

# WOODBIDGE CENTRE SECONDARY PLAN

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## Table of Contents

PART A – PREAMBLE OF THE PLAN .....	1
1.0 SUMMARY OF THE WOODBRIDGE CENTRE SECONDARY PLAN .....	1
1.1 Location .....	1
1.2 Plan Process and Public Consultation .....	1
1.3 Purpose, Scope, and Focus of the Secondary Plan .....	2
2.0 BACKGROUND AND CONTEXT .....	3
2.1 Background .....	3
2.2 Area History .....	3
2.3 Policy Framework .....	4
3.0 THE VISION FOR THE SECONDARY PLAN .....	7
3.1 Overall Character of Development and Vision .....	7
3.2 Land Use Designations .....	7
3.3 Urban Design .....	11
3.4 Parks and Open Space .....	12
3.5 The Environment .....	13
3.6 Cultural Heritage .....	14
3.7 The Transportation Network .....	14
PART B – DETAILS OF THE PLAN .....	18
1.0 INTRODUCTION AND INTERPRETATION OF THE PLAN .....	18
1.1 Introduction .....	18
1.2 Location .....	18
2.0 PRINCIPLES AND OBJECTIVES .....	18
3.0 THE VISION FOR THE CHARACTER AREAS .....	19
3.1 Woodbridge Commercial Core .....	19
3.2 Islington Avenue Corridor .....	20
3.3 Stable Residential Neighbourhoods .....	20
4.0 LAND USE DESIGNATIONS .....	21
4.1 Land Use Policy Specific to the Woodbridge Commercial Core .....	21
4.2 Land Use Policy Specific to the Islington Avenue Corridor .....	28
4.3 Natural Areas .....	33
5.0 URBAN FORM .....	35
5.1 Block Pattern, Street Network, and Linkages .....	35
5.2 Pedestrian Priority Nodes .....	37
5.3 Heritage Conservation .....	38
6.0 PARKS AND OPEN SPACE FRAMEWORK .....	39
6.1 Open Spaces .....	39
6.2 A Connected System .....	41
6.3 Views .....	43
6.4 The Avenues – Kipling, Woodbridge and Islington .....	43
6.5 Public Art .....	43
7.0 THE ENVIRONMENT .....	45
7.1 Natural Heritage Network .....	45
7.2 Locally Important Forest Resources and Landforms .....	45
7.3 Natural Hazard and Special Policy Area Policies .....	46

7.4	Sustainable Development Policies.....	49
8.0	TRANSPORTATION .....	51
8.1	Public Transit .....	51
8.2	Transportation Demand Management (TDM) .....	51
8.3	Structured Parking .....	51
9.0	SITE SPECIFIC POLICIES .....	53
9.1	Area A .....	53
10.0	INTERPRETATION.....	55
PART C – DEFINITIONS AND SCHEDULES .....		56
1.0	Definitions.....	56
2.0	Schedules.....	57

- Schedule 1: Policy Areas
- Schedule 2: Land Use Plan
- Schedule 3: Density Plan
- Schedule 4: Building Height Maximums
- Schedule 5: Distinct Character Areas
- Schedule 6: Parks and Open Space Framework
- Schedule 7: Pedestrian and Bicycle Trails Network
- Schedule 8: Street Network, Nodes and Gateways
- Schedule 9: Special Policy Area



## **PART A – PREAMBLE OF THE PLAN**

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### **1.0 SUMMARY OF THE WOODBRIDGE CENTRE SECONDARY PLAN**

#### **1.1 Location**

The Secondary Plan generally includes the area between the east boundary of the Kipling Avenue Corridor Secondary Plan to the west, the Humber River valley and Special Policy Area (SPA) lands east of Islington to the east, Langstaff Road to the north and Regional Road 7 to the south. Lands in the SPA south of Regional Road 7 are also subject to the policies of this Plan. The Kipling Avenue area, while forming a part of the study area, is not subject to the policies of this Secondary Plan. The Kipling Avenue Corridor Secondary Plan, formerly Official Plan Amendment 695, which was approved in June 2009, remains as a stand-alone policy document. See Schedule 1: Policy Areas for the Plan boundaries.

#### **1.2 Plan Process and Public Consultation**

##### **Plan Process**

The Woodbridge Centre Secondary Plan process was initiated by the City of Vaughan in March 2009. The planning process included a background document review and compilation of policy; a land use and urban design analysis and development of a cohesive vision and principles for the Plan Area; the development of a consolidated policy framework and urban design guidelines; a transportation assessment for the preferred land use scenario; a parking needs and commercial sector review; an assessment of sustainable development measures; a review of the Special Policy Area in terms of boundaries, flood risk, and policy; a parkland/open space assessment review; and finally, the development of a Secondary Plan document. The development of the policy framework included ongoing coordination with the City of Vaughan Official Plan process with respect to aligning overall principles, goals and objectives, and intensification analysis and directions.

##### **Public Consultation**

With the anticipation of changes regarding land use and urban design policies, the Plan Process included a series of public consultation events for the purpose of ensuring public awareness of the changes to the area and to the City, as well as determining resident's objectives for their community, and garnering community participation and input in the development of the Woodbridge Centre Secondary Plan. Participants included residents, property owners, and other key community stakeholders, and events were regularly attended by City Staff, Council and associated consultants.

The consultation process also integrated Public Open House events held for the purpose of review of the City Official Plan, as well as a focused charrette with City staff and the Sora delegation from Italy for the purpose of generating design scenarios for the development of Market Lane.

The following are a list of the combined consultation scenarios:

- a. The Sora Charrette (May, 2009) – Design Development for Market Lane
- b. Vaughan Official Plan Public Open House (May 28, 2009)
- c. Woodbridge Centre Study Kick-off Public Open House 1 (September, 2009), included a presentation of the Analysis, Principles, Goals, Objectives, and a Cohesive Vision for the Study Area
- d. Vaughan Official Plan Public Open House (November, 2009)
- e. Woodbridge Centre Public Open House 2 (February, 2010), included a presentation of the Draft Land Use and SPA Policies and Urban Design Guidelines
- f. Woodbridge Centre Ward 2 and 3 Public Open Houses (April, 2010)
- g. A Statutory Public Hearing (June, 2010)

### **1.3 Purpose, Scope, and Focus of the Secondary Plan**

The primary focus of the Plan is to provide guidance for development and investments in the Woodbridge Centre. While much of the Woodbridge Centre area is either stable residential areas or open space, the Plan includes policies to direct modest intensification along Woodbridge Avenue and Islington Avenue. Together with the Kipling Avenue Corridor, Woodbridge Avenue and Islington Avenue comprise the main character areas of the Secondary Plan to which the urban design and land use framework applies.

The City of Vaughan adopted the Woodbridge Heritage Conservation District (HCD) Plan in 2008. The Woodbridge HCD provides an over-arching framework for the urban design policies of the Secondary Plan.

The Special Policy Area (SPA) review is another key component of the Secondary Plan. SPA policies and boundaries are updated to reflect the most recent policy direction from the Province and revised information and guidelines from the Toronto and Region Conservation Authority regarding flooding hazards and flood vulnerable sites.

In addition, the Secondary Plan provides updated land use and policies to ensure conformity of planning policy with current Provincial, Regional, City, and TRCA policies, particularly with respect to issues of intensification, urban design, transportation, sustainable development measures, and the natural environment.

## **2.0 BACKGROUND AND CONTEXT**

### **2.1 Background**

In the last seven years the Woodbridge Focused Study Area has been the subject of four studies: the Islington Avenue Study (2002) resulting in OPA 597; the Kipling Corridor Study (2008), resulting in OPA 695; the Woodbridge Heritage Conservation District Study (2008); and the Highway #7 Land Use Study (2007), resulting in OPA 661. Each of these studies had its specific Terms of Reference and focus in relation to the Secondary Plan area.

The purpose of the Woodbridge Centre Secondary Plan is to identify any gaps in the overall policy framework for the area, which encompasses the Kipling Avenue Corridor Secondary Plan (formerly OPA 695), the Islington Avenue Corridor OPA 597 area, the Woodbridge Heritage Conservation District Plan area, and a small portion of the Highway #7 OPA 661 area, as identified on Schedule 1: Policy Areas. The remainder of the Secondary Plan Area is subject to the policies of Volume 1 of the City of Vaughan Official Plan.

A specific focus of the Plan is to provide an overall urban design framework for the entire Plan area and to update the Special Policy Area (SPA) mapping and policies in consultation with the Toronto and Region Conservation Authority and in accordance with the Provincial Policy Statement. The SPA review informs any decisions to change land use designations in the areas identified as the SPA based on an assessment of flood risk in conjunction with community planning objectives. In addition, the process was to ensure consistency of planning policy with current Provincial, Regional, City, and TRCA policies as mentioned above. Since the Kipling Avenue Corridor Study (2008) was just recently completed and entailed a comprehensive review of land uses and urban design, this Secondary Plan does not amend the policies of the Kipling Avenue Corridor Secondary Plan.

Part 1 of the City of Vaughan Official Plan sets the general policy context for the Woodbridge Community Area. Where any of the policies of the Secondary Plan conflict with the policies set out in Volume 1 of the Official Plan, the policies of this Secondary Plan shall prevail. However, there are specific instances in the environmental policies of the Secondary Plan where it is noted that the more restrictive policy applies in the event of a conflict.

### **2.2 Area History**

Woodbridge is one of four historic villages within the City of Vaughan, and the Woodbridge Heritage Conservation District (HCD) within Woodbridge Centre represents one of the highest concentrations of heritage properties in the City. Woodbridge has always been an attractive place to live and do business since its founding, given its location within the valley and table lands associated with the Humber River; and its proximity to other communities. The Humber River was recently designated as a Canadian Heritage River and is part of the Carrying Place Trail system identified in the Humber River Watershed Plan.

## **2.3 Policy Framework**

The Plan area is subject to Provincial, Regional, and municipal policy, some of which are referenced below:

### **2.3.1 Provincial Policy Statement (PPS)**

The PPS supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership, and the protection of cultural heritage and natural heritage resources. The PPS provides guidance on the reduction of costs and the risks to public safety with policies on natural hazards. It encourages growth in built up areas by providing opportunity for mixed uses, housing and employment, parks and open spaces, transportation choices and pedestrian movement.

Section 3 of the PPS addresses natural hazards, including flooding hazards, and provides direction regarding policies and boundaries applying to a Special Policy Area.

### **2.3.2 Places to Grow Act, 2006**

The Places to Grow Act provides a vision and growth plan for the Greater Golden Horseshoe in southern Ontario and is based on a set of principles for guiding decisions on how land is to be developed and public investments are managed. The Places to Grow Act supports the following principals:

1. Building compact vibrant neighbourhoods;
2. Protect, conserve, enhance and wisely use valuable natural resources such as land, air and water for current and future generations;
3. Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
4. Provide for different approaches to managing growth that recognize the diversity of communities; and
5. Promote collaboration among all sectors including government, private and non-profit, and community members to achieve the vision.

### **2.3.3 York Region Official Plan (ROP)**

The York Region Official Plan (ROP) is the upper tier planning document, to which the City of Vaughan's planning documents must conform with respect to goals, objectives, and policies. The ROP provides the framework for the overall planning structure for the Region, including specific guidance and policies for the urban structure and regionally significant areas relevant to the context of this Plan, including:

1. Directing the majority of growth to the Urban Areas identified in the Regional Structure Plan. The Woodbridge Centre Secondary Plan area is located within the identified Urban Area;

2. Protecting and restoring the Regional Greenlands System as a permanent resource of the Region. The Humber River and the Rainbow Creek corridors are identified as part of the Regional Greenlands System;
3. Creating employment opportunities across the Region and reducing the overall levels of travel;
4. Providing rapid transit services linking the Regional Centres within the adjacent urban area. Highway 7 within the Plan area is identified as a Regional Rapid Transit Corridor; and
5. Promoting healthy communities by providing employment opportunities, encouraging the use of public transit, promoting walking, cycling trails, providing a range of housing options, protecting the natural environment, and improving community partnerships.

### 2.3.4 The New City of Vaughan Official Plan

The “vision for transformation” for the new City of Vaughan Official Plan (VOP 2010, adopted by Council on September 7, 2010 and subject to further modifications on September 27, 2011, March 20, 2012 and April 17, 2012), is based on eight key principles or themes; seven of which relate directly to the Woodbridge Centre Secondary Plan area. These seven principles are described as follows:

1. **Strong and Diverse Communities:** The Vaughan Official Plan (VOP 2010) seeks to maintain the stability of existing residential communities, direct well designed, sensitive growth to strictly defined areas, and provide for a wide range of housing choices, full range of community services and amenities within each community.
2. **A Robust and Prominent Countryside:** A focus of the Plan is to maintain a prominent and accessible countryside within Vaughan.
3. **A Diverse Economy:** Build on Vaughan’s economic success through policies which aim to diversify the local economy.
4. **Moving Around without a Car:** The VOP 2010 focuses on planning and design policies that make walking, cycling and transit use realistic options for moving around.
5. **Design Excellence and Memorable Places:** The two river valley corridors and the historic village cores, and parks, are identifiable placemaking features in Vaughan. There is a focus on accommodating growth, in a manner that contributes to the overall beauty of the city.
6. **A Green and Sustainable City:** The main principles of sustainable land-use planning relate to the protection of the natural environment, protection of agricultural lands and the ability for people to live in communities that minimize energy use, water consumption, and solid waste generation and allow for alternative transportation choices.



7. **Directing Growth to Appropriate Locations:** The VOP 2010 provides an appropriate balance in this regard by accommodating 45% of new residential growth through intensification. These areas are outlined through the “Where and How to Grow Report” prepared by Urban Strategies Inc. for the purposes of the VOP 2010.

The principles and objectives of the Woodbridge Centre are very much aligned with those of the Vaughan Official Plan. Important objectives of the Secondary Plan are to maintain the low-rise residential character of the area, protect and enhance the natural and cultural heritage, and to permit intensification where appropriate, in a manner sensitive to the environment and heritage character.

### **2.3.5 Previous Official Plan Amendments**

This Secondary Plan also takes into consideration the policy framework that originated in the previous Official Plan Amendments for the area. Some of the key principles, objectives, and policies of the past Amendments have helped shape and define those established for this Plan. Policy recommendations of OPA 240 – the Woodbridge Community Plan, OPA 440 the Woodbridge Commercial Core, OPA 597 the Islington Avenue Corridor are updated in the context of this Plan to address policy recommendations of the recently approved Woodbridge Heritage Conservation District Plan (2009), and current Provincial and Regional policies respecting urban intensification and planning for healthy communities, urban corridors, and local centres.

## **3.0 THE VISION FOR THE SECONDARY PLAN**

### **3.1 Overall Character of Development and Vision**

The Woodbridge Centre has a distinct character within the larger Woodbridge context in that it is defined by its heritage features and mixed uses, including commercial, institutional, residential, and open spaces. The Woodbridge Commercial Core is the historical commercial centre of the community and should continue to serve as an important social gathering area and commercial focus. The vision of the Plan is one of an enhanced local centre, with some residential intensification, a strong animated commercial avenue, and a designated public square. The Islington Avenue corridor while also providing some residential intensification where appropriate should retain the predominantly low density character and community-in-a-forest quality of the established adjacent neighbourhoods. The retention of the natural features and views, the focus on heritage character, quality built form, and the expansion and connection of the open space system through this Secondary Plan, is intended to promote a stronger identity and community cohesiveness for the Woodbridge Centre.

