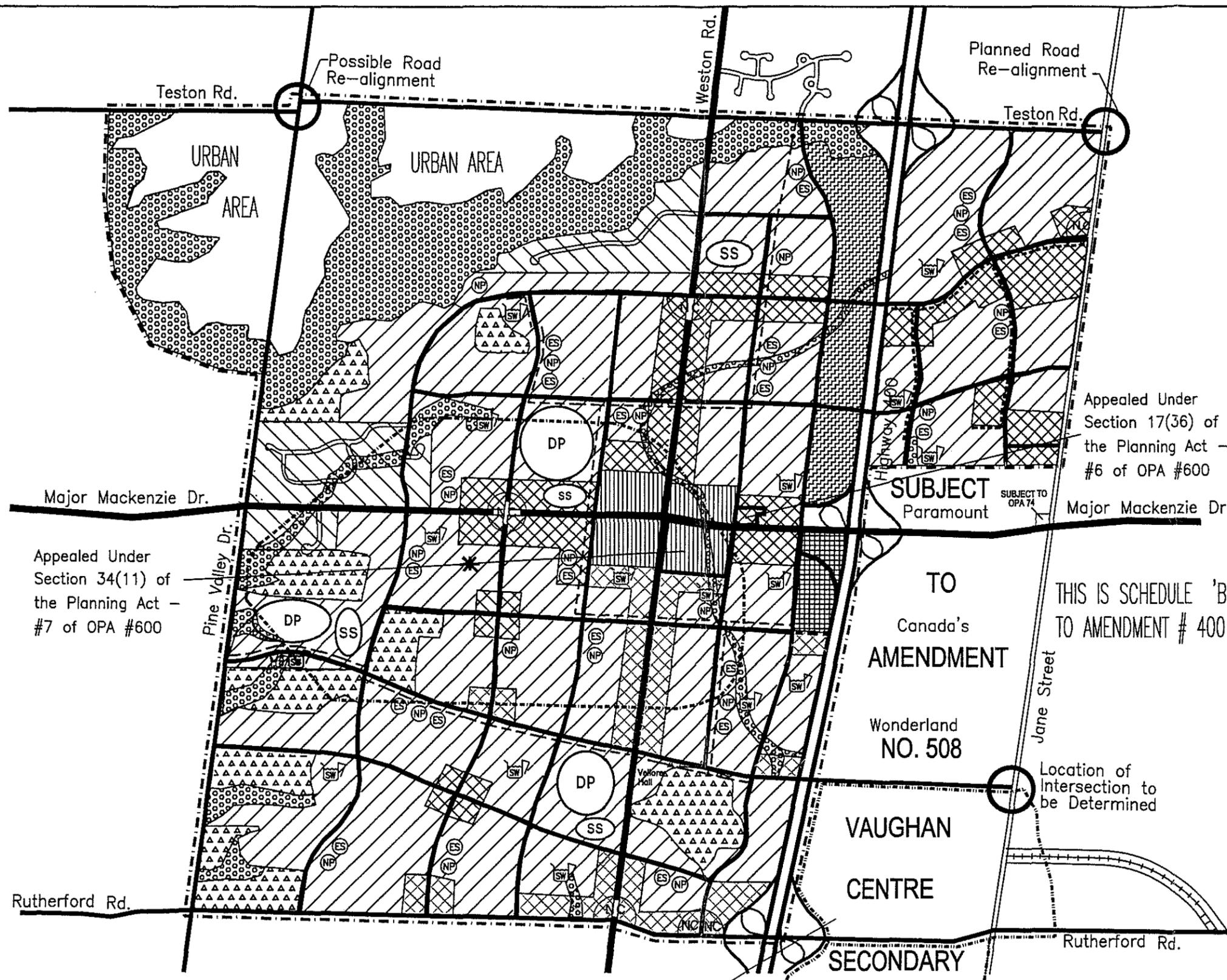
AREA SUBJECT TO OPA #450  
 AS AMENDED BY OPA #515



### VELLORE URBAN VILLAGE 1

#### LEGEND

- Elementary School
- Secondary School
- Neighbourhood Park
- District Park
- Neighbourhood Commercial Cen.
- Lands Subject to Vellore - Urban Village Area #1
- Low Density Residential
- Medium Density Residential/Commercial
- Vellore Village Centre
- Estate Residential
- Urban Area
- High Performance Employment Area
- Valley Lands
- Stream Corridor
- Greenway System
- Tableland Woodlots
- General Commercial
- Storm Water Management
- Vaughan Centre
- Waste Disposal Assessment Area (Passer Estate)



Appealed Under Section 17(36) of the Planning Act - #6 of OPA #600

Appealed Under Section 34(11) of the Planning Act - #7 of OPA #600

THIS IS SCHEDULE 'B' TO AMENDMENT # 400

THIS IS SCHEDULE 'B' TO AMENDMENT # 600

ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2000

SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

SCHEDULE 'B' APPEALED: (APPEAL #4) IN SO FAR AS IT APPLIES TO THE BLOCK 33 WEST AREA

SEE SCHEDULE 'B2'

AREA SUBJECT TO AMENDMENT NO. 512

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

VAUGHAN CENTRE  
SECONDARY PLAN



- LEGEND
- (ES) ELEMENTARY SCHOOL
  - (NP) NEIGHBOURHOOD PARK
  - (SW) STORM WATER MANAGEMENT
  - (DC) DISTRICT COMMERCIAL CENTRE
  - SP SPECIAL POLICY
  - [Diagonal lines] LOW DENSITY RESIDENTIAL
  - [Cross-hatch] MEDIUM DENSITY RESIDENTIAL/COMMERCIAL
  - [Grid] GENERAL COMMERCIAL
  - [Horizontal lines] HIGH DENSITY RESIDENTIAL/COMMERCIAL
  - [Circles] VALLEY LANDS
  - [Dashed line] GREENWAY SYSTEM
  - [Thick solid line] PRIMARY ROAD
  - [Thick dashed line] VAUGHAN CENTRE SECONDARY PLAN AREA
  - [Thick dotted line] AREA SUBJECT TO AMENDMENT NO. 483/VAUGHAN CENTRE SECONDARY PLAN

THIS IS SCHEDULE '2'  
TO OFFICIAL PLAN AMENDMENT  
NUMBER 483

THIS IS SCHEDULE 'B1' TO  
AMENDMENT # 600  
ADOPTED THE \_\_\_ DAY OF  
\_\_\_\_\_, 2000

SIGNING OFFICERS  
\_\_\_\_\_  
MAYOR  
\_\_\_\_\_  
CLERK

LEGEND

--- SUBJECT LANDS  
LOCATION: LOT 14,15, CON.5  
NOT TO SCALE

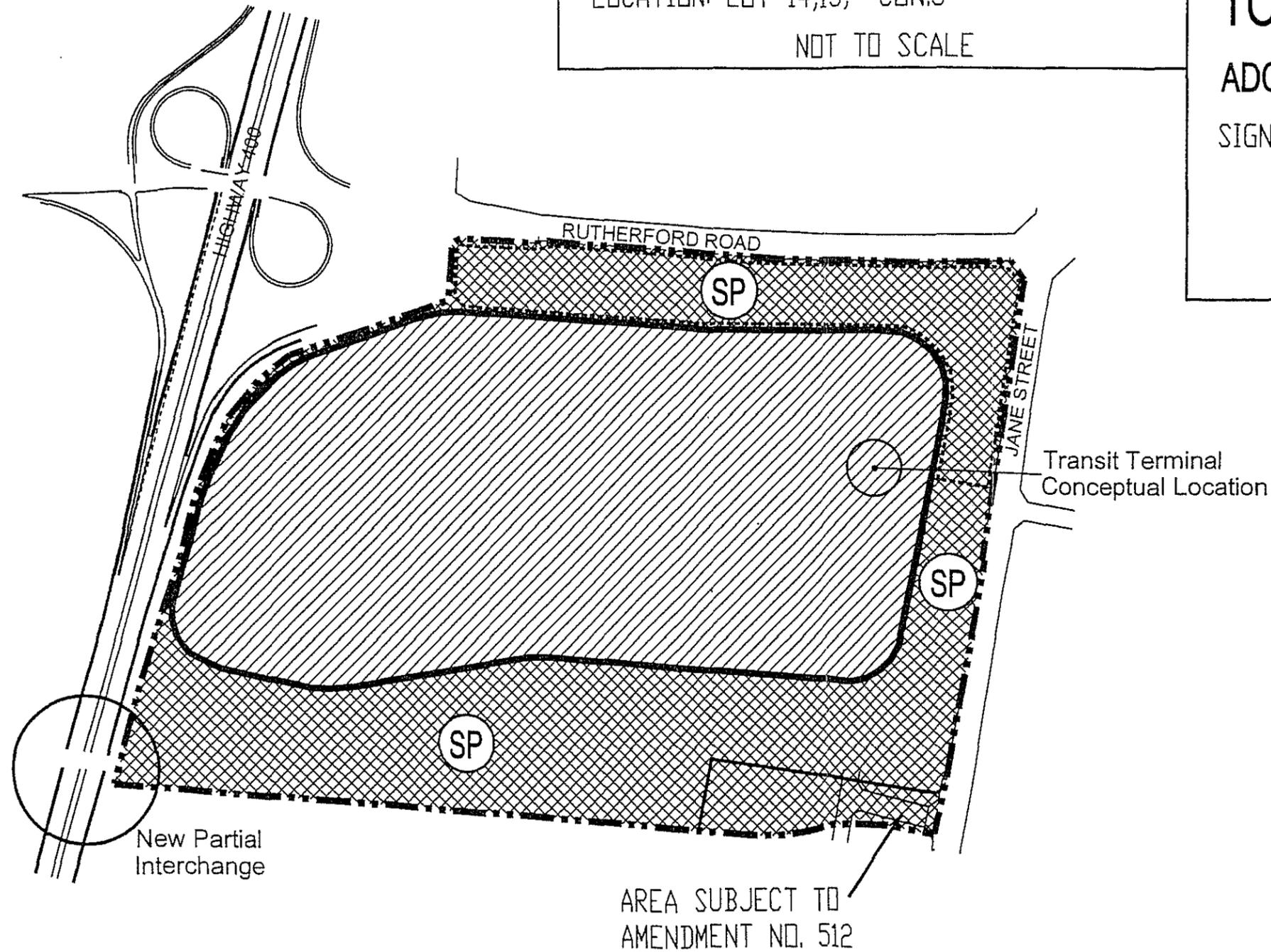
THIS IS SCHEDULE 'B2'  
TO AMENDMENT NO. 600

ADOPTED THE \_\_\_ DAY OF \_\_\_, 2000

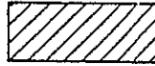
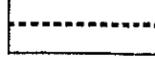
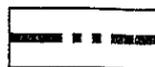
SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



LEGEND

-  VAUGHAN CENTRE SHOPPING CENTRE DISTRICT
-  GENERAL COMMERCIAL
-  OFFICE PRECINCT
-  SPECIAL POLICY
-  VAUGHAN CENTRE SECONDARY PLAN AREA

