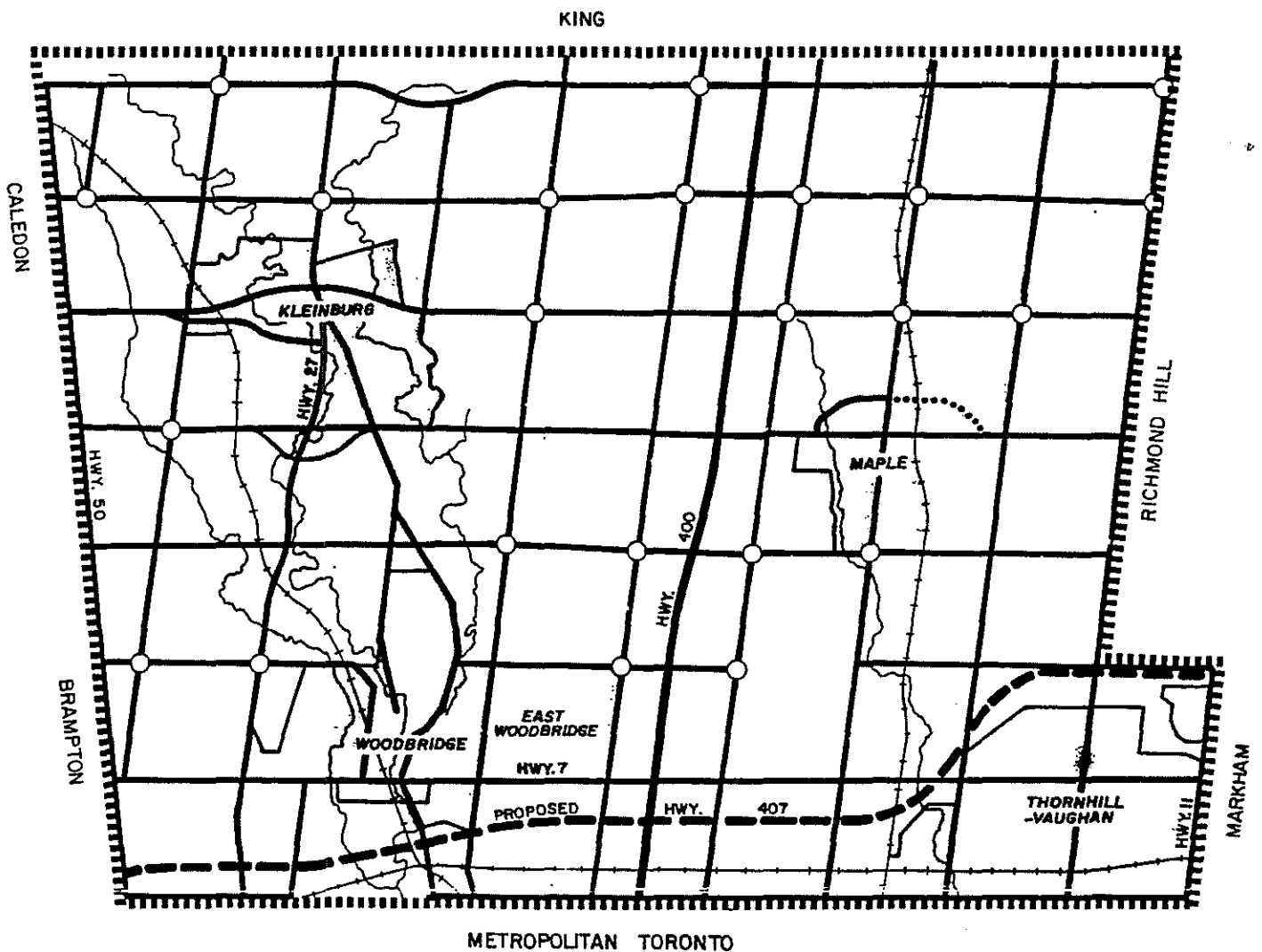


MAPLE COMMUNITY PLAN

AMENDMENT NO. 150 TO
THE OFFICIAL PLAN OF
THE VAUGHAN PLANNING
AREA



JULY 1984

MAPLE COMMUNITY PLAN

Amendment Number 150 to the
Official Plan of the
Town of Vaughan
Planning Area

OPA 150 was approved in part by the Minister of Municipal Affairs and Housing with modifications on July 16th, 1984, save and except for the following which were deferred for further consideration pursuant to Section 14(3) of the Planning Act:

1. Maple Community Plan, Index, Page (iii) DEFERRAL No. 1
4.0 Special Use Areas
2. Section 4.0 Special Use Areas, pages 20 to 21 inclusive,
DEFERRAL No. 2
3. Section 7.0 Rural Area, page 26 * DEFERRAL No. 3
4. Schedule 'A' Maple Community Plan, lands outlined in
blue - labelled DEFERRAL No. 4
5. Schedule 'A' Maple Community Plan, lands outlined in
green - labelled DEFERRAL No. 5
6. Schedule 'A' Maple Community Plan, lands outlined in
red - labelled DEFERRAL No. 6
7. Schedule 'A' Maple Community Plan, lands outlined in
green - labelled DEFERRAL No. 7
8. Schedule 'A' Maple Community Plan, the boundary of the
amendment area, outlined in red and labelled -
DEFERRAL No. 8
9. Schedule 'A' Maple Community Plan, the lands outlined in
red - labelled DEFERRAL No. 9

A further portion, namely "Schedule 'A' Maple Community Plan, the boundary of the amendment area, outlined in red and labelled DEFERRAL No. 8" was approved by the Director, Ministry of Municipal Affairs and Housing on October 15th, 1984.

THE CORPORATION OF THE TOWN OF VAUGHAN

BY-LAW NUMBER 96-83

A By-law to adopt Amendment Number 150 to the Official Plan of the Vaughan Planning Area.

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

1. THAT the attached Amendment Number 150 to the Official Plan of the Vaughan Planning Area, consisting of Part 'C' of the attached text and Schedule "A" — "Land Use Plan", is hereby adopted.
2. THAT the Clerk is hereby authorized and directed to make application to the Ministry of Municipal Affairs and Housing for approval of the aforementioned Amendment Number 150 to the Official Plan of the Vaughan Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST and SECOND time this 24th day of May, 1983.

"L.D. Jackson"
MAYOR

"F.G. Jackman"
TOWN CLERK

READ a THIRD time and finally passed, this 24th day of May, 1983.

"L.D. Jackson"
MAYOR

"F.G. Jackman"
TOWN CLERK

MAPLE COMMUNITY PLAN

**Amendment No. 150
to the
Official Plan
of the Vaughan Planning Area**

THE CERTIFICATION

AMENDMENT No. 150 TO THE OFFICIAL PLAN OF THE VAUGHAN PLANNING AREA

Part "C" of the attached text and Schedule "A" entitled "Land Use Plan" constitute Amendment No. 150 to the Official Plan of Vaughan Planning Area. This Amendment has been prepared in accordance with Section 17 of the Planning Act, R.S.O. 1970, as amended.

The Amendment was adopted by The Corporation of the Town of Vaughan on the 24th day of May, 1983.

"L.D. Jackson"
MAYOR

"F.G. Jackman"
TOWN CLERK

The following text and Schedule, including Part "C" entitled "Land Use Policies" and Schedule "A" entitled "Land Use Plan" constitute Amendment Number 150 to the Official Plan of the Vaughan Planning Area. Also attached hereto but not constituting part of the Amendment are Part "A" entitled "Planning Strategy and Policies", Part "B" entitled "Background", and Appendix "A" and Appendix "B" which contain statistical and background information.

MAPLE COMMUNITY PLAN

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A. PLANNING STRATEGY AND POLICIES

I PROVINCIAL

Maple is located in the Central York area and is within Zone 1 of the Toronto Centre Region Plan. The status report on the Toronto Centre Region Plan of August 1971 recommended a population figure of 4000 — 5000 persons for Maple. This recommendation was part of a list of growth communities for Central York, and, on the basis of the allocations, the then Ontario Water Resource Commission was instructed to explore design possibilities for the major servicing schemes in the Central York area. When preparing the design of the York Servicing Scheme, an initial population target of 10,500 persons for Maple was subsequently established. The design for the water supply and sanitary sewer systems was sized to accommodate the population target plus capacity for the industrial area and leachate from the landfill site.

II REGIONAL

The Council of the Regional Municipality of York has not yet adopted the Regional Official Plan. However, the Policy Papers for the Draft Official Plans (Seminars 1 and 2) have been received by the York Regional Council for discussion purposes and presented to the area municipalities.

Policy Paper 3 (September 1978) allocates a total population to the Town of Vaughan of 130,500 (123,000 urban plus 7,500 rural), but makes no specific allocation to urban centres within the Town. Policy Paper 4 — Settlement Patterns (September 1978) — identifies Maple as an urban centre but notes that its boundaries are under review. According to Regional policies it is intended that each area municipality prepare detailed development plans for orderly growth within the urban centre boundaries.

III MUNICIPAL

1. With the advent of full urban services, the Maple Community is subject to very strong and direct urban development pressures. If the Town is adequately protected by appropriate development agreements and development levy policy and by a proper Community Development plan, this is a potentially advantageous situation for the Town as well as for the consumer and user of land, both public and private.
2. The most obvious area for immediate development is south of the existing urban area, forming part of a logical residential development corridor, between the West Branch of the Don River and the CNR tracks. Given a clear plan and the neighbourhood outlines shown in this Amendment and its Schedules, developers will respond readily by subdivision design to this opportunity. This will round out and complete the existing residential areas. These areas are also of sufficient size for each to accommodate population levels of up to 5,000 people, which is sufficient population to establish a viable neighbourhood framework with respect to schools, parks and other community services.
3. The Maple Airport is an important land use element adjacent to the Maple Community. Current tests indicate that the noise exposure forecasts for the Maple Airport will not detrimentally affect the adjacent and developing residential areas. However, there is some amount of uncertainty respecting the long-term compatibility of the Airport and the surrounding residential development. In addition, although noise levels are within recommended limits, it nevertheless creates annoyance for adjacent and developing residential neighbourhoods. Accordingly, development of the airport to residential use may be appropriate in order to resolve this potential land use uncertainty.
4. The existing industrial area of Maple requires recognition and policies to promote its development in a viable and efficient manner compatible with its location and surrounding uses.