A key aspect of the vision is the support for a shift in the dependency of vehicular use to other transportation modes such as transit, cycling, and walking. The vision for the Woodbridge Centre recommends the intensification of development that supports this multi-modal shift as opposed to future road widening. The vision also builds upon other initiatives such as the City of Vaughan's Pedestrian and Bicycle Master Plan, which also seeks to establish a shift toward non-auto modes of travel in order to create a healthier pedestrian-friendly environment and encourage healthier lifestyles.

### **3.2 Land Use Designations**

#### **3.2.1 Proposed Land Use Designations in the Woodbridge Centre Secondary Plan**

The Secondary Plan is based on the policy framework that originated in the Woodbridge Community Plan, the Woodbridge Commercial Core Plan and the Islington Avenue Corridor Plan (2006). This Plan updates the policy framework of the former Plans to address the recommendations of the recently approved Woodbridge Heritage Conservation District Plan (2009), and the current Provincial and Regional policies respecting urban intensification and planning for healthy communities, urban corridors, and local centres. A primary focus of the new policies is urban design. The land use designations for the Woodbridge Commercial Core, the Islington Avenue corridor, and the low density neighbourhoods, incorporate specific urban design policies to strengthen the identified character of each. The Secondary Plan also presents a framework for urban design policies throughout the entire Secondary Plan area.

The entire Woodbridge Centre Secondary Plan area, including the Kipling Avenue Corridor Secondary Plan area, is projected for a total of approximately 4,230 residential dwellings by the 2031 time horizon (Woodbridge Focused Area Study Background Report, 2010).

The Woodbridge Centre Secondary Plan includes three distinct character areas: The established Low-Rise Residential neighbourhoods, the Woodbridge Commercial Core, and the Islington Avenue Corridor area as shown on Schedule 5: Distinct Character Areas.

### 1. The Established Low-Rise Residential Neighbourhoods

The Plan maintains the low density residential character of the established neighbourhoods and therefore no land use changes are proposed in these areas. The land use policies of Volume 1 of the Official Plan apply to the Low-Rise Residential land use designation of this Secondary Plan. The overall design framework policies developed in this Plan (Part B: Section 5.0 and 6.0), including the proposed Public Realm enhancements, also apply to lands designated Low-Rise Residential by this Plan.

### 2. The Woodbridge Commercial Core

The Woodbridge Commercial Core, as shown on Schedule 5 is a local centre providing retail, business, and commercial services to the surrounding community. This area was also identified as an area of intensification in the “Where and How to Grow” report for the City of Vaughan Official Plan Review. The Secondary Plan provides for approximately 600 additional dwelling units in the Woodbridge Commercial Core, which is considered beneficial to the vitality and economic health of the local centre. This represents an increase of approximately 200 dwelling units in addition to the 400 dwelling units that could redevelop on available parcels and according to previous approved policies.

The development densities shown on Schedule 3 are derived based on the following factors:

- a. selecting vacant parcels or parcels with a high redevelopment potential;
- b. deriving densities, expressed as Floor Space Index (FSI), for select properties by testing height and built floor coverage within the parameters of the Woodbridge Heritage Conservation District Plan (2009); and
- c. considering the proportion of the property in the TRCA regulated area.

In accordance with the Woodbridge Heritage Conservation District Plan (2009), this Secondary Plan proposes that development facing the Woodbridge Avenue frontage and Market Lane Public Square frontage must include commercial uses at grade level. This land use policy will reinforce the historical function of this area as a commercial and social focus of the community and enhance the pedestrian quality of the street.

### 3. The Islington Avenue Corridor

The Islington Avenue Corridor is to retain its primarily low density character, with pockets of established higher density residential. An increase of approximately 276 residential units (above what was previously allowed) is estimated on Islington Avenue between Gamble Street and Davidson Drive. The remaining lower density lands immediately fronting Islington Avenue along this short section of the street corridor have been re-designated from an FSI of approximately 0.3 to 0.5 (with the possibility for an additional 0.5 FSI bonus density to achieve a maximum total FSI of 1.0).

The re-designation of these lands is considered appropriate in the context of the existing adjacent Low-Rise Residential (0.5 FSI) in this section of the street corridor.

The Special Policy Area (SPA) review which forms a component of the Woodbridge Centre Secondary Plan process concluded that no further intensification shall be permitted in the SPA located in the Islington Avenue corridor due to associated flood risks. As a result, the Secondary Plan proposes that where the previous Islington Avenue Corridor Plan had proposed increases in density within the SPA, these areas be returned to a Low-Rise Residential designation at the following locations:

- a. immediately north of Davidson Drive on the west side of Islington Avenue;
- b. north of Woodbridge Avenue on the east side of Islington Avenue; and
- c. at the intersection of Woodbridge Avenue and Islington Avenue on the east side of Islington Avenue.

#### 4. The Hayhoe Mills Industrial Site at Pine Grove Road

This Secondary Plan re-designates the Hayhoe Mills site from its long standing industrial use to “Low-Rise Residential (2)” and “Natural Areas” as shown on Schedule 2 - Land Use Plan. The City was advised in the latter stages of the planning process that the land owner was no longer interested in operating the mill, and subsequently asked to consider alternative uses for the site. Since the lands are located partially within an SPA, and in the Built-up Valley Lands as depicted on Schedule 2 of the VOP 2010, alternative uses must comply with the policies related to these environmental conditions.

The Natural Area lands at this location permit ideal conditions between the established Pine Grove Road trail and the valley trails of the Humber River.

### **3.2.2 Low-Rise Residential**

The Low-Rise Residential designations provided in the Secondary Plan consist of houseform buildings and community related functions in a low-rise form no greater than 5 storeys. The different numerical symbols which follow the Low-Rise Residential designations are provided for easy reference to the specific height maximums, housing forms, and design policies applicable to the various Low-Rise Residential areas of the Plan.

### **3.2.3 Low-Rise Mixed-Use**

Low-Rise Mixed-Use areas of this Secondary Plan are located on the Woodbridge Avenue and Market Lane Public Square frontages within the Woodbridge Commercial Core. They are primarily residential areas with an integrated mix of community and small scale retail uses intended to serve the local population. The commercial component is to be integrated on the ground floor of buildings facing Woodbridge Avenue and Market Lane Public Square. Stand-alone commercial or residential uses shall not be permitted fronting Woodbridge Avenue and Market Lane Public Square. Stand-alone residential development, where the lot depth permits, is intended for the

areas to the rear of buildings located on Woodbridge Avenue and Market Lane Public Square within this designation.

Low-Rise Mixed-Use areas shall be carefully designed in accordance with the specific design policies provided for the Woodbridge Commercial Core and Market Lane Public Square contained in Part B: Section 4.0 of this Plan.

### **3.2.4 Mid-Rise Residential-Use**

There are two areas of Mid-Rise Residential within the Woodbridge Commercial Core, the established six-storey condominium on Arbors Lane, and the lands located to the rear of 121, 131, and 137 Woodbridge Avenue. The Mid-Rise Residential designation supports the commercial viability of the local centre, and adds to the diversity of housing within the Secondary Plan.

### **3.2.5 Mid-Rise Mixed-Use**

Mid-Rise Mixed-Use areas are located in the Woodbridge Commercial Core, fronting Woodbridge Avenue. These areas are primarily residential with an integrated mix of community and small scale retail uses intended to serve the local population. The commercial component is to be integrated on the ground floor of buildings facing Woodbridge Avenue. Similar to the Low-Rise Mixed-Use designation, stand-alone commercial or residential uses shall not be permitted fronting Woodbridge Avenue. These areas of greater residential density help establish the local centre as a vibrant area and also aid in achieving the City's intensification objectives.

Mid-Rise Mixed-Use areas shall be carefully designed in accordance with the specific design policies provided for the Woodbridge Commercial Core in Part B: Section 4.0 of this Plan.

### **3.2.6 Commercial Mixed-Use (1) Designation**

Lands designated as Commercial Mixed-Use (1) are located along the Islington Avenue corridor. They shall be predominantly commercial areas appropriate for non-residential intensification and making efficient use of existing and planned transit investments. These areas shall be developed with commercial buildings that allow for a variety of business use to occur in close proximity to each other in order to assist the City in achieving its overall employment targets and intensification objectives. It should be noted that all existing commercial uses on Islington Avenue are located in the SPA. For this reason, some uses permitted in the Commercial Mixed-Use designation within Volume 1 such as hotels, gas stations, and day care, have been excluded from the Commercial Mixed-Use (1) designation of this Secondary Plan.

### **3.3 Urban Design**

#### **3.3.1 A Comprehensive Urban Design Framework**

One of the key objectives of this Secondary Plan is to provide an overall urban design framework for the Woodbridge Centre area. The urban design guidelines associated with studies applicable to areas within the Woodbridge Centre area have been reviewed. In addition, a set of general policies have been developed to provide an urban design policy framework in support of detailed urban design guidelines. The following conclusions have been made in terms of providing a comprehensive set of urban design policies for this Secondary Plan, as well as a comprehensive set of guidelines in the corresponding Woodbridge Centre Urban Design Guidelines document:

1. All policies and guidelines from the Woodbridge Heritage Conservation District Plan (WHCD) apply to the areas within the WHCD boundary of the Woodbridge Centre Secondary Plan.
2. Additional policies are introduced to address identified gaps in the existing framework of urban design policies, including:
  - a. policies for the protection of the heritage character of the stable residential neighbourhoods;
  - b. specific urban design policies to further define and enhance the character of the Islington Avenue Corridor, Clarence Street, and Woodbridge Avenue, and to guide development in these areas;
  - c. the identification of new open spaces and trail opportunities to achieve the required parkland and recreational needs for the area; and
  - d. opportunities to create a pedestrian-oriented environment, encouraging a shift to other modes of travel.

The majority of the urban design policies within the Islington Avenue OPA 597 (not including the environmental guidelines), have been replaced by specific urban design policies established for this Plan.

1. Urban design policies that are specific to the Islington Avenue area are identified in Part B: Section 4.2.4 Urban Design Policies.
2. Specific urban design policies have been developed for the Woodbridge Commercial Core and the Market Lane Site Specific Development Area, and are identified in Part B: Section 4.1.3 Urban Design Policies.
3. Specific urban design policies have been developed for Clarence Street regarding the protection of its right-of-way, and are identified in Part B: Section 5.1.1 Urban Form.

### **3.4 Parks and Open Space**

The purpose of the parks and open space review undertaken in the Woodbridge Centre Secondary Plan process was to assess the current service levels of parks and open space for the Woodbridge Centre community in response to the recommendations brought forward in the *Active Together Master Plan, 2008*, taking into consideration the future demands that growth and intensification will have on the area, and as such, on the existing parks and open spaces. Woodbridge Centre is considered an area of intensification in accordance with Volume 1 of the VOP 2010, particularly the Woodbridge Commercial Core and the Kipling Avenue Corridor areas (as identified in the “Where and How to grow Report”). The VOP 2010 recognizes that intensifying communities are the focus for, “new and creative parkland opportunities provided on a more urban scale, mostly in the form of Neighbourhood Parks and Public Squares”. The Official Plan also recognizes that more efficient and intensive park use will become the trend. Such is the case for Woodbridge Centre.

#### **3.4.1 Current and Future Service Levels**

Currently, the Woodbridge Centre area has a sufficient amount of active and passive parkland resources to meet the needs of the existing community, in compliance with the standards set forth in the Provincial Planning Act. The area is currently in excess of active parkland by approximately 4.43 hectares. Public squares in this Secondary Plan are calculated as part of the active parkland dedication, and are considered to function in the same fashion as Neighbourhood Parks, accommodating both active and passive use. In terms of passive parkland, all of the active parks within the study area function to accommodate both active and passive recreation. In addition, the proximity to the natural areas provides opportunities to augment the passive recreation for the area by completing the trail system through the valley open spaces.

The total existing and proposed active park space is 15.77 hectares. An estimated total dwelling units for the Woodbridge Centre is in the range of 4,230, requiring 14.10 hectares of active parkland. The area, therefore, has sufficient active park space to meet projected future development.

#### **3.4.2 A Parks and Open Space Framework**

The Woodbridge Centre Secondary Plan recognizes not only the long-term goals of the Active Together Master Plan, but also that a diversity of park types will be required to suit a growing urban community. In this regard, the Plan provides a parks and open space framework and policies with the objective to continue to maintain levels of parkland services, to provide services that are suitable to a changing community, and to maximize the potential for increased use of existing parks and open space. There is an abundance of valley open space in the area that provides opportunities for passive recreational activity, such as trail use, to augment the overall parks and open space service requirements for the community. There is also an abundance of larger neighbourhood and regional scale parks and facilities adjacent to the area that can be made more accessible with improved trail connections, pedestrian and bicycle accessibility, and an improved transit system.

The parks and open space framework also takes into consideration increasing the potential for accessible, spontaneous, community-oriented recreation, and day-to-day activity, including more children and youth play areas and community gathering places, by increasing the integration of public squares and neighbourhood parks within a five minute walk of all parts of the residential neighbourhoods. With enhanced streetscapes and an animated commercial core, the built form and open space framework provides opportunities for increased café spaces, dog walking routes, street events and civic gatherings, all connected by an expanded and complete trails system. All aspects of the public realm, including the main streets shall become attractive areas to recreate on a day-to-day basis.

More specifically, the Parks and Open Space Framework and policies will:

1. Establish the parks identified in this Secondary Plan;
2. Provide a more even distribution of park types throughout the community;
3. Improve the trails network, creating a connected network of parks and open spaces within the area and improve connections to outer-lying open spaces such as the surrounding regional parks within the valley system;
4. Create a green streetscape environment that is inviting, pedestrian friendly, and accessible;
5. Introduce more urban public open spaces and gathering places such as public squares that are flexible in use and vary in size. The Market Lane Public Square along Woodbridge Avenue is envisioned as the central open space hub for the community;
6. Maintain a regular practice of upgrading existing parks and facilities to meet the needs of a changing community;
7. Continue the process of actively seeking land for park use, that is designed in accordance with Volume 1 of the VOP 2010, Section 7.3.2; and
8. Ensure that the acquisition of new parks and open spaces shall continue under the provisions of the Planning Act through the use of parkland dedication or cash-in-lieu of parkland dedication, as well as through the parkland dedication policies in Section 7.3.3 of Volume 1 of the VOP 2010.

### **3.5 The Environment**

There are two main themes driving the environmental policies. The first theme addresses protection of environmental features and ecosystem functions. This includes opportunities to enhance the system of core features either through habitat additions or habitat improvements. Core features are protected from development and comprise the Natural Heritage Network as shown on Schedule 2 of the VOP 2010, consistent with the Regional Greenlands policies in the Region of York Official Plan (2009). The Special Policy Area (SPA) policies fall under this general theme as the flood plain and river valleys are natural heritage features, but are addressed separately given the prominence



of the SPA in the Woodbridge area. Environmental policies addressing natural heritage protection are located in Part B - Section 7.0 of the Plan.