**LEGEND**

----- SUBJECT LANDS  
 LOCATION: LOT 14-17, CON.5  
 NOT TO SCALE

**THIS IS SCHEDULE 'B3'  
 TO AMENDMENT NO. 600**

ADOPTED THE \_\_\_ DAY OF \_\_\_, 1998

SIGNING OFFICERS

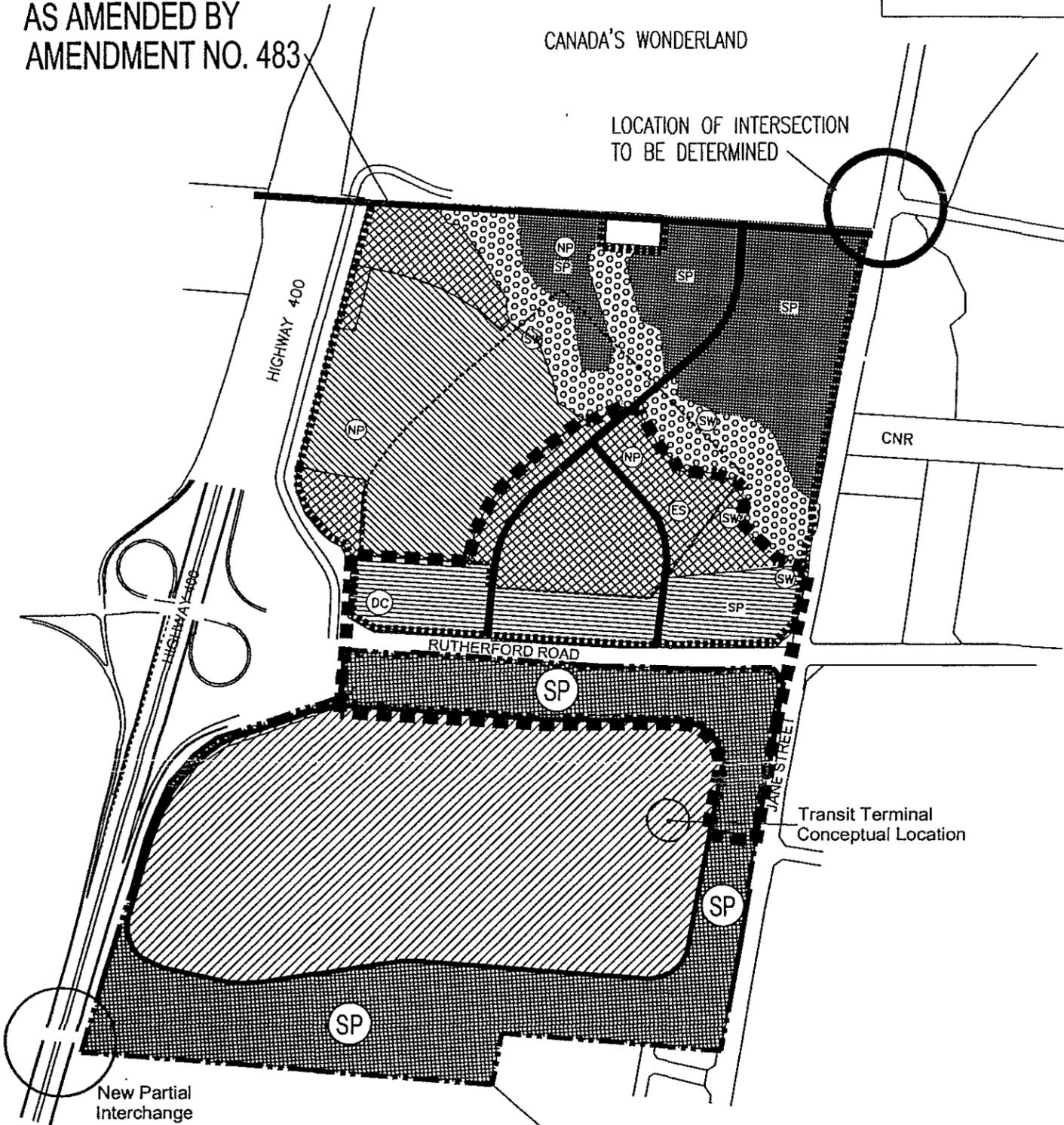
\_\_\_\_\_  
 MAYOR

\_\_\_\_\_  
 CLERK

SCHEDULE 'B1'  
 TO AMENDMENT NO. 400  
 AS AMENDED BY  
 AMENDMENT NO. 483

CANADA'S WONDERLAND

LOCATION OF INTERSECTION  
 TO BE DETERMINED



**LEGEND**

- (ES) ELEMENTARY SCHOOL
- (NP) NEIGHBOURHOOD PARK
- (SW) STORM WATER MANAGEMENT
- (DC) DISTRICT COMMERCIAL CENTRE
- SP SPECIAL POLICY
- [Pattern] LOW DENSITY RESIDENTIAL
- [Pattern] MEDIUM DENSITY RESIDENTIAL/COMMERCIAL
- [Pattern] GENERAL COMMERCIAL
- [Pattern] HIGH DENSITY RESIDENTIAL/COMMERCIAL
- [Pattern] VALLEY LANDS
- GREENWAY SYSTEM
- PRIMARY ROAD
- VAUGHAN CENTRE(NORTH) SECONDARY PLAN AREA
- [Pattern] VAUGHAN CENTRE SHOPPING CENTRE DISTRICT
- OFFICE PRECINCT
- [Pattern] VAUGHAN CENTRE NODE
- [Pattern] VAUGHAN CENTRE(SOUTH) SECONDARY PLAN AREA

APPENDIX II  
 VAUGHAN CENTRE  
 SECONDARY PLAN AREA  
 OF OPA NO. 505

SCHEDULE 'B2'  
 TO AMENDMENT NO. 400  
 AS AMENDED BY  
 AMENDMENT NO. 505



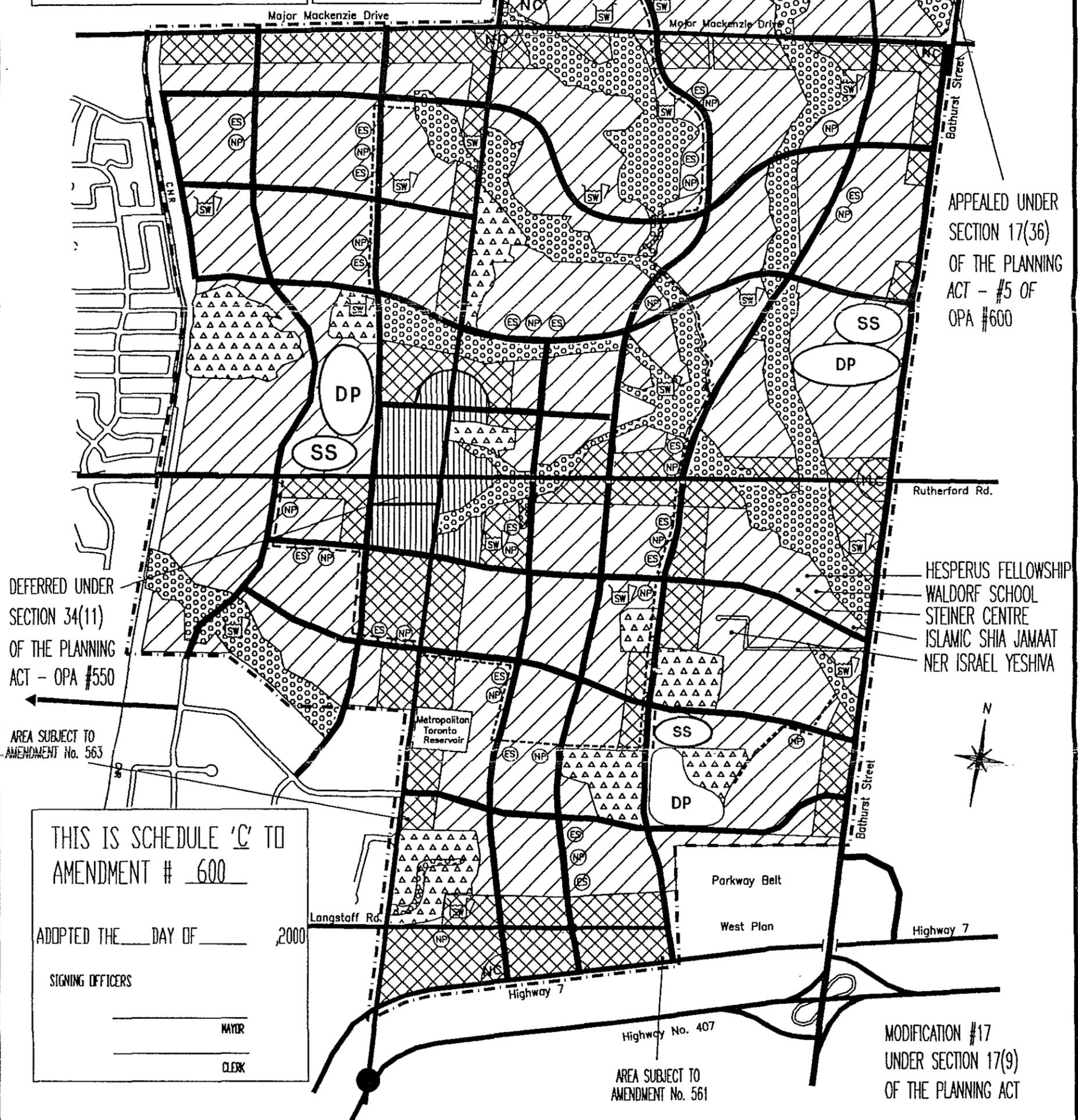
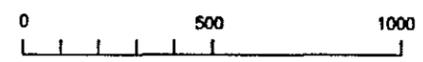
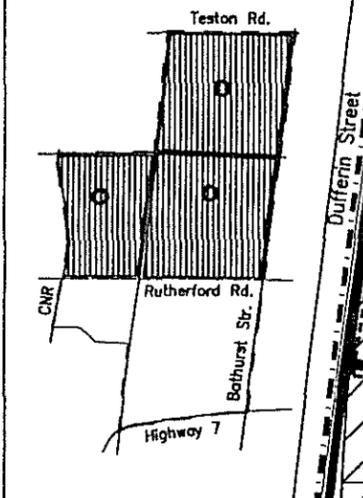
# CARRVILLE - URBAN VILLAGE 2

## LEGEND

- (ES) Elementary School
- (SS) Secondary School
- (NP) Neighbourhood Park
- (DP) District Park
- (NC) Neighbourhood Commercial Cen.

- Lands Subject to Carrville Urban Village #2
- Low Density Residential
- Medium Density Residential/Commercial
- Carrville District Centre
- Valley Lands
- Greenway System
- Tableland Woodlots
- Storm Water Management
- Special Policy Area

Headwaters/Moraine Policy District



APPEALED UNDER SECTION 17(36) OF THE PLANNING ACT - #5 OF OPA #600

DEFERRED UNDER SECTION 34(11) OF THE PLANNING ACT - OPA #550

HESPERUS FELLOWSHIP  
WALDORF SCHOOL  
STEINER CENTRE  
ISLAMIC SHIA JAMAAT  
NER ISRAEL YESHIVA

AREA SUBJECT TO AMENDMENT No. 563

THIS IS SCHEDULE 'C' TO AMENDMENT # 600

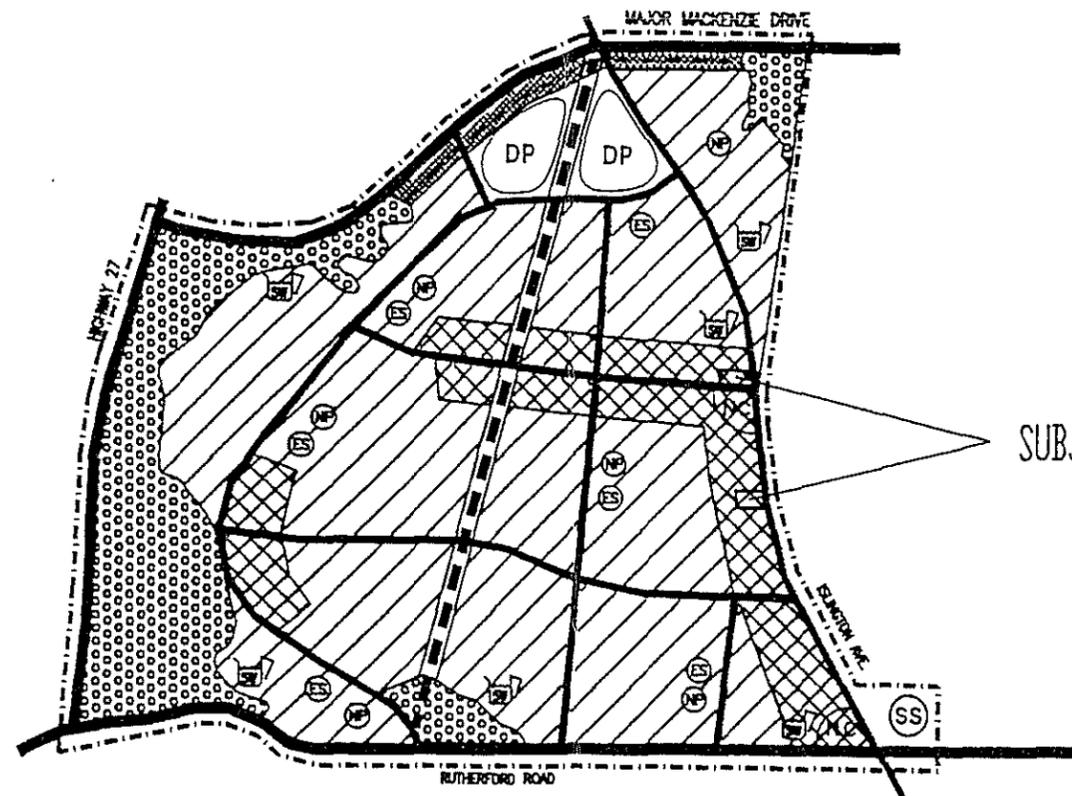
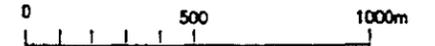
ADOPTED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2000

