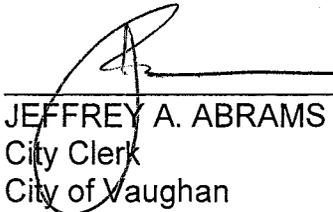


I, JEFFREY A. ABRAMS, City Clerk of the Corporation of the City of Vaughan, in the Regional Municipality of York, do hereby certify that attached is a true copy of Amendment Number 661 to the Official Plan of the Vaughan Planning Area, which was approved (in part) and modified by the Ontario Municipal Board as per Order issued on the 28th day of August, 2009.



JEFFREY A. ABRAMS
City Clerk
City of Vaughan

DATED at the City of Vaughan
this 27th day of November, 2009.

ISSUE DATE:

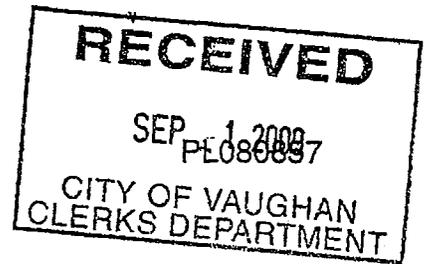
Aug. 28, 2009



Ontario

Ontario Municipal Board

Commission des affaires municipales de l'Ontario



IN THE MATTER OF subsection 17(40) of the *Planning Act*, R.S.O. 1990, C. P. 13, as amended

Appellant: Pine Grove on Seven Inc.
Subject: Failure of the Regional Municipality of York to announce a decision respecting Proposed Official Plan Amendment No. 661
Municipality: City of Vaughan
OMB Case No. PL080857
OMB File No. PL080857

Pine Grove on Seven Inc. has appealed to the Ontario Municipal Board under subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan, specifically Official Plan Amendment No. 240 (Woodbridge Community Plan), as amended by the City Council approved Official Plan Amendment No. 661 (The Avenue Seven Land Use Futures Study Plan), specifically the policies of the "Prestige Areas-Centres and Avenue Seven Corridor" designation, to increase the maximum permitted building height from 10-storeys or 32 metres, whichever is less, to 17-storeys and 48 metres and to increase the maximum permitted floor space index (FSI) from 3.0 to 5.5 for the purpose of permitting the development of a 17-storey mixed-use commercial/residential condominium building consisting of ground floor commercial and 140 residential units above, with 3 levels of underground parking (166 spaces) and 20 parking spaces on-grade on a 0.276 hectare parcel of land located at the southwest corner of Regional Road 7 and Kipling Avenue, being Lots 10, 11, 12 and 13 on Registered Plan 3762, municipally known as 5263 Regional Road 7 and 7720 Kipling Avenue, in Lot 5, Concession 8, City of Vaughan

City of Vaughan File No. OP.07.009

OMB Case No. PL081341

OMB File No. PL081341

Pine Grove on Seven Inc. has appealed to the Ontario Municipal Board under subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, from Council's refusal or neglect to enact a proposed amendment to Zoning By-law No. 1-88, as amended, of the City of Vaughan to rezone a 0.276 hectare parcel of land located at the southwest corner of Regional Road 7 and Kipling Avenue, being Lots 10, 11, 12 and 13 on Registered Plan 3762, municipally known as 5263 Regional Road 7 and 7720 Kipling Avenue, in Lot 5, Concession 8, City of Vaughan, from "C1 Restricted Commercial Zone" and "R1 Residential Zone" to "RA3 Apartment Residential Zone" with exceptions, for the purpose of permitting the development of a 17-storey mixed-use commercial/residential condominium building consisting of ground floor commercial and 140 residential units above, with 3 levels of underground parking (166 spaces) and 20 parking spaces on-grade

City of Vaughan File No. Z.07.049

OMB Case No. PL081343

OMB File No. PL081343

APPEARANCES:

<u>Parties</u>	<u>Counsel</u>
Pinegrove on Seven Inc.	J. Davies; A. Stewart
City of Vaughan	Q. Annibale; C. Storto; B. Duguid
West Woodbridge Homeowners Association Inc.	I. T. Kagan

MEMORANDUM OF ORAL DECISION DELIVERED BY S. J. SUTHERLAND ON JUNE 25, 2009 AND ORDER OF THE BOARD

The City of Vaughan (City) adopted Official Plan Amendment No. 661 (OPA 661) as it pertains to lands fronting on the north and south sides of the Highway 7 right-of-way, from east of York Road (formerly Highway 27) to Pine Valley Drive, and on the north side of Highway 7 to just west of Ansley Grove Road. Also included are some properties fronting Kipling Avenue north and south of its intersection with Highway 7. OPA 661 is one of five amendments to the City's Official Plan (OP) implementing the recommendations of the Avenue Seven Land Use Futures Study.

Pinegrove on Seven Inc. (Applicant/Appellant), the registered owner of lands municipally known as 5263 Highway 7 and 7720 Kipling Avenue (Subject Property), has appealed OPA 661 under subsection 17(40) of the *Planning Act* as a result of the failure of the Regional Municipality of York to deliver notice of a decision in respect of all or any part of OPA 661 within 180 days of OPA 661 being received by York Region. The letter of appeal is dated June 2, 2008.

Residents of the Kipling Avenue/Highway 7 area, which includes the lands subject to the appeal, have issues with the inclusion and redesignation of low density residential lands on the south side of this intersection by OPA 661. City Council (Council) referred this issue to the Ward 2 Subcommittee on May 12, 2008. The Subcommittee met with local residents and City staff reported back to the Committee of the Whole at a Special Council Meeting on June 3, 2008, and Council subsequently

adopted staff recommended modifications to exclude, generally, low density residential lots in the area surrounding the intersection of Kipling Avenue and Highway 7.

The Appellant, who wishes to construct a 17-storey residential apartment building on the Subject Property at the southwest corner of Kipling Avenue and Highway 7, is supportive of the principles of OPA 661 but disagrees with its performance standards, including height and density restrictions, which, the Appellant argues, will not achieve the intensification sought by this OPA. The Appellant is also concerned with modifications to the OPA as the Appellant is of the opinion that this will cause additional undue restraint.

This hearing was scheduled for 15 days. The Board stood down at the request of the three Parties for part of this period while attempts were made to reach a settlement. A settlement among the Parties was eventually arrived at and presented to the Board.

Prior to the settlement being arrived at, the Board heard qualified land use planning evidence on behalf of the City from Paul Robinson. On the basis of Mr. Robinson's evidence and at the request of the Parties, the Board issued an Interim Order approving OPA 661, except for those lands remaining under dispute, namely the Subject Property.

During the course of the hearing, the Board stood down several times while the Parties worked at negotiating a settlement. At the request of the Parties, the Board also made an unaccompanied visit to the Subject Property.

On June 16, the three Parties informed the Board that they had arrived at a settlement in principle. The Board then directed Counsel for the Parties to provide the affected landowners the terms of the settlement with sufficient notice for a scheduled public hearing on the evening of June 22. Mr. Kagan told the Board that his client, the West Woodbridge Homeowners, Association (WWHA), was not unanimous in its support of the City's position and would vote on the terms of the settlement. He suggested to the Board that the vote would not be unanimous either, but would be conducted in a democratic fashion.

Twenty-three people, most of them members of the West Woodbridge Homeowners' Association Inc., a Party to the hearing, addressed the Board on the evening of June 22 after the terms of the settlement were outlined to the Board.

At this evening session, the Board was informed that, on June 15, the Council of the City of Vaughan agreed to the settlement, and that, on June 14, the WWHA supported, by a two-thirds vote, the terms of the settlement. While there were a number of concerns expressed by the speakers, including traffic and safety during the construction period and beyond, and the quality of life in their now stable neighbourhood, the two most important issues to emerge were the height of the proposed building and the line defining the southern boundary on OPA 661 as it related to their neighbourhood. There was no support for the line extending, as the Applicant/Appellant had originally proposed, to Coles Avenue, and none expressed for the City's original proposal to ~~move it somewhat~~ to the north.

On these two issues, the terms of the settlement state the maximum height of the building shall not exceed 12 storeys or 38.4m, whatever is less, and establish the boundary of OPA 661 to the north of the boundary proposed by the City, as illustrated in Exhibit 36. Several people supported this new boundary. Some felt the height should be eight to ten storeys, not twelve, although some felt the step-backs on the upper storeys dictated by the angular plane were helpful. It was clear from the presentations that not all members of the WWHA supported the settlement, as Mr. Kagan had predicted. The Board commended the speakers for their well-thought-out presentations and for their concern for their neighbourhood.

At the evening session, solicitor Susan Rogers, representing participant John Duca, indicated that she wished to introduce a motion to make Mr. Duca a party in the hearing. Ms Rogers was informed by the Board that the Board would deal with the proposed motion at the hearing the next morning. Ms Rogers stayed at the evening session for a brief period and then left. Mr. Duca remained at the session, but made no presentation.

The following morning, Ms Rogers presented the Board with the following Notice of Motion for:

1. An order of the Board pursuant to subsection 17(44.1) and subsection 17(44.2) of the *Planning Act* adding Mr. John Duca, 1051727 Ontario Ltd. and Daytona Auto Centre Ltd. as a party to this hearing.
2. An order of the Board that the hearing of the repeal with respect to OPA 166 (sic) of the City of Vaughan be adjourned to allow Mr. Duca and the owners of the properties located at 5289 Regional Road 7 and 5309 Regional Road 7 and their counsel and professional advisors to review and consider the impacts of the adjustment of the boundary of OPA 166 (sic) from its position along Coles Avenue and to prepare to address such a proposal in a full hearing before the Board.
3. In the alternative, an order of the Board adjourning that part of this hearing that relates to the adjusted OPA 166 (sic) Boundary line on the property located at 5289 Regional Road 7 and 5309 Regional Road 7, *sine die*, pending the processing of a redevelopment application for those properties.
4. An order of the Board abridging the time for services of this motion.
5. Such further and other relief as counsel may advise and the Board permit.

Ms Rogers told the Board that she was bringing the motion forward at this time because she viewed what has happened at the hearing "as a fundamental breach of the principles of natural justice" and "a failure of fairness in respect to my client." Ms Rogers said her client "went on what was a good-faith understanding of the system, which is that...if anything should affect this property, he would be able to participate fully, be notified and, given that what has affected his property arose out of a settlement discussion, be invited to participate in that discussion.

Ms Rogers said her motion needed to be argued "today". She said she could not be expected to cross examine witnesses giving evidence in respect to the line as it

affects her client's property; nor had she an opportunity to review the document books or any of the evidence.

She told the Board the line agreed upon in the settlement ("the purple line") "will completely detrimentally affect my client's ability to invest in his property."

Mr. Annibale and Mr. Kagan objected to hearing Ms Rogers' motion at all. Mr. Davies believed that the hearing could proceed in a fashion where it would not be necessary to hear Ms Rogers' motion. All three indicated that they were not prepared to argue the motion that day, the materials having only been served yesterday.

In summary, they argued that Mr. Duca, despite having attended a pre-hearing conference where the distinction between a party and participant was explained, and despite having known that the boundary line of OPA 661 as it could affect his property was "in play", chose to become a participant, not a party, and should not now be complaining that a settlement had been achieved without his involvement. He had, in Mr. Annabale's words, "a responsibility to take whatever steps were necessary to protect his property."

Mr. Kagan said he did "not want this hearing hijacked by somebody who comes in at the last minute and tries to upset a settlement that was extremely difficult to work out." He told the Board that "it would be completely inconsistent" for the WWHA, based on the vote it took last night, to have parts go ahead and parts be adjourned." He said Mr. Duca made a choice not to hire a lawyer or a planner, but to limit his participation to his own evidence despite knowing that the neighbours wanted the line further north than either the City or the Applicant/Appellant. As a participant, he did not have the same rights to take part in settlement discussions as he would have as a party.

Counsel for the three Parties agreed that, even as a participant, they would permit Mr. Duca to have counsel, thus affording the opportunity for cross-examination. Ms Rogers indicated that she was not willing to hear the witnesses scheduled for that day, as the three other counsels suggested she do, without any preparation or without a planner present. For that reason, she said, her motion had to be heard that day so her client could become a party and acquire a planner.

The Board has discretionary power in the control of its own procedure. Board Rule 45 states, "A motion may be made at an oral hearing event with the leave of and in accordance with any procedures ordered by the presiding Member." Board Rule 3 states, "These Rules shall be liberally interpreted to secure the just, most expeditious and cost-effective determination of every proceeding on its merits."

Upon consideration of the argument presented to it, the Board issued an oral decision that it was not prepared to hear the motion. To do so would not, in the Board's view, be just, expeditious or cost effective. The reasons why are as follows:

- The hearing had commenced, witness statements and replies had been exchanged, Mr. Robinson's evidence had already been heard.
- Mr. Duca was present at pre-hearing conferences where the distinction between a party and a participant was made clear. He chose to be a participant, knowing full well that the boundary line of OPA 661, which could have an affect on his property, was an issue.
- As a participant, Mr. Duca was not entitled to take part in settlement discussions. As a party he would have been so entitled.
- As to the issue of natural justice: natural justice cuts both ways. Mr. Duca knew from the beginning that the line was in play. So did the homeowners. It was, to a large extent, their issue. They got the ratepayers' association together, engaged counsel, engaged a planner, and, at no small cost to them, became a Party at the hearing. Mr. Duca had the same opportunity, but chose not to exercise it.
- The Board has a procedure in place for a good reason – to guarantee a fair, orderly hearing. The Board was not prepared, in this instance, to upset a hearing already underway to allow Mr. Duca to become a party simply because he was not happy with a carefully negotiated settlement. Yes, the settlement affected his property. There was always that possibility. It also affected, in a positive way, the residential properties already existing on the north and south side of

Coles Avenue. Mr. Duca was not the only person affected by this settlement. Unlike the residents, he decided not to take on the responsibilities of a Party at the appropriate time. To allow Mr. Duca to become a party at this juncture would indeed set an unfortunate and destabilizing precedent for future hearings.