Schedule 2 of the VOP 2010 (Volume 1) also identifies Built-up Valley Lands in the Woodbridge Centre Secondary Plan area. These are existing and occupied developed lands located below the physical top of bank and contribute to the overall Natural Heritage Network. It is noted in the VOP 2010 (Volume 1) that “new development and/or site alterations on Built-up Valley Lands are prohibited, except in accordance with an approved Secondary Plan, within and in accordance with an approved Special Policy Area, and/or an approved permit under the Conservation Authorities Act.”

The second theme addresses sustainable built form to reduce ecological footprints of development. This is addressed in Part B - Section 7.3 of the Plan and includes measures to use resources more efficiently, such as energy and water conservation measures for new buildings, and promote active transportation and transit use. Stormwater management measures are also addressed to reflect the prominence of the Humber River in the Woodbridge Centre area and the extent of existing development below the top of bank.

### **3.6 Cultural Heritage**

The Woodbridge Centre is part of one of the five historic villages in Vaughan and conservation of its heritage resources is paramount in this Secondary Plan. The policies of the Woodbridge Heritage Conservation District Plan will guide development within the WHCD boundaries. In addition, development of areas outside of the WHCD boundary must comply with the Cultural Heritage policies identified in the Official Plan for the protection, conservation, maintenance, and promotion of heritage resources.

### **3.7 The Transportation Network**

The approach to transportation in this Secondary Plan fully supports the objectives and policies of the VOP 2010 (Volume 1) in terms of transforming transportation in Vaughan, and more so, in its heritage villages. The Transportation Network for the Woodbridge Centre must provide a safe, efficient, pedestrian-oriented movement system, and enable a variety of transportation options to function in a well-balanced way, and meet the needs of future development in the area.

For the purpose of this secondary plan, a separate traffic impact analysis was completed in examination of existing traffic conditions as well as future scenarios with respect to the proposed land use strategies within the Woodbridge Focus Area by the year 2031. In addition to transportation recommendations in the Kipling Avenue Corridor Secondary Plan, and consistent with the York Region Transportation Master Plan Update, key transportation recommendations are identified below.

#### **3.7.1 Transportation Impact Assessment**

The criteria established for the movement system is guided and supported by a Transportation Impact Assessment for the area. The assessment is meant to guide decisions respecting the amount of future development in the Woodbridge Centre,

establish informed projections for future transportation conditions, and provide the City with conclusions and recommendations for future transportation and development, and plan implementation.

The transportation Impact Analysis indicated that the additional site traffic generated onto area roadways would result in a slight increase in congestion levels along Woodbridge Avenue and Clarence Street, as compared with the current roadway operations. Results also indicated that the future traffic growth can be accommodated in the future during both the AM and PM peak hours, albeit at levels somewhat lower than desired. Close monitoring of the traffic conditions within and adjacent to the Woodbridge Focus Area, will be necessary in conjunction with the proposed development being constructed in the future.

The Regional intersections of Highway 7/Kipling Avenue and Highway 7/Islington Avenue will operate close to its capacity during both AM and PM peak periods with some movements likely to experience significant delays. The City will support efforts by the Region of York to improve the Highway 7 intersections at Kipling Avenue and Islington Avenue in conjunction with the implementation of upgrading VIVA service.

Travel Demand Management (TDM) strategies include requiring TDM plans for major new developments and adopting TDM initiatives to encourage alternative modes of travel are essential for reducing single occupant vehicle use. With the successful implementation of TDM strategies, traffic operations within the Woodbridge Centre area are expected to be acceptable. The achievement of higher transit modal splits, in line with Regional and City targets, would result in improved levels of traffic service. All public transit improvements serving the Plan area and broader surrounding area, as well as TDM initiatives should be supported.

### **3.7.2 Streetscape Design**

The main objectives of streetscape design will be achieved primarily through redevelopment and street improvements, to ensure:

1. A coherent system of streets;
2. A hierarchy of streetscaping and furnishing;
3. Walkable, connected pedestrian-oriented streets;
4. Reduced front car parking garage access onto the main avenues of Woodbridge, Kipling and Islington, and the development of connected rear lane access where possible;
5. Defined street edges with building frontages and entrances oriented to the street;
6. An elimination of surface parking between public streets and private buildings;
7. Publicly accessible streets and laneways, discouraging private roads and laneways;
8. A cohesive character and identity for each street type;

9. On-street parking and bike lanes where possible;
10. Safe street and rail crossings;
11. An identification of opportunities for enhanced streetscape treatments and pedestrian priority nodes; and
12. Increased transit service and streetscaping that supports increased transit use.

### **3.7.3 Pedestrian Priority Nodes**

Pedestrian Priority Nodes, as shown on Schedule 8 – Street Network, Nodes and Gateways, occur mainly along Woodbridge Avenue in the Woodbridge Commercial Core and at key intersections along Clarence Street and Islington Avenue, where higher concentrations of pedestrian activity are expected to occur or at key trail or open space junctions along these streets.

As the Woodbridge Centre area intensifies, increased pedestrian activity is anticipated along Woodbridge Avenue as the main commercial street for the area and within Market Lane as the main pedestrian hub. Areas along the avenue and the Market Lane Public Square are considered as pedestrian priority nodes. Priority shall be given to providing safe pedestrian and bicycle crossing and movement along Woodbridge Avenue, especially as it is the main connection between the river valley and Market Lane Public Square, and safe pedestrian circulation within the Public Square and within other potential open spaces that may develop within Market Lane.

In general, Clarence Street, Woodbridge Avenue and Islington Avenue will no longer function only as through-streets. The Pedestrian Priority Nodes along these streets will be used as a method of street calming and traffic management.

### **3.7.4 Parking Standards**

Woodbridge Centre is viewed by the City as a distinct heritage area that is experiencing urban growth, and as a result, it is evolving into a diverse urban community. The Transportation Impact Assessment identified the potential for future increased traffic conflicts that could be detrimental to the heritage village if other non-auto transportation options are not pursued, in order to decrease vehicular dependency. In this regard, the parking standards objective for this Secondary Plan is to promote sustainable forms of development to preserve the distinct heritage area, in accordance with the VOP 2010 (Volume 1).

### **3.7.5 Clarence Street and Woodbridge Avenue**

Clarence Street and Woodbridge Avenue are considered important heritage streets within Woodbridge Centre. The general character of these streets is defined by a tight pedestrian oriented cross section with heritage buildings fronting onto them. Both of these streets have been identified in the Woodbridge Heritage Conservation District Plan as contributing to the heritage character of the area. The policies for Woodbridge Avenue reflect a zero setback condition along the street to establish a continuous street wall. This policy was established to respect the existing zero setback condition of most

of the contributing heritage buildings along the avenue. Similarly, Clarence Street, specifically between Arbors Lane and Mounsey Street, is fronted on the east side by the majority of contributing heritage buildings located on this street, many of which are actually within the existing right of way.

Consideration for roadway widening for these streets would be contrary to the policies outlined in the Woodbridge Heritage Conservation District Plan for conserving the heritage character and maintaining heritage buildings in-situ. Specific urban design policies have been established for Clarence Street and Woodbridge Avenue in order to protect the existing right-of-way.

## PART B – DETAILS OF THE PLAN

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### 1.0 INTRODUCTION AND INTERPRETATION OF THE PLAN

#### 1.1 Introduction

This Woodbridge Centre Secondary Plan provides land use, urban design, and environmental policies for the area which was the subject of the Woodbridge Focused Area Study, within the general framework of Volume 1 of the VOP 2010. The Secondary Plan provides the greater detail needed to guide future development in the Woodbridge Centre, given this area's important role as a local centre and a Heritage Conservation District.

#### 1.2 Location

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

### 2.0 PRINCIPLES AND OBJECTIVES

1. **To Foster a Sense of Place:** Development shall contribute to a defined identity and “a sense of place” for the Woodbridge Centre and shall be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of land uses.
2. **Protect Heritage Resources:** All new development shall respect the area's natural and cultural heritage assets and shall contribute to its heritage character, including its forests and river valleys, its landscapes and streetscapes, and its buildings and structures.
3. **Provide a Mix of Uses:** A mix of uses shall be accommodated and encouraged in the Woodbridge Centre to support a vibrant community and healthy economy.
4. **Achieve a Critical Mass:** Islington Avenue and Woodbridge Avenue should provide the opportunity for residential and employment intensification where appropriate, and support their role and function as vibrant neighbourhoods within the City of Vaughan.
5. **Achieve a High Quality Built Form:** New development shall contribute to the defined identity of the area and ensure high quality design of architecture and built form.
6. **Establish a Central Community Amenity within the Core:** Strengthen Market Lane as the core public amenity area and community focus where pedestrians can gather for social functions and community events.
7. **Create a Supportive Transportation Network:** The design of the transportation network should support the expected levels of development and a range of users, including pedestrians, cyclists, public transit, and private vehicles.
8. **Protect Natural Heritage, Views, and Environmental Features:** The Plan area is defined by its forests and river valleys. These environmental features and natural heritage have shaped the identity and character of Woodbridge and are to be preserved.

9. ***Enhance and expand the Green Environment:*** Parks and open spaces shall be connected and enhanced, and additional park land/trails introduced where appropriate.
10. ***To provide updated mapping and policies for the Special Policy Area (SPA)*** consistent with current Provincial, Regional, and City policy and in consultation with the TRCA.

### **3.0 THE VISION FOR THE CHARACTER AREAS**

#### **3.1 Woodbridge Commercial Core**

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

1. The vision for the Commercial Core seeks to:
  - a. create a pedestrian oriented, animated and distinct area;
  - b. enhance the commercial street – Woodbridge Avenue;
  - c. create a community hub – Market Lane;
  - d. improve the public realm – create one that is walkable, connected, and accessible; and
  - e. establish a streetscape plan that enhances the avenue and is in keeping with the quality of place established for Kipling Avenue.
2. The vision for Market Lane specifically, seeks to:
  - a. create a mixed-use community destination and landmark, with defined open spaces and animated at-grade uses;
  - b. encourage a fine network of pedestrian connections that are linked to existing and proposed trails, neighbourhoods, and open spaces;
  - c. create flexible and inviting open spaces – to be used year-round, on a daily basis and in all four seasons;
  - d. protect, enhance, and transition from all contributing heritage buildings in accordance with the WHCD policies;

- e. allow public/private land exchange opportunities to optimize development potential and configuration of the land; and
- f. create a pedestrian priority zone with minimized surface parking, provide below grade parking and consolidated servicing access.

### **3.2 Islington Avenue Corridor**

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

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

### **3.3 Stable Residential Neighbourhoods**

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

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

- d. respect the distinct setbacks, heritage styles, and natural topography.

## **4.0 LAND USE DESIGNATIONS**

General Land Use Policies for the Woodbridge Centre Secondary Plan Area:

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

### **4.1 Land Use Policy Specific to the Woodbridge Commercial Core**

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

#### **4.1.1 General Land Use Policies**

- 1. Existing parking lots located adjacent to Woodbridge Avenue are encouraged to be phased out over time either through redevelopment or conversion of these parking areas to other uses such as landscaped areas, cafes, or patios.
- 2. Development shall be designed to minimize the impacts from the commercial uses including noise, vibration, security, odours, and lighting, on any residential uses that form part of the development.
- 3. Gas stations shall not be permitted in the Woodbridge Commercial Core area.



#### 4.1.2 Residential Policies

##### Low-Rise Residential (1)

1. In areas designated on Schedule 2 as Low-Rise Residential (1), the following policies shall apply:
  - a. Low-Rise Residential (1) areas shall consist of house-form buildings in a low-rise form no greater than 3 storeys.
  - b. The following uses shall be permitted in areas designated as Low-Rise Residential (1):
    - i. Residential units;
    - ii. Parks and Open Spaces;
    - iii. Private Home Daycare for a maximum five (5) children; and
    - iv. Home Occupations.
  - c. The following Building Types are permitted in areas designated as Low-Rise Residential (1):
    - i. Detached House;
    - ii. Semi-Detached House;
    - iii. Townhouses; and
    - iv. Multi-unit Residential Buildings.
  - d. Density: The maximum density permitted in the Low-Rise Residential (1) area is an FSI of 0.5.
  - e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (1) designation shall be 50%.

##### Low-Rise Mixed-Use

2. In areas designated on Schedule 2 as Low-Rise Mixed-Use, the following policies shall apply:
  - a. Low-Rise Mixed-Use areas shall consist of integrated commercial and residential buildings with the commercial uses located at grade level. For minimum and maximum heights permitted within this designation see Schedule 4.
  - b. Notwithstanding Section 9.2.2.2 b) of Volume 1, the following uses shall be permitted in areas designated as Low-Rise Mixed-Use:
    - i. Residential Units;
    - ii. Small-scale Community Facilities;

- iii. Parks and Open Spaces;
  - iv. Cultural Uses, including commercial galleries;
  - v. Day Care;
  - vi. Retail Uses;
  - vii. Small-scale hotels;
  - viii. Restaurants;
  - ix. Office Uses; and
  - x. Home Occupations.
- c. Notwithstanding Section 9.2.2.2 f) of Volume 1, the following Building Types are permitted in areas designated Low-Rise Mixed-Use:
- i. Multi-unit Mixed-use Buildings;
  - ii. Townhouses; and
  - iii. Stacked Townhouse.
- d. Density: The maximum density permitted in the Low-Rise Mixed-Use designation shall be an FSI ranging from 0.5 to 1.8. See Schedule 3 - Density Plan for maximum permitted FSI on specific lots.
- e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Mixed-Use areas shall be 50%.
- f. Stand-alone commercial or residential uses shall not be permitted fronting onto Woodbridge Avenue or Market Lane Public Square.
- g. Stand-alone residential uses shall be permitted at the rear of lots which are deep enough to accommodate buildings behind those fronting onto Woodbridge Avenue and Market Lane Public Square.

### **Mid-Rise Residential**

3. In areas designated on Schedule 2 as Mid-Rise Residential, the following policies shall apply:
- a. Mid-Rise Residential areas shall consist of house-form buildings with a minimum height of 2-storeys and a maximum height of 6-storeys.
  - b. Notwithstanding Section 9.2.2.3 b) of Volume 1, the following uses shall be permitted in areas designated as Mid-Rise Residential:
    - i. Residential Units;

- ii. Parks and Open Spaces; and
  - iii. Home Occupations.
- c. Notwithstanding Section 9.2.2.3 d) of Volume 1, the following building types are permitted in areas designated as Mid-Rise Residential:
  - i. Townhouses;
  - ii. Stacked Townhouse; and
  - iii. Multi-unit Residential Buildings.
- d. Density: The maximum density permitted in Mid-Rise Residential areas shall be an FSI of 2.0.
- e. Lot Coverage: The maximum lot coverage permitted in the Mid-Rise Residential designation shall be 50%.