SIGNING OFFICERS  
\_\_\_\_\_  
MAYOR  
\_\_\_\_\_  
CLERK

AREA SUBJECT TO AMENDMENT No. 561

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

**WOODBIDGE EXPANSION  
AREA**



SUBJECT TO POLICY 4.2.1.3.1

**LEGEND**

- Elementary School
- Secondary School
- Neighbourhood Park
- District Park
- Neighbourhood Commercial Centre
- Lands Subject to Woodbridge Expansion Area
- Low Density Residential
- Medium Density Residential/Commercial
- Valley Lands
- Stream Corridor
- Greenway System
- Buffer Area
- Storm Water Management
- Hydro Corridor

THIS IS SCHEDULE 'D' TO  
AMENDMENT # 600

ADOPTED THE \_\_\_ DAY OF \_\_\_, 2000

SIGNING OFFICERS

\_\_\_\_\_  
WATER

\_\_\_\_\_  
CLERK

TOWNSHIP OF KING

# THIS IS SCHEDULE 'E' TO AMENDMENT NO. 600

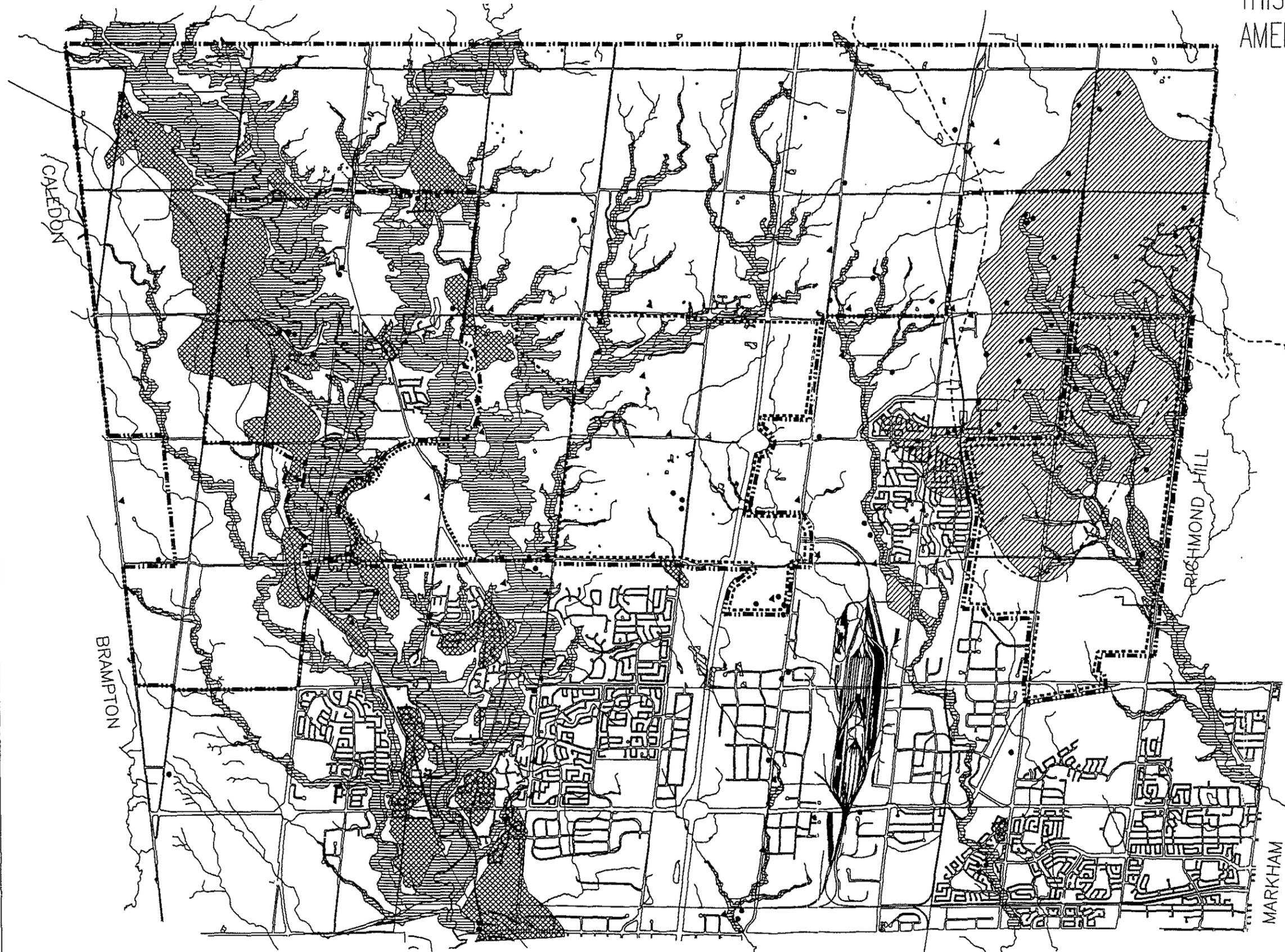
ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON  
MAYOR

J.D. LEACH  
CLERK

SCHEDULE 'E' APPEALED: (APPEAL #4) IN SO FAR AS IT APPLIES TO THE BLOCK 33 WEST AREA



## HYDROGEOLOGICALLY SENSITIVE AREAS

### LEGEND

- DEVELOPMENT AREAS
- OPA 600 AREA
- OAK RIDGES MORaine PLANNING AREA (Ministry of Natural Resources December 1991)
- WATER WELL LOCATIONS (Ministry of the Environment and Energy) - well showing sand/gravel within 5 metres of surface
- ▲ SOIL OBSERVATION LOCATION (Dr. Open White, Ontario Geological Survey) - location showing sand/gravel within 1.5 metres of surface
- [Diagonal hatching] HIGHLY SENSITIVE (MORaine AND FRINGE AREAS) - regional ground water recharge area.
- [Cross-hatching] HIGHLY SENSITIVE (Glacial Lake and Outwash Deposits) - local ground water recharge areas surficial sands/gravel.
- [Horizontal hatching] HIGHLY SENSITIVE (River Valleys) - local and possibly regional ground water discharge areas, river valleys below top of bank.
- [White box] LOW SENSITIVITY (Till Plain) - low ground water recharge/discharge capabilities, till plain with fine grained soil.

TORONTO

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

0 500 1000 1500m

THIS IS SCHEDULE 'F' TO  
AMENDMENT NO. 600

ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L. D. JACKSON

MAYOR

J. D. LEACH

CLERK

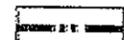
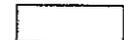
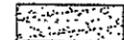
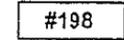
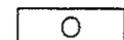
APPEALED UNDER  
SECTION 17(36) AND (38)  
OF THE PLANNING ACT -  
#8 OF OPA #600

SEE DETAIL 1

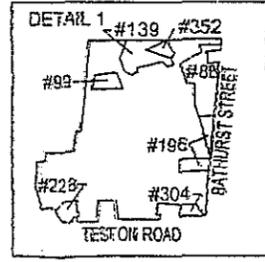
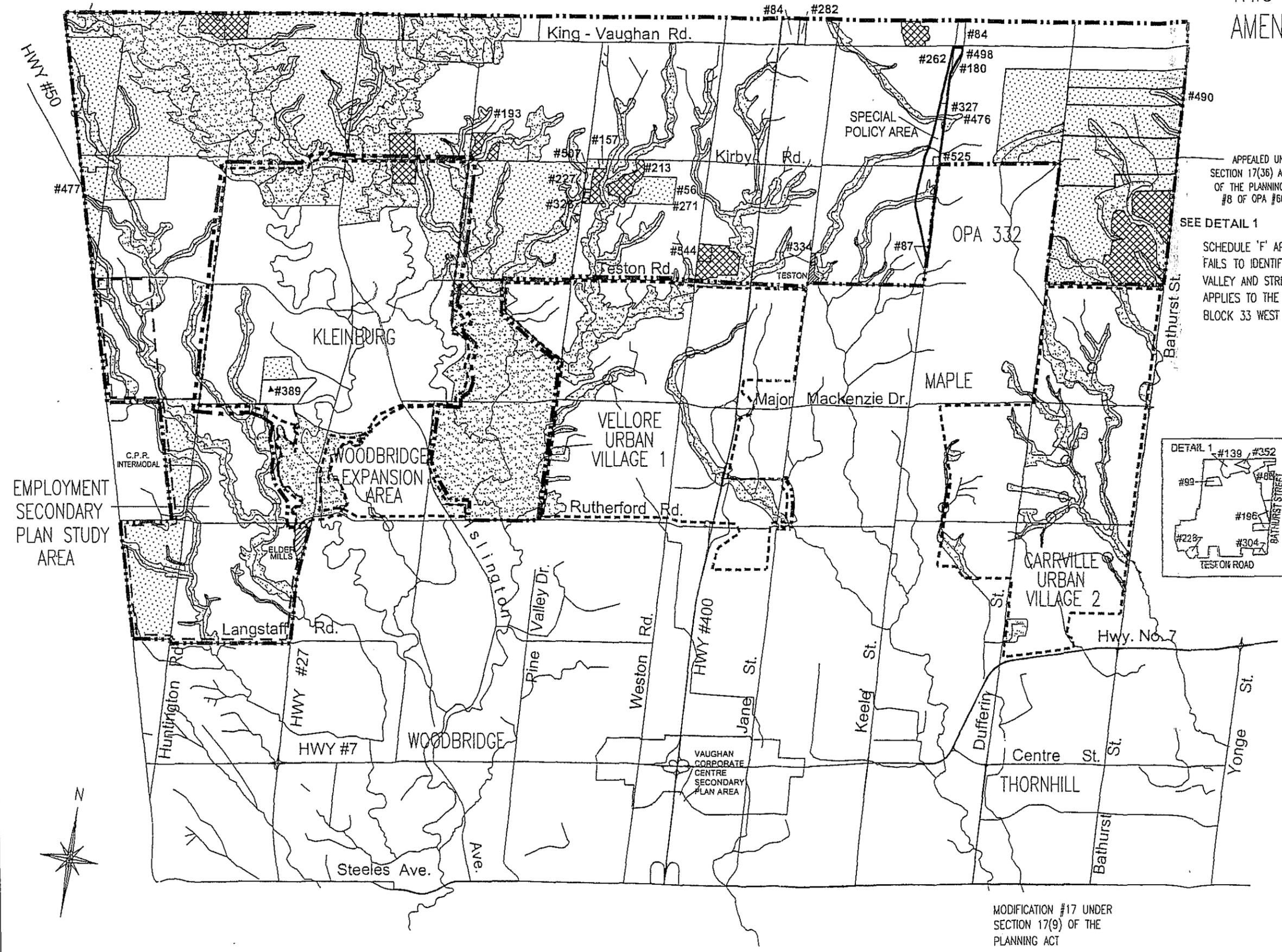
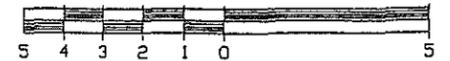
SCHEDULE 'F' APPEALED: (APPEALS #1 AND #2) INSO FAR AS IT FAILS TO IDENTIFY THAT THE PINE VALLEY DRIVE LINK IS WITHIN THE VALLEY AND STREAM CORRIDOR; (APPEAL #4) INSO FAR AS IT APPLIES TO THE BLOCK 33 WEST AREA

RURAL AREA  
GENERAL

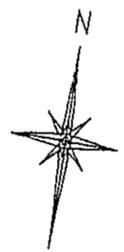
LEGEND

-  LANDS SUBJECT TO RURAL AREA GENERAL
-  ESTATE RESIDENTIAL
-  AGRICULTURE AREA
-  VALLEY & STREAM CORRIDOR
-  RURAL USE AREA
-  HAMLET
-  SITE SPECIFIC POLICIES OF APPLICABLE OFFICIAL PLAN AMENDMENT
-  125 HA DRAINAGE LIMIT