Sanitary servicing has not been available for this industrial area to date and as a result, only "dry type" industrial uses serviced by a municipal water and private waste disposal systems have only been permitted. Slightly more intensive industrial uses may be expected with the provision of full servicing to the area, recognizing that the abutting C.N. rail line and the extensive pit areas and landfill site to the east will promote space extensive industrial uses requiring outside storage. Particular care must be taken to properly screen outside storage areas from Keele Street, a major arterial road through the community.

5. The landfill site will eventually be an asset as a potential large-scale Park. Thus the policies provide for interim use of sand and gravel and aggregate production, decreasing to extinction, for a sanitary landfill use increasing to completion, and progressive rehabilitation for a major park.
6. The By-pass road will serve a number of purposes as follows:
 - a) to relieve the main Maple urban area of through traffic;
 - b) to serve the Theme Park, the landfill area, the mineral extraction area, the eventual major Park, and the industrial area;
 - c) to be part of an ultimate arterial system should the need arise;
 - d) to define a sensible and adequate neighbourhood area reflecting current development.

The By-pass has been located to serve all these purposes to best advantage, however, it will not achieve its full potential until it is completed throughout its planned length.

7. The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for business and commercial purposes. In addition, the municipal civic centre and senior citizens residence will provide a focus for the community with complementing improvements to the streetscape at the crossroad location.
8. The community boundaries and residential densities envisaged in this plan will result in a community population of approximately 14,400 persons, which exceeds the initial sanitary servicing design of 10,500 persons. Accordingly, it will be necessary to monitor development and servicing demands to ensure that the desired community development pattern is achieved and that actual servicing demands do not exceed servicing capacity and allocation.

B. BACKGROUND

I INTRODUCTION

i) Purpose

The purpose of this Amendment is to furnish development guidelines for the Maple Community in the Town of Vaughan. Amendment Number 4 to the Official Plan of the Vaughan Planning Area designates the general land use patterns to guide the future development of the municipality and sets the broad framework for the formulation of more detailed land use policies. Section 6 (2) of that Amendment requires that the future development of intensive urban areas will be controlled through more detailed Secondary Plans, passed as Amendments to the Official Plan, prior to rezoning. In this context, the terms COMMUNITY PLAN and SECONDARY PLAN are synonymous. The Maple Community Plan is intended to satisfy the conditions of Official Plan Amendment Number 4.

In addition, the Plan recognizes a number of major land uses which exist around the present residential area of Maple. This will assist the Town in ensuring that the Maple Community will develop in a compatible and mutually supportive manner.

ii) Location

The Planning Area which forms the subject of this Amendment is bounded as follows: on the north, commencing at Keele Street, thence easterly by Teston Road, thence southerly by Dufferin Street to Major Mackenzie Drive, thence westerly to the CNR tracks, thence southerly to Rutherford Road, thence westerly along Rutherford Road, including the future diversion to Keele Street and then westerly again to the West Don River tributary, thence generally northerly to Major Mackenzie Drive, including the Maple Airport, thence easterly to McNaughton Road and thence generally northeasterly along McNaughton Road to Keele Street, thence northerly along Keele Street to Teston Road. Schedule "A" indicates the area.

General Characteristics

The existing community is centered on the intersection of Keele Street and Major Mackenzie Drive. Keele Street functions as the main street of the community. It extends northerly as an arterial to King City, and southerly through the Keele Street Industrial Area north of Steeles Avenue and the adjacent employment areas in North York.

Major Mackenzie Drive is a main east/west arterial with an interchange at Highway 400, which extends easterly to the centre of Richmond Hill at Yonge Street. Rutherford Road is a parallel east/west arterial route, with a new interchange at Highway 400, which extends easterly to the Hillcrest Mall (a regional shopping centre) at Yonge Street.

The Theme Park (Canada's Wonderland) is located between Major Mackenzie Drive and Rutherford Road, immediately east of Highway 400. The Maple Airport is located east of the Theme Park and west of the existing residential area on the south side of Major Mackenzie Drive.

Dufferin Street is the eastern limit of the Planning Area and is a paved Regional road south of Major Mackenzie Drive. North of Major Mackenzie Drive, Dufferin Street is a gravel road carrying generally local traffic.

The northern boundary of the community plan is Teston Road which overpasses Highway 400 and thence proceeds easterly through a rural area to Keele Street. East of Keele Street, Teston Road serves as an important collector road for existing industrial plants and the gravel extraction operations. Teston Road is unopened where gravel pits traverse its alignment and, therefore, it does not intersect with the west side of Dufferin Street.

The total area within the Community Plan area constitutes 872 ha (2,154 acres). The existing land use and physical features are indicated in Appendix "A" (Map 2) to this Plan.

iii) **Previous Official Plan Status**

The Maple Community was designated Residential in Amendment Number 4 to the Town of Vaughan Official Plan. The land use and development policies for Maple were elaborated in Amendment Number 100, which was repealed by Council on February 18, 1980.

Both Amendment Number 4 and Amendment Number 100 dealt strictly with the residential and related components of the Maple Community. One of the major reasons why Council repealed Official Plan Amendment Number 100 was concern expressed by higher levels of government that the significant land use elements surrounding the residential area, i.e. the Theme Park, the Maple Airport, the gravel pits and land fill site and others, should be explicitly considered in the Community Plan. It was recommended that the Community Plan boundaries should be expanded to integrate these land uses into the existing and expanding residential community.

As a result, the Town embarked upon a planning study prepared by Dr. Norman Pearson of a larger planning area bounded by Highway 400, Rutherford Road, Dufferin Street and Teston Road.

As a result of the various responses received following the release of this document and subsequent reviews by Council, a more compact planning area boundary has been determined, enabling the Town to deal with the future development of the community more effectively. This will also avoid generating further development expectations in areas that are essentially rural in character and current use, while recognizing the inherent relationships between the residential community and the surrounding major land uses.

II **BASIS**

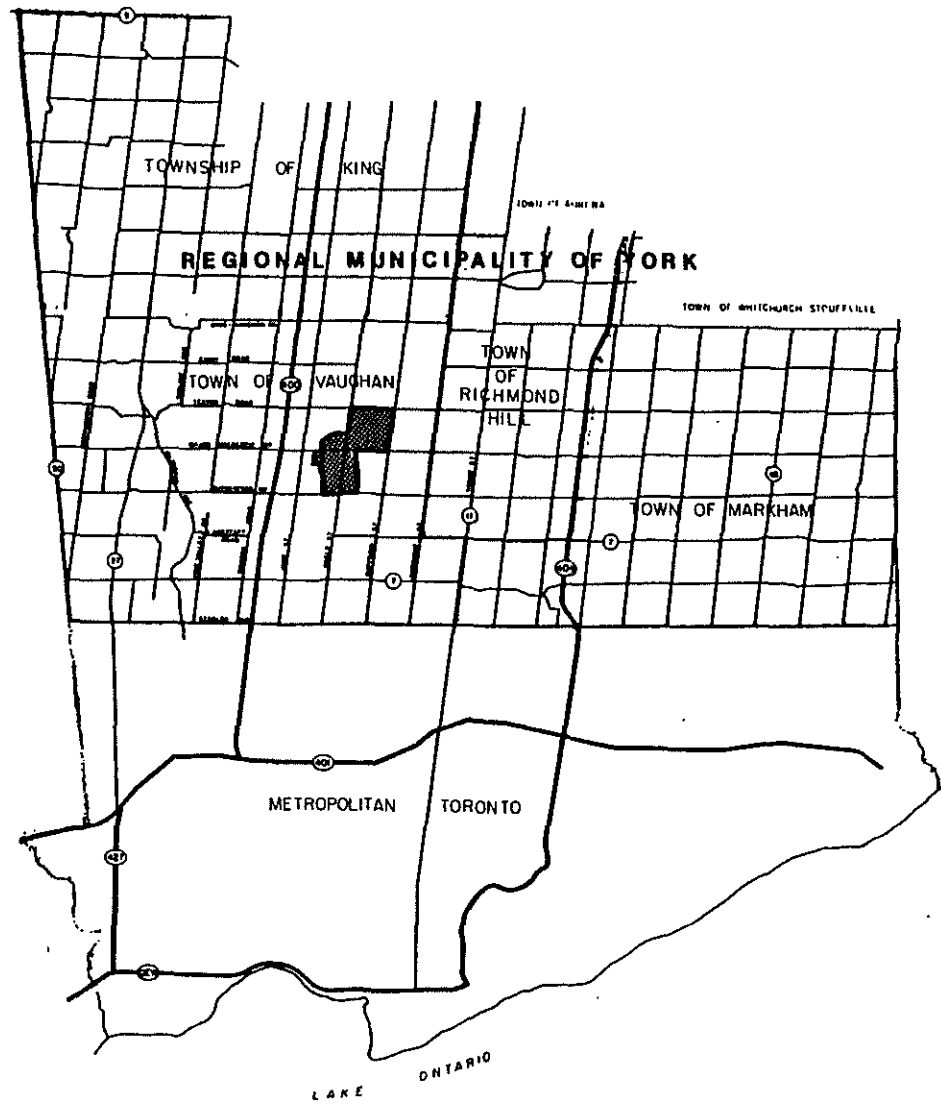
The Maple Community Plan has been prepared based on the following precepts:

- i) That development should take place in accordance with a comprehensive plan for the whole Community.
- ii) That the comprehensive plan should provide for the full population potential for the residential community which is expected to be in the order of 14,400 persons.
- iii) That all land use components of the community should be contained within logical, visible and well defined boundaries.
- iv) That the shape and structure of the future community should take advantage of the physical amenities available, the public facilities already in place, and should provide for contiguous extensions of the existing built form.
- v) That development should proceed based upon servicing capacities of hard services and the allocation of such capacity by the Town to the respective development plans.