**Mid-Rise Mixed-Use**

- 4. In areas designated on Schedule 2 as Mid-Rise Mixed-Use, the following policies shall apply:
  - a. Mid-Rise Mixed-Use areas shall consist of integrated commercial and residential building forms, with the commercial uses located at grade level. The minimum height of buildings shall be 2-storeys, and the maximum 6-storeys.
  - b. Notwithstanding Section 9.2.2.4 b) of Volume 1, the following uses shall be permitted in areas designated as Mid-Rise Mixed-Use:
    - i. Residential Units;
    - ii. Community Facilities;
    - iii. Parks and Open Spaces;
    - iv. Cultural Uses, including Commercial Galleries;
    - v. Retail Uses;
    - vi. Small-scale hotels;
    - vii. Restaurants;
    - viii. Office Uses;
    - ix. Home Occupation; and
    - x. Fitness Clubs.
  - c. Notwithstanding Section 9.2.2.4 f) of Volume 1, the following Building Types are permitted in areas designated Mid-Rise Mixed-Use:

- i. Stacked Townhouses; and
  - ii. Multi-unit Mixed-use Buildings.
- d. Density: The maximum density permitted in Mid-Rise Mixed-Use areas shall be an FSI of 2.0.
- e. Lot Coverage: The maximum lot coverage permitted in the Mid-Rise Mixed-Use designation shall be 50%.
- f. Stand-alone commercial or residential uses shall not be permitted fronting onto Woodbridge Avenue or Market Lane Public Square.
- g. Stand-alone residential uses shall be permitted at the rear of lots which are deep enough to accommodate buildings behind those fronting onto Woodbridge Avenue and Market Lane Public Square.

### **Site-Specific Policies**

- 5. The following Site-Specific Policies shall apply:
  - a. Northeast corner of Woodbridge Avenue and Clarence Street designated Low-Rise Mixed-Use and Low-Rise Residential (1)
    - i. Vehicular access to this these lands shall be restricted to a single driveway onto Clarence Street.
  - b. West side of Wallace Street South of Woodbridge Avenue designated Low-Rise Mixed-Use
    - i. The significant woodlot south of Memorial Hill Park and abutting the CPR line shall be retained in any redevelopment of this area as shown on Schedule 2.
    - ii. Innovative massing and design shall be encouraged which takes advantage of the views which the site offers. Development on the Wallace Street frontage shall respect the scale and pedestrian character of the street. Parking areas and garages shall not face Wallace Street or Memorial Hill Drive.
  - c. 124 – 140 Woodbridge Avenue designated Low-Rise Mixed-Use
    - i. Portions of the buildings on these lands may be considered for an increase in height to a maximum of 6-storeys, provided the proposed development conforms to the Transition Guidelines and other policies of the Woodbridge Heritage Conservation District Plan (See Schedule 4 - Building Height Maximums).

- (OPA #60)            d.        248, 252, 256 and 260 Woodbridge Avenue
- i.        Permit a residential apartment building with no at grade commercial component.
  - ii.       The maximum density shall be an FSI of 2.51 times the area of the lot.
  - iii.      The maximum lot coverage shall be 65%, as set out in the implementing Zoning By-law.
  - iv.      The maximum building height shall not exceed 7-storeys (23.9 m to top of roof), not including the mechanical penthouse which shall be used only for mechanical purposes in accordance with the City of Vaughan Zoning By-law 1-88, or its successor by-law.
- (OPA #14)            e.        177, 185 and 197 Woodbridge Avenue
- i.        Permit a mixed-use building with a maximum building height of 6 storeys or 20 m exclusive of the mechanical penthouse area. Permit commercial on the ground floor of the 3-storey podium facing Woodbridge Avenue and Wallace Street. The two heritage buildings (185 and 197 Woodbridge Avenue) to be used for grade related commercial and residential purposes.
  - ii.       The maximum density shall be an FSI of 3.0.
  - iii.      The maximum lot coverage shall be 60%
  - iv.      Notwithstanding the H6 building height maximum identified on Schedule 4 and the 19 m identified in the Legend, the maximum building height shall not exceed 6 storeys and the building height shall not exceed 20 m exclusive of the mechanical penthouse area in accordance with the City of Vaughan Zoning By-law.

#### **4.1.3 Urban Design Policies**

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

b. Connectivity

- i. Provide a fine network of pedestrian connections to neighbourhoods and open spaces such as the Woodbridge Fairgrounds and the Humber River Valley open space.
- ii. Connect the public square and other open spaces to the trail system.
- iii. Buildings shall be sited and organized to encourage pedestrian passageways through the public square, with connections to Woodbridge Avenue, Clarence Street, Arbors Lane, and the Woodbridge Fairgrounds.

c. Flexibility

- i. Provide flexible open spaces that can be used year-round, on a daily basis, and in all seasons; and, can accommodate spontaneous and organized activities, and a variety of uses and programming.
- ii. Programming shall be suited to community-oriented activities to draw people to the public square and to the commercial core.

d. Comfortable and Safe Pedestrian-Oriented Environment

- i. Design the public square as the main urban open space with urban design treatments such as enhanced pavement surfaces, perimeter shade trees, low walls suitable for sitting, and removable furniture.
- ii. Animate the square with at-grade commercial uses that allow for cafe/restaurant spill-over space.
- iii. Maintain an open southern exposure to the square.
- iv. Provide weather protection such as awnings, trees, a fine grain of retail having multiple entry points.
- v. Maintain clear, visible connections to the public square and other potential open spaces from Woodbridge Avenue, Clarence Street, and Arbors Lane.
- vi. Include public art elements as focal points in areas such as the public square and at the gateway entrances.
- vii. Create a residential streetscape environment for Arbors Lane and Clarence Street.
- viii. Create an animated, commercial-oriented streetscape environment for Woodbridge Avenue in accordance with the Woodbridge Heritage Conservation District Plan.

e. Heritage

- i. Refer to the Woodbridge Heritage Conservation District Plan for proper building transitions to heritage buildings within Market Lane.
- f. **Built Form and Quality Design**
  - i. Buildings shall define and frame the open spaces with complimentary at-grade uses.
  - ii. New built form shall transition in height to the surrounding low density residential neighbourhood and to the public square and other potential open spaces in accordance with the corresponding Urban Design Guidelines for this Secondary Plan.
  - iii. Create built form, open space, or art landmarks to define gateways, establish a sense of place, and as a wayfinding measure.
  - iv. The form of building development should support the public square and other potential open spaces, by encouraging a critical population mass that supports day-to-day use and “eyes-on-the-open spaces”.
  - v. Storefronts on Woodbridge Avenue should be oriented to the street, and experienced as a collection of small scaled retail with operable doors.
  - vi. Storefronts fronting Market Lane Public Square should be oriented to the square, and experienced as a collection of small scaled retail with operable doors.
- g. **Parking**
  - i. The Market Lane Public Square shall be considered a pedestrian priority node. Restricted surface parking may be permitted in the public square subject to the satisfaction of the City.
  - ii. The Market Lane Public Square shall not be encumbered by underground parking structures or utilities.

## **4.2 Land Use Policy Specific to the Islington Avenue Corridor**

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

### **4.2.1 General Land Use Policies**

1. Residential development along Islington Avenue shall be subject to appropriate noise abatement measures. A noise report describing noise abatement measures shall be submitted to the satisfaction of the City and the Region of York.

2. Given the prominence of the Humber River in relation to the Islington Avenue corridor, applicants shall consult with the TRCA particularly regarding consistency with the guidance in the Valley and Stream Corridor Management Program.
3. All new residential development applications within the potential influence area (as defined by the Ministry of Environment), of the Hayhoe Mills industrial operation shall include environmental assessment reports in accordance with Provincial Guidelines. Where a site is determined to be contaminated, development will not be permitted until the site has been remediated in accordance with Provincial criteria and City specifications and policies.
4. Prior to redevelopment of the Hayhoe Mills site, the Owner shall be required to submit environmental assessment reports in accordance with Provincial Guidelines. In addition, flood studies and associated further ecological review are required by the TRCA. Should the site be determined to be contaminated, development will not be permitted until the site has been remediated in accordance with Provincial criteria and City specifications and policies.

#### **4.2.2 Residential Policies**

##### **Low-Rise Residential**

1. The policies of Volume 1 of the VOP 2010, Section 9.2.2 Land Use Designations – Low-Rise Residential, shall apply to areas designated Low-Rise Residential.

##### **Low-Rise Residential (2)**

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



- c. The following Building Types are permitted in areas designated as Low-Rise Residential (2):
  - i. Townhouse;
  - ii. Stacked Townhouses;
  - iii. Low-Rise Buildings, and
  - iv. Public/Institutional Buildings.

(OPA #9)

- d. Density: The maximum density permitted in the Low-Rise Residential (2) designation shall be an FSI of 0.5, except as otherwise permitted on Schedule 3 of this Plan. (OPA #9)
- e. Notwithstanding the maximum densities permitted on lands designated Low-Rise Residential (2), a maximum additional bonus density of 0.5 FSI may be permitted, subject to the policies identified in Section 10.1.2.9 - Bonuses for Increases in Height or Density, of Volume 1 of the VOP 2010. A density bonus is not permitted for properties in the Low-Rise Residential (2) designation in the Special Policy Area.
- f. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (2) designation shall be 50%.

(OPA #23)

- g. 8265 Islington Avenue:
  - i. Part “B” identified on Schedule 2 – “Land Use Plan”, shall only be used for the purposes of driveway access and underground parking garage and no habitable area of the development is permitted within the Special Policy Area.
  - ii. Parts “A” and “B” identified on Schedule 2 – “Land use Plan”, combined, shall be used for the purpose of calculating the maximum permitted Floor Space Index (FSI) for the Subject Lands, with an overall total maximum permitted FSI of 2.5.
- h. 8295 Islington Avenue:
  - i. Increase the maximum permitted lot coverage from 50% to 57% for units 2 to 5 as identified in the implementing Zoning By-law.

(OPA #40)

- i. 8295 Islington Avenue:
  - i. The maximum lot coverage for the lands located at the southeast corner of Islington Avenue and Hartman Avenue shall be 57% for units 2 to 5, as set out in the implementing Zoning By-law.

**Low-Rise Residential (3)**

3. In areas designated on Schedule 2 as Low-Rise Residential (3), the following policies shall apply:
  - a. Low-Rise Residential (3) areas shall consist of low-rise buildings with a minimum height of 2-storeys and a maximum height of 5-storeys.
  - b. The following uses shall be permitted in areas designated as Low-Rise Residential (3):
    - i. Residential Units;
    - ii. Parks and Open Spaces;
    - iii. Small-scale Community Facilities;
    - iv. Places of Worship; and
    - v. Daycare, provided they are located within a school, place of worship or Community Centre.
  - c. The following Building Types are permitted in areas designated as Low-Rise Residential (3):
    - i. Townhouses;
    - ii. Stacked Townhouses;
    - iii. Low-Rise Buildings; and
    - iv. Public/Institutional Buildings.
  - d. Density: The maximum density permitted in the Low-Rise Residential (3) designation shall be an FSI of 1.0.
  - e. Lot Coverage: The maximum lot coverage permitted in the Low-Rise Residential (3) designation shall be 50%.

#### **4.2.2.4 Site-Specific Policies**

The following Site-Specific policies shall apply:

- (OPA #22)
- a. 8451 and 8457 Islington Avenue designated Low-Rise Residential:
    - i. Notwithstanding Section 9.2.3.2 (a) of Vaughan Official Plan 2010, Volume 1, a townhouse is a Low-Rise Residential building, situated on a single parcel and part of a row of at least three, but no more than 6 attached residential units, with the exception that one row can have a maximum of 7 attached residential units, and two rows can have a maximum of 8 attached residential units.
    - ii. Notwithstanding Schedule 4 - Building Height Maximums, a maximum building height of 3-storeys (11 m) shall be permitted.

#### **4.2.3 Commercial Policies**

### **Commercial Mixed-Use (1)**

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

### **Gas Stations**

1. The policies of Volume 1 of the VOP 2010, Section 9.2.3 Building Types and Development Criteria – Gas Stations, shall apply.

### **4.2.4 Urban Design Policies**

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

1. A minimum 7.5 metre and a maximum 10 metre building setback from the right-of-way are required along Islington Avenue to be in keeping with the existing characteristic deep setbacks along the avenue. The deep setback provides an opportunity for private

landscape enhancements and “greening of the avenue”, which is encouraged through density bonusing criteria outlined in Section 10.1.2 in Volume 1 of the Official Plan.

2. A continuous double row of street trees shall be planted along Islington Avenue, taking advantage of the deep setbacks, to visually narrow the width of the corridor and extend the wooded character of the area. Streetscaping shall be guided by a streetscape master plan for the Woodbridge Centre Secondary Plan, building on the Streetscape Master Plan established for the Kipling Avenue Corridor.
3. Views to the river valley shall be protected. Deep sideyard setbacks that are characteristic of the area, shall be maintained.
4. Additional frontyard driveway access onto Islington Avenue is discouraged for any new development. Parking access shall be provided in the back of buildings via a lane, where possible.
5. Encourage the protection and enhancement of the remaining single family residential pockets of distinct cottage heritage character, as shown on Schedule 5 - Distinct Character Areas. These areas are characterized as being “nestled” within a forested landscape, (most of which are Regionally Significant Forests and Environmentally Significant Areas) and typically have deep building setback conditions. Any development of these properties shall protect and enhance the forested landscape in accordance with Section 7: The Environment.
6. Protect the existing heritage landscape resources. All new development shall respect the Regionally Significant Forests, and the Environmentally Significant Areas as identified in Section 7.0 Environmental Policies of this Plan, and the Natural Heritage policies of Section 3.0 and the Cultural Heritage policies of Section 6.0 in Volume 1 of the VOP 2010.
7. Encourage a multi-modal, transit-friendly corridor that includes transit service and amenities, bike lanes (in accordance with the Pedestrian and Bicycle Master Plan), sidewalks, and street furniture.
8. Create easy access to new parks and trails, especially for neighbourhoods east and west of Islington Avenue.
9. The northeast corner of Islington Avenue and Davidson Drive, where the local trail connects to the Inter-Regional Trail System, shall include seating opportunities and signage for both local and regional trails (see Schedule 7 or Schedule 8 for the location of the area, identified as a Trail Head or Gateway).
10. Protect the stable residential neighbourhoods west of Islington Avenue. Preserve their unique built form character: housing within a mature wooded context, spacious front and side-yards, connections to the valley and golf course via the trail system, a coherent mix of architectural styles and house forms.

#### **4.3 Natural Areas**

1. Natural Areas as shown on Schedules 2, 3, 4 and 6 of the Woodbridge Centre Secondary Plan depict a portion of the Natural Areas on Schedule 13-Q in Volume 1 of the VOP 2010. Refer to Schedule 13-Q of Volume 1 of the VOP 2010 for Natural Areas boundaries.
2. Natural Areas are subject to the policies applicable to Core Features in the Natural Heritage Network in Section 3.2 of Volume 1 of the VOP 2010.

## **5.0 URBAN FORM**

### **5.1 Block Pattern, Street Network, and Linkages**

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

A detailed streetscape design shall be undertaken for Islington Avenue, Woodbridge Avenue, Clarence Street, and the Highway 7/Islington Avenue intersection to complete a Detailed Streetscape Master Plan for the entire Woodbridge Centre Secondary Plan area. Every street, as shown on Schedule 8, shall be designed to accommodate street trees, to give streets a unity of form, to provide a human scale and pedestrian friendly environment, and to contribute to the beauty and ecology of the area.