SCALE  
kilometers



MODIFICATION #17 UNDER  
SECTION 17(9) OF THE  
PLANNING ACT



TOWNSHIP OF KING

THIS IS SCHEDULE 'G1' TO AMENDMENT NO. 600

ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON

MAYOR

J.D. LEACH

CLERK

Phillips-Bond-Thompson Lake Provincially Significant Wetland Complex

SCHEDULE 'G1' APPEALED: (APPEAL #4) IN SO FAR AS IT APPLIES TO THE BLOCK 33 WEST AREA

APPEALED UNDER SECTION 17(36) AND (38) OF THE PLANNING ACT - #8 OF OPA #600

# WETLANDS

## LEGEND

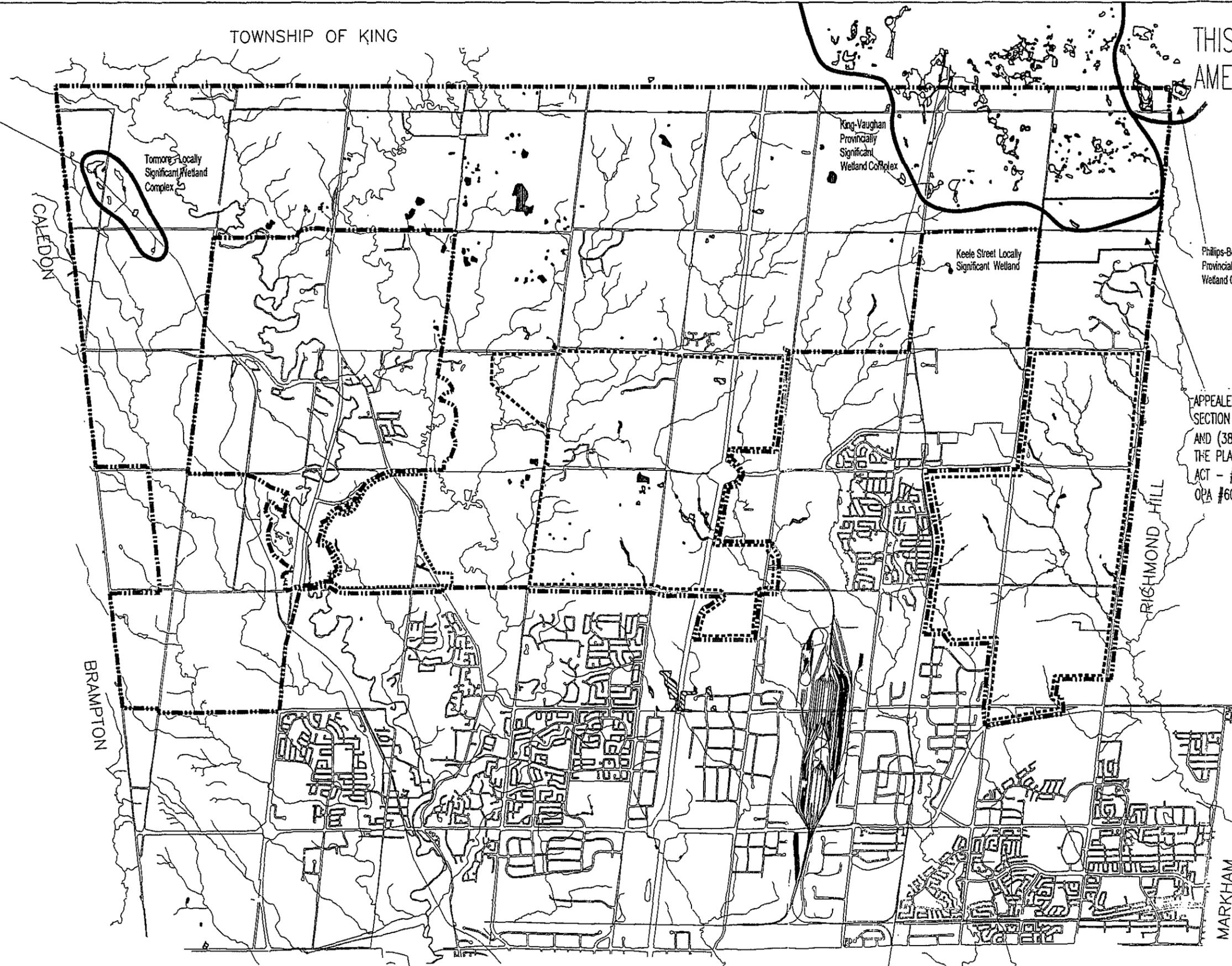
----- DEVELOPMENT AREAS

----- OPA 600 AREA

UNCLASSIFIED WETLANDS

CLASSIFIED WETLANDS (MNR)

BOTTOMLANDS



TORONTO

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

0 500 1000 1500

TOWNSHIP OF KING

# THIS IS SCHEDULE 'G2' TO AMENDMENT NO. 600

ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON

MAYOR

J.D. LEACH

CLERK

SCHEDULE 'G2' APPEALED: (APPEALS #1 AND #2) IN SO FAR AS IT FAILS TO IDENTIFY THAT THE PINE VALLEY LINK IS WITHIN THE ESA DESIGNATION; (APPEAL #4) AS IT APPLIES TO THE BLOCK 33 WEST AREA

APPEALED UNDER SECTION 17(36) AND (38) OF THE PLANNING ACT - #8 OF OPA #600

## ENVIRONMENTALLY SIGNIFICANT AREAS

### LEGEND

----- DEVELOPMENT AREAS

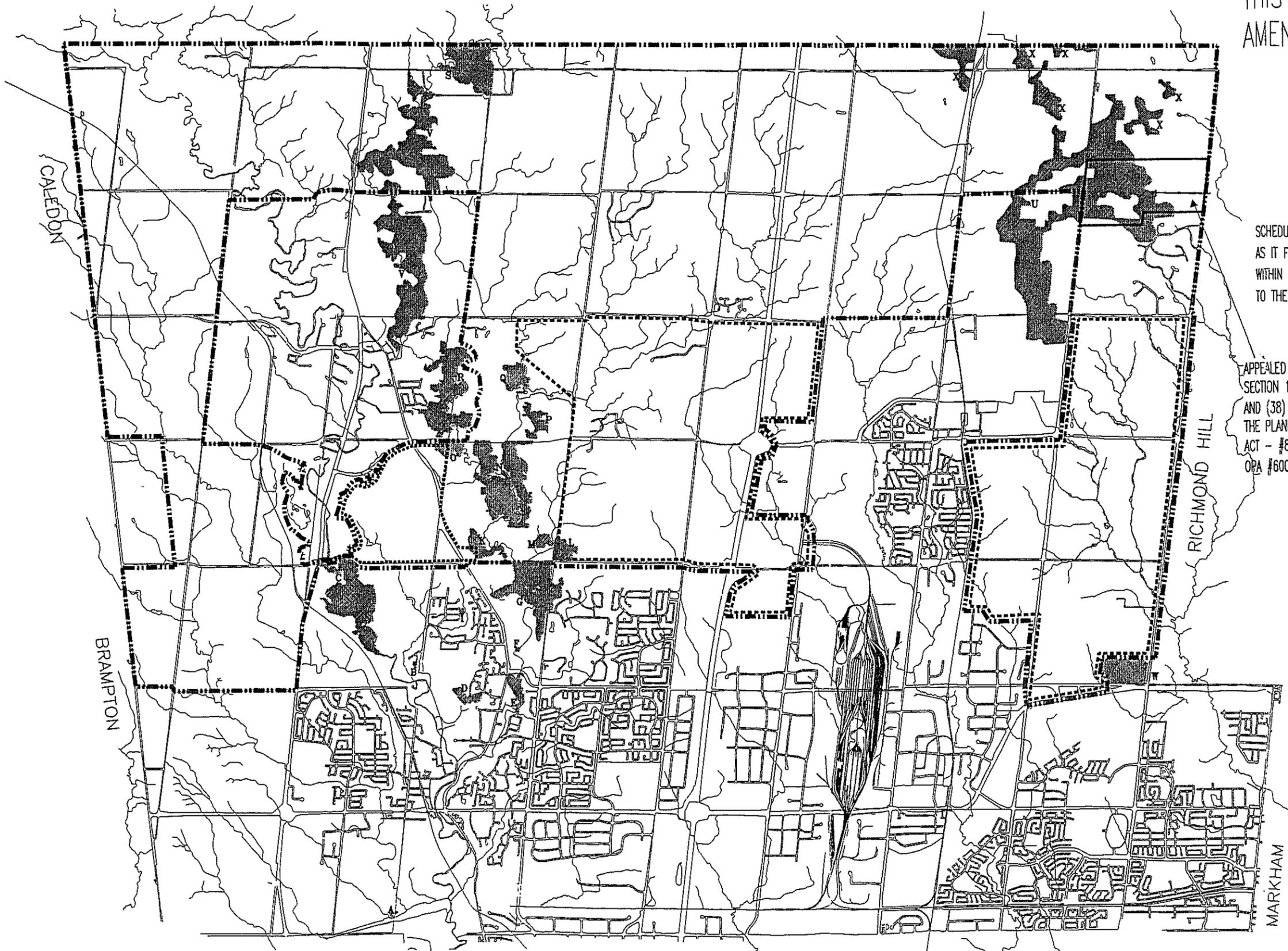
----- OPA 600 AREA

■ ENVIRONMENTALLY SIGNIFICANT AREAS (MTRCA)

#### LIST OF ENVIRONMENTALLY SIGNIFICANT AREAS

- |                           |                        |
|---------------------------|------------------------|
| A WOODBRIDGE CUT          | M GRAHAM'S WOODS       |
| B CLARENCE STREET FOREST  | N KORTRIGHT AREA       |
| C ELDER MILLS FOREST      | O BOYD FOREST          |
| D SMITH'S BEECH FOREST    | P McFAYDEN FOREST      |
| E PINE GROVE FOREST       | Q SPRENGEL'S FOREST    |
| F BOYD'S ROCK CRESS       | R GLASSCO              |
| G PINE VALLEY FOREST      | S KING-VAUGHAN FOREST  |
| H CAREX PECKI AREA No. 1  | T COOK'S AREA          |
| I CAREX PECKI AREA No. 2  | U McGILL AREA          |
| K GRAHAM'S FOREST COMPLEX | V EAST HAMBUR          |
| L McLEAK'S FOREST         | W BAKER                |
|                           | X KING-VAUGHAN COMPLEX |

0 500 1000 1500m



TORONTO

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

TOWNSHIP OF KING

THIS IS SCHEDULE 'G3' TO  
AMENDMENT NO. 600

ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON

MAYOR

J.D. LEACH

CLERK

SCHEDULE 'G3' APPEALED: (APPEAL #4) IN SO FAR  
AS IT APPLIES TO THE BLOCK 33 WEST AREA

APPEALED UNDER  
SECTION 17(36)  
AND (38) OF  
THE PLANNING  
ACT - #8 OF  
OPA #600

### AREAS OF NATURAL AND SCIENTIFIC INTEREST

#### LEGEND

--- DEVELOPMENT AREAS

--- OPA 600 AREA

#### AREAS OF NATURAL AND SCIENTIFIC INTEREST

--- PROVINCIALY SIGNIFICANT (ES)

1. WOODBRIDGE CUT

--- PROVINCIALY SIGNIFICANT (LS)

2. BOYD CONSERVATION AREA  
AND ADJACENT LANDS  
3. BAKERS WOOD

--- REGIONALLY SIGNIFICANT (LS)