A comprehensive plan for the whole Community is regarded as a prerequisite to any further urban development taking place on a significant scale. It will also ensure a rational distribution of land use and public facilities throughout the whole Community.

Within this context the basic approach to the Maple Community Plan is as follows:

1. The plan is for a period of approximately ten years and is oriented to ultimate development patterns and a population of approximately 14,400.
2. It deals with the whole Amendment area to provide a comprehensive approach to change which is imminent and potentially beneficial.
3. It assumes a monitoring of development based on the capacity of the York-Durham regional sanitary sewer and the York Water System. The design capacity is set at the equivalent of an initial residential population level of 10,500 people plus 910,000 gallons per day of servicing capacity for the Theme Park (Canada's Wonderland) plus industry and further capacity for leachate from the landfill site.
4. To this are then applied the development constraints on the area. These may be summarized as follows:



REGIONAL CONTEXT

Map no. 1
**MAPLE
COMMUNITY
PLAN**

- a) The Theme Park to the west, in the Highway 400 — Jane Street corridor, which discourages any future expansion of the Maple Community's residential area in that direction.
- b) The northerly by-pass to provide access to the industrial, landfill and Theme Park areas and to relieve the main residential area of Maple of significant associated traffic.
- c) The Maple Airport, which is a constraint to the developing community but which may be resolved through redevelopment for residential purposes.
- d) The pits area to the northeast of the existing Maple community, with sand and gravel operations coming to an end in the future, and with Provincially approved sanitary landfill and urban waste disposal use commencing and continuing.
- e) The CNR Newmarket Subdivision rail line which traverses the area north-south, generally east of Keele Street.
- f) The West Branch of the Don River which traverses the area north-south, generally between Keele Street and Jane Street.
- g) The CNR reclassification and goods marshalling yards south of Rutherford Road.

III **SERVICING**

The existing residential community in Maple is presently being serviced by sanitary sewers from the York-Durham Servicing Scheme by a local improvement program, except the Killian-Lamar subdivision. The water supply is delivered by pumping stations drawing from the York Water System. The Official Plan of the Vaughan Planning Area prohibits the further subdivision of lands in Maple without full municipal services.

i) **Sanitary Sewer Services**

The trunk follows a tributary of the West Don and ends at Keele Street in the south part of the developed area of Maple. It was completed in 1980.

The ultimate capacity of the trunk sewer is determined by the initial allocation of the equivalent of a population of 10,500 persons in the Maple Community, industrial areas of up to 530 acres (214 ha), which includes the Theme Park, plus the future landfill site, under the York Durham Servicing Scheme. This results in a total design capacity of 3.49 million gallons per day. The actual population and industrial acreage which can be accommodated within this capacity will be determined by monitoring actual flows as development proceeds. *Servicing capacity in excess of the capacity originally allocated to Maple will be drawn from the surplus available in the Maple Collector Sewer.*

ii) **Water Supply**

The community of Maple is being supplied with Metropolitan Toronto water through the York Water System.

The water supply for Maple is drawn from a 36-inch diameter Pressure District #6 watermain located on Keele Street. The majority of the Community lies within Pressure District #7 and is supplied through a booster pumping station located near the intersection of Keele Street and Killian Road. The Pressure District #7 reservoir is located north of Maple on the west side of Keele Street.

The industrial area around the intersection of Teston Road and Keele Street is a Pressure District #8 area. A second booster pumping station supplies that closed system.

iii) **Storm Water Drainage**

A system of storm water management shall be provided which will protect lands both within and outside the Community from any detrimental effects from storm water run-off. Accordingly, prior to any new development taking place, a storm water management study for the drainage area in which the proposed development is located shall be prepared to the satisfaction of the Town of Vaughan and other appropriate agencies. Such plans shall ensure that post-development storm flows do not exceed pre-development flows, including those resulting from a 100-year storm.

C. LAND USE POLICIES

1.0 RESIDENTIAL AREAS

1.1 Definition

- a) In Residential Areas the permitted uses include single family detached, semi-detached and link dwelling units which do not exceed the net density permitted in this category, institutional uses and public open space.
- b) The density in each Neighbourhood for new development shall not exceed the following:

Neighbourhood 1 — 14.3 units per net residential ha
(established in Official Plan Amendment #115)

Neighbourhood 2 — 12.4 units per net residential ha

Neighbourhood 3 — 12.4 units per net residential ha

Neighbourhood 4 — 12.4 units per net residential ha
- c) For the purposes of calculating residential density in Residential Areas, a net residential hectare shall include local streets, *feeder roads* and the land for the dwelling units, but shall exclude all other land uses.

1.2 Housing Mix

- a) The Maple Community is intended to provide a substantial contribution to the low density housing stock of the Town of Vaughan and the Regional Municipality of York. Other community areas of the Town, particularly Thornhill-Vaughan, are providing significant medium and high density residential development. Accordingly, such housing types have not been proposed within the Maple Community;
- b) A variety of low density lot sizes shall be provided to maintain an element of choice and a wide range of residential stock. Lot sizes shall reflect adequate area for the siting of dwellings, side yards if and when appropriate, and adequate off-street parking. Zero lot line dwelling types and other innovative housing types may be permitted without Amendment to this Plan provided the average net density is not exceeded;
- c) A range and variety of dwelling unit types shall be provided in the various residential areas to accommodate the household sizes and income groups which are expected to form the future population;
- d) The majority of the existing dwellings in the community are single-family detached and most of the infill units are expected to be the same in areas which are now built up.

1.3 Neighbourhoods

- a) Four residential Neighbourhoods are set out on Schedule "A" and identified as Neighbourhoods 1, 2, 3 and 4;
- b) Populations have been calculated at an ultimate figure of 4.0 persons per new unit and 3.2 persons per existing unit; and the units have been calculated on the basis of 14.3 units per net hectare in Neighbourhood 1, and 12.4 units per net hectare in Neighbourhoods 2, 3 and 4. *Excluding any bonus units derived from woodlot transfers or energy measures, the maximum number of new units permitted in each neighbourhood shall be shown in the following table. The number of units assigned to each landowner shall be identified at the Neighbourhood Plan Stage.*

Neighbourhood	Existing Units	Maximum New Units	Total Population ⁽¹⁾
1	690 ⁽²⁾	30	2832
2	40	1402	5736
3	370	866	4648
4	0	340	1360
TOTAL			14,576 (14,500)

(1): Population @ 4.0 persons per new unit and 3.2 persons per existing unit

(2): Includes 631 units presently under development, assuming 4.0 persons per unit

- c) *Notwithstanding the provisions of section 1.1 b), with respect to the maximum number of units permitted, lands identified as 'woodlot' on Schedule 'A' shall be dedicated free of charge and encumbrance to the Town of Vaughan for open space purposes in addition to the parkland dedication authorized by the Planning Act. The area of the designation may be included in the density calculations for other lands under the same ownership and designation for residential purposes in both Neighbourhood 2 and 3 at a density of 13.0 units per net hectare. Such transfers may be used to increase the density of lands receiving the transfer by a maximum of one unit per hectare. Any density increase on individual land holdings shall be identified during the Neighbourhood Plan process.*
- d) In the portion of Neighbourhood 1 east of Keele Street, because of its relatively small size, no particular or symbolic collector road system has been indicated. Any major redevelopment in this area that may occur will be in accordance with a tertiary plan indicating a collector road and general land use and layout. Such plan shall be adopted by Council as a development guideline prior to any development proceeding in this block.
- e) *The redevelopment of Neighbourhood 4 for residential uses shall coincide with the actual phase out of the airport operations. Interim development proposals in this neighbourhood shall be considered only if they are in accordance with the Provincial Policy on 'Land Use Near Airports'.*

1.4 General Residential Policies

- a) Development in any residential neighbourhood shall be subject to the policies of Section 9.2 regarding sanitary and water servicing capacity, and allocation of such capacity to the respective development by Town Council.
- b) In Neighbourhoods 2, 3 and 4, new housing units which directly abut residential units existing at the date of adoption of this Plan by Council, shall be compatible single-family dwelling units on individual lots.
- c) To enhance the Maple Planning Area, the Town will require the provision of large lots with substantial depths adjacent to the valley lands in Neighbourhoods 3 and 4, in Neighbourhood 2 adjacent to the CNR tracks, and also along the Rutherford Road boundary.
- d) In order to minimize the impact of uses such as local convenience centres, recreational and social facilities adjacent to Residential Areas, building setbacks, visual screening, planting, fencing and other similar forms of buffering shall be provided where appropriate.
- e) *Notwithstanding the maximum number of units per neighbourhood set out in 1.3 (b) above, residential development that incorporates comprehensive energy conservation measures satisfactory to the Town through such matters as siting or the introduction of alternate energy sources, in conjunction with energy efficient construction techniques, will be afforded an increase in density of .4 units net per ha; building setbacks, visual screening, planting, fencing and other similar forms of buffering shall be provided where appropriate.*

- f) Direct access to new residential uses located on arterial roads generally shall not be permitted. Where practical, service roads parallel to arterial roads shall be encouraged for residential access, however, reverse frontage will be considered as an alternative means of development. Where appropriate, special housing types, building setbacks, landscaping, fencing and/or screening to minimize any adverse visual effects created by development abutting arterial roads, shall be provided.
- g) Housing suitable for senior citizens and similar uses such as nursing homes, will be encouraged to locate within the Maple Community using any housing form, provided it is acceptable to the Town of Vaughan, without amendment to this Plan. Senior Citizen housing should preferably be located in close proximity to commercial uses, churches and the library.
- h) Council may limit the height of buildings in all Residential Areas in order to facilitate good design.
- i) On lands designated "Residential" immediately fronting on arterial roads (Keele Street and Major Mackenzie Drive), existing residences may be permitted to convert to the following limited non-residential uses:
 - i) professional offices,
 - ii) business offices,
 - iii) home occupation,

provided at least 40% of the gross floor area of each residence remains used for residential purposes, and subject to the proposed use and development not materially changing the existing residential character of the building and lot, and not prejudicially affecting the amenity of the adjacent residential use. All such applications shall be subject to site control under the Planning Act and the Town's Site Plan Control Policy.