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

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

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

#### **5.1.1 Clarence Street and Woodbridge Avenue**

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

##### **1. Clarence Street**

The following policies shall apply:

- a. The existing Clarence Street paved road width shall remain at its current 9 metres between Woodbridge Avenue and Mounsey Street to conserve and protect the historic location and setback of heritage contributing properties.

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

## 2. Woodbridge Avenue

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

The following policies shall apply:

- a. The existing Woodbridge Avenue paved road width shall remain at its current 10 metres (at the most narrow point) to 14 metres (at the widest point), to conserve and protect the historic location and zero setback of some of the heritage contributing properties. New development adjacent to heritage contributing buildings must comply with the Street Wall Setbacks Guidelines of the Woodbridge Heritage Conservation District Plan.
- b. The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line.
- c. Storefronts must be oriented towards the street and should be experienced as a collection of small scaled retail, with operable doors. All entrances to storefronts shall be at the sidewalk level.

### 5.1.2 Islington Avenue

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

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

### **5.1.3 Highway 7/Islington Avenue Intersection**

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

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

## **5.2 Pedestrian Priority Nodes**

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

1. In areas where a Pedestrian Priority Node has been established, priority shall be given to the pedestrian in terms of access, circulation, capacity and amenity.
2. Transportation infrastructure within these nodes should accommodate transit and bicycle facilities and amenities where possible, such as transit shelters and bike racks where applicable.
3. The street crossings should include a high level of design consideration in terms of traffic calming measures in accordance with Volume 1, Section 4.3.1.
4. Within these nodes, the location of vehicular service entrances, and parking access and egress, should be located away from the pedestrian realm to avoid interfering with pedestrian circulation and activity.
5. A higher emphasis on landscaping and pedestrian amenity shall be placed in these zones.



6. Open Space areas within these nodes shall be used for amenities that cater to the pedestrian and cyclist, and should not be used as a surface parking lot.
7. Surface parking is discouraged within, or directly adjacent to the Pedestrian Priority Nodes, however opportunities for on-street parking shall be encouraged.

### **5.3 Heritage Conservation**

A significant part of the Woodbridge Centre area lies within the Woodbridge Heritage Conservation District as shown on Schedule 1. The Woodbridge Heritage Conservation District Plan provides guidelines to manage change within the defined district boundary, and is also a core component of this Secondary Plan. The Woodbridge Centre Secondary Plan considers that conservation of heritage resources, structures, and landscapes, is key to conserving and enhancing an attractive and distinct urban environment that will be cherished by residents and visitors alike.

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

## **6.0 PARKS AND OPEN SPACE FRAMEWORK**

### **6.1 Open Spaces**

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

#### **6.1.1 The Humber River Valley Open Space**

1. The Humber River Valley shall be protected and conserved in accordance with Section 6.3 (Cultural Heritage Landscapes), the natural heritage policies of Chapter 3 of Volume 1 of the VOP 2010, and applicable provisions of the Valley and Stream Corridor Management Program and Regulation 166/06 under the Conservation Authorities Act, in consultation with the TRCA.
2. The existing mature tree canopy shall be protected and enhanced at every opportunity, especially in areas where residential development is being proposed. Any form of enhancement to the natural system within TRCA jurisdiction shall be undertaken in accordance with the TRCA's programs and policies (Ontario Regulation 166/06, the Valley and Stream Corridor Management Program and the Terrestrial Natural Heritage System Strategy).
3. Additional trails shall be considered in the Humber River Valley and parks, providing opportunities to experience views of key features and destinations within the system as well as providing opportunities to travel to and from the various neighbourhoods.
4. Provide visible wayfinding signage at entrances and throughout the valley system as a means of protecting the flora and fauna. The signage should identify the trail system, parks, programs, park features and permitted uses. Trail-heads and access points to the valley and parks should be clearly defined and signed from the street.
5. Bike parking racks should be provided at the entrance to the valley trails, and along the main streets that border the valley parks where possible.

#### **6.1.2 The District Parks**

1. As the largest recreational amenity for the area, Doctors MacLean District Park should be considered for opportunities to diversify the active and passive recreational uses for the area with some concentrated low impact interventions, such as a natural outdoor staging area – e.g., “Shakespeare in the Park”, lawn bocce, or creative nature oriented kids play areas, in areas that would have minimal impact on the natural environment and the surrounding neighbourhoods.

2. Opportunities for a small-scaled multi-purpose cultural facility, such as a heritage interpretation building or a nature centre that can accommodate school programs or children’s activities, should be considered in Doctors MacLean District Park in consultation with the TRCA and other environmental agencies. Only environmentally sensitive implementation and built form should be considered.
3. Although recommended in this Plan for additional active and passive recreation, the priority for Doctors MacLean District Park shall be conservation and preservation of the natural heritage resource as part of the Humber River Valley System.
4. The District Parks within the valley system that function primarily as active parks, such as Nort Johnston District Park shall be “flexible to accommodate a variety of recreational and athletic interests”, as defined in Section 7.3.1 in Volume 1 of the Official Plan.
5. Existing active park uses and programs within Nort Johnston Park shall be assessed in terms of meeting current and future community recreational demands and accommodating new uses.

### **6.1.3 Neighbourhood Parks**

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

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

### **6.1.4 Public Squares**

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

1. Smaller parks augment the parks and public realm. These open spaces shall function in accordance with Section 7.3.1 Parks and Open Space Types in VOP 2010, Volume 1, as opportunities to “accommodate a range of neighbourhood-oriented social opportunities”.
2. To ensure maximum utilization and presence in the community, public squares shall be fronted by animated uses with a high level of transparency, such as restaurants, cafés and market venues.
3. To ensure maximum utilization of open space, the pavement treatment from the public square onto the street should be extended to give the space further prominence to the square, which can be occasionally utilized for large scale events.

4. Volume 1 of the VOP 2010 defines Public Squares as “intensively used spaces that can accommodate a range of neighbourhood-oriented social opportunities and larger city-wide entertainment and cultural events”. In addition, these spaces should support adjacent development and address the following design policies:
  - a. public squares shall be planned as focal points;
  - b. relationships with adjacent buildings shall provide optimal sunlight penetration, skyview and wind conditions;
  - c. streetscape and buildings that abut a public square shall be designed to reinforce an interactive relationship between the open space and its adjacent land use;
  - d. buildings shall front onto a public square to create built form edges to the public space;
  - e. the landscape along the street frontage, including high canopy street trees, shall be complementary on both sides of the street;
  - f. entry and access points shall be located conveniently and incorporate civic design themes;
  - g. hard and soft landscape elements and features shall be of a high quality and designed to define and articulate activity areas, circulation, entry points, seating and gathering areas; and
  - h. common areas such as courtyards and forecourts shall be visible and/or accessible from a street.

#### **6.1.5 Private Open Space - The Woodbridge Fairgrounds**

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

#### **6.2 A Connected System**

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

- a. Align with the policies contained in Section 7.3.2 of Volume 1 of the VOP 2010 regarding the promotion of “high quality and diverse parks that provide the year

round recreational needs for a variety of residents”, especially in intensification areas.

- b. Implement a complete a trails network, connecting the parks and open spaces within the entire Woodbridge Centre Secondary Plan area and to adjacent parks and open spaces. In Implementing the system, the recommendations contained in the Active Together Master Plan will be recognized as well as the Pedestrian and Bicycle Master Plan trail system, trails identified in the Kipling Avenue Corridor Secondary Plan, the Woodbridge Heritage Conservation District Plan, and the regional trail system as shown on Schedule 7 - Pedestrian and Bicycle Trails Network.
- c. Undertake a detailed streetscape design for Islington Avenue, Woodbridge Avenue, Clarence Street and the Highway 7/Islington Avenue intersection to complete a Detailed Streetscape Master Plan for the entire Woodbridge Centre. Every street shall be designed to accommodate street trees, to give streets a unity of form, to provide a human scale and pedestrian friendly environment, and to contribute to the beauty and ecology of the area.
- d. Provide opportunities for passive recreation in the river valleys.
- e. Provide opportunities to partner with institutions for joint use of recreational facilities.
- f. Provide special enhanced landscape treatments to streets and intersections that function as gateways and/or are identified as pedestrian priority nodes.
- g. Provide opportunities in the built form for midway connections through buildings and blocks, to open spaces and the public realm.

#### **6.2.1 A Complete Trails Network**

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

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

### **6.3 Views**

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

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

### **6.4 The Avenues – Kipling, Woodbridge and Islington**

1. The Avenues shall be considered as part of the urban recreational open space system, and as a focus for beautification and enhancement of the public realm, with key pedestrian nodes, such as the Woodbridge/Kipling Avenue intersection, and the Woodbridge Avenue/Clarence Street intersection, as the main focal points of social activity.
2. The Avenues shall be defined by a cross-section that is organized to accommodate, at a minimum, enhanced landscaping and street furniture, a comfortable pedestrian walking zone, and a zone for retail and café and restaurant spill-over.

### **6.5 Public Art**

Public art can help to establish a unique identity and can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Key locations for public art that have been identified include the Primary and Secondary Gateway Nodes as shown on Schedule 8, especially those that are defined with heritage sites, new and existing

parks, and public squares. There are also opportunities to display public art in the Woodbridge Fairgrounds, in the form of a gateway treatment or as a focal point to guide views out towards the valley, or in the Hayhoe Mills parks to commemorate the heritage mill industry.

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

## **7.0 THE ENVIRONMENT**

### **7.1 Natural Heritage Network**

The VOP 2010 describes a Natural Heritage Network to be protected from development.

It is the policy of Council:

1. That new development and/or site alteration is prohibited in Core Features, as defined and shown on Schedule 2 in Volume 1 of the VOP 2010, and as described in the policies of Section 3.2 and 3.3 of Volume 1 of the VOP 2010.
2. That new development and/or site alteration on Built-up Valley Lands as described in Section 3.2.3 of Volume 1 of the VOP 2010 are subject to the land use designations and policies of the Woodbridge Centre Secondary Plan.
3. That where there is a conflict between the policies of Section 3.3.1 of Volume 1 of the VOP 2010 regarding Valley and Stream Corridors and the policies of the Woodbridge Centre Secondary Plan outside of Built-up Valley Lands, the more restrictive policies shall apply.
4. That where there is a conflict between the policies of Section 3.3.3 of Volume 1 of the VOP 2010 regarding Woodlands and the policies of the Woodbridge Centre Secondary Plan, the more restrictive policies shall apply.
5. That an application for development and site alteration in proximity to Regionally Significant Woodlands must be accompanied by a Tree Inventory and Vegetation Conservation Plan that demonstrates tree canopy conservation and enhancement opportunities.

### **7.2 Locally Important Forest Resources and Landforms**

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

It is the policy of Council:

1. That existing natural forest stands or groupings of trees shall be conserved.
2. That an application for new development and site alteration affecting a site with existing groupings of trees must be accompanied by a Tree Inventory and Vegetation Conservation Plan that demonstrates tree canopy conservation and enhancement opportunities.
3. That trees on public and private property, having a tree diameter of twenty (20) centimetres or more or having a base diameter of twenty (20) centimetres or more, must



be conserved, and the requirements of the City of Vaughan Tree By-law 185-2007 as may be amended, must be adhered to.

4. That the existing natural topographic features and remnant landscape forms such as the hills, the old river beds mainly evident within the Clarence Street Character Area and Nort Johnston Park, as well as the forested hillsides of Memorial Hill Park and surrounding the Fairgrounds, that reflect and contribute to the historic landscape and character of Woodbridge, shall be preserved and maintained.
5. That the forested character should be encouraged to expand within the urban context, within the neighbourhoods and especially along streets or trail routes in order to create a continuous system of open spaces, provide a transition to the built form and ensure that Woodbridge is continuously planned as “a community within a park setting”.

### **7.3 Natural Hazard and Special Policy Area Policies**

It is the policy of Council:

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

Certain areas of Vaughan as shown on Schedule 9 are subject to the Special Policy Area approach to flood plain management, and recognize areas with historic development within the flood plain. Existing SPA policies and boundaries are included in Chapter 3 and Schedule 8, respectively, in the VOP 2010. The existing SPA policies and boundaries shall remain in effect and in force until the proposed SPA policies and boundaries in Section 7.3 and Schedule 9, respectively, of the Woodbridge Centre Secondary Plan have been approved by the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources.

2. Development within the Special Policy Area is permitted in accordance with the land use designations on Schedule 2 and related policies of Part B – Section 4 of this Plan, subject to the following criteria, which are intended to protect the public from unacceptable risks associated with flooding:
  - a. Development or redevelopment is not permitted within the floodway of the Humber River as defined by the Toronto and Region Conservation Authority, other than buildings or structures required for conservation or flood control projects.
  - b. For any new residential apartment building and/or commercial/institutional building, the applicant shall provide an emergency response plan, prepared by a qualified professional, as part of the development application, in accordance with emergency management standards and practices.
  - c. For any new development or redevelopment, provide dry pedestrian access wherever possible.

- d. At a minimum, *safe pedestrian movement* pursuant to the Provincial flood proofing standards shall be required for all new buildings that provide overnight accommodation and/or for any redevelopment where an increase in the number of units that provide overnight accommodation is proposed.
- e. For matters not identified in sub-policy (d), *safe pedestrian movement* and *safe vehicular access and egress* for all new buildings shall be provided pursuant to the Provincial flood proofing standards, or achieve the highest level of flood protection determined to be practical by the Toronto and Region Conservation Authority and the City.
- f. All applications for development on lands in the Special Policy Area shall be accompanied by studies, prepared by qualified professionals, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction measures and stormwater management techniques, and other information and studies as may be required by the City and the Toronto and Region Conservation Authority. Structural engineering studies, as may be required by the City and the Toronto and Region Conservation Authority, shall determine that the proposed development has been designed and will be built to withstand the depths, velocities and hydrostatic pressures associated with the Regulatory Flood.
- g. Dry floodproofing shall be required to the level of the Regulatory Flood, plus a free board as determined by the Toronto and Region Conservation Authority. Where it is technically impractical to floodproof to the Regulatory Flood Level, a level of flood protection between the Regulatory Flood and the 1:350 year Flood Level may be permitted as determined by the City and the Toronto and Region Conservation Authority to be the required flood level. Efforts must be made to strive for the highest level of flood protection between the Regulatory Flood Level and the 1:350 year Flood Level determined by the Toronto and Region Conservation Authority and the City to be technically feasible and practical.
- h. Underground parking is generally discouraged within the Special Policy Area. Where an underground parking garage is proposed, it shall be floodproofed to the Regulatory Flood elevation. Where it is technically impractical to floodproof to the Regulatory Flood level, the entrance and all openings, including those associated with ventilation, shall be floodproofed to the highest level technically feasible and practical, as determined by the City and the Toronto and Region Conservation Authority. The minimum floodproofing shall be the 1:350 year flood level, as determined by the Toronto and Region Conservation Authority.
- i. Prior to development proceeding, the City in consultation with the Toronto and Region Conservation Authority shall review any proposed flood damage reduction measures that are designed by a qualified professional engineer, as appropriate, including: setbacks from the floodway; fill, columns or design modifications to elevate openings in buildings and structures above the required flood level; water tight doors; waterproof seals at structural joints; berms/floodwalls; strengthened foundation walls; and/or the installation of backwater valves and sump pumps.