- Mr. Duca did not participate in any public meetings related to OPA 661 as it was being modified by Council.
- The Board, and counsel, were prepared to allow Mr. Duca to cross-examine witnesses despite his status as a participant.
- Counsel for the WWHA made it clear that his client's support was based on a comprehensive settlement. To defer approval of the ~~boundary line of OPA 661 as it affects Mr. Duca's lands until such~~ time, as yet undetermined, as a development application is brought forward for those lands is not reasonable given the crucial nature of that boundary to the WWHA.
- Mr. Duca retains the right to make a development application under the *Planning Act*.

The Board then invited Mr. Duca to participate as a participant in the hearing, with Ms Rogers as counsel. Ms Rogers replied that Mr. Duca would be withdrawing from the hearing and the two left abruptly. The Board heard no evidence from Mr. Duca other than Ms Rogers' presentation.

The Board heard unchallenged expert land use planning evidence in support of the application, as amended by the settlement agreement, from Mauro Peverini, on behalf of the City, and Rosemary Humphries, on behalf of the Applicant/Appellant.

Mr. Peverini is the manager of the City's Planning Department. He is an experienced land use planner, and has been with the City since 1990. He was not supportive of the Applicant/Appellant's original proposal of a 17-storey building on the Subject Property, saying it was "overdeveloping the space...adjacent to a well-established low density residential community" (Exhibit 2, Tab 2). He expressed

concern about the scale of intensification represented by the original application, saying it was "inappropriate", and said that application "did not represent good land use planning" because it was not compatible with the surrounding land use context". Mr. Perverini supported the application, as revised by the terms of the settlement agreement, with its five storey height reduction. He also supported the revised boundary for OPA 661. He said there is no dispute that the subject lands should be intensified, or that the uses being proposed are appropriate.

Rosemarie Humphries is a land use planner with considerable experience. It was her opinion that the application, as modified by the settlement agreement, for the Subject Property, was appropriate, represented good planning and should be approved. She told the Board that provincial, regional and local policy documents all have the common direction of achieving sustainable direction "through a new urban structure that is compact, efficient, intense and transit supportive" (exhibit 4). She pointed to OPA 661, which identifies intensification opportunities along the Highway 7 corridor. She said the proposed building setbacks for the 12-storey building, as dictated by the 45 degree angular plane, adequately address any privacy and overlook issues and provide an appropriate transition between the adjacent lower density area to the south and the emerging higher density area to the north. She said that the proposed landscaping and urban design feature also assist in addressing any impacts on the surrounding area.

 Having considered all the expert evidence and opinion presented to it during the course of this hearing, the Board Orders that the appeal is allowed in part and Amendment No. 661 to the Official Plan of the City of Vaughan is modified as set out in Amendment 701 to the Official Plan of the Vaughan Planning Area, appended to this Order as Attachment "1".

The reasons are as follows:

- the scale of development, as represented by the settlement, is consistent with the existing community;
- the application, as modified by the settlement, represents good planning for the intersection of Kipling Avenue and Highway 7; including substantial intensification of the subject property in accordance with the direction in the Provincial Policy Statement (PPS);

- Provincial, Regional and Area municipal planning policies support housing intensification within existing urban areas, as outlined by Mr. Johnston in his testimony;
- the adjustment of the boundary line for OPA 661, as represented in the settlement, helps protect the character of the well-maintained neighbourhood, the proposed development borders, and represents good planning.
- the settlement is in the public interest.

The evidence given by the expert witnesses in regard to these matters was uncontradicted and convincing.

~~So Orders the Board.~~

"S. J. Sutherland"

S. J. SUTHERLAND
MEMBER

AMENDMENT NUMBER 661
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA

The following text, including Part 2, entitled *The Amendment and Policies Relative Thereto*, and Schedules "A" and "B", constitute Amendment Number 661 to the Official Plan of the Vaughan Planning Area.

Also attached hereto, but not constituting part of the Amendment are Part 1, entitled *The Basis of the Plan*, and Appendix "1".

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PART 2: THE AMENDMENT AND POLICIES RELEVANT THERETO

PART 1: THE BASIS OF THE PLAN

1.0 Introduction and the Avenue Seven Land Use Futures Study

For at least the past 10 years, planning documents in York Region and in the City of Vaughan have been promoting a more sustainable and more urban structure, based on intensified development that is focused on a hierarchy of centres, and connected by transit supportive corridors. Avenue Seven is the key east/west corridor, linking the planned Regional Centres of Vaughan, Richmond Hill and Markham in York Region with Brampton in Peel Region to the West and with Oshawa in Durham Region to the east.

Unfortunately, and notwithstanding a widespread understanding that a new urban structure is required, the challenges for actual implementation remain. In general, the planned change in the urban structure has not materialized in Vaughan as quickly as anticipated. Issues of location, accessibility, timing, economics, aesthetics and market acceptance of higher density development are difficult to overcome, especially when substantial, lower intensity greenfield opportunities continue to compete for developer and consumer attention.

Furthermore, many studies (Slack, 2002 and Blais, 1995) indicate that the playing field between low intensity greenfield development and intensified, mixed use development in centres and along corridors is not level – to the substantial benefit of greenfield development. In fact, some have suggested that:

- higher density development subsidizes low density development;
- the 'public interest' benefits of transit supportive, higher density development are simply ignored by current fiscal policy; and,
- suburban development does not pay its fair share of the social and environmental costs of sprawl.

Evidence of the challenges faced by higher density "urban" forms of development in the Vaughan context is illustrated by the experience of the Vaughan Corporate Centre Secondary Plan (Official Plan Amendment 500). The intent of OPA 500 was to promote the establishment of a Regional Centre at Highway 7 and Jane Street. The Regional Centre is to become a mixed use, high-density centre supported by high order transit facilities along Highway 7, with a north-south transit connection to York University and the Spadina Subway. Many of the traditional planning policy impediments (height and density limits) were removed, yet this action alone has not proven enough to achieve the planned vision for the Corporate Centre Node.

Recent studies (Making It Happen! The York Region Centres and Corridors Study) have concluded that all levels of government not only have a key role in facilitating the evolution of our cities: they must lead the change. The public sector must create the conditions which make it advantageous for businesses and residents to locate in a more urban environment, within a primarily suburban context. This fundamental requirement is strongly influenced by a combination of political will to achieve stated planning objectives, public sector investment in infrastructure, transit and buildings.

Fairgrounds; and

- some areas are specifically omitted from this Amendment, including those areas identified for environmental protection; or areas not likely to redevelop in the long-term such as stable employment uses, stable low density residential uses with a reverse frontage condition adjacent to Highway 7, areas designated Special Policy Area (SPA), and low density residential uses located on a local street internal to neighbourhoods that are physically separated from the transit service on Highway 7.

1.2 Purpose

The purpose of this Amendment (and the four similar amendments applying to other lands within the Highway 7 corridor in Vaughan) is to establish within the Official Plan of the City of Vaughan:

- A clear vision of the intended long-term urban structure within the Avenue Seven Corridor.
- A transit-supportive land use plan that includes a series of urban centres and that provide broad direction to the public and private sectors with respect to street and block patterns, land use, building height and density, and urban design.
- A framework for implementation that includes clear expectations, and flexible planning policy that facilitates change and provides the potential for the establishment of an incentives-based development program, through the Community Improvement legislation (Section 28) of the Planning Act.
- A strategy to guide decisions regarding public investment, including support for introducing a substantial civic/public use or precinct presence in the Corporate Centre Node, reinforcing the importance of the Corporate Centre in establishing a new, and more sustainable urban structure in the City of Vaughan.
- A monitoring program to ensure the achievement of the City's objectives with respect to height, density, mix of uses and support for transit over the long term evolution of the Avenue Seven Corridor.

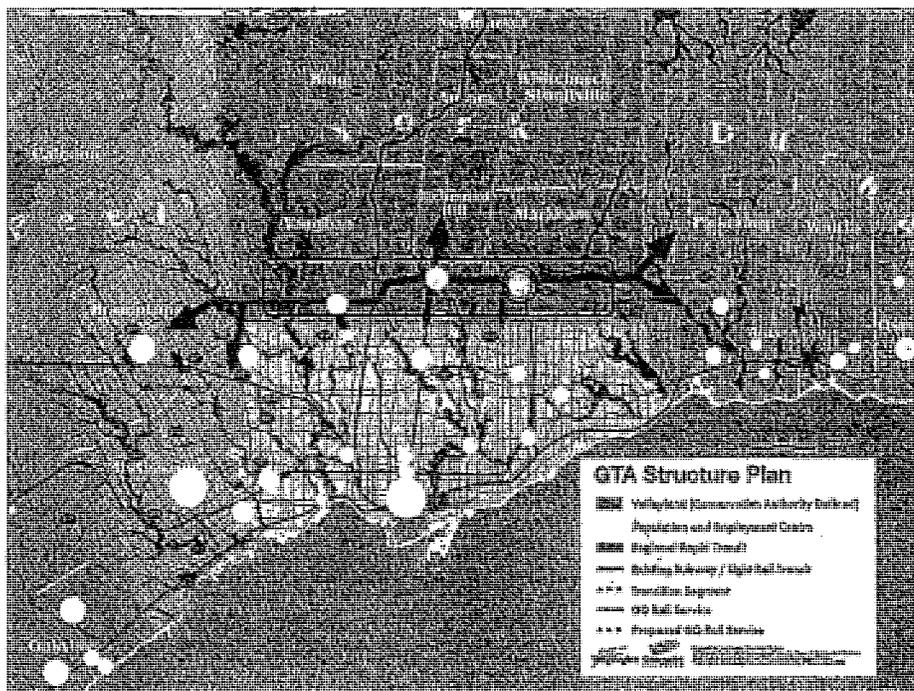
2.0 Background and Context

The Highway 7 Amendments are intended to facilitate the change in urban structure that has been anticipated and promoted by all levels of government over the past ten years. The Amendments conform to the Intent of the Region of York Official Plan and are supported by the York Region Transportation Master Plan. The Province, the Region and the City of Vaughan have all carefully considered the issues of suburban sprawl. Current legislation and planning policy promotes a new vision for a sustainable urban structure. The studies and policies referenced below set the stage for change in Vaughan, York Region and across the GTA.

2.1 GTA Urban Structure

During the early 1990's, the Greater Toronto Area Urban Structure Concepts Study (IBI) began promoting re-organization of the GTA's development pattern to achieve an urban structure comprised of higher intensity centres and corridors complemented by lower intensity employment districts and residential neighbourhoods. The planned structure would provide an improved transportation network and support

an increased reliance on transit. This new development structure is recognized as beneficial and has been adopted by both the Region of York and City of Vaughan as a new development direction (see Map 1).



Map 1: The Planned GTA Structure

2.2 The Highway 7 Corridor Land Use and Transit Strategy

This study (produced by the Provincial Office For the GTA) concluded that Highway 7 should function both as a transportation corridor and a diverse urban place. The study also provided many comparable examples of great streets with wide roads, carrying high traffic volumes, that are the spines of vibrant urban districts, that could act as models for the future Highway 7.

2.3 The Provincial Policy Statement (PPS)

The new Provincial Policy Statement was approved in 2005. In planning for future development within the Highway 7 Corridor, a number of its policies are highly relevant, including those which support efficient land use, a range and mix of housing densities, residential intensification, and public transit. The PPS recognizes that the official plan is the most important vehicle for the implementation of the Policy Statement. 'Comprehensive, integrated and long term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies.' The PPS also requires that 'a decision of the Council of a municipality...in

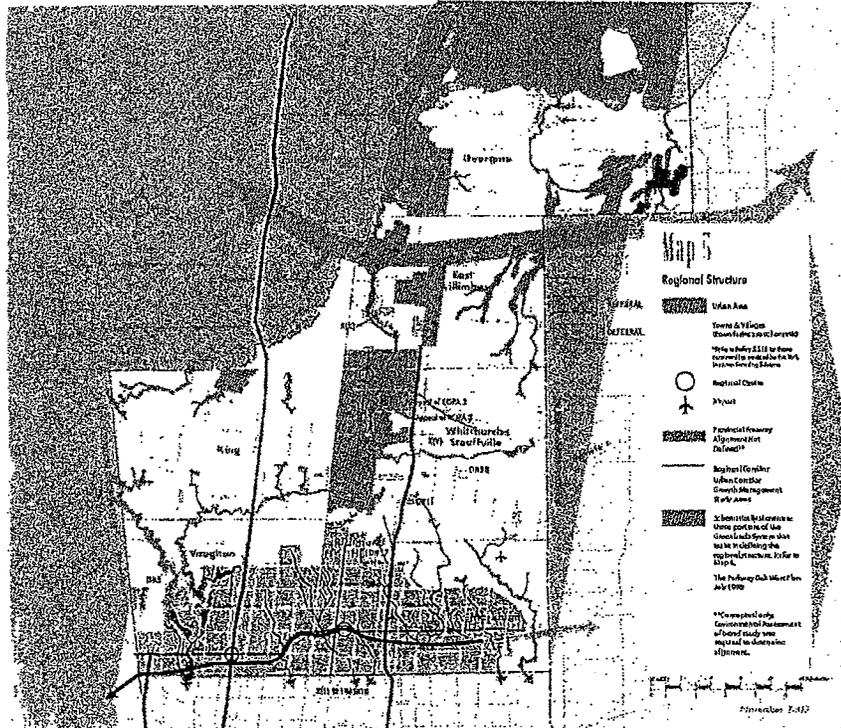
respect of the exercise of any authority that affects a planning matter shall be consistent with this Provincial Policy Statement'.