4. KLEINBURG WOODLOTS  
5. HUMBER RIVER  
6. MAPLE UPLANDS AND KETTLE WETLANDS

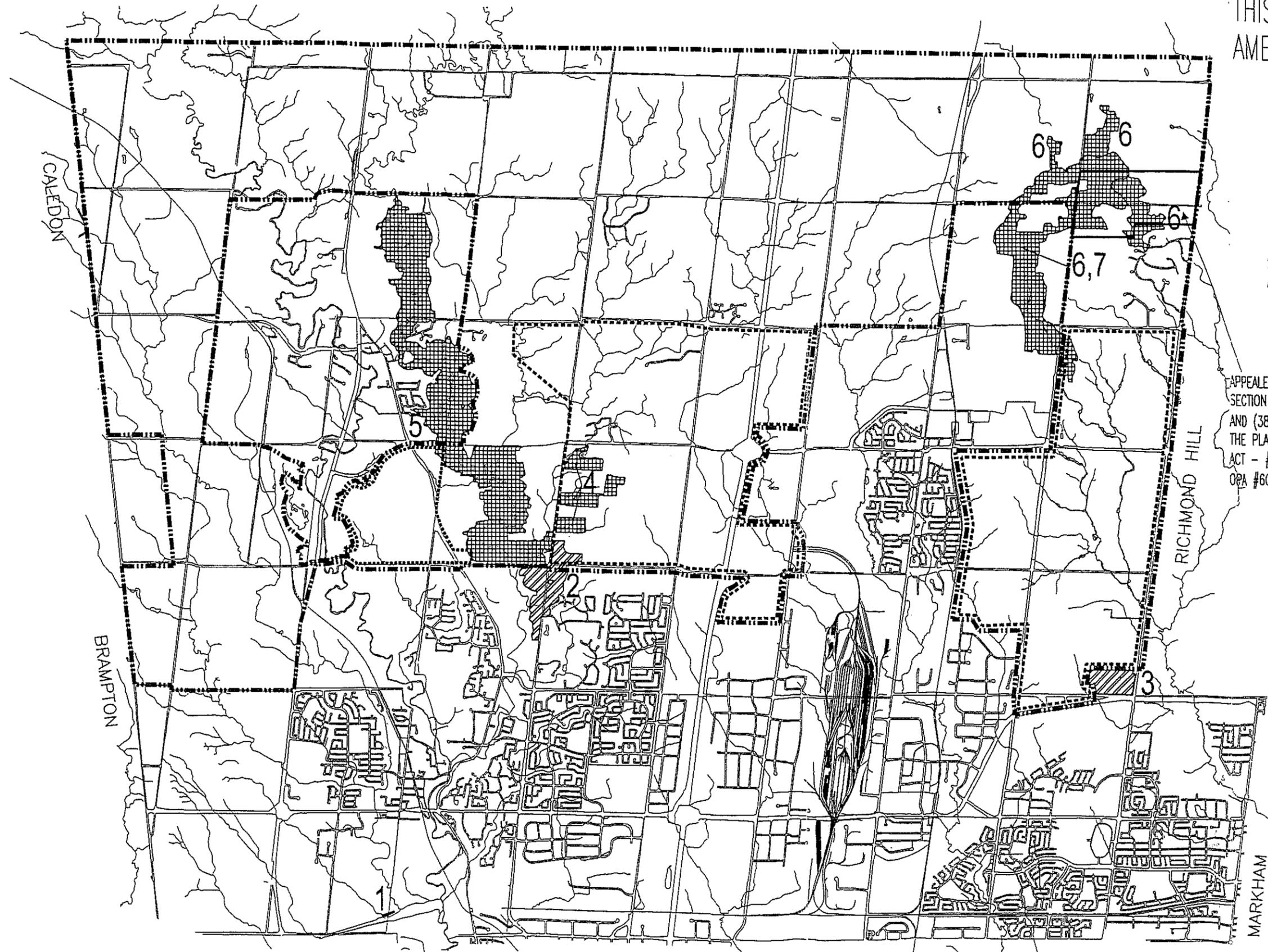
--- REGIONALLY SIGNIFICANT (ES)