- j. Any development as defined under the Conservation Authorities Act, alteration to a watercourse or interference with a wetland will not be permitted within the Special Policy Area without the approval of the Toronto and Region Conservation Authority, pursuant to the Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses under Section 28 the Conservation Authorities Act. Prior to a building permit being issued by the City for construction within the Special Policy Area, a permit from the Toronto and Region Conservation Authority will be required, subject to the following:
    - i. Building permit applications will be administered in phases, including a foundation permit, and a building permit.
    - ii. Upon completion of any foundation, the City and the Toronto and Region Conservation Authority will require a certificate from an Ontario land surveyor or a professional engineer, verifying that the habitable floor space elevation, electrical wiring, fuse boxes, furnaces, air conditioning, elevators, etc. are located above the Regulatory Flood level, prior to issuance of the building permit.
    - iii. Upon completion of the building or structure, the City and the Toronto and Region Conservation Authority will require a letter of compliance by a professional engineer, verifying that the floodproofing measures have been implemented as required, and are in conformity with the policies of this Plan.
  - k. Notwithstanding the above policies, in the area located west of Islington Avenue and south of Regional Road 7, and designated Commercial Mixed-Use (1), and located within the floodway, no new buildings or structures, or additions shall be permitted until these lands are removed from the floodway through remedial measures, as verified by the Toronto and Region Conservation Authority and the City of Vaughan.
  - l. Notwithstanding the policies of section 7.3.2 above and the consents policies 10.1.2.33 to 10.1.2.46 of Volume 1 of the VOP 2010, new lot creation or unit creation shall be prohibited in the Low-Rise Residential designation in the Special Policy Area.
  - m. Notwithstanding the policies of section 7.3.2 above and policy 9.2.2.1 of Volume 1 of the VOP 2010, intensification shall be prohibited in the Low-Rise Residential designation in the Special Policy Area, such that any redevelopment will be of the same use, building type and unit count as the existing development.
  - n. A density bonus is not permitted for properties in any land use designation in the Special Policy Area.
3. Notwithstanding the policies above, no new development, including additions and alterations, shall be permitted on any parcel of land in the Special Policy Area if the following conditions apply:

- a. The building or structure will be subject to a risk of flooding in excess of 25% over an assumed life of 100 years (approximately 1:350 year flood – a probability of occurrence once in every 350 years).
  - b. The development will be subject to flows which due to their velocity and/or depth would be a hazard to life or susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood.
  - c. The necessary flood damage reduction measures would increase the risks associated with flooding and erosion on *adjacent*, up-stream or down-stream properties.
4. The following uses are prohibited on lands in the Special Policy Area:
- a. An *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
  - b. Any development, such as an automobile service station, which includes the manufacture, treatment, storage, handling, production, disposal or use of *hazardous substances*, including chemical, flammable, explosive, toxic, corrosive or other dangerous material which would pose an unacceptable threat to public safety if they were to escape their normal containment;
  - c. Treatment, collection or disposal of sewage; and
  - d. Buildings or structures directly related to the distribution and delivery of an essential or emergency public service including police, fire, ambulance and electrical substation.
5. Modifications to the official plan policies, land use designations or boundaries, as shown on Schedule 9, applying to the Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources prior to the approval authority approving such changes or modifications.

#### **7.4 Sustainable Development Policies**

As per Section 9.1.3 of the VOP 2010, a comprehensive guidebook of sustainable development measures, or green development standards, will be made available by the City of Vaughan. It will include a range of measures in areas such as the built environment, mobility, natural environment & open space, and infrastructure & building.

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

In addition to the policies in Section 9.1.3 of Volume 1 of the VOP 2010, it is the policy of Council:

- 1. That an application for development and site alteration shall include submissions to demonstrate a treatment train hierarchy for stormwater flows.

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

## **8.0 TRANSPORTATION**

### **8.1 Public Transit**

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

### **8.2 Transportation Demand Management (TDM)**

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

### **8.3 Structured Parking**

Parking and servicing are a necessary aspect of any development. They shall be fully integrated within buildings, and directly linked to the areas where they are most effective. In general, parking and servicing shall be located within the development block, and not adjacent to, and or visible from, the street or pedestrian areas. Refer to Volume 1 of the City Official Plan, Section 4.3.2 for parking policies for the area.

- a. Wherever possible, parking for new developments shall be provided below-grade and accessed by a rear or side yard lane.
- b. No structured public parking facility is to be visible from the street, and shall be designed to be integrated into the surrounding context by having similar façade articulation and materials, including small openings that function as 'windows'.

- c. Where a structured parking facility fronts onto a street or public space, the parking structure on all levels, shall be fronted with active uses.
- d. Landscaping, fencing, architectural elements and other appropriate screening treatments, shall be provided to reduce the impact of existing surface parking and service areas fronting streets or public spaces; and, to contribute to the visual continuity of the public realm, ensuring that safety and security measures are maintained.

## 9.0 SITE SPECIFIC POLICIES

### 9.1 Area A

1. Notwithstanding Policy 4.2.2.2 respecting but not limited to permitted uses and building types in the Low-Rise Residential (2) land use designation, the following policies shall apply to the lands identified on Schedule 2 “Land Use Plan” as “Area A”:
  - a. A maximum of 103 stacked townhouse units and 1 detached dwelling (229 Pine Grove Road - Fred Hicks House) containing 1 residential unit shall be permitted on the lands designated Low-Rise Residential (2).
    - i. All development including the underground parking structure and the relocated Fred Hicks House will be setback a minimum of 6 metres from the Regulatory Flood Plain Limit, unless otherwise permitted by the TRCA. Any openings to the relocated Fred Hicks House and the underground parking structure including ramps, walk-outs and/or ventilation openings will generally be setback a minimum of 6 metres from the Regulatory Flood Plain Limit and will be floodproofed (raised above) to the Regulatory Storm Flood Plain elevation plus freeboard, as determined by the TRCA.
  - b. The maximum building height shall not exceed four storeys.
  - c. The maximum combined density for the lands identified as Area A on Schedule 2 shall not exceed 1.0 FSI. The portions of Area A designated “Natural Areas” and “Parks” may be used for the purposes of calculating Density, but shall not be used for the purposes of parkland dedication.
  - d. The maximum lot coverage shall not exceed 30% based on the approved development limits.
  - e. Any lands designated “Low Rise Residential (2)” within the Regulatory Flood Plain Limit, as determined through the site plan approval process, shall only be used for berming, landscaping and part of the access driveway for the north parcel. No structures including decks, gazebos, etc., shall be permitted within the Regulatory Flood Plain Limit.
2. Prior to the implementation of the Zoning By-law for the subject lands, all Remedial Action Plan (RAP) and Record of Site Condition (RSC) requirements shall be addressed to the satisfaction of the City of Vaughan.
3. Prior to the execution of the Site Plan Agreement, the following matters shall be addressed to the satisfaction of the City of Vaughan and/or respective approval authority:
  - a. The existing structure municipally known as 229 Pine Grove Road (Fred Hicks House) shall be secured and maintained on the subject lands and the Owner shall enter into a Heritage Conservation Easement Agreement for the Fred Hicks



House to the satisfaction of the City and the Toronto and Region Conservation Authority.

- b. The owner shall fulfill all other requirements related to the relocation and conservation of the Fred Hicks House to the satisfaction of the City, including submitting to the City a Letter of Credit referencing the Heritage Conservation Easement in the amount calculated at \$100.00 dollars per square foot for the relocation and conservation of the Fred Hicks House.
  - c. The Owner shall submit a final conservation plan, and Commemoration Plan, prepared by a qualified heritage professional to the satisfaction of the Development Planning, Urban Design and Cultural Heritage Section of the Vaughan Planning Department.
  - d. The Owner shall fulfill all matters pertaining to site grading, bank stabilization and retaining walls, and shall implement all possible measures to mitigate the risk associated with potential flooding from the surrounding hazard lands.
  - e. The Owner shall conduct pump testing to confirm the flow rates and efficiency of the pumps. The Owner shall also provide detail design of the emergency storage tank and any necessary upgrade works recommended in the Physical Condition Assessment Report to the satisfaction of the City.
  - f. The Owner shall enter into a Development Agreement to satisfy all conditions, financial or otherwise, for the works required for the development, including required sanitary infrastructure improvements, to the satisfaction of the Vaughan Development Engineering and Infrastructure Planning Services Department.
  - g. All matters pertaining to servicing allocation shall be completed to the satisfaction of the City of Vaughan.
4. That the construction of habitable buildings on any part of the lands designated Low-Rise Residential (2) will not be permitted until the site has been altered to remove the Regulatory Flood Plain hazard, safe access is available to the habitable structures, and the shoreline areas have been stabilized. Development of the southern parcel shall only be permitted when the bank wall removal and remediation have been fully completed to ensure the structural integrity of the buildings to the satisfaction of the Toronto and Region Conservation Authority and the City of Vaughan.
5. Prior to occupancy, the Owner shall prepare emergency plans and procedures for the future residents/occupants.

## 10.0 INTERPRETATION

1. All Sections of Volume 1 apply to the lands within the Woodbridge Centre Secondary Plan, except that where variations and greater detail are provided through this Secondary Plan, this Plan shall prevail.
2. Boundaries of land use designations on Schedule 2: Land Use Plan are approximate except where delineated by area-specific policy, or where they coincide with fixed distinguishable features such as roads, utility corridors, railroads, or major natural features. In all other instances, the boundaries of land use designations will be determined by a review of existing zoning by-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. Where the intent of this Plan is maintained, minor adjustments to the boundaries will not require amendment to this Plan.
3. Where numerical values are provided within the Plan, a variance of 5% from these values will not require amendment to this Plan.
4. Where any of the policies of this Secondary Plan conflict with policies set out in Volume 1 of the VOP 2010, the policies of this Secondary Plan shall prevail except where it is specifically noted that the more restrictive policies apply.
5. Except for all policies that are relevant to the Woodbridge SPA, where any of the policies of this Secondary Plan conflict with policies set out in the Woodbridge Heritage Conservation District Plan (WHCD Plan), the policies of the WHCD Plan shall prevail.

## **PART C – DEFINITIONS AND SCHEDULES**

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### **1.0 Definitions**

#### **Multi-modal**

A site or area having more than one mode of transportation (such as cycling, walking, taking transit, driving) that is accessible and safe to use, to arrive at or leave from the site or area.

#### **Multi-unit residential building**

A multi-unit residential building is a low-rise residential building having multiple residential units in one building.

#### **Multi-unit mixed-use building**

A multi-unit mixed-use building is a building having multiple units in one building that is a mix of commercial and other uses. The ground floor use must be commercial.

#### **Multi-unit commercial building**

A multi-unit commercial building is a building having multiple commercial units in one building.

#### **Habitable Floor Space**

Any room or space in a dwelling unit designed for living, sleeping, or the preparation of food and sanitary facilities; and also includes hotels and motels for overnight accommodation.

#### **Hazardous Substances**

Means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

#### **Regulatory Flood Level**

The regulatory flood level is the applicable flood standard as described in Schedule 1 of Ontario Regulation 166/06 under the Conservation Authorities Act, being the Hurricane Hazel Storm.

#### **Safe Pedestrian Movement**

May be achieved where product depths and velocities do not exceed 0.371m squared per second and the depth does not exceed 0.8m and the velocity does not exceed 1.7m/s.

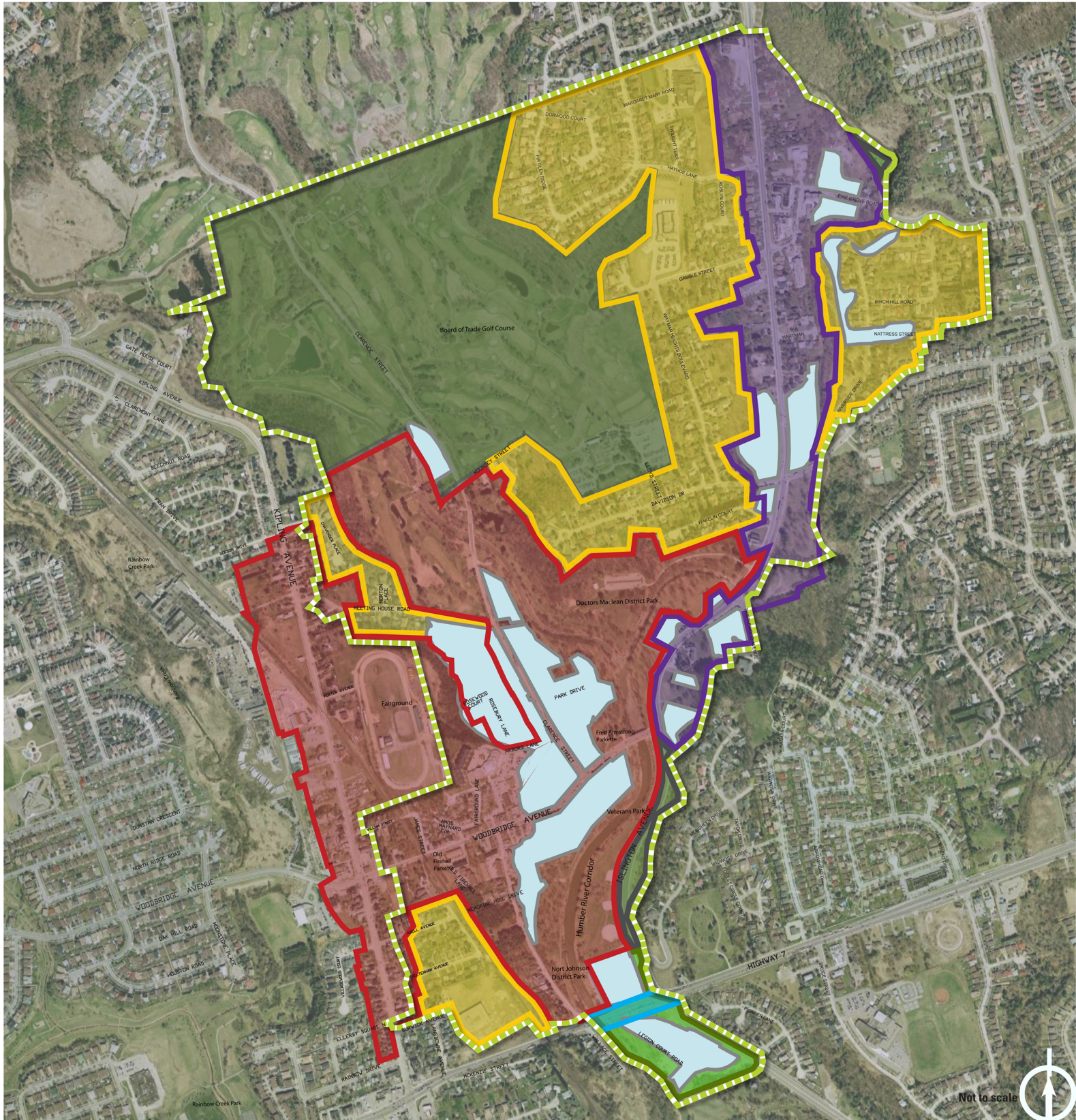
#### **Safe Vehicular Access and Egress**








May be achieved where the depth of flooding does not exceed 0.3 – 0.4m.