2.4 The York Region Official Plan

The Region of York Official Plan identifies (see Map 2) four "Regional Centres", that are intended to become the focus for business, government, entertainment and culture within the Region with complementary medium and high density residential development. They include:

- Vaughan Corporate Centre In Vaughan at Highway 7 and Highway 400;
- Langstaff Gateway in Richmond Hill at Highway 7 and Yonge Street;
- Markham Centre at Highway 7 and Warden Avenue; and,
- Newmarket Centre at Yonge Street and Davis Drive.

The York Official Plan also identifies two "Regional Corridors" - Highway 7 and Yonge Street - which are expected to develop with higher density land uses that will support the planned transit routes. Highway 7 is considered a high capacity arterial that has great potential for intensive mixed-use development supported by a frequent and efficient rapid transit service. The Official Plan suggests that over the next 25 to 50 years, the Plan's vision for Highway 7 will direct its transition from a provincial highway to a multi-purpose transit supportive urban street that is both a corridor and an urban place. It will link three regional centres that serve as compact mixed-use areas that are intended to function as focal points for business, government, higher-density residential uses and culture.



Map 2: York Region Official Plan – Regional Structure

2.5 York Region Transportation Master Plan - Planning 2031

The Transportation Master Plan identifies the ultimate transit network for the Region (Map 3). The backbone of this network is the introduction of rapid transit services in four key corridors. These key corridors are, in effect, the most important linkages in the Region since they bisect the areas planned for urban development. They also are the routes that provide the direct connections to Toronto, Peel and Durham Regions. The corridors, therefore, not only serve trip making within the Region, but also accommodate the very high travel demands between adjacent urban centres. The four key corridors are:

- Yonge Street from Newmarket to the Yonge subway at Finch Avenue;
- A corridor linking Vaughan Corporate Centre to York University and the Spadina subway;
- A corridor linking Markham Centre at Highway 7 to the Sheppard Subway; and,
- Highway 7 across the entire Region.

These initiatives will significantly improve transit service in the corridors and support the further development of the four identified regional centres.

2.7 York Region Official Plan Amendment No. 43

York Region recently approved an amendment to the Regional Official Plan (ROPA 43) that will implement the findings of the Centres and Corridors Study. ROPA 43 is the land use policy component of the Regional Centres and Corridors Strategy. This overall strategy also includes financial policies and tools, infrastructure investment programs, and other programs to promote the intended vision. The new land use policies provide stronger support and direction for municipal policy formation. Notably, the amendment:

- provides clear policies to distinguish between areas (Centres and Corridors) serving a regional function and scale, from those of a local function and scale;
- provides the ability for municipalities to identify appropriate areas along Regional Corridors for higher density development;
- recognizes the importance of compatible building design and massing where infill and redevelopment is proposed adjacent to existing communities;
- provides support to accommodate an increase in the population of Vaughan; and,
- promotes an overall target of 2.5 FSI as supportive of higher order transit service.

Overall, the Region's amendment assists the City of Vaughan by providing a clearer policy framework and support for higher-order transit and land use in Regional Centres and in "Key Development Areas" of Regional Corridors.

2.8 Vaughan Vision 2007

In May 2003, Vaughan Council released its now strategic plan: Vaughan Vision 2007. The Vision identifies important transportation and planning-related goals. The Vision encourages development of transportation infrastructure and higher order transit such as the TTC subway extension projects, and transit-supportive development.

2.9 City of Vaughan Policies

The challenge of this Official Plan Amendment is to encourage the evolution of the corridor through the provision of higher-order transit and supporting land use and development policies – clearly in conformity with the intent of the policies of the Regional Official Plan. Much of the corridor is already developed, and the current built form is reflective of the earlier policies and conditions. Access controlled, low density forms of development predominate. To achieve the objective of higher density, transit-supportive development, a new or additional layer of planning policy needs to be established and implemented. Key to this strategy will be a clear understanding of the changing and future role of Highway 7 as a crucial component of the planned urban structure.

2.10 OPA 500 – The Vaughan Corporate Centre Secondary Plan

The City of Vaughan's Official Plan, as amended by OPA 500, builds upon the regional importance of the Vaughan Corporate Centre and recognizes it as the primary focus for higher intensity employment,

entertainment, cultural, municipal and residential land uses. The Corporate Centre Plan is based on a grid of roads and urban sized blocks, an urban form that creates a pedestrian friendly environment, and promotes a mix of land uses that can evolve over time, as the market dictates.

Overall, OPA 500 is intended to remove major policy impediments to redevelopment within the Corporate Centre, while, at the same time, establishing a framework that ensures compatible development and the achievement of an attractive City Centre in the long-term.

2.11 OPA 450 – The Vaughan Employment Area Growth and Management Plan

There are two sections of the Highway 7 Corridor which are subject to the policies of OPA 450. Two land use designations- "Prestige Area" and "Employment Area General"- apply in these areas.

The "Prestige Area" designation permits a wide range of industrial, office, business and civic uses. Policies require development to contribute to a "prestige" image for the district, as well as employment-intensive uses that support the transit system. Such areas are located adjacent to arterial roads, like Highway 7.

The "Employment Area General" designation permits a wide range of industrial, office, business and civic uses, including uses that require outside storage. Policies are also included that are intended to control the visual impact of outside storage.

2.12 The Vaughan Enterprise Zone

The area located west of Highway 27 and flanking Highway 7 north to Langstaff Road has been identified as the "Vaughan Enterprise Zone". This area is subject to OPA 450 and is considered a key location for future major employment generating land uses. The area north of Langstaff Road will ultimately be added to the employment area in the City's Official Plan to create a large complex of employment lands.

2.13 Jane/7 Employment Area Redevelopment Strategy

The intent of this study was to find ways to stimulate comprehensive redevelopment east of Jane Street in the Jane/7 Employment Area. The area is part of the planned Vaughan Corporate Centre, and is subject to both OPA 500 and OPA 450. As a result, it has been planned to evolve into an attractive "urban place". A mix of commercial and employment-generating land uses are permitted, with high density residential uses also permitted adjacent to the intersection of Jane Street and Highway 7.

It is the primary purpose of the Jane/7 Employment Area Redevelopment Strategy to identify any impediments that delay or discourage the planned evolution of the study area, and to recommend a strategy to overcome those impediments. This was done through the preparation of 'Demonstration Plans' that identified how particular representative sites could be redeveloped to meet the objectives of the Vaughan Corporate Centre.

2.14 Opportunities for New GO Rail Stations - A Potential Catalyst for New Development

GO Transit has already identified the potential to expand services on the two GO Rail lines that service the City of Vaughan. These commuter rail lines include the Bradford GO Rail line and the CP Rail line (Bolton Subdivision). In all, thirteen new GO Rail stations have been proven feasible by the Region as a means of directly serving the planned growth areas of the Region.

Two of the proposed GO Rail stations are located within the Highway 7 Corridor. The most westerly one would be located on the CP Rail line in Woodbridge (on lands which are currently subject to OPA 240). Although it would not be directly located on Highway 7 (owing to topographical constraints where the rail line crosses the highway), this location has the opportunity to serve the Woodbridge community. The York Region Transportation Master Plan places its implementation at 2021 or beyond.

The most easterly station location is located on the Bradford GO Rail line near its crossing of the Highway 7 Corridor in Concord (lands currently subject to OPA 450). Direct and convenient connections can be made between the east-west rapid transit service on Highway 7 and the commuter GO Rail services. The York Region Transportation Master Plan recommends that this station be built within the next ten years. Commuter services would provide a direct connection to Union Station. With the implementation of these key transit components, the surrounding area therefore achieves an exceptionally high degree of accessibility and becomes a prime location for intensified employment and residential development.

3.0 Delivering the Rapid Transit System: Implementing The York Region Rapid Transit Plan (YRTP)

The Region of York and its private-sector partner York Consortium 2002 are presently in the process of implementing 'The York Region Rapid Transit Plan'. The York Region Rapid Transit Plan is focused on achieving the Region's rapid transit strategy that will link the Regional Centres and provide the critical connections to the transit systems in the City of Toronto and the Regions of Durham and Peel. YRTP will focus on providing rapid transit in the following priority corridors:

- extension of the Spadina subway northward connecting to York University and the Vaughan Corporate Centre;
- Yonge Street from the Finch Subway Station to the Newmarket Centre, including a future extension of the Yonge Street subway;
- the Highway 7 Corridor with links into Peel and Durham Regions; and,
- north-south transit connection from Markham Centre to the TTC's new Sheppard subway line.

The delivery of improved transit service in the Highway 7 corridor will, like the land uses, evolve over time. Initially service improvements are to be provided through a 'Quick Start' program that, for example, will give signaled priority to enhanced bus services. This will then evolve and increase ridership through the provision of dedicated bus lanes, and possibly through a light rail transit system.

In order to begin the approval process, the Region of York initiated the preparation of the Terms of Reference for an Individual Environmental Assessment under the Environmental Assessment Act. Terms of Reference included the studies required to demonstrate need and justification, and to identify

alternatives that will be evaluated by the Environmental Assessment. Several alternative transportation strategies have been examined for the transit network. The preferred transit network includes both north-south and east-west rapid transit services.

Within the City of Vaughan, two alternative east/west segments are being considered. The first segment known as "Segment A" would traverse the City in the Highway 7 corridor. The second segment known as "Segment B" would proceed south from Highway 7 along the Jane Street corridor, across Steeles Avenue, easterly through York University, north on Keele Street to Highway 7, easterly to Centre Street, along Centre Street to the Bathurst Street corridor, and then northerly back to Highway 7. These Amendments support the preferred routes for the Highway 7 corridor and the Vaughan Corporate Centre - York University subway line. In March, 2006, the Province of Ontario announced its commitment to extending the Spadina subway line northward through York University to the Vaughan Corporate Centre at Highway 7.

4.0 The Avenue Seven Vision

Highway 7 is a critical spine in the City of Vaughan's planned urban structure. It is the central artery for the transit strategy. As well, the corridor has been targeted for substantial growth. The public sector has already demonstrated its commitment to improving the infrastructure as an essential first step in realizing the transit and land use vision.

Higher order transit on Highway 7 provides one very important part of the necessary impetus to encourage redevelopment. The Corridor's future calls for it to become a broad urban avenue that is capable of embracing the vitality that will come with intensification.

To be consistent with the image of an urban avenue, Highway 7 should be renamed "Avenue Seven". It is envisioned as a multi-purpose urban avenue that is both a corridor and a series of centres. Avenue Seven will become a beautiful street that evolves into the focus of activity for the entire City. It is the "necklace" on which are a series of "pearls" – centres developed around major transit connections.

In the centres, Avenue Seven will be lined with buildings that create mixed use districts, with a mix of densities. The spine will be the focus for the residential neighbourhoods that support each centre. By providing a range of housing types at a variety of densities, the centres will be healthy, vital and dynamic districts that will be successful and sustainable over time. Avenue Seven will be an appealing route of travel for pedestrians and cyclists, transit riders, as well as motorists.

As this Vision is realized over the next 50 years, the Corridor will be transformed from its current condition – an automobile-dominated landscape running through a collection of unconnected land use monocultures – into a series of urban districts characterized by a network of pedestrian-friendly streets, parks and public open spaces that offer a diverse choice of lifestyles and support services to the residents.