7. OAK RIDGES MORAINNE MAPLE SPUR

TORONTO

MODIFICATION #17 UNDER  
SECTION 17(9) OF THE PLANNING ACT

0 500 1000 1500



TOWNSHIP OF KING

# THIS IS SCHEDULE 'H' TO AMENDMENT NO. 600

ADOPTED THE 25<sup>th</sup> DAY OF SEPTEMBER, 2000

SIGNING OFFICERS

L.D. JACKSON  
MAYOR

J.D. LEACH  
CLERK

SCHEDULE 'H' APPEALED: (APPEAL #4) IN SO FAR AS IT APPLIES TO THE BLOCK 33 WEST AREA

APPEALED UNDER SECTION 17(36) AND (38) OF THE PLANNING ACT - #8 OF OPA #600

## TERRESTRIAL RESOURCES

### LEGEND

----- DEVELOPMENT AREAS

----- OPA 600 AREA

 WOODLAND AREA

 HEDGEROW, SCRUB

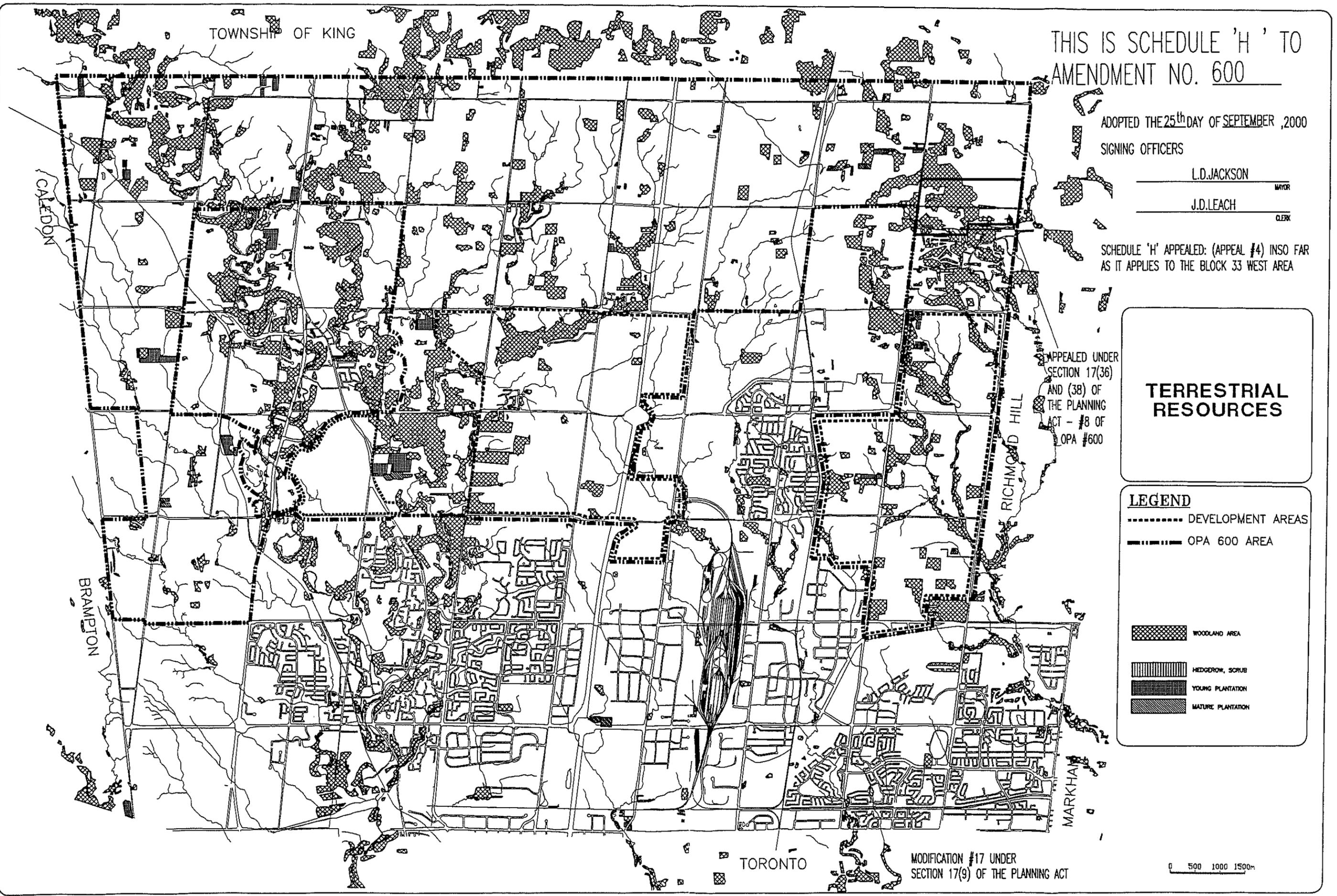
 YOUNG PLANTATION

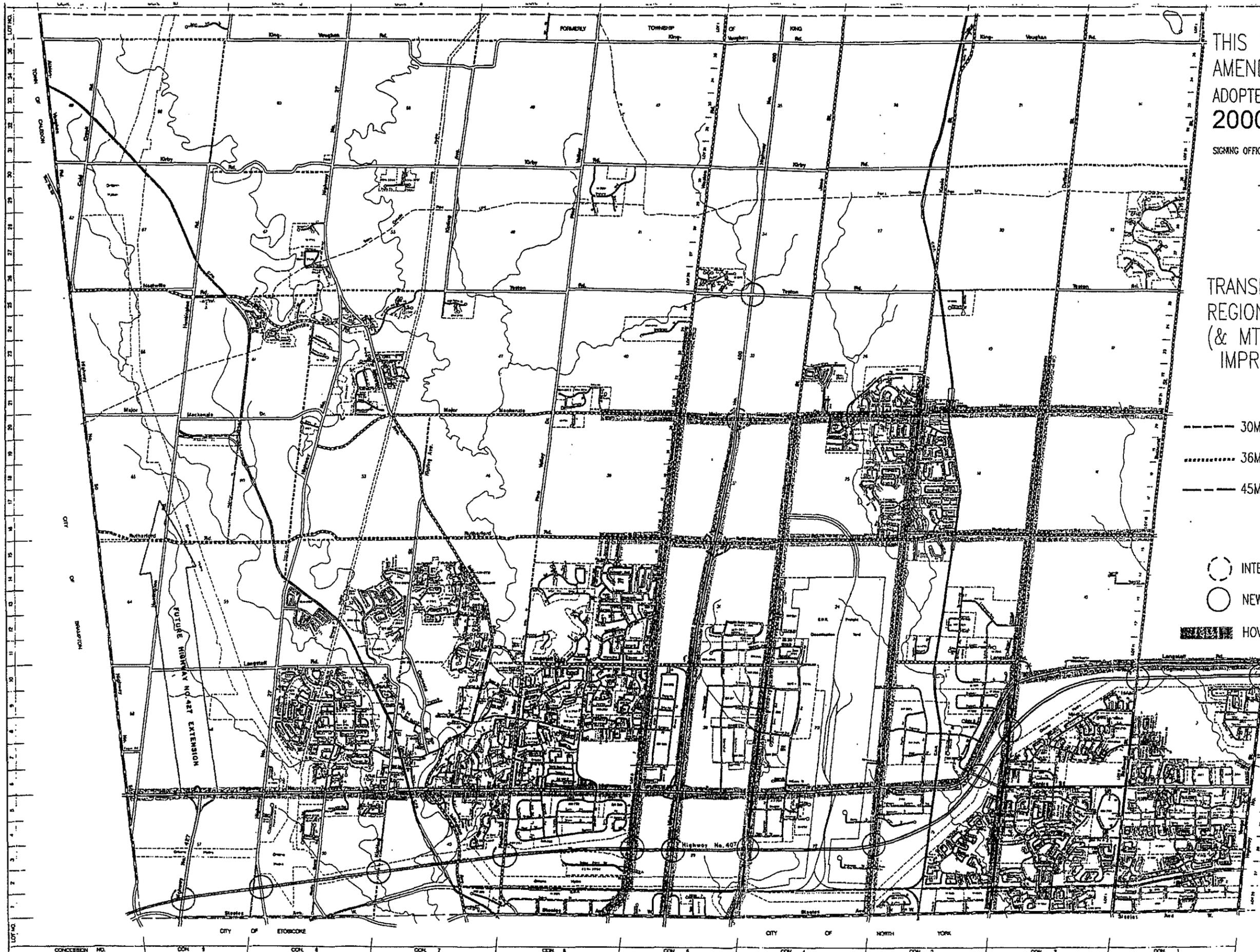
 MATURE PLANTATION

TORONTO

MODIFICATION #17 UNDER SECTION 17(9) OF THE PLANNING ACT

0 500 1000 1500m





THIS IS SCHEDULE 'I' TO  
 AMENDMENT NO. 600  
 ADOPTED THE \_\_\_ DAY OF \_\_\_  
 2000

SIGNING OFFICERS  
 \_\_\_\_\_ MAYOR  
 \_\_\_\_\_ CLERK

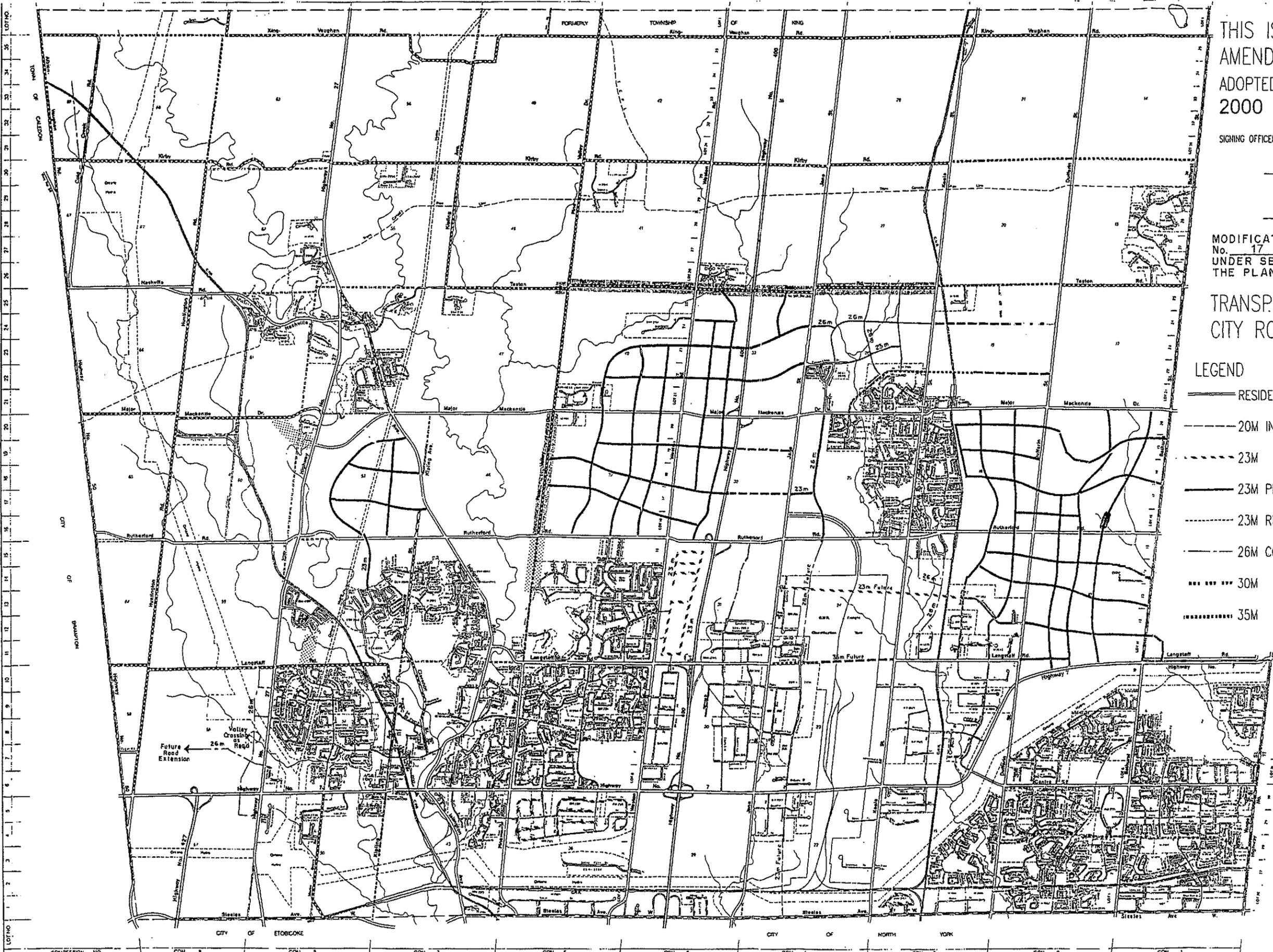
TRANSPORTATION –  
 REGIONAL ROAD NETWORK  
 (& MTO RECOMMENDED  
 IMPROVEMENTS)

- MODIFICATION  
 No. 232  
 UNDER SECTION 17(9) OF  
 THE PLANNING ACT
- 30M
  - 36M
  - 45M
- SCHEDULE 'I' APPEALED:  
 (APPEAL #4) IN SO FAR AS  
 IT APPLIES TO THE BLOCK 33  
 WEST AREA
- INTERCHANGE IMPROVEMENTS
  - NEW INTERCHANGE
  - HOV LANES

THIS IS SCHEDULE '3' TO  
 AMENDMENT NO. 200

MODIFICATION #17 UNDER  
 SECTION 17(9) OF THE  
 PLANNING ACT

\*The Ministry of Transportation consideration and approval is required to implement the following initiatives: HOV lanes on Highway 400 and 7; the new intersection at Highway 400 and Teston Road; the modification to the existing Highway 400 and Major Mackenzie interchange; and the extension of Highway 427.\*



THIS IS SCHEDULE 'J' TO  
 AMENDMENT NO. 600  
 ADOPTED THE \_\_\_ DAY OF \_\_\_  
 2000

SIGNING OFFICERS  
 \_\_\_\_\_ MAYOR  
 \_\_\_\_\_ CLERK

MODIFICATION  
 No. 17  
 UNDER SECTION 17(9) OF  
 THE PLANNING ACT

TRANSPORTATION -  
 CITY ROAD NETWORK

- LEGEND
- RESIDENTIAL LOCAL
  - - - 20M INDUSTRIAL
  - - - 23M " "
  - 23M PRIMARY (PLANNED)
  - - - 23M RESIDENTIAL FEEDER
  - 26M COLLECTOR
  - 30M
  - 35M
  - PARTIAL HIGHWAY 400 INTERCHANGE
  - - - 23M PRIMARY (FUTURE)
  - ▨ IMPROVEMENTS (AS PER CITY WIDE TRANSPORTATION STUDY)
  - ▨ NEW LINKS

SCHEDULE 'J' APPEALED:  
 (APPEALS #1 & #2) IN SO FAR  
 AS IT APPLIES TO THE  
 IMPLEMENTATION OF THE PINE  
 VALLEY LINK; (APPEAL #4)  
 IN SO FAR AS IT APPLIES TO  
 THE BLOCK 33 WEST AREA

"The Ministry of Transportation consideration and approval is required to implement the following initiatives: several overpasses of Highway 400 in Urban Village 1; the overpass of Highway 407 for the Creditstone Road extension; the new link immediately west of Highway 400 as the location relates to the proximity of the ramps at Major Mackenzie interchange; and three proposed roads in the Urban Village 2 Intersecting with Highway 7."

THIS IS SCHEDULE '2' TO  
 AMENDMENT NO. 200

**THIS IS SCHEDULE 'K1'  
TO OFFICIAL PLAN AMENDMENT NO. 600**

ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2002

SIGNING OFFICERS

MODIFICATION #17

ADDITION OF SCHEDULES

K1 & K2

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**LEGEND**

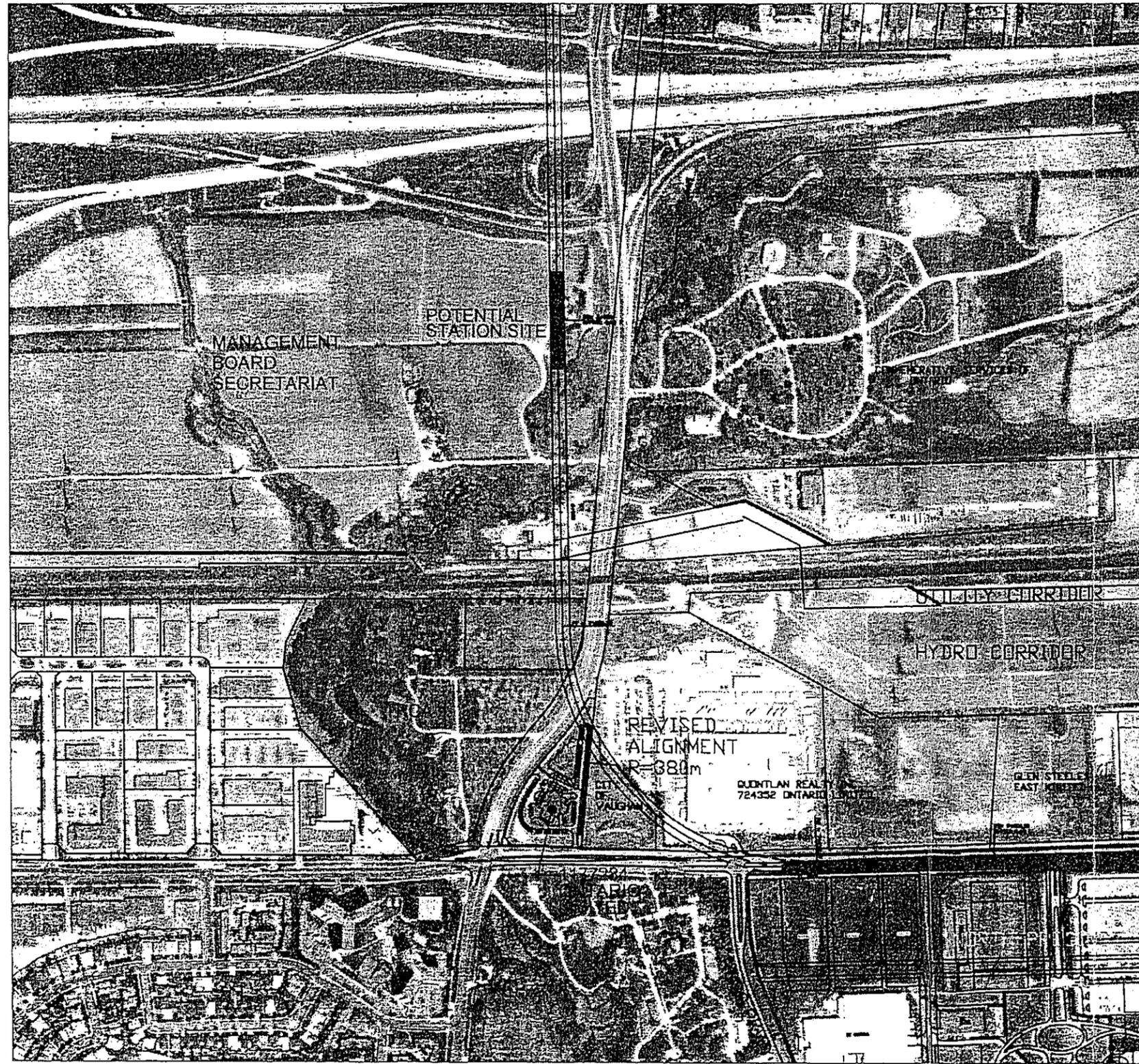
==== PUBLIC TRANSIT R.O.W.(23m)  
 ===== ORIGINATING OPPOSITE MURRAY ROSS  
 PARKWAY

LOCATION: PT. LOTS 1-3, CON. 4,5

NOT TO SCALE

NOTE: The Public Transit Right of way east of Murray Ross Parkway is wholly within the Steeles Ave. right of way owned by the City of Toronto as of July 10, 2000 and is shown only for context. The portion of Public Transit right of way from Murray Ross Pkwy. westward and northward is 23m wide and is below grade only. Notwithstanding any other provision of this Plan, the policies set out in Paragraph 1(g)i of OPA 500 apply as well to such dedication and lands within the OPA 450 area.