## **2.0 Schedules**

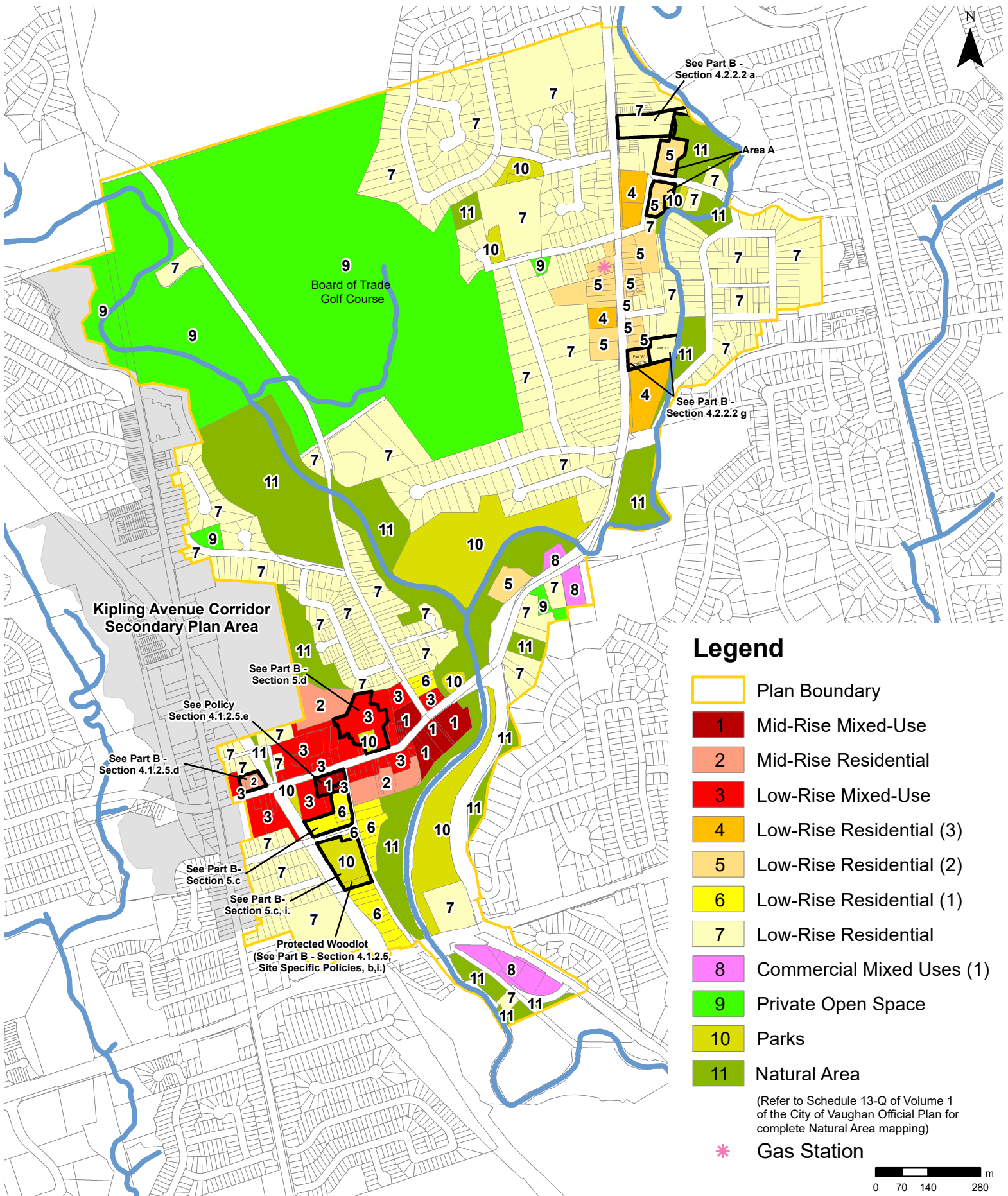
- Schedule 1: Policy Areas
- Schedule 2: Land Use Plan
- Schedule 3: Density Plan
- Schedule 4: Building Height Maximums
- Schedule 5: Distinct Character Areas
- Schedule 6: Parks and Open Space Framework
- Schedule 7: Pedestrian and Bicycle Trails Network
- Schedule 8: Street Network, Nodes and Gateways
- Schedule 9: Special Policy Area

# Policy Areas - Schedule 1



-  **Woodbridge Centre Secondary Plan Boundary**
  -  **Woodbridge Heritage Conservation District Area**
  -  **Islington Avenue Corridor Study Area (OPA 597)**
  -  **Highway 7 Corridor Study Area (OPA 661)**
  -  **The Neighbourhoods (OPA 240)**
  -  **Highway 7 Area (OPA 240)**
  -  **Special Policy Areas (OPA 240, OPA 440)\***
- \* The limits of the Special Policy Areas (SPA) identified on this schedule and the SPA policies in OPAs 240 and 440 have been replaced by the SPA boundaries identified on Schedule 9 and the policies in Section 7.3 of this Secondary Plan.

# Land Use Plan - Schedule 2

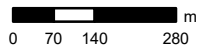


## Legend

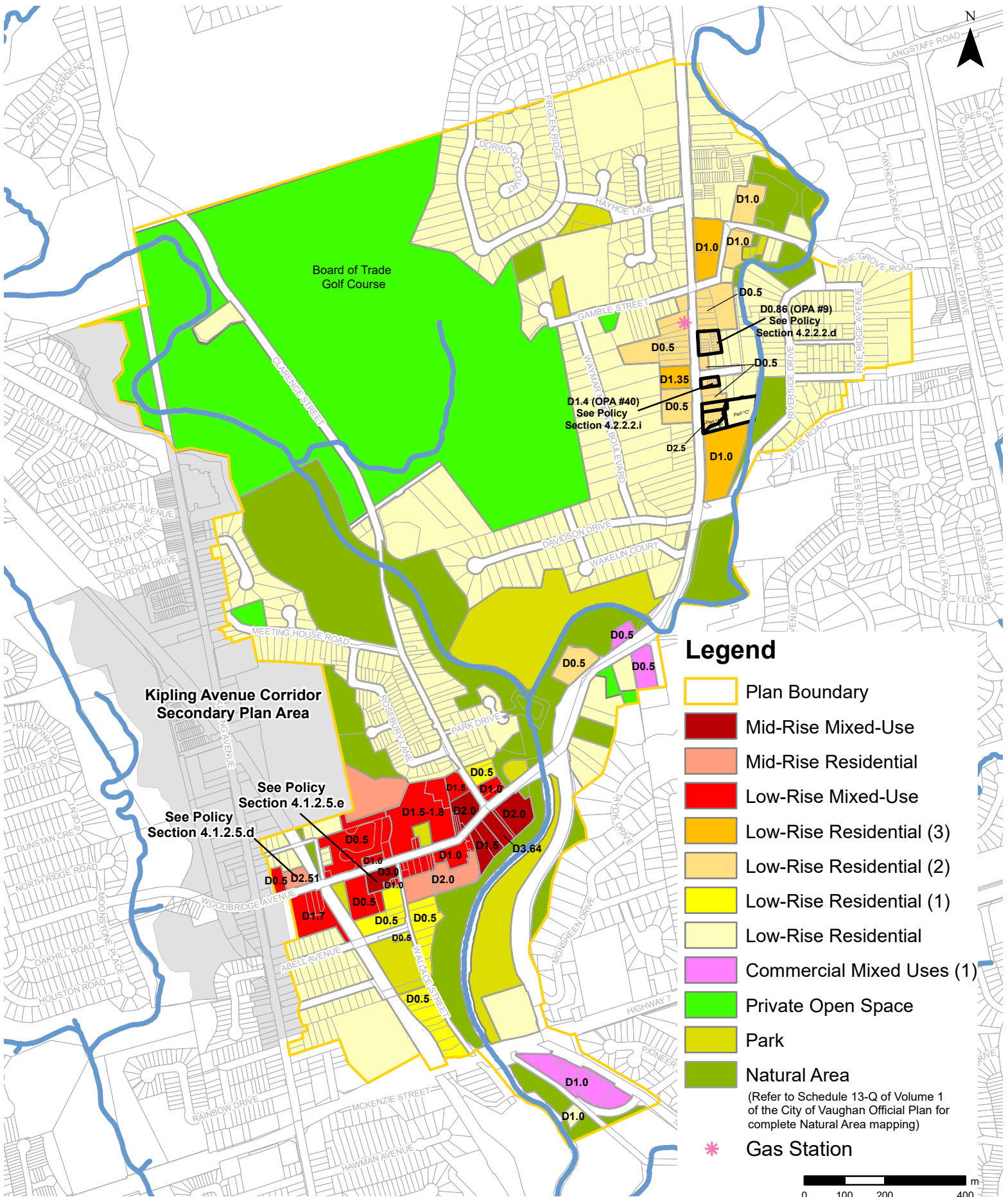
- Plan Boundary
- 1 Mid-Rise Mixed-Use
- 2 Mid-Rise Residential
- 3 Low-Rise Mixed-Use
- 4 Low-Rise Residential (3)
- 5 Low-Rise Residential (2)
- 6 Low-Rise Residential (1)
- 7 Low-Rise Residential
- 8 Commercial Mixed Uses (1)
- 9 Private Open Space
- 10 Parks
- 11 Natural Area

(Refer to Schedule 13-Q of Volume 1 of the City of Vaughan Official Plan for complete Natural Area mapping)