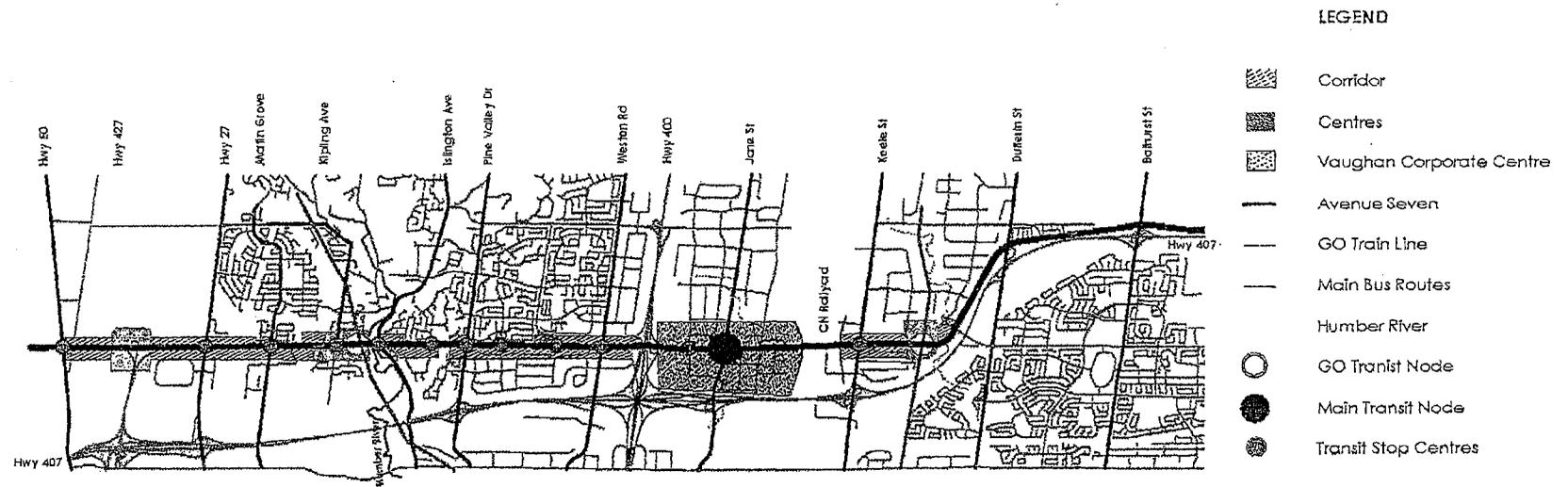
This Vision for Avenue Seven (see attached Map 4 and Table 1) will develop incrementally and in stages over a long period of time. The Vision must, however, be broadly shared and supported to withstand the pressures for interim development in critical areas that may not be consistent with the City's ambition to

support high order transit with intensified mixed use development.

The City of Vaughan has already done substantial work in understanding and in preparing a long-range vision for the future. Official Plan Amendments 500 and 600, as well as the recently adopted Vaughan Vision 2007, set the stage. In addition, the Regional and Provincial governments have been working toward broad visions for land use and transit facilities across the GTA. The Vision for Avenue Seven promoted by these Amendments provides the details that are based on:

- establishing density targets and built form performance standards that articulate the foundations for change;
- the provision of higher order transit facilities that connect all the components on Avenue Seven in Vaughan together, and across jurisdictional boundaries;
- an understanding that strong planning policies that support higher intensity development in the Avenue Seven Corridor are required, including the explicit ability to allow an array of financial tools to be implemented in designated centres and corridors; and,
- an understanding that the implications of development staging and phasing over time must be considered. The focus must be on establishing the Corporate Centre first, followed by the development in the lower level centres, and that interim forms of development must not preclude the achievement of the ultimate Vision.

Another key concept in establishing the Vision for the Avenue Seven Corridor is to promote a finer-grained road and development block pattern within 200 metres on either side of Avenue Seven. Part of this objective is to establish parallel east-west collector roads, both north and south of Avenue Seven as alternate routes for vehicles, as traffic demands within the Corridor increase over time. The intent of this concept is to improve the over-all connectivity among land uses and districts within the Avenue Seven Corridor (north-south and east-west), as well as to enhance the vehicular and pedestrian permeability to Avenue Seven (primarily north-south).



Map 4: Highway 7 Concept; Subject Lands

Hierarchy of Centres

	Size	Transit	Land Use	Density	Incentives Trigger	Height	Planning Program
Corporate Centre Node	Based on 400m walking distance from transit stop (about 50 ha)	LRT in HWY 7 High order transit south to York University and Spadina subway	Mix of uses, focus on commercial, residential encouraged	Target 5.0 X -no upper limit	Min. density of 3.5 X	25m except in gateway sites (no height limit)	<ul style="list-style-type: none"> • Conformity to OPA 500/UDG • Prepare community improvement plan • Establish incentive program • Establish public parking
GO Centres	Based on 400m walking distance (about 50 ha)	LRT in HWY 7 GO Transit north/south to Union Station	Mix of uses, focus on residential	Target 3.5 X	Min. density of 2.5 X	Up to 10 storeys or 32 m -appropriate transition from low density residential Can be higher subject to tertiary plan	<ul style="list-style-type: none"> • Prepare Tertiary Plan for GO Centres • Prepare CIP/incentives
7/427 Centre	Based on 400m walking distance (about 50 ha)	LRT in HWY 7	Mix of uses, focus on office / employment	Target 3.5 X	Min. density of 2.5 X	Up to 10 storeys (32m)	<ul style="list-style-type: none"> • Draft plans and site plans process
Transit Node	Based on 200m walking distance from transit stop (about 15 ha)	LRT in HWY 7 Regional / Local Transit stop	Mix of uses, focus depends on adjacent land uses	Target 3.0 X	Min. density of 2.0 X	Up to 10 storeys or 32 m -appropriate transition from low density residential	<ul style="list-style-type: none"> • Prepare new Secondary Plans for Nodes • Prepare CIP/ Incentives
Corridor	Based on 200m walking distance either side of HWY 7	LRT in HWY 7	Mix of uses, focus depends on adjacent land uses	Average 1.5 X 2.5 X max	Min. density of 1.0 X	Max. 26.0 m or 8 storeys abutting non-residential max. 12.0 m or 4 storeys abutting low density residential	<ul style="list-style-type: none"> • Prepare CIP/ Incentives • Amend OP

Table 1

5.0 The Policy Framework of OPA 661

The Avenue Seven Vision is reflected in the policy framework established in OPA 661, together with four other amendments applicable to other portions of the Highway 7 corridor. These documents amend the following amendments currently in force (see Map 5):

- OPA 660 amends Official Plan Amendment 450 - Employment Area Growth and Management Plan;
- OPA 661 amends Official Plan Amendment 240 - The Woodbridge Community Plan;
- OPA 662 amends Official Plan Amendment 345;
- OPA 663 amends Official Plan Amendment 500 - The Vaughan Corporate Centre Secondary Plan; and,
- OPA 664 amends Official Plan Amendment 467 and Official Plan Amendment 4.

Map 5 identifies the areas where each of the existing amendments apply within the City of Vaughan. All of the new amendments are substantially similar in that they establish a new land use designation entitled "Prestige Areas - Centres and Avenue Seven Corridor". Within that designation there are policies that deal with the hierarchy of centres and the Interstitial areas, as well as the nature and form of development anticipated throughout the Avenue Seven Corridor.

OPA 661 redesignates most of the properties with frontage on Highway 7 within OPA 240 to "Prestige Areas - Centres and Avenue Seven Corridor" from a wide range of existing designations, including 'Low Density Residential', 'Medium Density Residential', 'Community Commercial', 'Local Convenience Commercial', 'General Commercial', 'Service Commercial', and 'Industrial'.

The lands subject to OPA 661 include properties which are subject to site-specific amendments, as identified on the Figures in Appendix "1". The effect of OPA 661 is to expand upon the range of development opportunities available within each of these properties, without removing the existing permissions associated with the site-specific amendments.

Within the "Prestige Areas - Centres and Avenue Seven Corridor" designation, OPA 661 identifies the following centres:

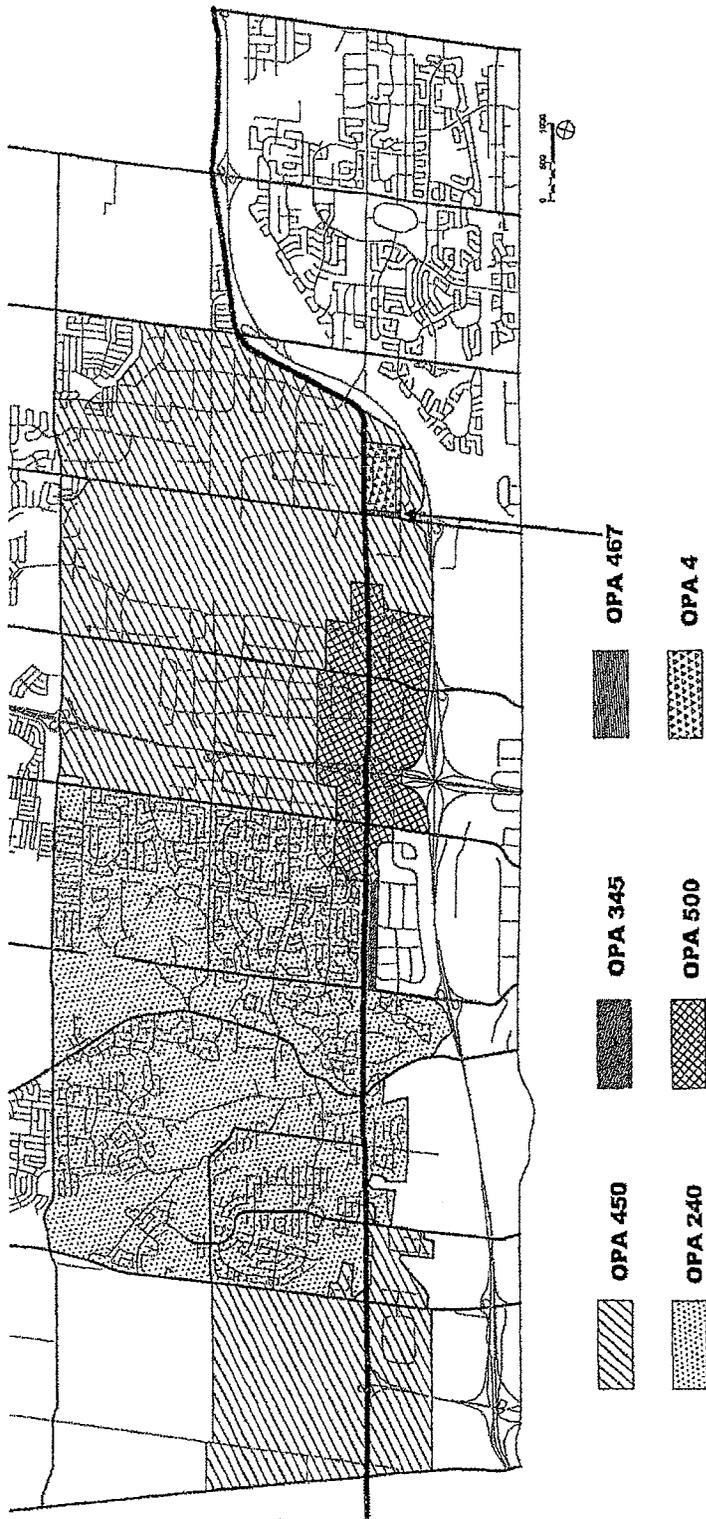
1. the Woodbridge GO Centre, in the vicinity of the CP rail line generally in the area north of Highway 7 to the Woodbridge Fairgrounds;
2. seven Transit Stop Centres, at the intersections of Highway 7 with Martin Grove Road, Kipling Avenue, Islington Avenue, Helen Street, Pine Valley Drive, Aberdeen Avenue and Ainsley Grove Road.

The Woodbridge GO Centre will include a broad mix of uses, including office, business, retail, high-density residential, institutional and civic uses. It is anticipated to accommodate a major concentration of development, targeting a minimum Floor Space Index of 3.5, and will be the subject of a future tertiary planning exercise, generally encompassing the lands within approximately 400 metres of a future GO station once its location has been determined through an Environmental Assessment.

The Transit Stop Centres are generally located at major arterial intersections where transit service will be focused. These centres have an overall density target of 3.0 FSI for the lands within 200 metres of Highway 7. The overall density target for interstitial areas between the centres is 1.5 FSI, with a maximum of 2.5.

Between the series of designated centres on Highway 7, the amendments provide for increased densities to support transit by applying the designation, "Prestige Areas - Centres and Avenue Seven Corridor". This designation applies to the portions of the corridor where opportunities for redevelopment are present. The designation applies to properties north and south of the Highway 7 right-of-way, generally to a maximum depth of 200 metres depending on the configuration of existing local roads, and subject to addressing land use compatibility and transportation impacts. The policy framework also provides for maximum heights, and height transition between new development on Avenue 7 and adjacent sensitive land uses. Urban design policies require street-related development to create an attractive and comfortable environment for pedestrians. The transit supportive street network and pedestrian realm are expected to be fully connected system with a high level of pedestrian amenity. To provide an appropriate context for coordinated development, development applications are required to be consistent with the design policies outlined in the York Region Transit-Oriented Development (TOD) Guidelines.

OPA 661 also includes new "Community Improvement" policies which will enable the City to implement a financial incentives package pursuant to the provisions of Section 28 of the Planning Act.



Map 5: Illustration of Amendment Areas within the City of Vaughan

6.0 Implementation

The Vision for Avenue Seven will take a long time to achieve. It will require a complex combination of actions and activities by the public and private sectors. Most importantly, it will require a long term municipal commitment to facilitate the anticipated and required shift in urban structure.

The level of success in achieving these municipal objectives can be measured incrementally over time. One aspect of the exercise will be to determine when government can stop providing the incentives required to stimulate private sector activity. In other words, once the market for the desired types, forms and densities of development is established, and the necessary critical mass has been achieved, the incentive program should be concluded.

More quantitative measures of success within the Corridor will include population and employment growth, the absolute amount of new development (Gross Floor Area and/or new dwelling units), and increases in tax assessment. These will be important to track over time. However, in the early stages of this evolution it will be important to establish a regular monitoring program that will assist the City and the Region in understanding:

- the suitability and level of success of the planning tools (Official Plan policies and zoning regulations) that have been put in place to facilitate the desired change; and,
- the suitability and level of impact of the implemented "incentives" programs that have been put in place to stimulate private sector investment.