- j) The location of dwelling units in areas close to the elevated section of CNR's Newmarket Subdivision line and arterial roads will be regulated. The precise definition of the areas subject to this latter restriction shall be carried out in consultation with the Ministry of the Environment and any other agency having jurisdiction.
- k) Comprehensive studies of the effects of smoke, dust, noise and vibration, shall have been carried out in consultation with the Ministry of the Environment and any other agency having jurisdiction for those lands close to CNR's Newmarket Subdivision line prior to the draft approval of development applications. In any area likely to be adversely affected by smoke, dust, noise or vibration, the Town of Vaughan will require evidence that appropriate abatement *or control* measures satisfactory to the Ministry of the Environment and any other agency having jurisdiction will be provided.
- l) It is expected that the abatement measures required will vary, depending upon the physical circumstances at specific locations. Where possible, no housing shall be located between a local road and a railway line. Other abatement measures may involve one or more of the following:
 - i) the use of increased setbacks,
 - ii) the use of sound barriers, such as landscaped berms, buildings, walls or fences,
 - iii) the special siting of buildings and the provision of protected locations for related outdoor spaces,
 - iv) the use of special building design features with particular consideration being given to matters such as height, external configuration, internal layout, window locations and other similar matters,
 - v) the use of special building construction materials, such as brick, for acoustical insulation, glazing, ventilation and so on,
 - vi) and/or any other appropriate measures as may be determined by the Town, in conjunction with the Ministry of the Environment.
- m) In addition, for properties likely to be adversely affected by the railway operations, the site plan agreements or the subdivision agreements shall indicate that the railway is present and may expand its facilities or increase its operations.

2.0 COMMERCIAL AREAS

2.1 Definition and General Provisions

- a) The Commercial classification of land shall mean that the permitted use of land shall be for the selling, buying, leasing and exchanging of goods and services. For the purpose of this Plan, Commercial Area designations are categorized into four distinct types:

Maple Commercial Core Area
Community Commercial Centre
Local Convenience Commercial Areas
Service Stations

- b) In regard to all Commercial Areas in this Plan:
- i) open storage shall not be permitted,
 - ii) except as provided for in Section 2.2 (a), no residential use shall be permitted in Commercial Areas other than as a direct accessory and related individual use to a permitted use,
 - iii) building setbacks, visual screening, planting and/or fencing shall be provided between commercial uses and adjacent residential areas,
 - iv) comprehensive development plans will be required for all new commercial developments and shall be subject to the approval of site plans by the Town through agreements under the Development Control provisions of the Planning Act.

2.2 Maple Commercial Core Area

- a) Within the Maple Commercial Core Area, the primary permitted uses are retail stores, personal service shops, business and professional offices, restaurants, public uses and cultural entertainment facilities. Residential uses appropriately integrated within the commercial development may also be permitted. Uses which may interfere with the orderly conduct of the commercial or residential component of the area, either through excessive noise emission or prolonged hours of operation, shall not be permitted.
- b) The Development Concept Plan for the Maple Commercial Core Area, shown on Schedule "A" thereto as approved by Planning Committee on November 17, 1981, is based on the following objectives:
- i) To ensure the preservation of buildings and streetscapes of historic and architectural merit and to require redevelopment to occur in a functionally integrated manner, achieving an aesthetically pleasing and operative commercial area,
 - ii) To develop a vehicular circulation system in a manner designed to minimize traffic impact on both Major Mackenzie Drive and Keele Street.
 - iii) To redevelop existing, and provide new pedestrian linkages which are to be finished with landscaping and amenities for pedestrian traffic and avoid conflicts with vehicular traffic.
 - iv) To provide adequate and conveniently located off-street parking facilities at locations accessible to the vehicular system and pedestrian traffic flows, and satisfy needs for the present and anticipated future urban growth.
 - v) To ensure harmonious interface between the commercial core area and the adjacent land uses.
- c) The following development criteria and standards shall apply in the Core Area:
- i) All buildings and structures having architectural/historic merit as identified by the Town's L.A.C.A.C. shall be retained and incorporated into the development scheme. New development shall be compatible with buildings and structures identified by L.A.C.A.C. and shall achieve an integrated street scope.

- ii) Individual developments in the Core Area shall be subject to the approval of site plans through agreements, under the Development Control provisions of the Planning Act.
- iii) Servicing and vehicular access shall be minimized as much as possible on Keele Street and Major Mackenzie Drive, and is encouraged to use mutual driveways to serve adjacent developments.
- iv) Satisfactory parking and loading facilities shall be provided at the rear of the development.
- v) Commercial development or redevelopment will be permitted only where adequate sewer and water services are available.
- vi) No new development or redevelopment shall occur until storm water drainage plans for the drainage area in which the proposed development is located, have been prepared, satisfactory to the Town of Vaughan and other appropriate authorities.

2.3 Community Commercial Centre

- a) The existing shopping centre at Netherford Road and Major Mackenzie Drive is recognized as a community commercial centre. This commercial centre may be expanded further westerly to the Don River. Permitted uses include a supermarket plus shops offering retail goods, business and professional offices, and personal service establishments. Any expansion of this centre shall be planned and developed as an integrated unit, and be subject to site plan agreement under Section 40 of the Planning Act.
- b) The maximum permissible gross floor area of such commercial centre shall be in the order of 10,000 square metres.

2.4 Local Convenience Commercial Areas

- a) Within the Local Convenience Commercial Areas, the permitted uses will comprise one or more retail establishments offering convenience goods and personal services for the residents of the immediate neighbourhood. Such developments shall be planned as a unit and shall be restricted to lots of not more than 0.4 hectare.
- b) The maximum permissible gross floor area of each local convenience centre is 930 square metres (10,000 square feet).
- c) *Three* new Local Convenience Commercial Areas are designated on Schedule "A". Additional Local Convenience Commercial Areas may be permitted in residential neighbourhoods subject to amendment of this Plan. Such centres shall be located on arterial or feeder roads, and shall be related to the pedestrian system, *with the exception of the two sites on McNaughton Road at Keele Street and at Major Mackenzie Drive, where a designated site is not used for commercial purposes, the lands may be developed subject to the residential policies without amendment to this plan.*
- d) Local Convenience Commercial Areas shall be restricted to arterial roads or feeder roads.
- e) Local Convenience Commercial Areas shall demonstrate architectural compatibility with the character of the surrounding area.
- f) Local Convenience Commercial Areas shall provide for pedestrian linkages with the surrounding residential areas.
- g) Local Convenience Commercial Areas shall establish appropriate landscaping and screening provisions.

2.5 Services Stations

- a) Within Service Station areas, individual sites shall not exceed 0.2 hectares and shall provide for the sale of petrol, oil and lubricants and other related products and may include as well, the provision of repair and maintenance services for vehicles. Council will seek to ensure that a reasonable number of stations offering full services will be available to meet the needs of the community.
- b) Existing service stations are recognized in this Plan. In addition, service stations may also be located in conjunction with the Local Convenience Commercial Areas. *Where an existing service station ceases operation, the immediate adjoining commercial land use policies will apply to such a site without amendment to this plan.*

3.0 INDUSTRIAL AREAS

3.1 Definition

- a) The industrial classification of land shall mean that the use of land in areas so designated shall be processing, manufacturing, assembling, warehousing, contractor and building material yards, vehicular service and repair garages, and office uses which are clearly ancillary to the primary industrial uses. Limited retail commercial facilities for the sale of goods manufactured and/or assembled on the premises are also permitted.
- b) Other compatible uses which do not conflict with development or operation of the primary industrial uses and other commercial uses directly servicing the industrial enterprises and their employees, are also permitted. Such uses include financial institutions, restaurants, and personal service establishments.
- c) Excluded from the areas will be such uses which by the nature of their operation or material employed, are considered hazardous or noxious.

3.2 Objectives

- a) To provide an opportunity for the development of an industrial area that compliments the overall structure of the community, and creates economically viable, functional and a visually pleasant land use element in the community.
- b) To direct industrial development to an area where it will not conflict with the existing and future residential and other conflicting land uses.
- c) To provide for increased employment opportunity for the residents of the community in an environment that is pleasant, satisfying and convenient.
- d) To actively encourage industries locating in the area to incorporate in the design of their facilities' energy-saving measures and/or alternative energy production sources.

3.3 Policies

- a) Industrial uses shall be separated from any residential and other such incompatible uses by means of increased yards, and such screening devices as berms and fencing, supplemented by natural planting.
- b) Industrial development shall occur on the basis of using the municipal water system and sewer system, and where not feasible or available, subject to the approval of the Regional Health Officer, an appropriate private sewage disposal system.

Industrial development serviced by municipal water and sanitary sewer facilities shall be subject to the policies of Section 9.2 regarding sanitary and water servicing capacity and allocation of such capacity to the respective developments by Town Council.

- c) Development of the industrially designated area shall occur on the basis of block design, which design will:
 - i) establish overall street layout;
 - ii) ensure the provision of convenient vehicular and pedestrian linkages within the industrial area, and the rest of the community;
 - iii) establish a streetscape/landscape master plan to provide a co-ordinated landscape and buffer treatment. Ensure that individual industrial sites are developed in accordance with the streetscape master plan;
 - iv) identify any environmentally sensitive areas requiring either protection or special consideration in the development process;
 - v) provide for maximum accessibility to the CNR rail line facilities;
 - vi) establish appropriate location for common open space recreational areas for the use of the area's employees.