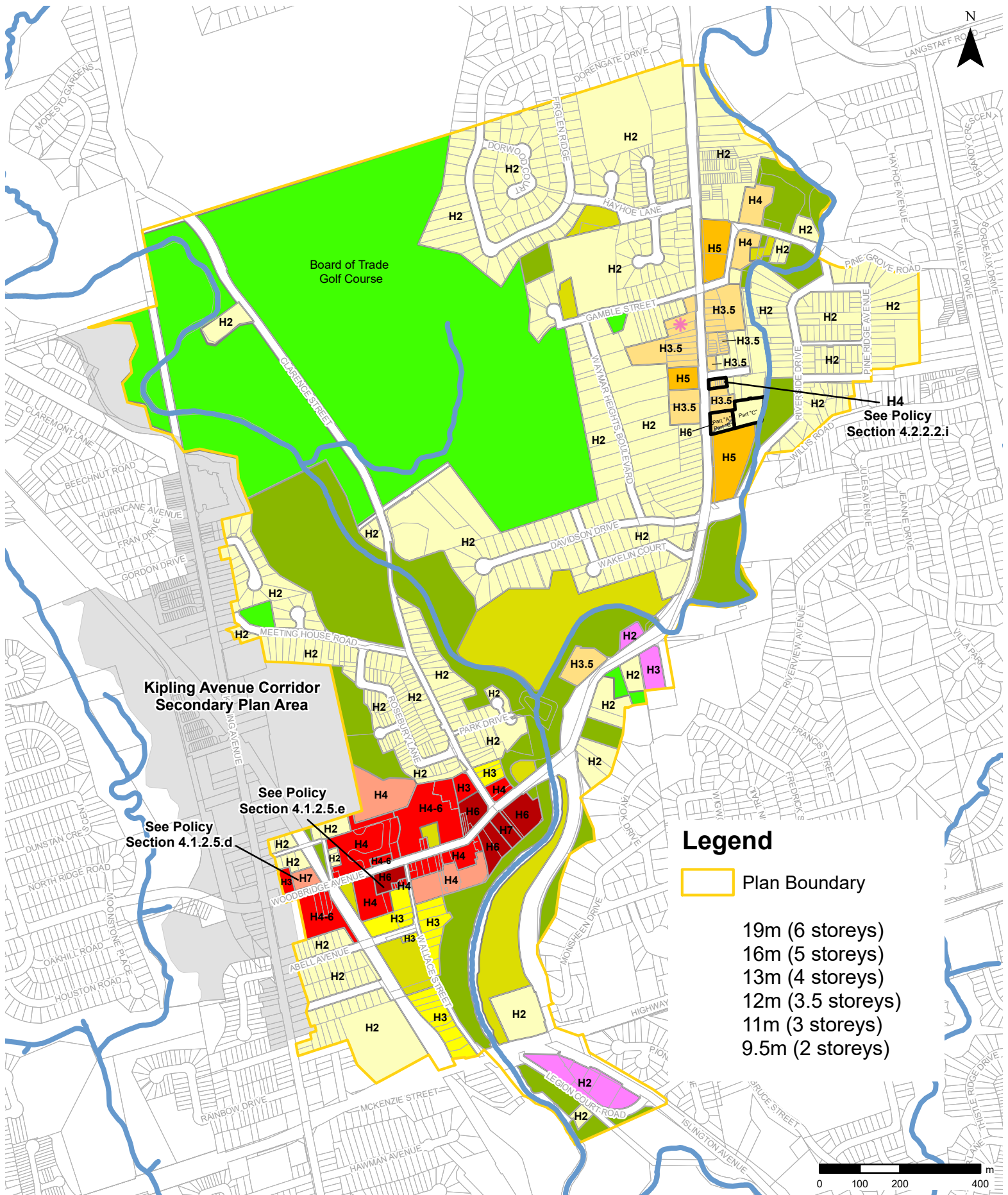
\* Gas Station



# Density Plan - Schedule 3

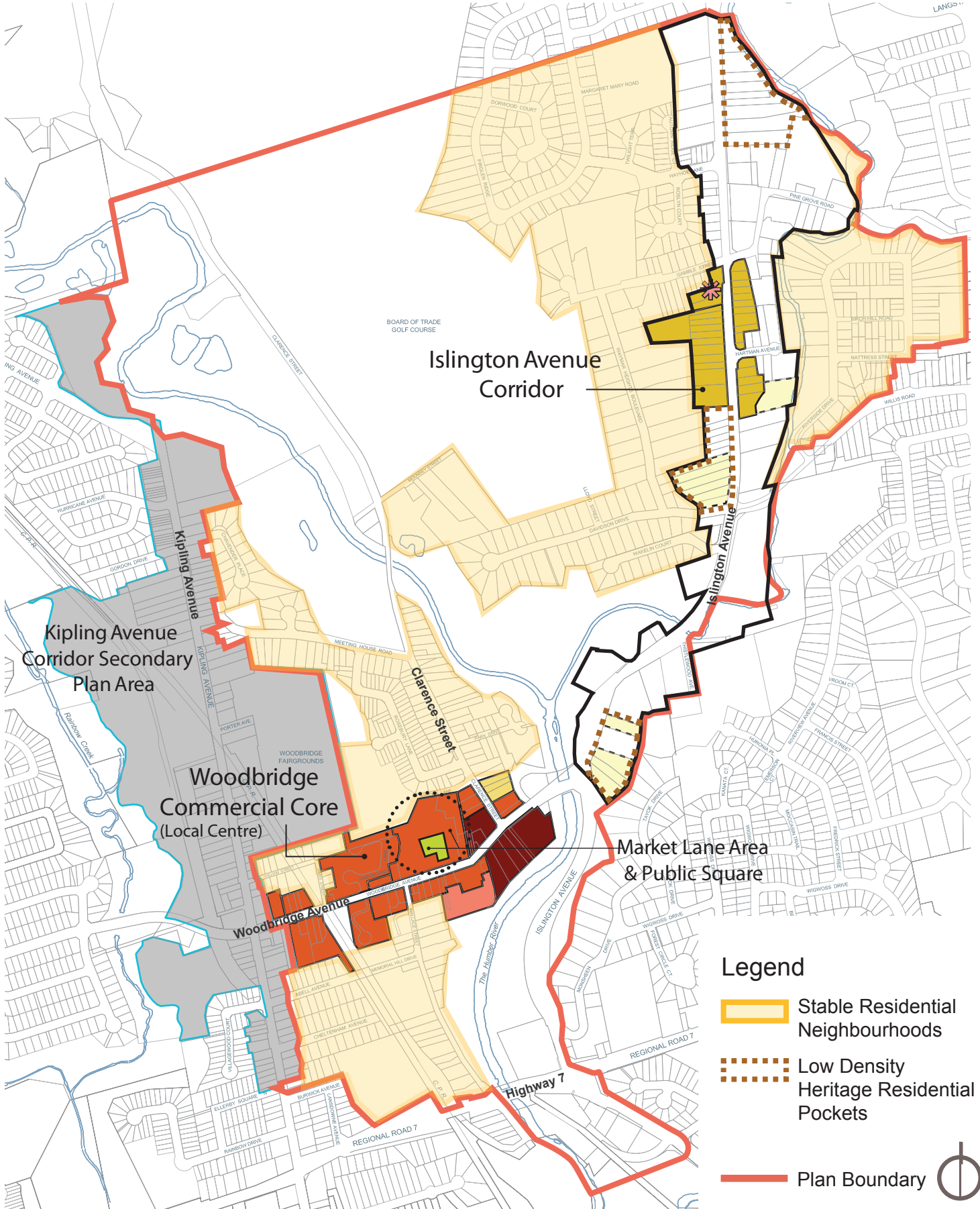


# Building Height Maximums - Schedule 4





# Distinct Character Areas - Schedule 5

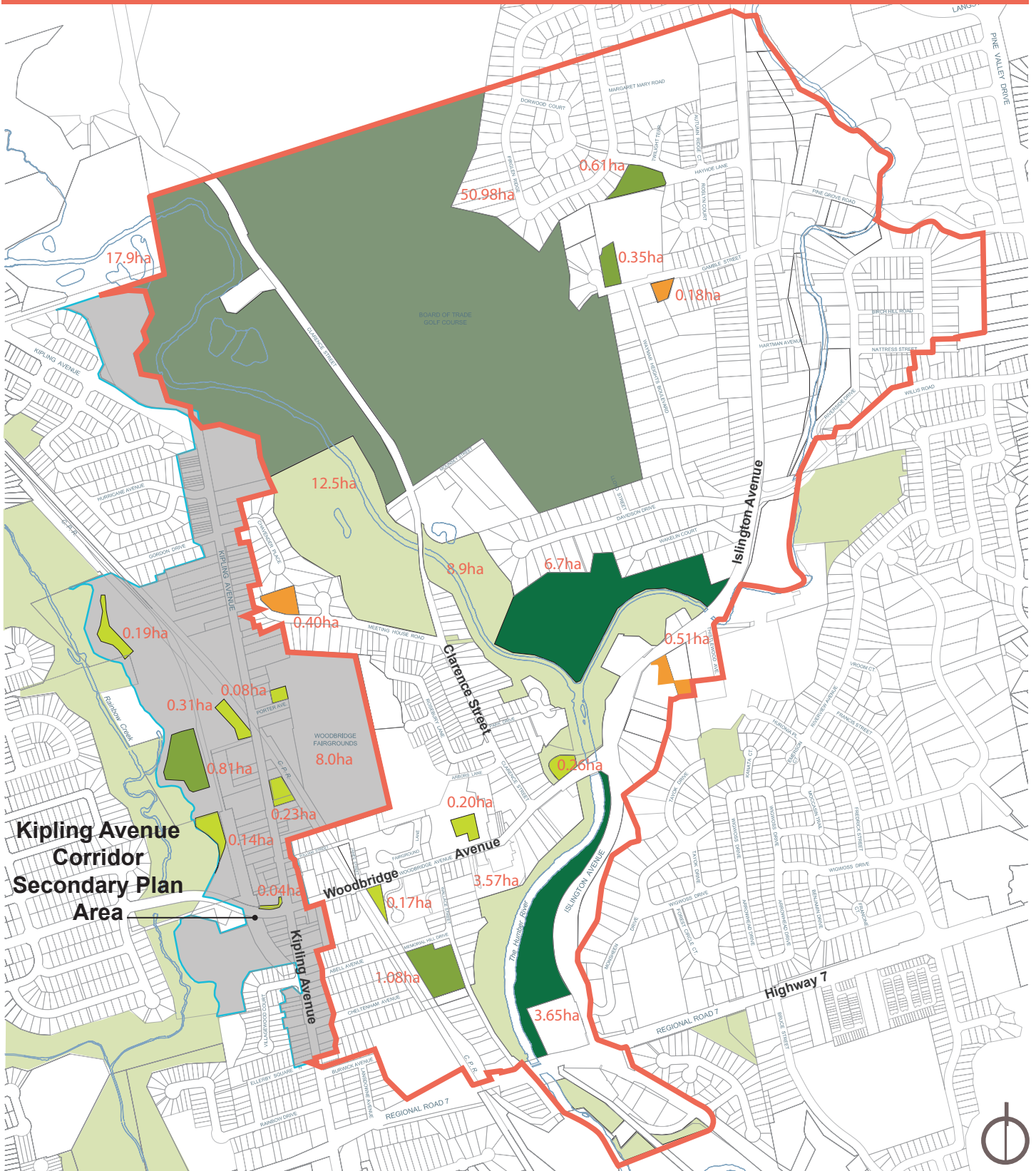


## Legend

- Stable Residential Neighbourhoods
- Low Density Heritage Residential Pockets
- Plan Boundary



# Parks and Open Space Framework - Schedule 6



## Legend

Woodbridge Centre Secondary Plan Boundary

### Parks

- Public Square - 1.62ha
- Neighborhood Park - 2.85ha
- District Park - 9.72ha

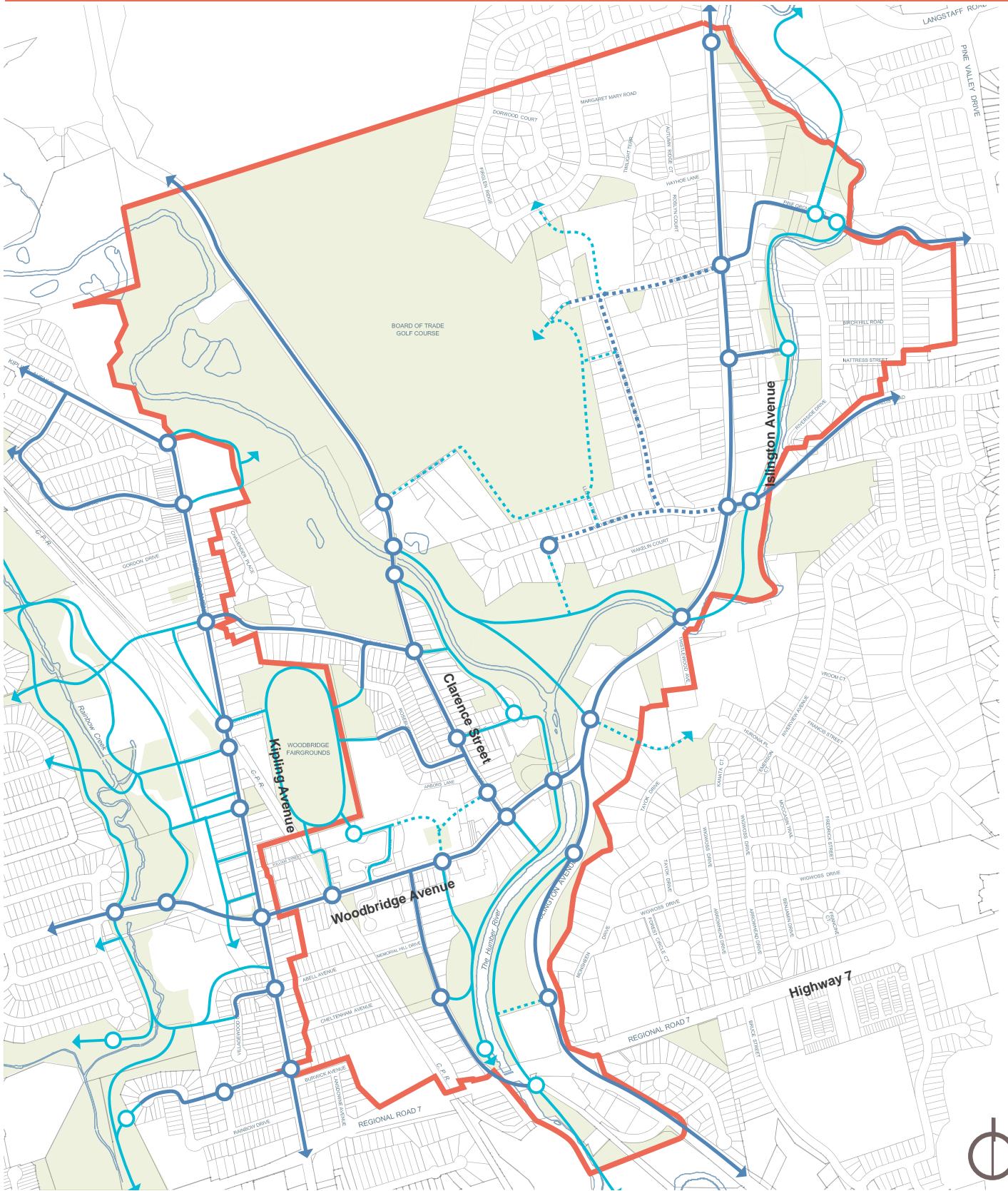
### Private Open Space

- Cemetery
- Fairgrounds
- Golf Course

### Open Space

- Valley Lands and Neighbouring Parks

# Pedestrian and Bicycle Trails Network - Schedule 7



## Legend

- Woodbridge Centre Secondary Plan Boundary
- Approved (On Road Trails)
- - - Proposed (On Road Trails)
- Road Trail Heads

- Approved Multi Use Trails
- - - Proposed Multi Use Trails
- Multi Use Trail Heads

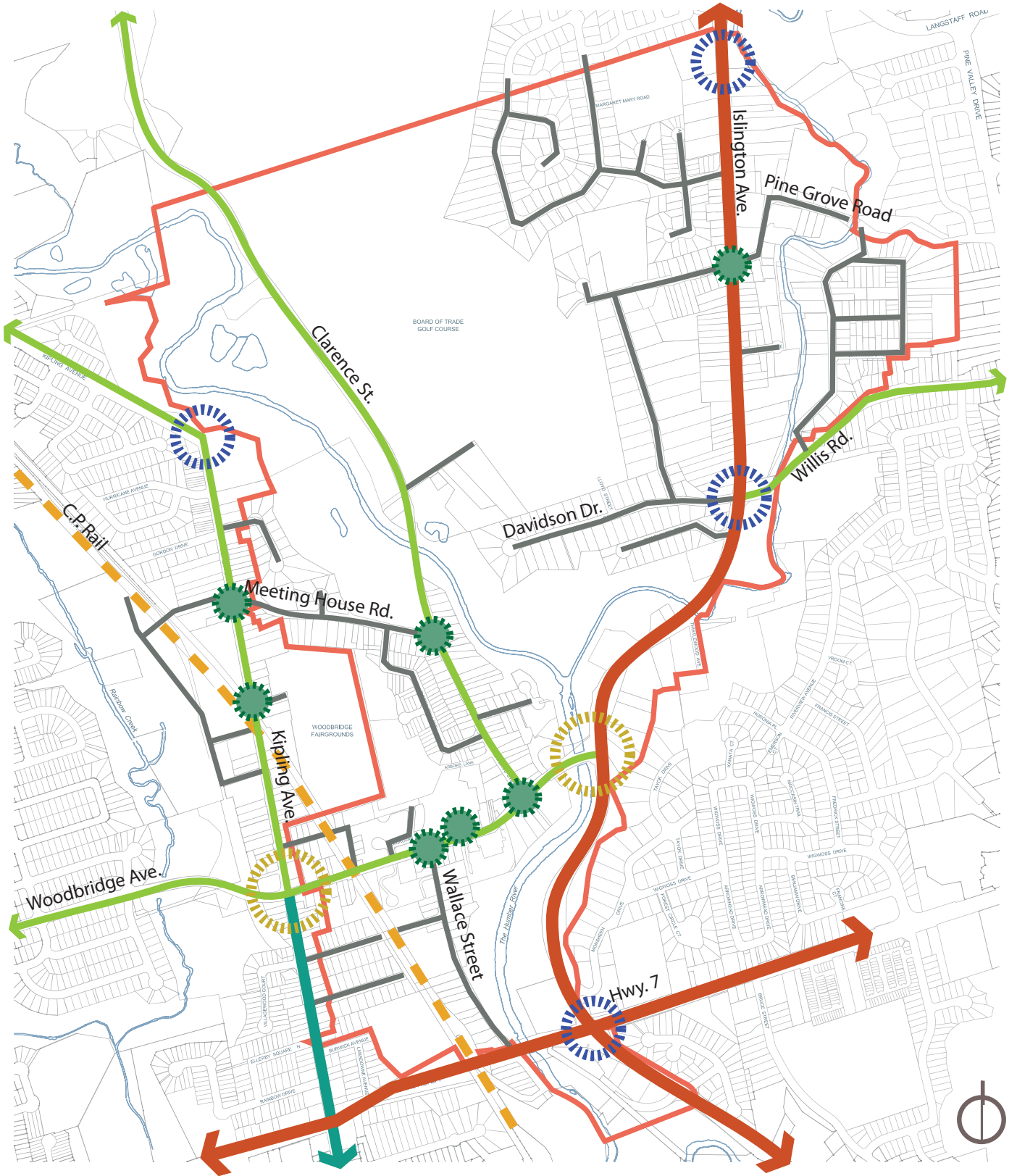
Note \*

Approved Trails Include:

- OPA 695 Trails Network
- WHCD Trails Network
- City of Vaughan Pedestrian and Bike Trails Master Plan
- OPA 597 Trails Network



# Street Network, Nodes and Gateways - Schedule 8



## Legend

- Woodbridge Centre Secondary Plan Boundary
- Major Arterial
- Major Collector
- Minor Collector
- Local Road
- C.P. Rail Corridor
- Primary Gateway
- Secondary Gateway
- Pedestrian Priority Node

# Special Policy Area - Schedule 9