Of crucial importance is the need for the City and the Region to ensure that the amount and form of new development is supportive of the investment in transit and, on the other hand, does not outpace the development of other types of supporting infrastructure and facilities.

It is anticipated that the City will work with the Region of York in establishing a "report card" that will measure both the qualitative and quantitative levels of success. The "report card" can then be utilized in decision making about future planning policy and decisions about investment in infrastructure.

PART 2

THE AMENDMENT AND POLICES RELATIVE THERETO

Amendment No. 240 (The Woodbridge Community Plan) to the Official Plan of Vaughan Planning Area is hereby amended by:

1. Deleting Schedule "A" attached thereto and substituting therefor Schedule "A" attached hereto as Schedule "A", redesignating the lands from "Low Density Residential", "Medium Density Residential", "Community Commercial", "Local Convenience Commercial", "General Commercial", "Service Commercial", and "Industrial" to "Prestige Areas - Centres and Avenue Seven Corridor".
2. Adding a new Schedule "A1" to Amendment No. 240 identifying the lands designated as 'Community Improvement Area' attached hereto as Schedule "B".
3. Adding Appendix "1" to Amendment No. 240 listing and identifying the location of the site-specific Official Plan Amendments within the lands subject to this Amendment.
4. Adding the following part b) to the end of subsection 1.2 Community Structure":

"b) To establish the lands adjacent to Avenue Seven through Woodbridge as a transit supportive, mixed use district with development at higher densities than typically permitted elsewhere within this Plan."
5. Adding the following part c) to the end of subsection "1.11 Transportation":

"c) To establish Avenue Seven as a high order transitway, accommodating regional and inter-regional transit facilities in support of higher density, mixed use development on adjacent lands."
6. Amending subsection "6.B Drainage Tributary", part e), in its entirety and replacing with the following:

" The valley lands shall include the slope, valley and floodplain lands and lands below the top-of-bank of the Humber River and its tributaries as determined by the Toronto and Region Conservation Authority. The precise limits of these lands will be determined in conjunction with the authority in considering development proposals. Where detailed engineering has not been prepared, the proponent may be required to carry out studies to determine the extent and severity of the hazard. A 10 metre ecological buffer shall be provided adjacent to valley lands. This buffer shall be located outside of the development block or lot; it shall be zoned an appropriate open space zone to prohibit the placement of buildings or structures, and shall not be used in the calculation of parkland dedication. The dedication of valley lands and the associated 10m ecological buffer to the City or the Toronto and Region Conservation Authority shall be encouraged as a condition of approval. Where ecological buffers are conveyed to the City or the Toronto Conservation Authority, the buffer area may be included in the calculation of permitted development density. Buildings and structures shall be setback from the 10m ecological buffer by the setback distances prescribed in the

zoning by-law.

Notwithstanding the foregoing valleyland buffer requirement, for the property fronting onto the north side of Highway 7, and located east of Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site, and known municipally as 4700 Highway 7, a minimum 3-metre vegetated buffer area shall be provided along the Jersey Creek Valleylands."

7. Adding the following new section "8.0 Prestige Areas – Centres & Avenue Seven Corridor":

"8.0 Prestige Areas - Centres & Avenue Seven Corridor

8.1 Purpose

- a) To permit the development of major concentrations of business, corporate, civic, residential, institutional and community service activity at locations featuring high visibility and accessibility to major transportation links and the planned high order transit facilities along Avenue Seven.
- b) To provide support for the development of the Woodbridge GO Centre as an important location for higher density forms of development in the longer term.
- c) To provide a focus for higher intensity development activity in the City and to encourage the development of the Avenue Seven Corridor as a major transportation and transit artery connecting regionally significant urban centres in the south part of York Region.
- d) To establish the framework for an incentive based implementation strategy through the Community Improvement provisions in the Planning Act or other Provincial legislation.

8.2 Location

- a) This Plan establishes the land use designation entitled, "Prestige Areas - Centres & Avenue Seven Corridor". Lands designated Prestige Areas - Centres & Avenue Seven Corridor include the Woodbridge GO Centre, Transit Stop Centres at key locations, and the interstitial lands between the centres. Lands designated Prestige Areas - Centres & Avenue Seven Corridor are identified on Schedule "A".
- b) The opportunity for a Woodbridge GO station on the CP Rail Line is recognized in this Plan. The York Region Transportation Master Plan identifies such a station as a long term opportunity that will occur in the 2021 time frame; prior to the implementation of the service, improvements to the rail line and an Environmental Assessment will be required. For the purpose of this Plan, the Woodbridge GO Centre has been shown conceptually to be located in the vicinity of the Avenue Seven/Kipling Avenue intersection. However, the Kipling Avenue corridor shall be subject to further, more detailed planning through the preparation of a tertiary plan, which shall be implemented as a further amendment to this Plan, in anticipation of the future establishment of GO service on the CP line, with a GO

station sited between Highway 7 and the Woodbridge fairgrounds.

- c) The Transit Stop Centres are designated "Prestige Areas - Centres & Avenue Seven Corridor", and will be established generally at the Intersections of the arterial roads and Avenue Seven. They include:
- i) Martin Grove Road and Avenue Seven;
 - ii) Islington Avenue and Avenue Seven;
 - iii) Pine Valley Drive and Avenue Seven; and
 - iv) Weston Road and Avenue Seven.

Development within the Transit Stop Centres shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan. Transit Stop Centres will finally be established through the Environmental Assessment process. These may be adjusted in accordance with the findings of approved Environmental Assessments without amendment to this Plan.

- d) The interstitial areas of the Avenue Seven Corridor are designated "Prestige Areas - Centres & Avenue Seven Corridor". Development in these areas shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan.

8.3 Development Policies for the "Prestige Areas - Centres & Avenue Seven Corridor" Designation

- a) Lands designated Prestige Areas -Centres & Avenue Seven Corridor shall generally be developed in a manner that supports the planned transit facilities and a prestige urban environment.
- b) A wide range and mix of land uses shall be permitted including office, business, retail, residential, institutional and civic uses. These uses may be in stand-alone buildings or may be part of mixed use complexes.
- c) The outside storage of goods or materials shall not be permitted.
- d) Automobile gas bar and service station sites shall be limited to no more than one (1) automobile gas bar/service station per arterial road intersection.
- e) Existing land uses within the Amendment Area are expected to continue to exist in the short to mid-term. Therefore, existing uses approved under previously approved amendments shall be deemed to comply with the Plan. A list of existing site-specific amendments and the map showing their location are included in Appendix "1".
2. Net developable lands – For the purposes of calculating Floor Space Index (FSI), net developable lands shall not include major distributor roads, City streets, valleys, woodlots, parks, open spaces (including

stormwater management ponds), hydro easements, existing development, parks or schools.

- f) The implementing zoning by-law shall establish the full range and mix of permitted land uses and the applicable development standards. The following additional policies shall apply to the lands identified as Centres:

1) Policies for the Woodbridge GO Centre:

- i) the boundaries of the Centre shall be determined through the tertiary plan study as directed by Council; tertiary plan requirements are set out in detail below;
- ii) the overall density target within the Centre shall be a Floor Space Index of 3.5, based on the net developable land area as defined in this Amendment;
- iii) the minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 2.5, based on the net developable land area as defined in this Amendment;
- iv) the maximum height of any building shall be 10 storeys or 32.0 metres, whichever is less, subject to further refinement during the required tertiary planning process; and
- v) there shall be an appropriate height transition between development within the Centre and adjacent, sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 storeys, or 12.8 metres, whichever is less.
- vi) drive through uses within the Woodbridge GO Centre shall be prohibited.

2) Policies for the Transit Stop Centres:

- i) the area of the Centre shall be generally defined based on a 200 metre distance from the transit stop;
- ii) the overall density target within the Centre shall be a Floor Space Index of 3.0, based on the net developable land area as defined in this Amendment;
- iii) the minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 2.0, based on the net developable land area as defined in this Amendment;
- iv) the maximum height of any building shall be 10 storeys or 32.0 metres, whichever is less; and

- v) there shall be an appropriate height transition between development within the Centre to adjacent, sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 storeys, or 12.8 metres, whichever is less.
 - vi) Notwithstanding subsection v) above, the properties which have frontage on the north side of Highway 7 west of Kipling Avenue, and back onto existing low density residential development to the north shall be subject to a maximum building height of 4 storeys.
- 3) Policies for Interstitial Lands on the Avenue Seven Corridor:
- i) Between the series of designated centres on Highway 7, lands generally are designated "Prestige Areas - Centres & Avenue Seven Corridor". Development in these areas shall be subject to the policies prescribed for the Prestige Areas - Centres & Avenue Seven Corridor designation of this Plan.
 - ii) The extent of the Avenue Seven Corridor shall be generally a maximum of 200 metres north and south of the Avenue Seven right-of-way depending on the configuration of the existing local road network, excluding existing residential areas rear-lotted onto Highway 7, and subject to land use compatibility and transportation impacts;
 - iii) the overall density target shall be a Floor Space Index of 1.5, based on the net developable land area as defined in this Amendment. The maximum density permitted on any individual development parcel shall be a Floor Space Index of 2.5, based on the net developable land area as defined in this Amendment;
 - iv) the minimum density required for qualification for any development incentive program relating to an individual development shall be a Floor Space Index of 1.0, based on the net developable land area as defined in this Amendment;
 - v) the maximum height of any building shall be 8 storeys or 25.6 metres, whichever is less; and
 - vi) it is the intention of this Plan that older residential neighbourhoods be protected. Therefore, there shall be an appropriate height transition between development within the Centre and adjacent, sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 storeys, or 12.8 metres, whichever is less.
 - vii) notwithstanding the height limits noted above, the property fronting onto Highway 7 located east of

Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site shall permit a maximum height limit of 4 storeys within 30 metres of the existing low density residential designation and a maximum height of 6 storeys at a greater distance.

- h) Tertiary Plan Requirements (Woodbridge GO Centre)
- 1) Prior to the development of the Woodbridge GO Centre, as identified in Section 8.2 of this Plan, or any portion thereof, a Tertiary Plan in the form of an Official Plan Amendment shall have been adopted by Council and approved. The area required for the preparation of such an amendment will be determined through the Tertiary Planning study directed by Council. The Tertiary Plan, at a minimum, will include the following:
 - i) a land use and development policy framework;
 - ii) urban design requirements, in the form of an Urban Design Plan;
 - iii) transportation and transit requirements;
 - iv) environmental features, conditions and impacts;
 - v) servicing requirements; and
 - vi) impacts on and compatibility with adjacent development.
 - 2) The Official Plan Amendment forming the Tertiary Plan will be prepared in pursuit of the following objectives:
 - i) to assist in defining a vision for the Woodbridge GO Centre, in accordance with Section 8.3 c) 1 of the plan;
 - ii) to provide Council and the public with a fuller understanding of the nature of the proposed development;
 - iii) to provide a basis for the preparation of implementing draft plans of subdivision, zoning by-laws and site plan agreements;
 - iv) to provide for a variety of housing opportunities;
 - v) to encourage a mixing use of uses while ensuring that land uses and development forms within the Woodbridge GO Centre are compatible;
 - vi) to ensure that compatibility is maintained between the Woodbridge GO Centre development and uses in adjacent designations;
 - vii) to create a functional, pedestrian friendly Woodbridge GO Centre;
 - viii) to ensure that opportunities for future intensification or redevelopment are not compromised; and
 - ix) to create an attractive focus for the Highway 7 Corridor.

- 3) 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 b) 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.
- 4) The Urban Design Plan shall include the following information:
 - i) the distribution of the land uses within the Woodbridge GO Centre;
 - ii) the relationship to the uses in abutting land use designations;
 - iii) the distribution of densities by parcel within the Woodbridge GO Centre;
 - iv) the public and private traffic and pedestrian circulation systems;
 - v) the overall height and massing of the proposed buildings thereby creating a three dimensional portrayal of the proposed development;
 - vi) the relationship between the streets and the buildings, the public and private pedestrian realm and the primary public entrances;
 - vii) the conceptual streetscape/landscape treatment;
 - viii) micro-climate considerations;
 - ix) a phasing plan illustrating how development is to occur and how the intensification of space and extensive uses, like shopping centres, may occur over time;
 - x) integration of the parks, open space and greenway system and the incorporation of any natural features; and
 - xi) the development statistics including: number of residential units by type, commercial floor area and FSI.
- 5) The approved Urban Design Plan shall also form the basis for subsequent submission of implementing draft plan of subdivision, zoning amendment and site development applications.
- 6) Subsequent to the approval of the Tertiary Plan, minor adjustments or refinements to the Plan may occur without an Official Plan Amendment, subject to the following:
 - i) the change maintains the intent of the original approval;

- ii) the changes are based on the submission and Council approval of a revised Urban Design Plan; and
 - iii) the changes are reflected in either the plan of subdivision or zoning by-law in accordance with the public notification required for each process.
- i) The City of Vaughan may consider interim forms of development (development that does not achieve minimum density objectives) for approval if it is demonstrated, to its satisfaction, that
- 1) the proposed development is supported by a phasing plan that clearly identifies how future, higher intensity development and the provision of parking can be accommodated on the site at a later date;
 - 2) the proposed development otherwise achieves all of the other applicable policies of this Plan, including the transportation and urban design objectives as articulated in this plan; and
 - 3) the proposed development is consistent with any City adopted Urban Design Guidelines.”