**THIS IS SCHEDULE '2A'  
TO OFFICIAL PLAN AMENDMENT NO. 529**



## APPENDIX B

## POPULATION &amp; HOUSING SUMMARY

BLOCK	Population	Housing Units				Housing Mix (%)		
		Low	Medium	High	Total	Low	Medium	High
Woodbridge Expansion Area (Block 53)	14611	3100	1369	0	4469	69	31	0
<b>VELLORE - Urban Village #1</b>								
Block 32	7580	1308	1088	0	2396	55	45	0
Block 33E	8345	1551	1058	0	2609	59	41	0
Block 33W <sup>1</sup>	5865	1314	461	0	1775	74	26	0
Block 39	19900	4059	2070	0	6129	66	34	0
Block 40	6155	1145	779	0	1924	60	40	0
Vellore Sub-Total	47845	9377	5456	0	14833	63	37	0
<b>CARRVILLE - Urban Village #2</b>								
Block 10	17508	2531	2780	480	5791	44	48	8
Block 11	14733	2920	1200	600	4720	62	25	13
Block 17	7267	1037	1009	420	2466	42	41	17
Block 18	12051	1850	1140	1200	4190	44	27	29
Carrville Sub-Total	51559	8338	6129	2700	17167	48	36	16
Vaughan Centre	2812	326	411	264	1001	33	41	26
Sub-Total	116827	21141	13365	2964	37470	56	36	8
<b>NEW URBAN AREAS<sup>2</sup></b>								
Block 12	14375	4119	0	0	4119	100	0	0
Blocks 40/47 <sup>3</sup>	3490	1000	0	0	1000	100	0	0
<b>OPA 600 TOTAL</b>	<b>134692</b>	<b>26260</b>	<b>13365</b>	<b>2964</b>	<b>42589</b>	<b>62</b>	<b>31</b>	<b>7</b>

1 Adjusted to reflect estimated supply of Employment Land along Highway 400 corridor.

2 Estimated total units and types to be confirmed.

3 North of Cold Creek.

Assumptions: Low Density at 3.49 persons per unit (ppu); Medium Density at 2.77 ppu; High Density at 2.03 ppu

---

**APPENDIX D: BLOCK PLANS APPROVED BY VAUGHAN COUNCIL**

1. Block 53 (Woodbridge Expansion Area) - February 10, 1997
  2. Block 17 - August 25, 1997
  3. Block 32 West - September 15, 1997
  4. Block 33 East - Council Approved September 29, 1997, OMB Approved March 20, 1998
  5. Block 39 - October 29, 1997
  6. Block 10 - July 12, 1999
  7. Vaughan Centre
    - (a) OMB Approved OPA 483 on November 16, 1998, as shown on Schedule "B1".
    - (b) York Region approved OPA 505 on March 21, 1999, as shown on Schedule "B1".
-

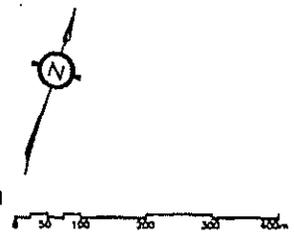
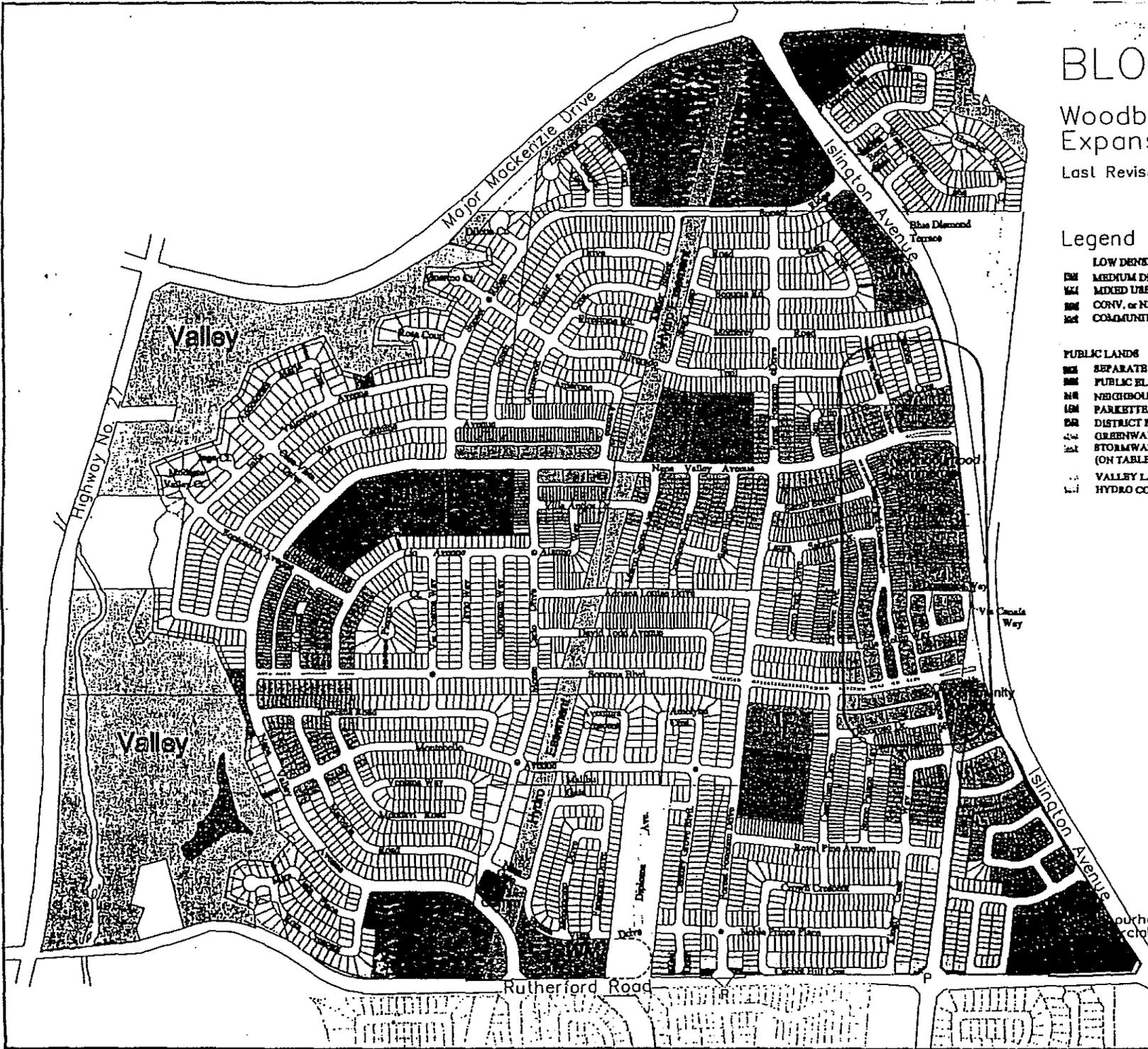
# BLOCK PLAN

Woodbridge  
Expansion Area

Last Revised March 2000

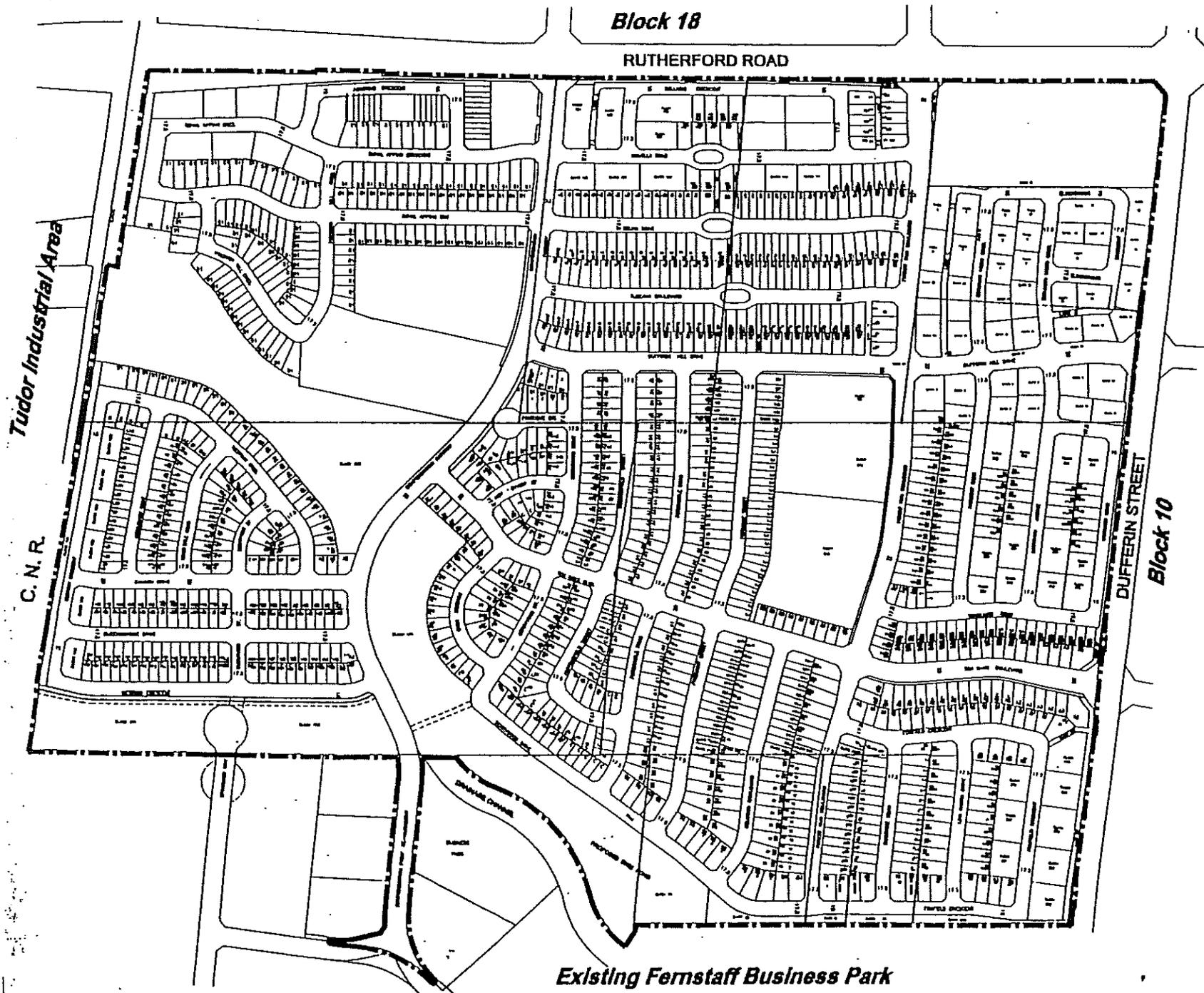
## Legend

- LR LOW DENSITY RESIDENTIAL
  - MR MEDIUM DENSITY RESIDENTIAL
  - MX MIXED USE
  - CC CONV. or NEIGH. COMMERCIAL
  - CA COMMUNITY AMENITY
- 
- PUBLIC LANDS
  - ES SEPARATE ELEMENTARY SCHOOL
  - PS PUBLIC ELEMENTARY SCHOOL
  - NH NEIGHBOURHOOD PARKS
  - PK PARKETTES
  - DP DISTRICT PARK
  - GB GREENWAY/BUFFER
  - SM STORMWATER MANAGEMENT PONDS (ON TABLELAND)
  - VL VALLEY LANDS
  - HC HYDRO CORRIDOR



Prepared by:  
Malone Given Parsons  
140 Renfrew Drive, Suite 201  
Markham, Ontario, L3R 8B3  
Tel: (905) 913-0170, Fax: (905) 913-0177