- d) Development occurring on industrial lots fronting on arterial roads shall adhere to strict development standards with respect to such matters as the physical design of buildings, provision of adequate landscaping and berms, and the location of any outside storage.
- e) Access points to industrial lots will be oriented to collector roads interior to the industrial area.
- f) Off-street parking areas and service areas shall be screened to minimize adverse visual effects, and whenever practical, directed to back and/or side yard locations.
- g) Commercial uses permitted to locate in industrial areas shall be encouraged to locate in areas fronting on arterial roads, and shall be so designed as to ensure a harmonious architectural style and overall compatibility, in terms of building materials, signs and landscaping provisions, with the adjacent industrial development.
- h) In the event that industrial enterprise undertakes to incorporate energy-saving measures that will either effect extensive energy consumption reductions or introduce alternative energy sources, (such as roof solar collectors, etc.) requirements normally applied to industrial development may be appropriately adjusted to accommodate such measures.
- i) Industrial development shall be subject to site plan control under the Planning Act, and the Town's Site Plan Control Policy.

4.0 SPECIAL USE AREAS

4.1 General

- a) The following existing and proposed uses in Maple area designated as Special Use Areas. Each such special use is recognized as having a unique character within the Maple Community, both in its present state and its future planned development.

The three (3) Special Use Areas are designated as:

1. Sanitary Landfill
2. Buffer Area
3. Aggregate Extraction

4.2 Special Use Area 1 — Sanitary Landfill

- a) The objectives for the Sanitary Landfill Area are as follows:
 - i) to provide for the future operation of the Maple Pits as a major sanitary landfill operation,
 - ii) to encourage the continual rehabilitation of the site for the long-term intended use of public open space area,
 - iii) to ensure the compatibility of the site with the surrounding uses in the Maple Community and to protect the disposal site from the encroachment of conflicting uses.
- b) The permitted uses shall include the following:
 - i) the extraction of sand and gravel,
 - ii) waste disposal, excluding liquid and hazardous wastes, in an area approved by Certificate A-230610 of the Ministry of the Environment, pursuant to the Environment's Protection Act,
 - iii) rehabilitation on a progressive basis,
 - iv) extraction and processing of methane gas,
 - v) upon completion of the sanitary landfilling operation, public open space uses only, subject to paragraph (iv).

4.3 Special Use Area 2 — Buffer Area

- a) The objectives for the Buffer Area are as follows:
 - i) to provide adequate buffering and screening around the landfill site and operations,
 - ii) to protect adjacent lands from encroachment of the landfill operations,
 - iii) to provide for ongoing monitoring of ground water conditions around the landfill site.
- b) No industrial activities or extraction of materials, i.e. sand or gravel, will be permitted, other than those works or activities deemed essential to the primary objective of establishing the necessary screening of the landfill site and in conformance with any conditions that might be applied by Certificate A-230610 issued by the Ministry of the Environment,
- c) The creation of an effective physical barrier that provides essential screening of and protection from the operation of the Sanitary Landfill Site is required,
- d) Purge wells and any undertaking necessary to the monitoring of the environment around the landfill site shall be permitted.

4.4 Special Use Area 3 — Aggregate Extraction

- a) The objectives of the Aggregate Extraction Area are as follows:
 - i) to provide for the continuation of permitted uses on the lands lying generally to the south of the sanitary landfill site and land buffer areas for purposes of extracting the substantial aggregates on site, forming part of a valuable non-reuseable resource within the Town of Vaughan,
 - ii) to allow the continuation of permitted manufacturing uses on the designated area for the primary purpose of processing the aggregates and the production of building materials,
 - iii) to encourage the rehabilitation of the existing large pit areas. The Town, in consultation with the owners, will review alternative post-extractive uses for the area and undertake a subsequent amendment to the Plan to provide for the rehabilitation and development of the desired post-extractive uses.
- b) The permitted uses shall include the following:
 - i) the extraction of sand and gravel,
 - ii) processing of the above materials and their utilization in the manufacturing of building materials,
 - iii) the utilization and processing of any of the products of garbage disposal in the landfill site, including methane gas, and recycling of materials,
 - iv) other temporary industrial uses that are considered to be of such a nature that they will not prejudicially affect the amenity of the adjacent lands to the south of Major Mackenzie Drive and east of Dufferin Street, and that have regard for the landfill site to the north.
- c) All uses permitted in this area shall be subject to the approval of the Ministry of the Environment and any conditions imposed by the Ministry of the Environment pursuant to Certificate A-230610. In addition, the site will be subject to site plan agreements that will provide for adequate servicing of the operation, and strict control of noise and dust, with vehicular access subject to the approval of the appropriate authority.

5.0 OPEN SPACE AND PARK AREAS

5.1 Definition

- a) *The Park Area designation permits only Community Parks, neighbourhood parks and pedestrian-bicycle linkways, subject to the policies contained in section 5.2.*
- b) *The Open Space Area designation permits only valley lands, woodlots and other environmental protection areas subject to the policies contained in section 5.3.*

5.2 Park Policies

- a) *Any lands in areas regulated by the Metropolitan Toronto and Region Conservation Authority and described in the Schedule to Ontario Regulation 735-73, as it may be amended from time to time, or a successor to that regulation, will, if, such lands are released from the abovementioned regulation by the Metropolitan Toronto and Region Conservation Authority, be considered for development, subject to the processing of an official plan amendment.*
- b) *The parks will be located in a manner satisfactory to the Town and are generally in accordance with Schedule 'A' Land Use Plan.*
- c) *A system of pedestrian-bicycle paths linking the park system, schools and institutions, and valley lands and other open space areas shall be developed. Pedestrian walkways may also form part of the street system provided that consideration is given to special treatment of landscaping, right-of-way widths and other similar matters, satisfactory to the Town of Vaughan.*

The pedestrian-bicycle system shown on Schedule 'A' is schematic and may be changed at the Neighbourhood Plan Stage without amendment to this plan.

- d) *Notwithstanding the policies of this plan relating to the provision of land for parks purposes, no application of Section 41 of the Planning Act, 1983 shall be permitted until such time as an amendment to this plan has been approved by the Minister of Municipal Affairs and Housing.*
- e) *Only the community and neighbourhood parks shall be accepted as part of the statutory land dedications related to approvals under the Planning Act pursuant to 5.2 (b) above. Storm water retention and detention ponds will not be permitted on lands which are accepted as part of the statutory land dedications, unless approved by the Town.*
- f) *Public recreational buildings may be developed within the active parkland system at the discretion of the Town.*

5.3 Open Space Policies

- a) *Where lands designated as Open Space Area under private ownership, this plan does not indicate that these lands will necessarily remain designated as such indefinitely, nor shall it be construed as implying that such areas are free and open to the general public, nor that such lands will be purchased by the municipality or by any other public agency. Where such lands other than valley lands and woodlots are not acquired by a public body, and application for their designation for other uses will be given due consideration by the municipality.*
- b) *A major woodlot in Neighbourhood 3 has been identified and incorporated into the open space system for passive use. The woodlot is a relatively sensitive area which cannot withstand a high intensity of use. It is a valuable scenic and educational resource, as well it provides a habitat for some natural wildlife. Appropriate policies for its acquisition by the Town are included in Section 1.3 (d) of the Plan.*
- c) *Any area deemed environmentally sensitive by virtue of special characteristics or hazard shall be designated "Open Space". While the current "Open Space" designation includes areas of known hazard, changing conditions within any watershed and improvements in the methods used to define such lands may result in additional lands being so defined. Where appropriate, these lands may be considered for inclusion in the pedestrian bicycle system.*

- d) *Public recreational buildings may be developed within the 'Woodlot' component of the Open Space System. No buildings shall be constructed on the remaining lands designated Open Space except where such buildings are intended for flood and erosion control and meet the requirements of the Metropolitan Toronto and Region Conservation Authority.*
- e) *The valley lands shall include the slopes, valley and floodplain lands of the West and East Don Rivers and their tributaries as determined by the Metropolitan Toronto and Region Conservation Authority. The precise limits of these lands will be determined in conjunction with the authority in considering development proposals. Where detailed engineering has not been prepared, the proponent may be required to carry out studies to determine the extent and severity of the hazard. The dedication of valley lands to the Metropolitan Toronto and Region Conservation Authority shall be encouraged as a condition of subdivision approval.*
- f) *There will be no development or placing of fill or alterations to any watercourse in areas regulated by the Metropolitan Toronto and Region Conservation Authority.*
- g) *Any lands in areas regulated by the Metropolitan Toronto and Region Conservation Authority will, if such lands are released from the abovementioned regulation by the Metropolitan Toronto and Region Conservation Authority, be considered for development, subject to the processing of an Official Plan Amendment.*
- h) *Any storm water retention and detention ponds incorporated into the valley land system shall preserve the significant natural environmental features and presents minimal safety hazards to the public.*

6.0 INSTITUTIONAL AREAS

6.1 Definitions

Institutional Area permitted uses are public and separate elementary and secondary schools, private schools, religious institutions, day-care centres, community centres, voluntary associations, branch colleges, libraries, police station and firehalls.

6.2 Schools

- a) *Four elementary schools have been designated on Schedule "A" attached hereto. Any further sites as may be required by the York County Board of Education or the York Region Roman Catholic Separate School Board may be added at the time of approval of subdivisions, without the necessity of an Amendment to this Plan;*
- b) *School sites will be selected at the time of approval of subdivision by the York County Board of Education and the York Region Roman Catholic Separate School Board in co-operation with the Town;*
- c) *Notwithstanding that specific school site locations have been designated on Schedule "A" attached hereto, it is expressly intended that the said locations only indicate presently preferred locations and they may be modified, relocated or increased or decreased in number, or removed, without Amendment to this Plan. In particular, the site of the existing George Bailey Elementary School shall be enlarged in area to the satisfaction of the York County Board of Education;*
- d) *Preferably, all schools shall be located on a site adjacent to the park system and with access to the pedestrian walkway system;*
- e) *Where any designated site is not required for school purposes, it may revert to residential use without Amendment to this Plan, as previously provided for.*

6.3 Churches and Religious Institutions

- a) *In addition to the existing churches, new sites for places of worship may be located on arterial or collector roads in residential areas without further specific designation or Amendment to this Plan, throughout the Community;*
- b) *Preferably, places of worship shall be developed in association with the neighbourhood commercial areas and the Maple Commercial Core Area in order that parking areas may be shared.*

6.4 Other Institutions

- a) Day-care centres shall be located at focal points throughout the Community. These may be provided in churches, educational facilities, recreational facilities, or in separate buildings, or in other sites without Amendment to this Plan;
- b) Provision for branch libraries may be made in any of the Residential or Commercial Areas without Amendment to this Plan;
- c) A fire hall site of about 0.4 hectare (one acre) is designated on Schedule "A" by the letter "F". Any additional fire halls may be located without Amendment to this Plan;
- d) Government and social services may be provided for in the general area of Maple Commercial Core. Functions to be accommodated may include a post office, municipal administration, family and social services, old age homes, a police station;
- e) Voluntary associations including social clubs, service organizations, and athletic organizations may be located in and adjacent to the Community Commercial and the Commercial Core Areas;
- f) Nursing Homes and Homes for the Aged may be located in the vicinity of the Commercial Core and Community Commercial Areas and in Residential Areas;
- g) Building set-backs, visual screening, planting and/or fencing shall be provided between institutional uses and adjacent residential uses;
- h) It is the intent of the Town of Vaughan to comply with the policies of the Region of York relating to the provision of health, social and community services.