8.4 Urban Design Policies

- a) The City of Vaughan shall ensure that all development adjacent to Avenue Seven is consistent with the design vision identified within the Avenue Seven Land Use Futures Study and is consistent with the design policies outlined in the York Region Transit-Oriented Development (TOD) Guidelines.
- b) Built Form:
- 1) the street network should create development blocks that are typically a maximum of 100 metres by 200 metres in size;
 - 2) the proportion of the ground floor coverage of buildings should be maximized and building height should create a street space scaled to the pedestrian;
 - 3) buildings should be designed to front all adjacent streets to provide interest and comfort at ground level for pedestrians; and
 - 4) street related development and continuous frontages should be provided along Avenue Seven and the arterial, collector and local roads.
- c) Avenue Seven:
- 1) Avenue Seven should be transformed to reflect its new role as a multipurpose urban street, which is both a transportation corridor and a pedestrian oriented place; and
 - 2) Avenue Seven should be designed to accommodate a wide range of uses and users.

- d) Other Roads:
 - 1) streets should form a connected system to allow for multiple choices of routes for both pedestrians and motorists;
 - 2) streets should be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars and service vehicles; and
 - 3) every street should be designed to accommodate street trees to give streets a unity of form.

- e) Transit:
 - 1) improvements to the public transit network, based on the existing system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds;
 - 2) the Avenue Seven transitway should be fully integrated with the design of the adjacent urban development pattern; and
 - 3) the Avenue Seven transitway should be designed and located to ensure high operating speeds, to the greatest degree possible.

- f) Pedestrian Realm:
 - 1) the pedestrian sidewalks should form a connected system of optional routes to , from and within the Avenue Seven Corridor;
 - 2) linked sequences of streets and associated public open spaces should be the organizing framework for new development;
 - 3) local parks should be distributed throughout the Avenue Seven Corridor and integrated into the open space system - they should provide for a variety of recreational activities; and
 - 4) parks should be established to protect natural features and to provide locations for recreation."

8. Sections 8.0 through 14.0 be renumbered to 9.0 Transportation, 10.0 Service and Utilities, 11.0 Heritage Conservation, 12.0 Staging, 13.0 Implementation, 14.0 Non-conforming Uses, and 16.0 Interpretation, respectively

9. Amending (and renumbering) Section "8.0 Transportation", as follows:

- a) Adding the following parts c) and d) to the end of subsection "8.1 General":
 - "c) It is the objective of the City to establish a parallel east-west collector road network north and south of Avenue Seven. These continuous roads are expected to be established generally within 200 metres of the right-of-way of Avenue Seven to provide access to developments and traffic relief for the Avenue Seven Corridor. The detailed planning, design and actual alignment of these collector roads shall be determined through tertiary planning, the preparation of Block Plans, and/or through the approval of individual

development applications."

- "d) Development approvals shall be contingent upon an agreement to dedicate the planned road network, as identified through tertiary planning and/or Block Plan processes. The network of local and primary road rights-of-way shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, and at the time of plan registration. Alternatively, the City may, in the Subdivision Agreement, permit private roads designed and built to City standards with a public easement that conveys the road to the City, at no cost, any time in the future as the City deems necessary."

10. Amending subsection "12.0 Implementation", as follows:

- a) Adding the following after the first sentence of Clause (a):

"Pursuant to Section 51 of the Planning Act, matters which may be considered in a plan of subdivision include:

- i. the extent to which the plan's design optimizes the available supply of energy, means of supplying energy, and the efficient use and conservation of energy; and
- ii. the interrelationship between the design of the proposed plan of subdivision and site plan control matters related to any development on the land, if the land is also located within a site plan control area designated under subsection 41 of the Planning Act
- iii. Additionally, the list of applicable subdivision approval conditions shall include:
- iv. highways, including pedestrian pathways, bicycle pathways and public transit rights-of-way, which may be required to be dedicated as the approval authority considers necessary; and
- v. that the approval authority shall impose, as a condition to the approval of a plan of subdivision, that land that is planned as a school site, for any Board that has jurisdiction in the area in which the land is situated, be offered to the School Board at a price that does not exceed the value of the land determined as of the day before the day of the approval of the draft plan of subdivision."

- b) Deleting Clause (b) in its entirety and replacing with the following:

"The processing of site plan control will be in accordance with OPA No. 200 and the City's Site Plan Control By-Law, and the Planning Act. Additional items to be addressed at site plan control shall include:

- i. matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, and
- ii. sustainable design elements on any adjoining highway under the City's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and

recycling containers and bicycle facilities.

- iii. Facilities design to have regard for accessibility for persons with disabilities."

11. Adding the following new Section "15.0 Community Improvement":

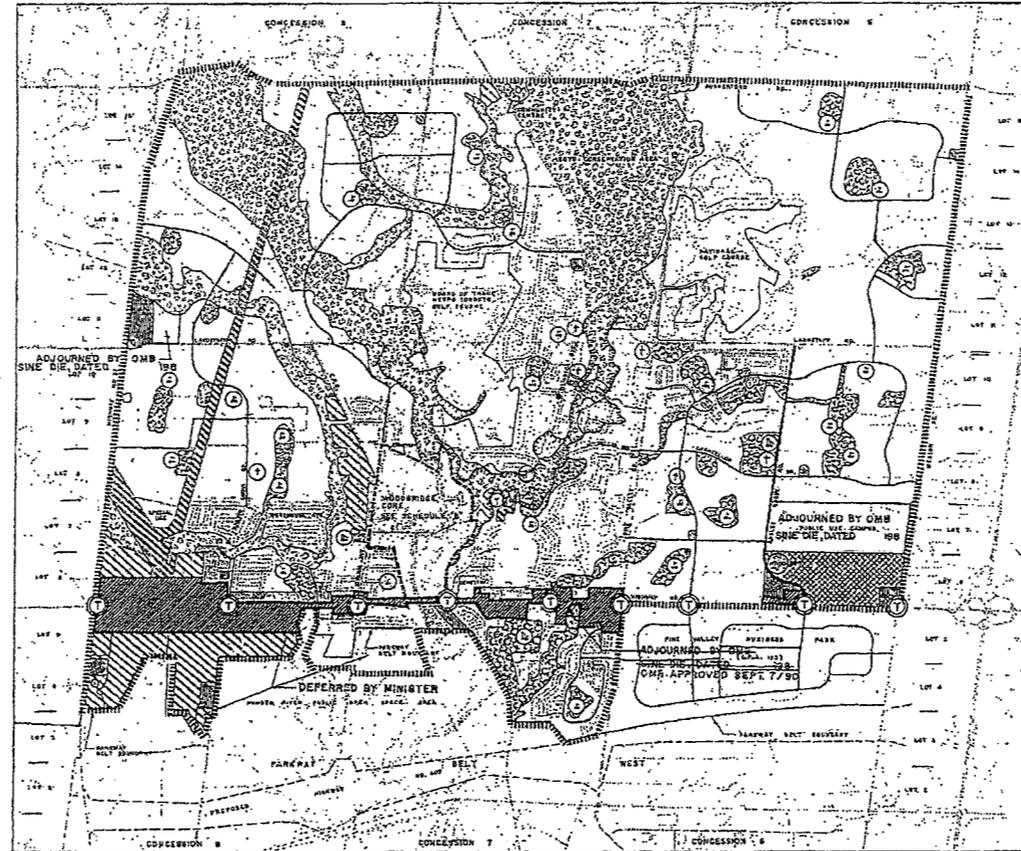
"15.0 Community Improvement

- a) Lands that are located adjacent to Avenue Seven remain undeveloped and/or have been developed with land uses and buildings that do not positively support planned transit facilities. It is the intent of the City of Vaughan to facilitate the redevelopment of the Avenue Seven Corridor, including the identified urban centres, in conformity with the policies of this Plan. It has been determined that, to facilitate appropriate development and redevelopment within some portions of the Avenue Seven Corridor, financial and other incentives may be required.
- b) The legislative framework that permits the City to offer incentive programs is provided under Section 28 of the Planning Act. Within the identified areas of the Avenue Seven Corridor, the City may engage in the following activities:
 - i) acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
 - ii) construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the Community Improvement Plan;
 - iii) sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the Community Improvement Plan; and
 - iv) make grants or loans to the registered owners or the assessed owners to pay for the whole or any part of the cost of rehabilitating such lands and buildings in conformity with the Community Improvement Plan, the policies of this Plan and any applicable Urban Design Guidelines.
- c) The strategy for the application of any financial or other incentives provided by the municipality shall be tied to conformity with the general policies of this Plan, the applicable Urban Design Guidelines adopted by the City, and the minimum density qualification criteria established by this Plan.
- d) It is the intent of the City that the area identified as a 'Community Improvement Area', as shown on Schedule "A1", may be further designated in whole or in part, by by-law, as a Community Improvement Project Area, for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a Community Improvement Project Area in areas that display any or all of the following criteria:
 - i) inadequate municipal infrastructure, including piped services, roads and streetscapes, public parking facilities and/or storm water management facilities;
 - ii) inadequate community services such as public recreational/cultural facilities, public open space and/or social services;
 - iii) building and/or property deterioration to the extent that it negatively affects the overall image of the Avenue Seven Corridor;
 - iv) development at densities that are too low to support planned transit facilities; and/or,

- v) site contamination levels that require environmental site remediation prior to redevelopment.

- e) In the preparation of a Community Improvement Plan, the City will solicit the input of affected residents, property owners and other interested stakeholders. Community Improvement Plans, and subsequent amendments thereto, will be adopted by Council.

- f) When the City is satisfied that the intent of a Community Improvement Plan has been carried out, Council may, by by-law, dissolve the Community Improvement Project Area."



THIS IS SCHEDULE "A"
TO AMENDMENT NO. 240
ADOPTED THE 22 DAY OF JUNE, 1987

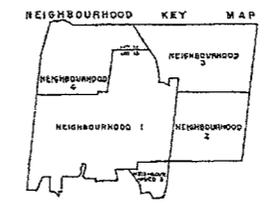
L.D. JACKSON
MAYOR
R.M. PRENTICE
DEPUTY CLERK

- LEGEND
- [Symbol] LOW DENSITY RESIDENTIAL
 - [Symbol] MEDIUM DENSITY RESIDENTIAL
 - [Symbol] HIGH DENSITY RESIDENTIAL
 - [Symbol] COMMUNITY COMMERCIAL
 - [Symbol] LOCAL CONVENIENCE COMMERCIAL
 - [Symbol] GENERAL COMMERCIAL
 - [Symbol] SERVICE STATION
 - [Symbol] SERVICE COMMERCIAL
 - [Symbol] INDUSTRIAL
 - [Symbol] UTILITY
 - [Symbol] OPEN SPACE
 - [Symbol] DRAINAGE TRIBUTARY
 - [Symbol] CHURCH
 - [Symbol] SPECIAL USE
 - [Symbol] CONSERVATION AUTHORITY FLOODLINE
 - [Symbol] ELEMENTARY SCHOOL
 - [Symbol] SECONDARY SCHOOL
 - [Symbol] BOUNDARY OF WOODBRIDGE CORE - SEE SCHEDULE "A"
 - [Symbol] BOUNDARY OF WOODBRIDGE COMMUNITY PLAN
 - [Symbol] PARKWAY BELT BOUNDARY
 - [Symbol] TRANSITION CORNER

[Symbol] Lands to be redesignated to
Prestige Avenues - Centres +
Avenue Seven Corridor
(See Map)