# FINAL BLOCK 17 PLAN - COUNCIL APPROVED AUGUST 25, 1997



**Block 18**

RUTHERFORD ROAD

*Tudor Industrial Area*

C. N. R.

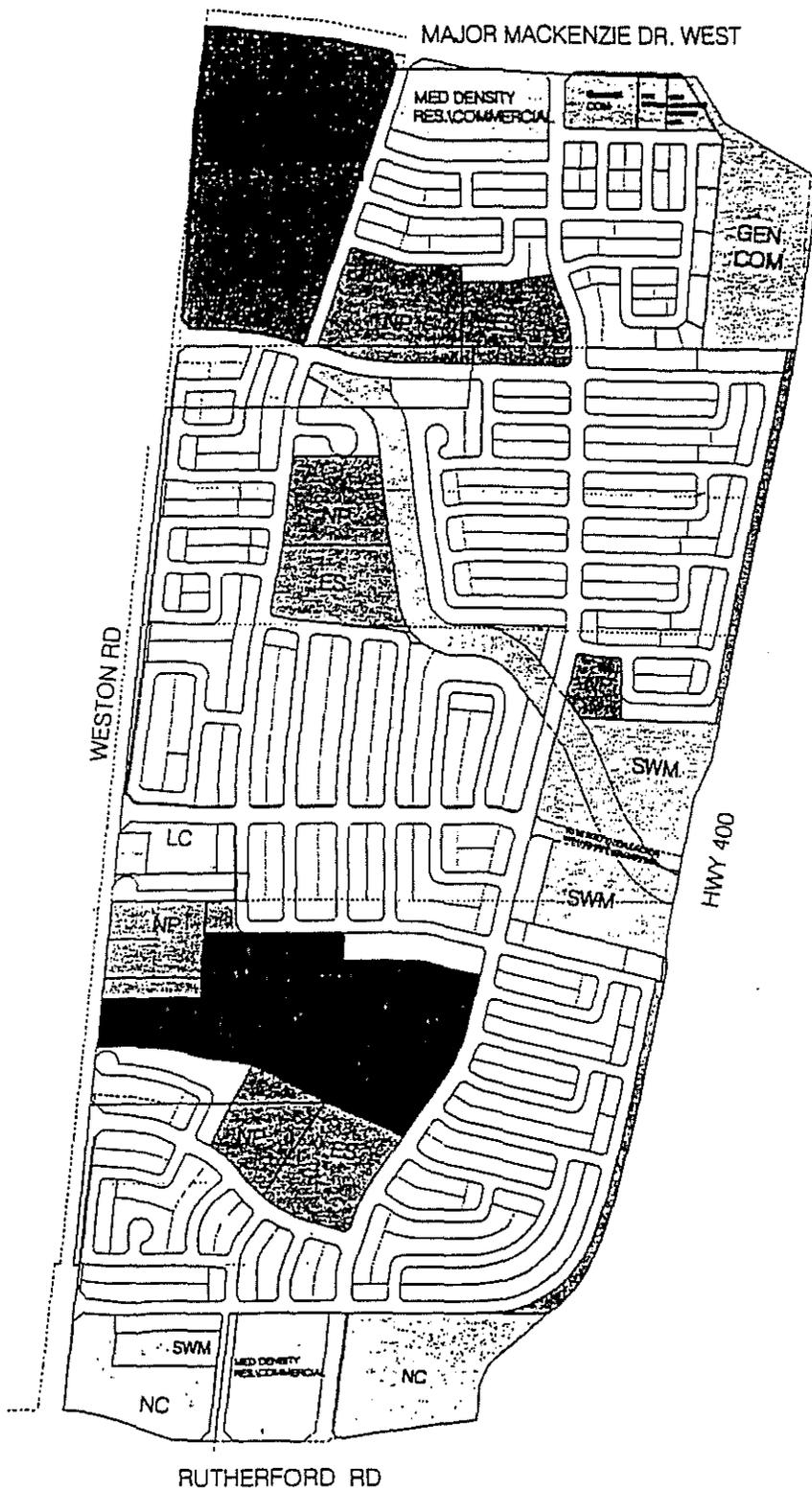
DUFFERIN STREET

**Block 10**

**Existing Fernstaff Business Park**



# VELLORE WOODS COMMUNITY ( BLOCK 32 - WEST )



## LEGEND

	LOW DENSITY
	MED. DENSITY - RESIDENTIAL / COMMERCIAL
	COMMERCIAL DC - DISTRICT COMMERCIAL CENTRE NC - NEIGHBOURHOOD COMMERCIAL LC - LOCAL COMMERCIAL GEN. COM. - GENERAL COMMERCIAL
	S.W.M. \ CHANNEL
	SCHOOL ES - ELEMENTARY SCHOOL
	PARK \ BUFFER NP - NEIGHBOURHOOD PARK
	TABLELAND WOODLOT
	STUDY AREA #1

29 OCTOBER 1999

1:3000

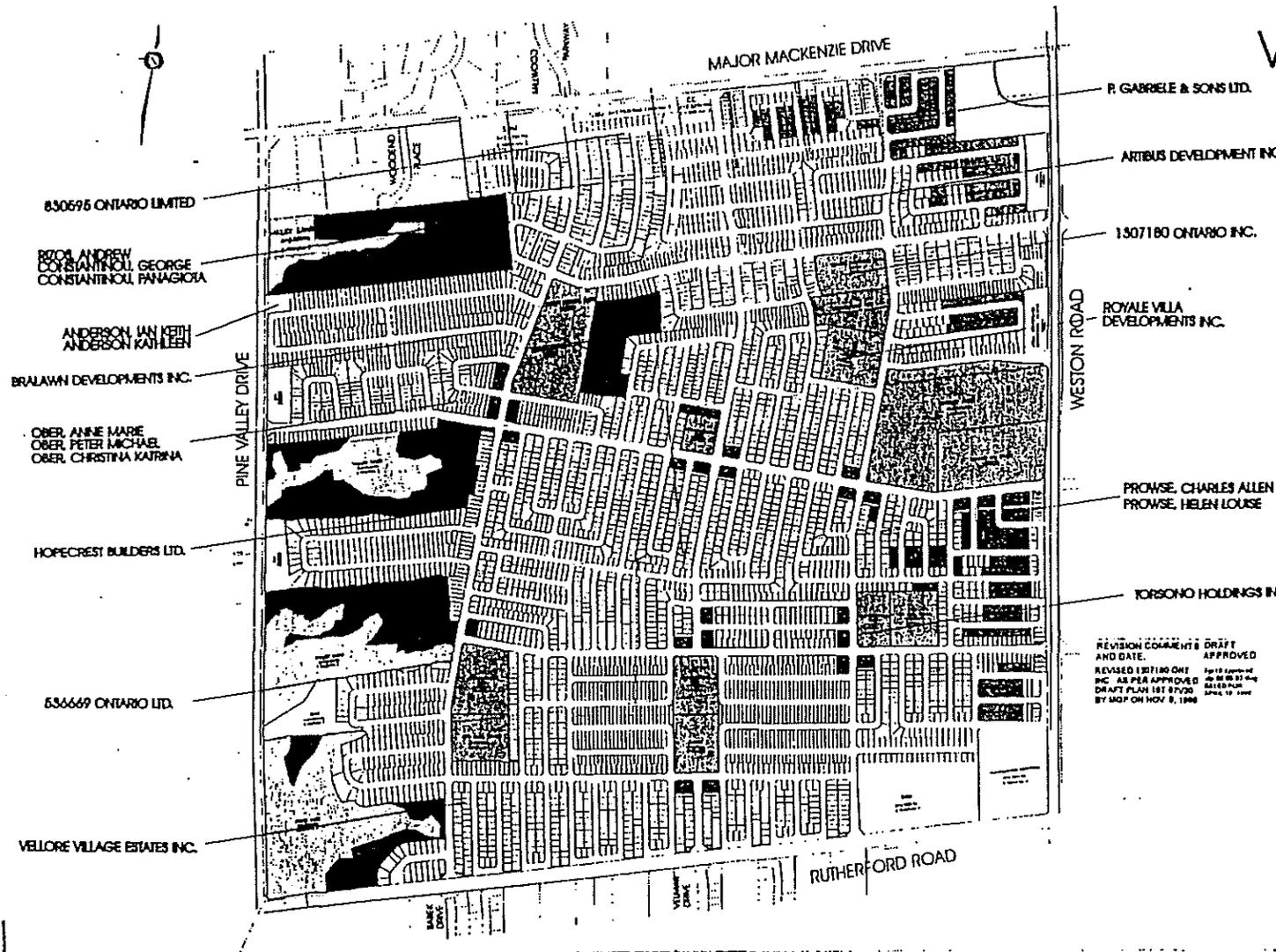
**KLM PLANNING PARTNERS INC.**  
URBAN PLANNERS AND DEVELOPMENT CONSULTANTS

890613200729



# VELLORE VILLAGE

BLOCK PLAN - BLOCK 39  
COUNCIL APPROVED OCTOBER 20, 1997



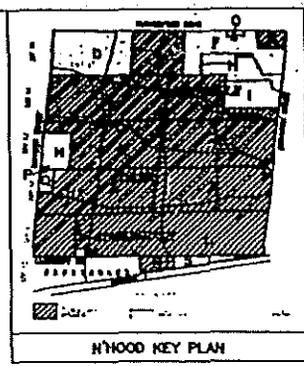
## LEGEND

-  SINGLE DETACHED
-  SEMI DETACHED
-  STREET TOWNHOUSE
-  COMMERCIAL
-  SCHOOL & CHURCH
-  VALLEY LAND
-  S.W.M.
-  GREENWAY
-  PARK
-  BUFFER
-  TABLELAND WOODLOT
-  STUDY AREA

REVISION COMMENTS DRAFT AND DATE. APPROVED  
REVISED 187130 OHT April 19 1998  
INC. AS PER APPROVED May 20 1998  
DRAFT PLAN 187 87/200 2:10 PM  
BY SHIP OHT NOV 8, 1998

NOV. 9, 1999 (752TOT-DES-D-owners) SCALE 1:3000

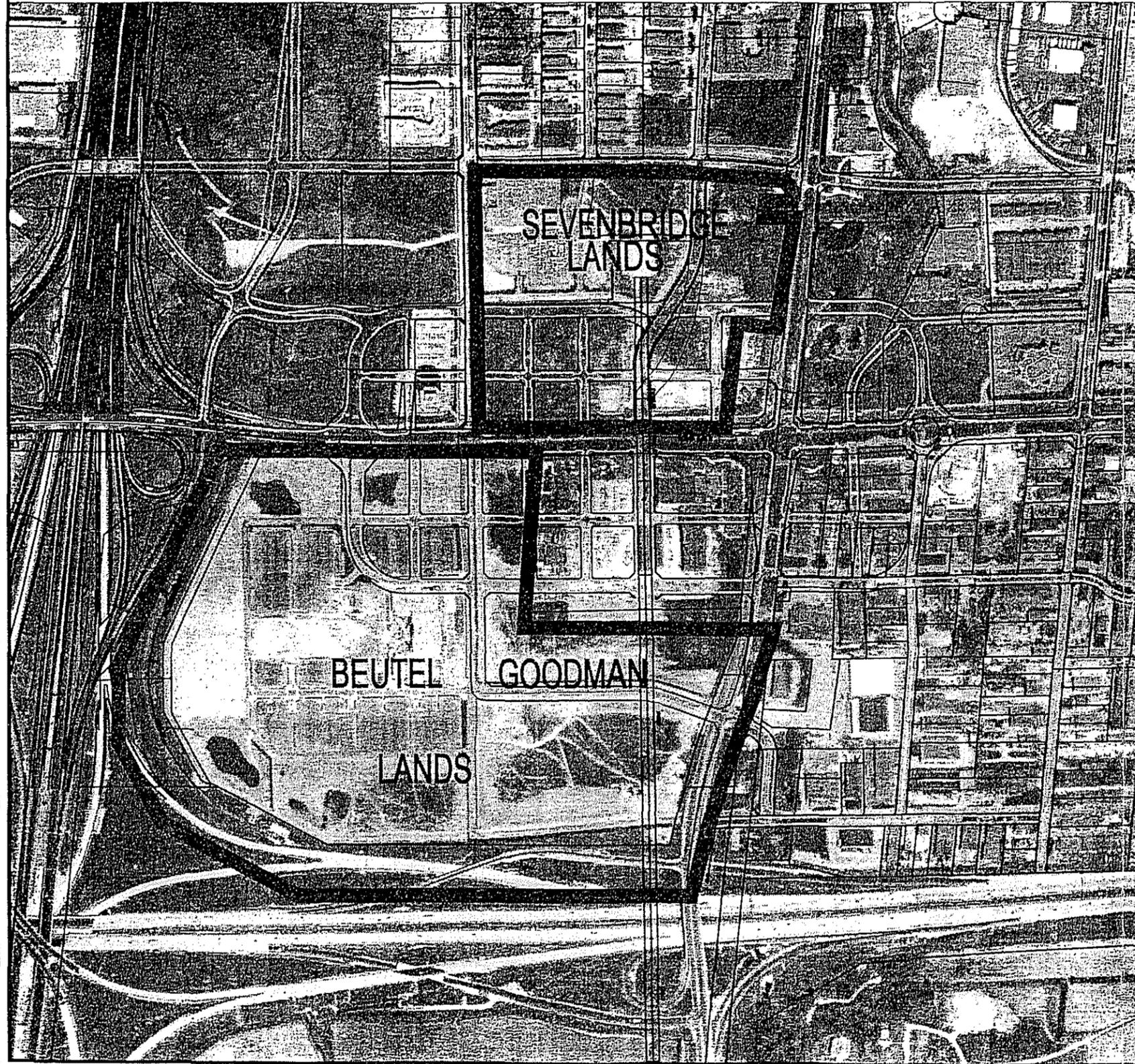
**KLM PLANNING PARTNERS INC.**  
URBAN PLANNERS AND DEVELOPMENT CONSULTANTS  
7880 KEELE STREET, SUITE 207, CONCORD, L4K 4G7



- LEGEND**
- LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - APARTMENTS / MIXED USE
  - COMMERCIAL (NC/CC)
  - PARKS
  - WOODLOTS/VALLEY LANDS
  - SCHOOLS
  - INSTITUTIONAL
  - GREENWAY
  - OTHER TRAILS
  - REVISED WOODLOT LIMITS (Outline + 1m)
  - BLOCK 10 BOUNDARY
  - PHASE I

LANGSTAFF  
WOODS  
BLOCK 10

FIGURE 5-REV



**THIS IS SCHEDULE 'K2'  
TO OFFICIAL PLAN AMENDMENT NO. 600**

ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2002

MODIFICATION #17  
ADDITION OF SCHEDULES  
K1 & K2

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**LEGEND**

==== PUBLIC TRANSIT  
==== RIGHT OF WAY(23m)

LOCATION: PT. LOTS 4-6, CON. 4,5

NOT TO SCALE

**THIS IS SCHEDULE '2B'  
TO OFFICIAL PLAN AMENDMENT NO. 529**