7.0 RURAL AREA

- 7.1 Lands designated as "Rural Area" shall be subject to the Town's current "Rural Area" policies as contained in Amendment Number 6 to the Official Plan of the Vaughan Planning Area, and amendments thereto.

8.0 TRANSPORTATION

8.1 Definition

- a) The road system indicated on Schedule "A" is a long-range plan. The main change from the current situation is the By-Pass between Major Mackenzie Drive and Keele Street as indicated on Schedule "A".
- b) There are three basic types of roads provided for in this Community Plan:
 - i) arterials (Keele Street, Dufferin Street, Teston Road, Rutherford Road, Major Mackenzie Drive, and the By-Pass);
 - ii) Feeder roads including those in residential and industrial areas;
 - iii) local streets (new local streets are not shown on Schedule "A").

8.2 Arterial Roads

- a) *Direct access of individual residential lots will not be permitted to arterial roads with the exception of infill lots in the existing development area along Keele Street, subject to the approval of the Region of York. Access from blocks for open space uses, institutions, industrial and commercial uses will be controlled but not prohibited;*
- b) The standard ultimate right-of-way for arterial roads is as shown on Appendix "B", Table 3;
- c) Arterials will connect to feeder roads. Connections from local streets will be minimized, but not prohibited;
- d) Sidewalks may be required on both sides.

8.3 Feeder Roads

- a) Residential feeder streets are intended to afford organization for the local street system within the neighbourhoods and provide the main connecting points to the arterial system. They are designed to be reasonably continuous, but are expected to carry relatively low traffic volumes;
- b) The rights-of-way widths for the residential collectors, is as shown in Appendix "B", Table 3;
- c) Sidewalks may be required on both sides;
- d) Access from abutting properties shall be permitted and may be controlled.

8.4 Local Streets

- a) Local streets are intended to provide access to individual properties within the neighbourhood;
- b) Local streets shall be mainly in the form of loops, and crescents with a minimum of cul-de-sacs in new development areas;
- c) The right-of-way widths for local streets shall be as shown in Appendix "B", Table 3;
- d) Sidewalks, if required, may be on one or both sides.

8.5 Public Transportation

- a) The Town of Vaughan shall facilitate the planning of a comprehensive transit system, including the location of a site for a GO Commuter station, for the Maple Community in consultation and co-operation with the Toronto Area Transit Operating Authority, the Regional Municipality of York and any other appropriate agency;
- b) The Plan assumes that public transportation servicing the Community will include local and express bus routes on arterials and local bus routes on some feeder roads;
- c) The Town will acquire any lands needed to provide a right-of-way for a future transit system using the roads system on Schedule "A". However, prior to obtaining any lands for any proposed right-of-way, the Town shall investigate the type of transit system and the constraints and requirements for such right-of-way;
- d) The Town shall facilitate the use of public transit by providing for adequate pedestrian access to planned bus stops when development applications are approved, and by providing for the construction of bus bays and bus shelters, in accordance with need.

8.6 Grade Separations

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

9.0 SERVICES AND UTILITIES

9.1 Water Supply

- a) The Amendment area will be serviced from a 15 MG reservoir in Maple;
- b) The development of the Maple Community shall be dependent upon the availability of water supply from the York Regional Water System;
- c) As a condition of draft approval for any subdivision in the Amendment area, the Regional Commissioner of Engineering shall certify that an adequate municipal water supply is available to service the proposed subdivision.

9.2 Sanitary Sewers

- a) *Sewage capacity has been assigned to the Amendment area from the Maple Trunk. The capacity will be reserved for individual applications within the Amendment area which are consistent with the objectives of this Plan, including the following:*
 - i) establishment of a cohesive and sequential internal road network,
 - ii) creation of functional and economic internal systems of trunk watermains and sanitary sewers,
 - iii) establishment of a basic storm drainage system which will mitigate effects of development on downstream properties,
 - iv) provision for public and separate elementary school sites at an early stage in the development process,
 - v) provision for public park facilities and other community services;
- b) The flows from the Amendment area will be monitored as development proceeds. If it is thereby determined to the satisfaction of the Region of York that there is unused sewage capacity, Town Council may allocate such capacity based upon the criteria in Section 9.2 (a).

9.3 Storm Water

- a) No new development shall occur until storm water drainage management for the drainage area in which the proposed development is located have been prepared satisfactory to the Town of Vaughan, the Metropolitan Toronto and Region Conservation Authority, and other appropriate agencies. Such drainage areas may be natural or modified;
- b) Retention ponds and open drainage channels may be used as part of the storm drainage system and incorporated into the valleyland and drainage tributary in the Community and used for recreational purposes to the extent practicable without Amendment to this Plan;
- c) Natural streams shall be retained within valley lands designated as Open Space. Under Ontario Regulation 735/73 (and subsequent Amendment thereto), permission must be received from the Conservation Authority to, among other things, straighten, change, divert or interfere in any way with the existing channel of a river, creek, stream or watercourse;
- d) Sediment retention basins may be required to control the large quantities of suspended matter washed off sites during the period of construction;
- e) Subject to paragraph (a) above, although all or part of the storm drainage system may be designed to accommodate a *less severe storm, provision must be made to accommodate the greater of the 1 in 100 year regional storm to ensure there will be no detrimental effects on properties or human lives caused by flooding.*
- f) *Council, recognizing that the development of the watersheds located in the community could have an adverse effect on downstream municipalities, shall, in considering development proposals, have regard for the cumulative effect, particularly in terms of flood control and water conservation of such development on downstream municipalities prior to permitting such development to proceed.*

9.4 Utilities

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

10.0 HERITAGE CONSERVATION

- a) The Plan shall ensure the retention and preservation of historic buildings and the Town Council will adopt whatever means available to landmarks in the Maple Community, and also, the incorporation of the historic elements of Maple within future development proposals, wherever possible.
- b) A complete and up-to-date inventory of all property of architectural/historical interest in the Maple Community shall be compiled by the Town and the Local Architectural Conservation Advisory Committee. The property shall be classified as follows:
 - i) individual property, and
 - ii) property which is grouped to form a Heritage Conservation District;
- c) Council may, among other things, prepare a Heritage Conservation District Plan in accordance with the guidelines of the Ministry of Culture and Recreation whereupon Council may then designate the appropriate Heritage Conservation District(s) under Section 41 of Part V of the Ontario Heritage Act, or alternatively individual properties under Part IV of the Act.
- d) The Town shall endeavour to prevent the demolition of all designated buildings as per paragraph (b) above, of architectural and/or historical interest, and shall actively encourage the conservation and, where necessary, the restoration of these buildings;
- e) The Town shall not restrict the right of the owner to make alternations to any designated building, provided that such alternations do not detract from the reason for designation as set out in a By-law (or By-laws) passed under Section 29 of the Ontario Heritage Act, and provided that such alterations are in keeping with the policies of this Official Plan, and meet the requirements of the Restricted Area (Zoning) By-laws and Building Code.
- f) Where such buildings are located in areas designated for non-residential use or in the Maple Commercial Core Area, Council may, in the Heritage Conservation District Plan, and by further Amendment to this Plan, adopt a policy giving incentives to owners to protect and preserve such buildings.

11.0 STAGING

- a) Simultaneous development may occur in all Neighbourhoods and the sequence of approval of specific development applications shall be controlled by the Town of Vaughan so far as is practicable in accordance with the following:
 - i) avoidance of scattered development within the Development Areas,
 - ii) provision of schools and parks,
 - iii) proximity and availability of water and sewer trunks,
 - iv) adequacy of storm drainage system,
 - v) minimization of public costs,
 - vi) the availability of sanitary sewer capacity pursuant to Section 9.2.

12.0 IMPLEMENTATION

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

- a) Processing of individual subdivision plans under of the Planning Act, in accordance with the policies set forth in this Amendment. Where an application for a new plan of subdivision is received on land abutting a residential area existing on the date of approval of this Plan, the Town of Vaughan will endeavour to notify the residents of such area as a part of the process of considering the subdivision plan.
- b) The policies of this Plan will be implemented by Council's enactment and approval, of appropriate Restricted Area By-laws and Development Control Agreements pursuant to the Planning Act.
- c) Establishment of a Local Architectural Conservation Advisory Committee under the Ontario Heritage Act and processing of By-laws under Parts IV and V of the Act.
- d) Construction of public works, community facilities and schools in accordance with policies set forth in this Amendment and under the direction of the Town of Vaughan and other appropriate authorities.
- e) The Town of Vaughan may accept cash-in-lieu of land conveyance for park purposes as permitted under the Planning Act.
- f) The initiation of a system whereby the portions of costs of major roads, trunk utilities and other public facilities serving the whole Community, which may be chargeable to private development, will be shared by all benefitting development, appropriately pro-rated among the owners affected. The system will be administered through subdivision and development agreements attached to development proposals.
- g) The Town of Vaughan shall review and revise the provisions of this Amendment from time to time, at no longer than 5-year intervals.
- h) To enable the Town and the Region to co-ordinate the development of individual plans of subdivision and to establish priorities for the provision of municipal and regional services and facilities, the Town shall have prepared and may adopt detailed neighbourhood development plans prior to permitting major development to proceed in any neighbourhood or neighbourhoods: such neighbourhood development plans need not form amendments to this Plan. For the purposes of Neighbourhood Plan Approval, Neighbourhood 4 shall be considered part of Neighbourhood 3 to form one neighbourhood.