SCALE 1:0 500 1000 ft

WOODBRIDGE COMMUNITY PLAN



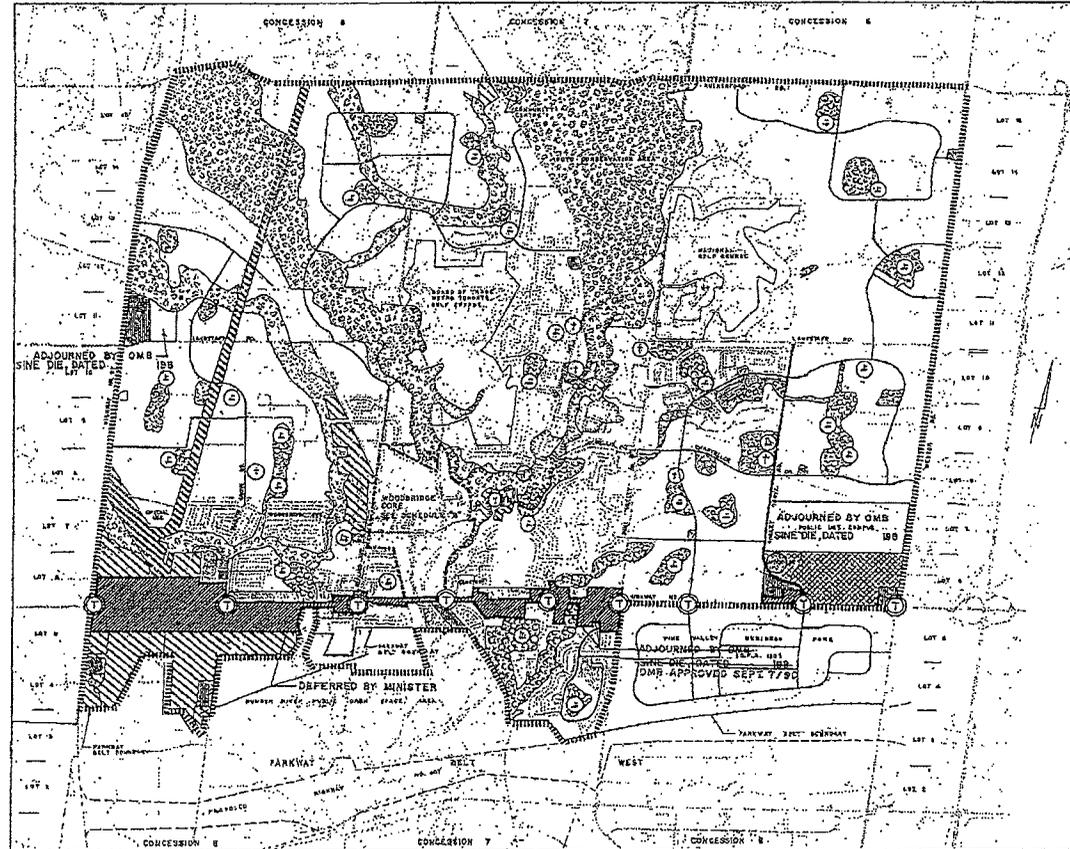
FILE No. 15.87
CITY OF VAUGHAN

THIS IS SCHEDULE 'A'
TO AMENDMENT No. 661
ADOPTED THE _____ DAY OF _____, 2008

SIGNING OFFICERS

MAYOR

CLERK



This is Schedule "A1" to
Amendment NO. 240

- LEGEND**
- [Symbol] LOW DENSITY RESIDENTIAL
 - [Symbol] MEDIUM DENSITY RESIDENTIAL
 - [Symbol] HIGH DENSITY RESIDENTIAL
 - [Symbol] COMMUNITY COMMERCIAL
 - [Symbol] LOCAL CONVENIENCE COMMERCIAL
 - [Symbol] GENERAL COMMERCIAL
 - [Symbol] SEASIDE STATION
 - [Symbol] SERVICE COMMERCIAL
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 - [Symbol] UTILITY
 - [Symbol] OPEN SPACE
 - [Symbol] DRAINAGE TRIBUTARY
 - [Symbol] CHURCH
 - [Symbol] SPECIAL USE
 - [Symbol] CONSERVATION AUTHORITY FLOODLINE
 - [Symbol] ELEMENTARY SCHOOL
 - [Symbol] SECONDARY SCHOOL
 - [Symbol] BOUNDARY OF WOODBRIDGE CREEK - SEE SCHEDULE "2"
 - [Symbol] BOUNDARY OF WOODBRIDGE COMMUNITY PLAN
 - [Symbol] PARKWAY BELT BOUNDARY
 - [Symbol] TRANSIT PROPOSED
- [Symbol] Lands to be Identified as Community Improvement Area
- SCALE: 0 500 1000 m

WOODBRIDGE COMMUNITY PLAN



FILE No. 15.87
CITY OF VAUGHAN

THIS IS SCHEDULE "B"
TO AMENDMENT No. 661
ADOPTED THE _____ DAY OF _____, 2008

SIGNING OFFICERS

MAYOR

CLERK

APPENDIX 1

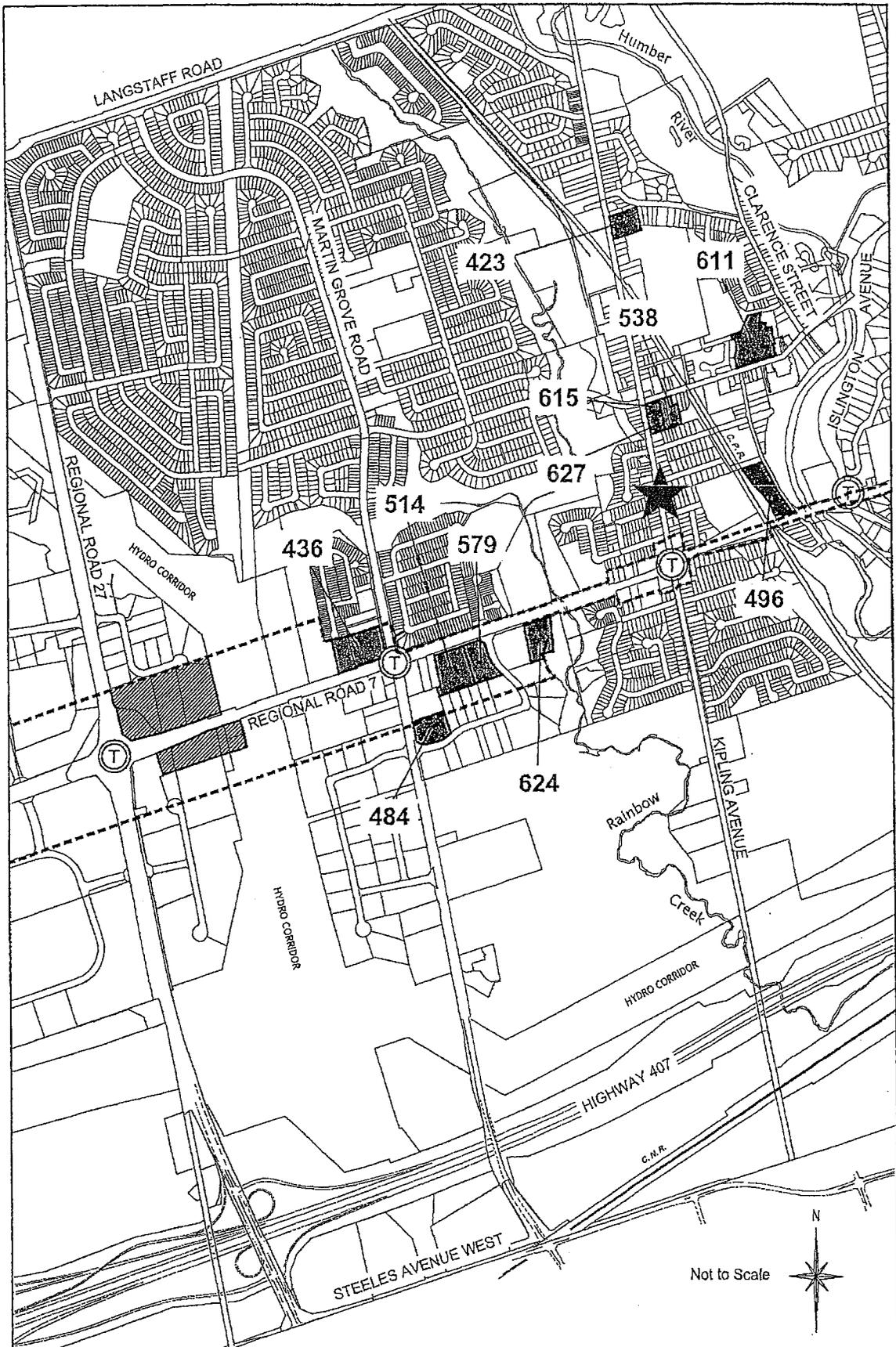


FIGURE 1

LEGEND



Woodbridge GO Centre
(Study Area To Be Determined)



Approximate 200m Limit
of Avenue Seven Corridor



OPA 661
Deferral Areas

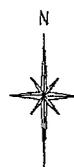


Transit Stop
Centre



Site-Specific OPA #

Not to Scale



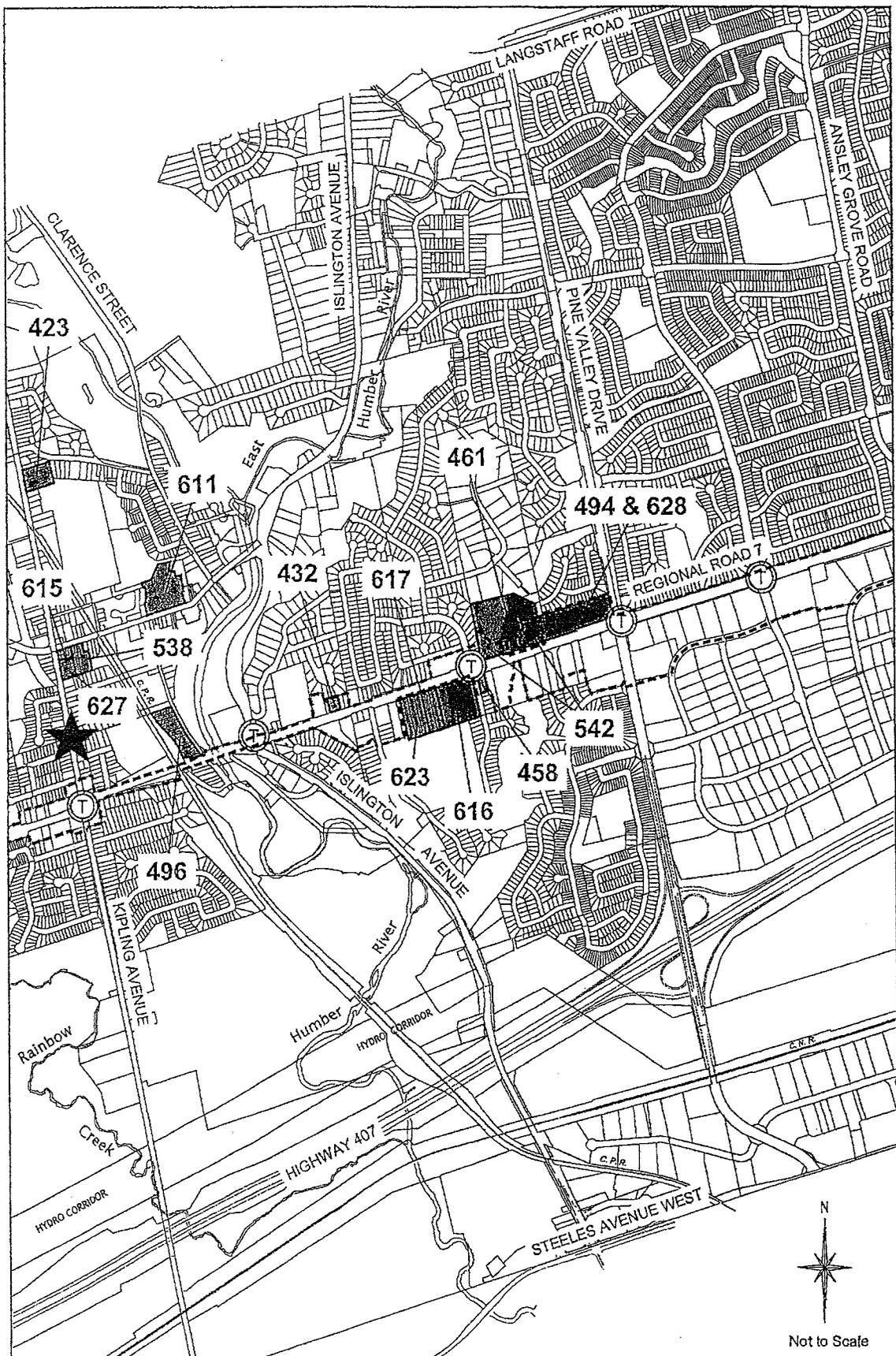


FIGURE 2

LEGEND



Woodbridge GO Centre
(Study Area To Be Determined)



Transit Stop
Centre

Approximate 200m Limit
of Avenue Seven Corridor



Site-Specific OPA #

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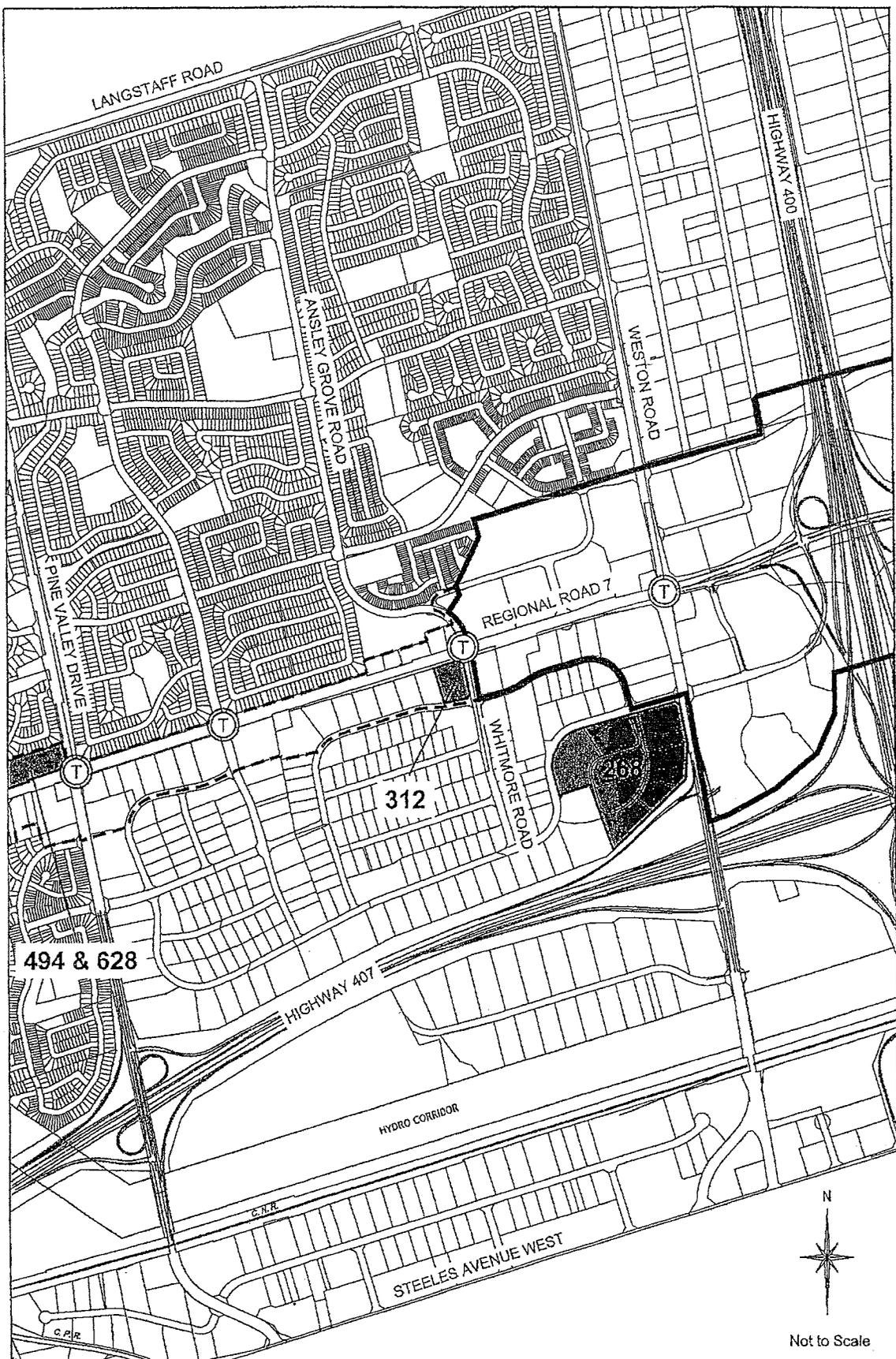