13.0 NON-CONFORMING USES

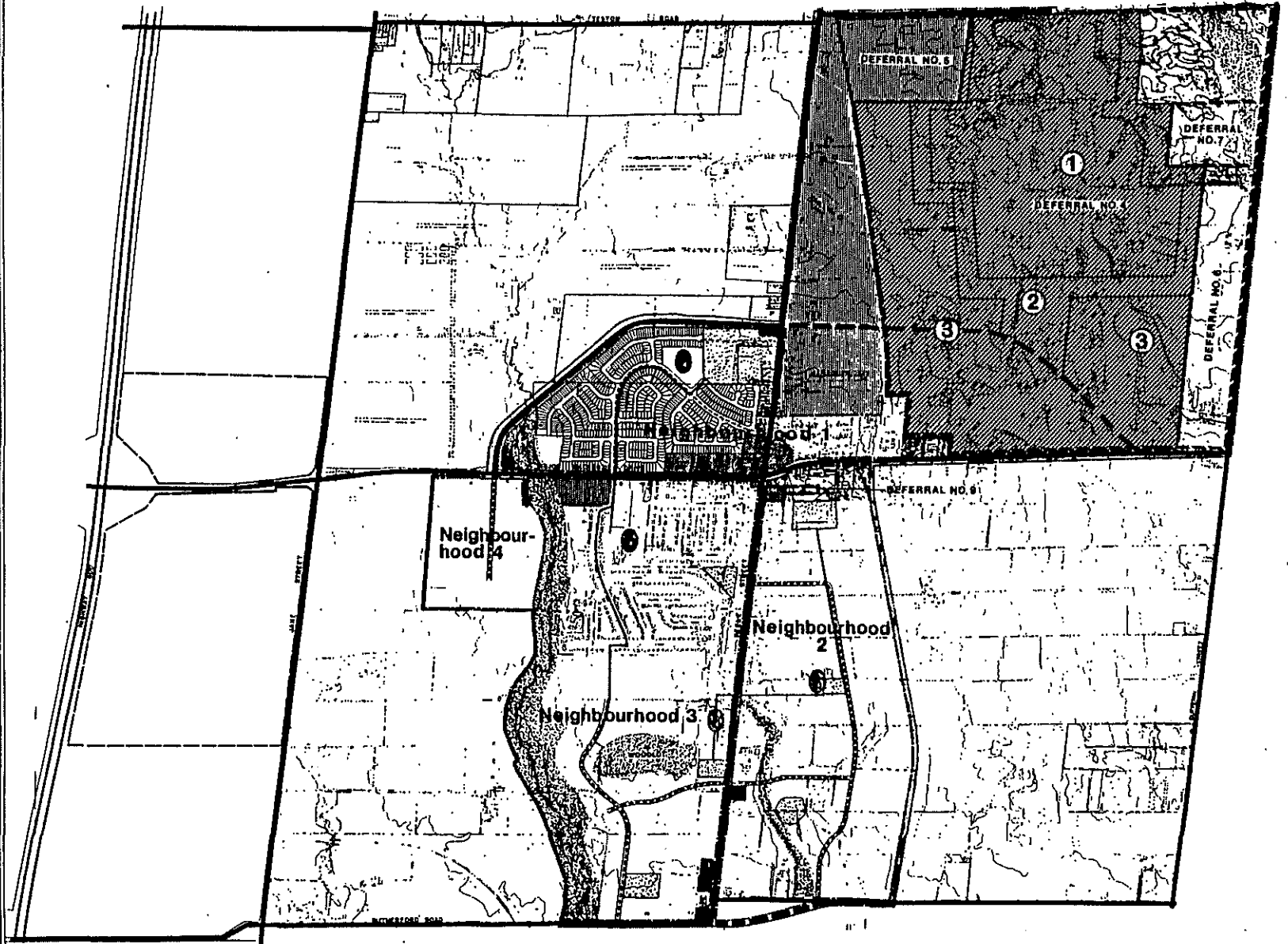
- a) Any land, building or structure lawfully used for a purpose prohibited by a restricted area by-law on the day of the passing of the by-law is termed "a non-conforming use".
- b) In principle, non-conforming uses within the planning area shall not be extended and should eventually cease to exist. The land affected should revert to a use that conforms to this Plan, and to the provisions of the implementing Restricted Area (Zoning) By-law. However, in cases where refusal to permit the expansion of a non-conforming use would create undue hardship, limited extension or enlargement of such a use may be permitted consistent with the policies of this Plan for that type of use.
- c) The Town may amend a restricted area by-law so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law and/or which does not conform to the provisions of this Plan, provided:
 - i) that such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed; and
 - ii) that the extension or enlargement of the non-conforming use will not adversely affect the welfare of the community in which it is located.

- d) In considering an application for the extension or enlargement of a non-conforming use, the Town shall determine if it is not possible to relocate such a use in a place where it will conform to the designated land use. Council may then consider passing a Restricted Area (Zoning) By-law pursuant to the Planning Act. Such a by-law may then be passed without an amendment to the Official Plan, provided it complies with the policies of this Plan for that type of use.
- e) Before making any decision on an application, Council will refer such application to the Planning Committee for a report on the various aspects of the matter for the information of Council. Before passing such a by-law, Council shall be satisfied that the following requirements or any of them, as considered relevant so each specific application, will be fulfilled in order to safeguard the wider interests of the general public:
 - i) that the proposed expansion or enlargement of the established non-conforming use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the Restricted Area (Zoning) By-law applying to the area;
 - ii) that the characteristics of the non-conforming use and the proposed extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, and traffic-generating capacity. No amendment to the zoning by-law shall be made if one or more of such nuisance factors will be created or increased so as to add to the incompatibility of the use with the surrounding area;
 - iii) that the neighbouring conforming uses will be protected where necessary by the provision of areas for landscaping, buffering or screening, appropriate set-backs for buildings and structures, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the established non-conforming use in order to improve its compatibility with the surrounding area;
 - iv) that in all cases where an existing non-conforming use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the non-conforming use, especially where public health and welfare are directly affected.

14.0 INTERPRETATION

- a) The boundaries between the land use designations shown on Schedule "A", are approximate, except where they coincide with arterial roads, railway lines, valleylands within the open space designations, or other clearly defined physical features. Minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.
- b) The location of the By-pass, arterial and the collector road system is approximate, and minor adjustments will not require an amendment to this Plan as long as the intent of its policies is maintained.
- c) Statistics including the rights-of-way widths are approximate and should be regarded as flexible. Population allocations, and allocations of dwelling units to the Neighbourhoods and densities may vary within 5% from the statistics as long as the intent of the policies of this Plan is maintained.
- d) The residential development planning process may include the preparation of Plans of Subdivision and/or Site Plans; and residential development plans may consist of the combination of individual Plans of Subdivision and/or Site Plans for any particular neighbourhood.

SCHEDULE "A"



SCHEDULE 'A' LAND USE PLAN

LEGEND

- | | |
|-------------|-------------------|
| Residential | Institutional |
| Industrial | Elementary School |
| Open Space | Firehall |
| Park | Rural |
| | Pedestrian System |

- ### Commercial
- Maple Commercial Core Area
 - Community Commercial Centre
 - Local Convenience Commercial
 - Service Station

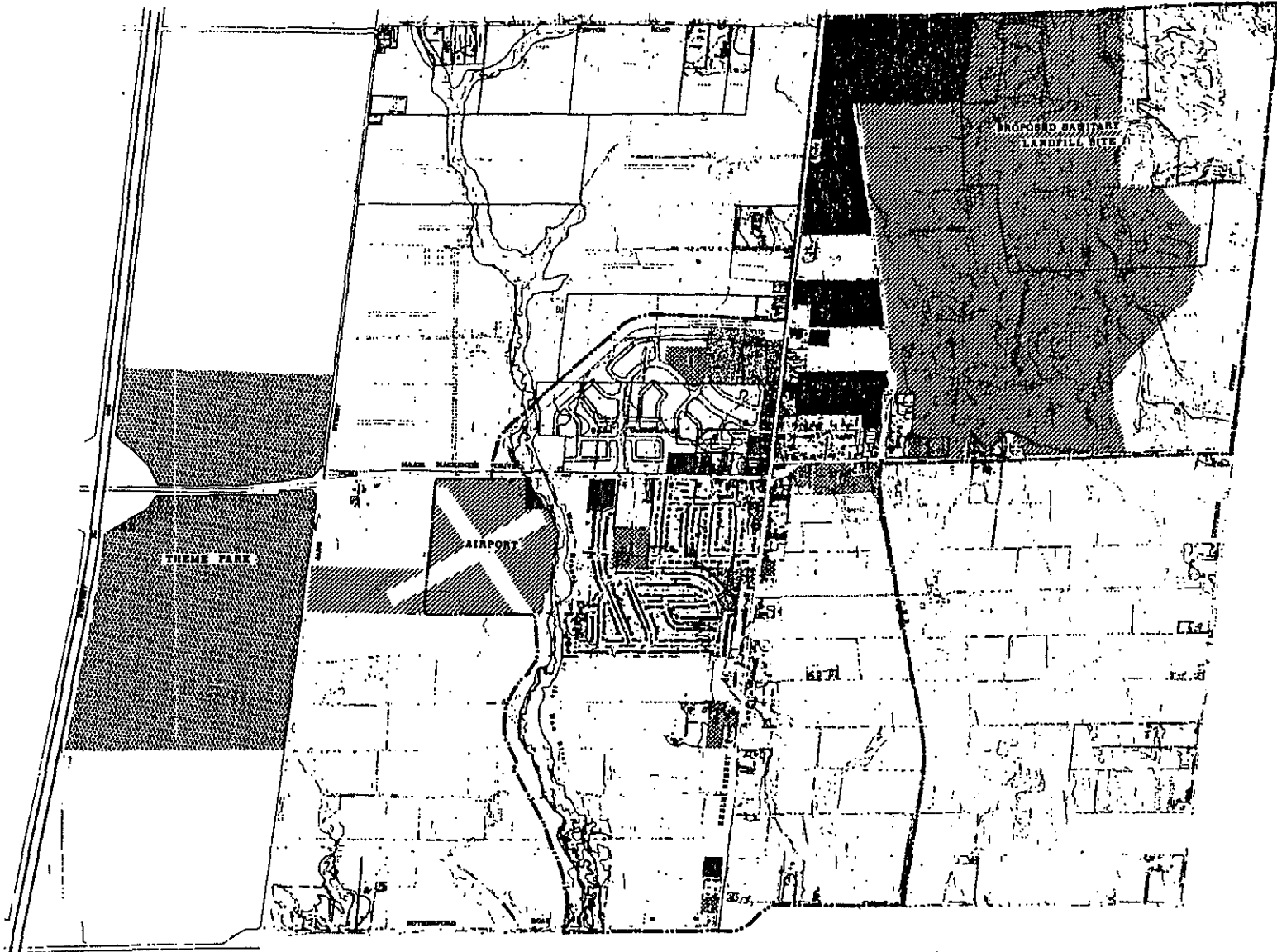
- ### ROADS
- Existing Arterial
 - Proposed Arterial
 - Feeder

- ### Special Use Areas
- Sanitary Landfill
 - Buffer Area
 - Aggregate Extraction
 - Boundary of Amendment Area
 - Neighbourhood Boundary



Schedule 'A'
MAPLE
COMMUNITY
PLAN
JULY 1984

APPENDICES



MAP '2'
EXISTING LAND USE

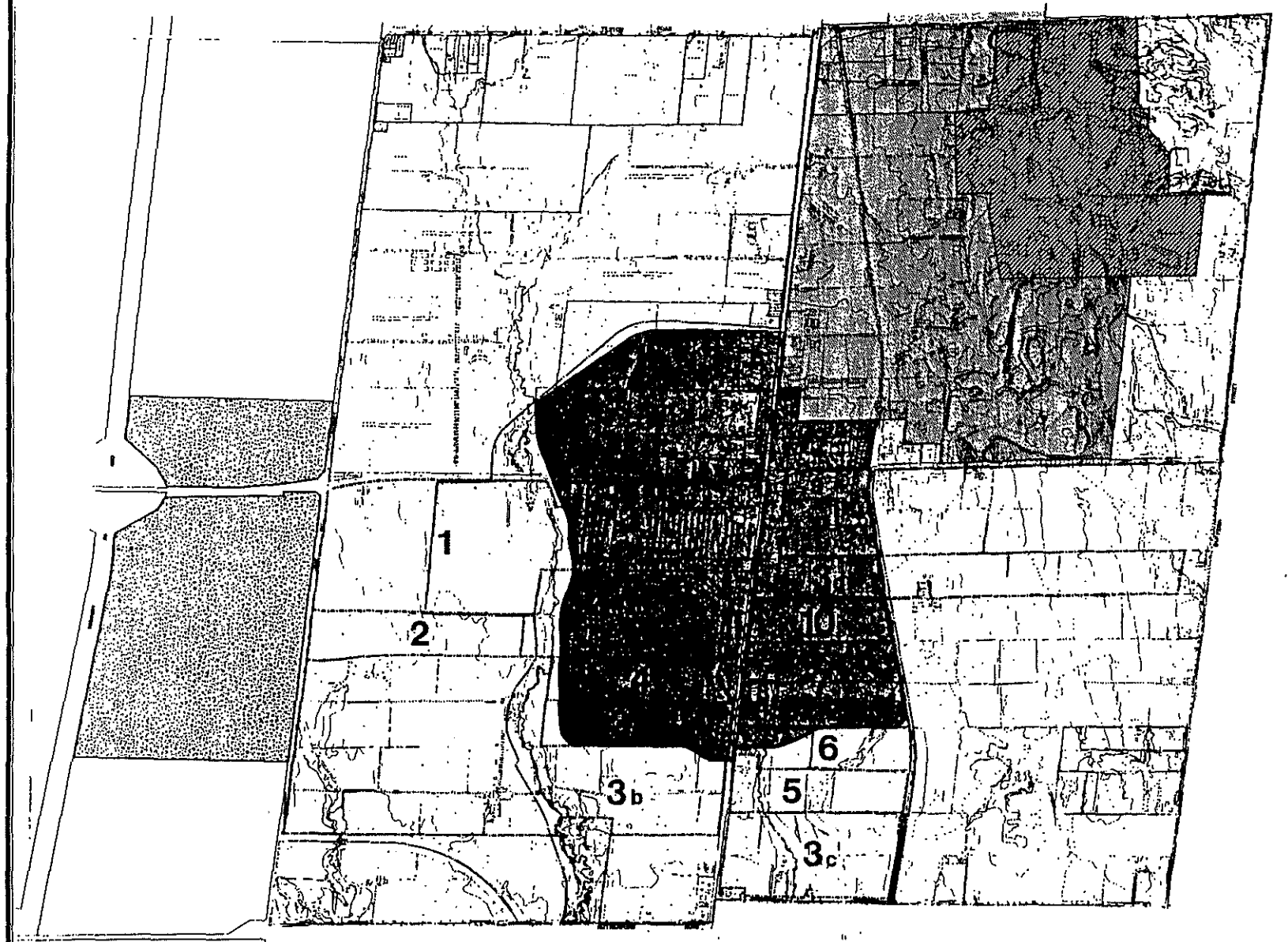
LEGEND

- | | | |
|-------------|------------------------------|------------|
| Residential | Institutional | Gravel Pit |
| Commercial | School | |
| Industrial | Church | |
| Parks | Cemetery | |
| Utility | Post Office | |
| | Library | |
| | Firehall | |
| | Senior Citizens Home | |
| | Community Centre | |
| | Town of Vaughan Civic Centre | |
| | Agricultural/Vacant Land | |

----- Planning Area Boundary



MAP '2'
MAPLE
COMMUNITY
PLAN



MAP 3
 EXISTING OFFICIAL PLAN DESIGNATIONS
 AND RESIDENTIAL AMENDMENT APPLICATIONS (December 1981)

-  Residential
-  Industrial
-  Theme Park
-  Rural
-  Industrial/Landfill

Amendment Applications

- | | |
|---|----------------------------------|
| 1 Flston Holdings/Romsey Dev.
OMB File R8174 | 6 Battalotta
OMB File R8119 |
| 2 Sylwol Dev. | 7 Costain Ltd.
OMB File R8122 |
| 3 Belmont Const.
OMB File R8121 | 8 Tactical Inv. |
| 4 Idings
R8120 | 9 Potenze Inv. |
| 5 Freedman | 10 N.H.D. Dev. Ltd. |



MAPLE
 COMMUNITY
 PLAN

APPENDIX "B"

TABLE 1

APPROXIMATE LAND USE AREAS

RESIDENTIAL NEIGHBOURHOODS	AREA	
	Hectares	(Acres)
Neighbourhood 1	90	(222)
Neighbourhood 2	147	(364)
Neighbourhood 3	188	(464)
Neighbourhood 4	31	(76)
Sub-Total	<u>456</u>	<u>(1126)</u>
INDUSTRIAL	82.6	(204)
RURAL	60.1	(149)
OPEN SPACE	14.4	(35)
SANITARY LANDFILL	99.2	(245)
BUFFER AREA / AGGREGATE EXTRACTION	159.8	(395)
Sub-Total	<u>416.1</u>	<u>(1028)</u>
TOTAL	<u>872.1</u>	<u>(2154)</u>

APPENDIX "B"

APPROXIMATE LAND USE AREAS BY RESIDENTIAL NEIGHBOURHOOD

Table 2

LAND USE	NEIGHBOURHOOD 1		NEIGHBOURHOOD 2		NEIGHBOURHOOD 3		NEIGHBOURHOOD 4		SUB-TOTAL		TOTAL
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	
Residential ⁽¹⁾	56.8 ⁽²⁾	1.2	5.7	113.1	56.2	69.9	—	27.4	118.7	211.6	330.3
Commercial	8.6	6.8	—	.4	3.4	1.9	.8	—	12.8	9.1	21.9
Elementary Schools	2.4	—	—	2.5	4.2	—	—	—	6.6	2.5	9.1
Community/ Neighbourhood Parks	8.2	.2	—	6.7 ⁽³⁾	1.4	5.5 ⁽³⁾	—	1.5 ⁽³⁾	9.6	13.9	23.5
Open Space	—	2.8	—	6.7	9.7	28.7	—	—	9.7	38.2	47.9
Institutional	—	—	6.9	—	2.2	—	—	—	9.1	—	9.1
Utilities	.2	—	—	—	.4	—	—	—	.6	—	.6
Feeder Roads	2.8	—	—	5.3	—	4.5	—	1.1	2.8	10.9	13.7
SUB-TOTAL	79.0	11.0	12.6	134.7	77.5	110.5	.8	30.0	169.9	286.2	456.1
TOTAL	90.0		147.3		188.0		30.8		456.1		

(1) Includes Local Roads

(2) 40 Hectares under development (1982)

(3) Calculation based on Section 50 (5) of the Planning Act

APPENDIX "B"

TABLE 3

VAUGHAN STANDARDS

All measurements shall be metric, with no "Imperial" conversion:

5-Lane Arterial	35.0 metres
4-Lane Arterial	30.0 metres
Collector	26.0 metres
Industrial	23.0 metres
Feeder	23.0 metres
Local (two sidewalks)	20.0 metres
Local (one sidewalks)	18.5 metres
Local (no sidewalk)	17.0 metres

Regional roads shown on Schedule "A" will have a 36 m road allowance except in the Maple core area where they shall have a 30 m road allowance.