FIGURE 3

LEGEND

- Vaughan Corporate Centre
- - - Approximate 200m Limit of Avenue Seven Corridor
- Ⓣ Transit Stop Centre
- Site-Specific OPA #

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Site Specific Amendments within the OPA 661 Amendment Area

Amendment Number	Purpose	Location	Approved
423	The purpose of this amendment is to amend Official Plan Amendment No. 240 (Woodbridge Community Plan) to the Official Plan of the Vaughan Planning Area in order to permit the development of five additional single-family dwellings on three residential lots. The three existing structures are to be retained.	The lands are located on the east side of Kipling Avenue, south of Church Street, known municipally as 8161, 8171 and 8177 Kipling Avenue, in Lot 8, Concession 7, in the City of Vaughan.	July 21, 1994
432	To provide a site specific exception to the Medium Density Residential policies contained in Amendment #240 to the Official Plan of the Vaughan Planning Area in order to permit the operation of a limousine rental service from an existing single-family residential dwelling.	North side of Highway No. 7, east of Islington Avenue, being part of Lot 6, Concession 7, and known municipally as 4896 Highway No.7, in the City of Vaughan.	May 6, 1994
436	To provide a site specific amendment to Amendment No. 240 to the Official Plan of the Vaughan Planning Area (Woodbridge Community Plan) to redesignate the subject lands from "General Commercial" to "Neighbourhood Commercial Centre".	Northwest corner of Highway No. 7 and Martin Grove Road, being Block D, Registered Plan M-1489 being known municipally as 5694 Highway No. 7 and 7766 Martin Grove Road, in Lot 6, Concession 8, City of Vaughan.	November 26, 1993
458	To provide for a site specific amendment to OPA #240 in order to permit a two-storey office building.	Southeast corner of Helen Street and Highway #7 and municipally known as 4697 Highway #7, in Lot 5, Concession 7, in the City of Vaughan.	July 21, 1995
461	To amend OPA #240 (Woodbridge Community Plan) to redesignate the lands from "Medium Density Residential", "Open Space" to "Low Density Residential", "General Commercial", "Open Space" and "Drainage Tributary", to facilitate the development for residential, office/commercial, park and open spaces purposes. In addition the Amendment will provide for site specific development policies. The portion of the Sylvan Brook Avenue road allowance, between Ravine Court and Highway #7, is also being redesignated from "Medium Density Residential" to "Low Density Residential" and "General Commercial", to facilitate the possible disposition of the road allowance by the city for acquisition by abutting landowners.	North side of Highway No. 7, west of Pine Valley Drive, known as municipally as 4650 Highway No. 7, in Lot 6, Concession 7, City of Vaughan. The Sylvan Brook Avenue road allowance, located between Ravine Court and Highway #7, is also subject to Amendment No. 461.	September 5, 1995
484	The purpose of this amendment is to amend the provisions of the Official Plan of the Vaughan Planning Area as amended by a Provincial order in Council which incorporated the Parkway Belt West Plan into Vaughan Official Plan. This Amendment to redesignate the lands shown as "Area Subject to Amendment No. 484" from "Public Open Space and Buffer Area" to "General Commercial" and adding site specific development policies.	The lands are located on the east side of Martin Grove Road, south of HWY #7, and municipally known as 7515 Martin Grove Road, in Lot 4, Concession 8, City of Vaughan. The lands fall within Parkway Belt West Plan area.	June 13, 1997

494	To amend OPA #240 (the Woodbridge Community Plan) by adding additional site specific uses to the uses permitted under OPA No. 232.	Northwest corner of Highway #7 and Pine Valley Drive, and municipally known as 4500-4550-4600 Highway #7 West, being Part of Lot 6, Concession 7, City of Vaughan.	February 25, 1998
496	The purpose of this amendment is to amend Official Plan Amendment No. 240 to the Official Plan of the Vaughan Planning Area (Woodbridge Community Plan) as amended by Official Plan Amendment No. 440 (Woodbridge Historic Commercial Core), by redesignating the subject lands from "Low Density Residential" to "Medium Density Residential" subject to the corresponding policies of OPA No. 440.	The lands affected by this Amendment are located on the west side of Wallace Street, south of the unopened Cheltenham Avenue road allowance, being Part of Lot 6, Concession 7, City of Vaughan, municipally known as 110 to 166 Wallace Street.	July 29, 1998
514	To redesignate the subject lands from "Highway #7 Commercial Corridor" to "General Commercial", to permit a motor vehicle sales use and to set out appropriate development policies.	South side of Regional Road #7, east of martin Grove Road, being Parts 4, 5 and 6 on Plan 65R-11015, municipally known as 5555 Highway #7, in Lot 5, Concession 8, City of Vaughan.	October 28, 1999
538	The purpose of this Amendment to the Official Plan is to amend OPA #240 by redesignating the lands from "Mixed Use Commercial" and Low Density Residential" to "High Density Residential" and providing development policies	The lands are located on the south side of Woodbridge Avenue, east of Kipling Avenue, being Lot 2 of Registered Plan 546, in Lot 7, Concession 7, City of Vaughan.	October 23, 2001
542	The purpose of this amendment is to further amend the provisions of the Official Plan of the Vaughan Planning Area as amended by Official Plan Amendment No. 461, by redesignating the subject lands from "General Commercial" to "High Density Residential" to permit the development of two adult lifestyle condominium buildings.	The lands subject to this Amendment are located on the north side of Regional Road No. 7, west of Pine Valley Drive, known municipally as 4650 Regional Road No. 7 and part of Sylvan Brook road allowance in Lot 6, Concession 7 City of Vaughan.	January 18, 2001
579	The purpose of this amendment is to amend the provisions of Official Plan Amendment No. 240 (Woodbridge Community Plan), as amended, to re-designate the subject lands from "Highway #7 Commercial Corridor" to "General Commercial" to permit a motor vehicle sales establishment use and to set out appropriate development policies.	The lands are located at the southwest corner of Highway #7 and Woodstream Boulevard, in Lot 5, Concession 8, being parts 7 and 8, Plan 65R-11015 and Block 25 and part Block 1 on Plan 65M 2464, known municipally as 12 Woodstream Boulevard, in the City of Vaughan.	July 26, 2002
611	To permit the development of a 6-storey, 56 unit mixed use residential/commercial apartment building, having a gross floor area of 6474 sqm and ground commercial component comprising of 413 sqm. A total of 106 parking spaces are provided, 55 of which are located underground. The total site area is approximately 0.384 ha.	North side of Woodbridge Avenue, between Clarence Street and Fairground Lane. Part of Lots A, B and C on Registered Plan 1200. 154 – 166 Woodbridge Avenue. Lot 7, Concession 7, City of Vaughan.	June 29, 2004

615	The purpose of this amendment is to further amend the provisions of the Official Plan of the Vaughan Planning Area amended by Official Plan Amendment No.240 OPA #440 and OPA #538 to redesignate the entire parcel to "Mixed Use Commercial" and permit a 6-storey apartment building comprised of 146 residential units and ground floor commercial uses, and to provide development policies to ensure the development represents a true gateway feature for the Woodbridge Core area.	The lands constitute an assembly of 3 lots and is located at the southeast corner of Kipling Avenue and Woodbridge Avenue being Part of Lots 1 and 2, Registered Plan 546, in Lot 7, Concession 7, (7937 and Kipling Avenue, and 281 Woodbridge Avenue) City of Vaughan.	November 19, 2004
616	To amend the provisions of the Official Plan of the Vaughan Planning Area respecting Amendment No. 240 (Woodbridge Community Plan). The subject Amendment will redesignate the lands from "Low Density Residential" to "Medium Density Residential", to permit residential townhouse use on the subject lands, and to provide development policies to ensure a quality development compatible with the surrounding neighbourhood.	Southwest corner of Regional Road No. 7 and Helen Street, being Lots 2 and 3 on Registered Plan 4319, and Lots 34, 35 and 36 on Registrar's Compiled Plan 9831, known municipally as 4713, 4721, 4733, 4745 and 4751 Regional Road No. 7, in Lot 5, Concession 7, City of Vaughan.	February 8, 2005
617	To amend the provisions of the Official Plan of the Vaughan Planning Area respecting Amendment No. 240 (Woodbridge Community Plan). The subject Amendment will redesignate the lands from "Low Density Residential" to "Medium Density Residential", to permit residential townhouse use on the subject lands, and to provide development policies to ensure a quality development compatible with the surrounding neighbourhood.	South side of Regional Road 7, west of Helen Street, being Part of Lot 1 on Registered Plan 4319, and Lot 37 on Registrar's Compiled Plan 9831 (4763 and 4773 Regional Road No. 7), in Lot 5, Concession 7, City of Vaughan.	January 7, 2005
623	To amend the provisions of the Official Plan of the Vaughan Planning Area respecting Amendment No. 240 (Woodbridge Community Plan) by redesignating the lands from "Low Density Residential" to "Medium Density Residential", to permit a residential townhouse use on the subject lands and provide development policies to ensure a quality development compatible with the surrounding neighbourhood.	South side of Regional Road No. 7, and east of Bruce Street, being Lots 38, 39 and 40 on Registrar's Compiled Plan 9831, known municipally as 4785, 4795 and 4803 Regional Road No. 7, in Lot 5, Concession 7, City of Vaughan.	May 27, 2005
624	To amend Amendment No. 240 (Woodbridge Community Plan), as amended by site-specific Amendment No. 331 by: <ol style="list-style-type: none"> 1. Redesignating the valley land portion of the subject lands (0.57ha) from "Service Commercial" to "Open Space"; and, 2. Permitting site-specific uses on the tableland portion of the subject lands (0.53ha) designated "Service Commercial". 	South side of Regional Road 7, east of martin Grove Road, being Block 42 on Registered Plan 65M-2464, and known municipally as 5451 Regional Road 7, in Part of Lot 5, Concession 8, City of Vaughan.	August 12, 2005
627	The purpose of this Amendment is to further amend the provisions of the Official Plan of the Vaughan Planning Area as amended by Amendment No. 240 (Woodbridge Community Plan), as amended by Amendment No.356 (Kipling Avenue Corridor Plan) and Amendment No. 440 (Woodbridge Core Area Plan), to permit Phase Two development consisting of a 4-storey, mixed-use apartment building comprised of a maximum of 39 residential policies and standards to assist in the integration of the mixed-use development with the lands to the immediate north, comprising the Phase One development.	The lands are located on the east side of Kipling Avenue, south of Woodbridge Avenue, in Part of Lot 7, Concession 7, and known municipally as 7913, 7925, 7927, 7929 and 7933 Kipling Avenue, in the City of Vaughan.	August 3, 2005

628	The purpose of this amendment is to further amend the provisions of the Official Plan of the Vaughan Planning Area as amended by Official Plan Amendment No. 240 as amended by OPA #494 to include the newly acquired portion of the closed Sylvan Brook Avenue road allowance into the amendment area for site specific OPA #494.	The lands subject to this amendment are located on the north side of Regional Road #7, west of Pine Valley Drive, being the closed Sylvan Brook Avenue road allowance (with Registered Plan 5624), and described as Part 5 on reference Plan 65R-24266, in Part of Lot 6, Concession 7, City of Vaughan. The former road allowance has been consolidated with the adjacent easterly lands (4500, 4550 and 4600 Regional Road 7) and are now in the same ownership, with a combined lot area of 2.224 ha.	Oct 25, 2005
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