



THE TOWN OF VAUGHAN BY-LAW

BY-LAW NUMBER 303-90

A By-law to adopt Amendment Number 350 to the Official Plan of the Vaughan Planning Area.

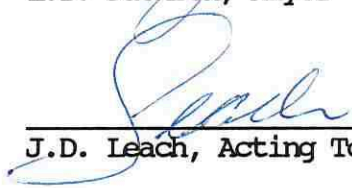
NOW THEREFORE the Council of The Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 350 to the Official Plan of the Vaughan Planning Area, consisting of the attached text, and Schedule "A" is hereby adopted.
2. AND THAT the Town Clerk is hereby authorized and directed to make application to the Ministry of Municipal Affairs for approval of the aforementioned Amendment Number 350 to the Official Plan of the Vaughan Planning Area.
3. AND THAT 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 17th day of September, 1990.



L.D. Jackson, Mayor



J.D. Leach, Acting Town Clerk

READ a THIRD time and finally passed this 17th day of September, 1990.



L.D. Jackson, Mayor



J.D. Leach, Acting Town Clerk

**AMENDMENT NUMBER 350
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA**

The following text and Schedules, including Part "C", "Land Use Policies" and Schedule "A" entitled "Land Use Plan", constitute Amendment Number 350 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" which contains statistical and background information.

Oct. 5/90
Plan
Approved
Checked ✓
Date
PR/TAC

**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 established, this was subsequently increased to 14,500 persons. 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.

Recently the Province has approved Official Plan Amendment #290. It provides for further expansion of the Maple Community to a population of approximately 21,000 persons. The subject amendment is intended to provide for a comprehensive assessment of further growth and development of the community to serve as a basis for long term servicing, transportation and community growth decisions.

II REGIONAL

The Council of the Regional Municipality of York has prepared a draft Regional Official Plan but has not yet adopted the Regional Official Plan. This draft Official Plan recognizes the Maple Community as an urban area.

In the course of preparation of the Maple Community Plan, existing policies and Regional Staff preferences in matters dealing with the Region of York School Boards, Regional Planning Department and Regional Engineering Department were considered.

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. Development is anticipated to proceed on those lands which are located south of Teston Road, between Keele Street to Jane Street, north of Major Mackenzie Drive and lands south of Major Mackenzie Drive, west of the West Branch of the Don River towards Jane Street and Rutherford Road. This development pattern would extend the residential communities in an orderly and logical manner. Given a clear plan and the neighbourhood outlines shown in this Amendment and its

Schedule(s), it is anticipated that developers will repond readily by subdivision design to this opportunity. The proposed development plan will round out and complete existing residential areas. These areas are also of sufficient population size to establish a viable neighbourhood framework with respect to schools, parks and other community services.

3. 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. The uses are also characterized by considerable open storage use. More intensive and prestigious industrial uses may be expected with the provision of full servicing to the area. The replacement of the large scale open storage uses with more prestigious uses is an important objective of the plan, recognizing that Maple has now evolved into a major urban community. Increased care must be taken to properly screen outside storage areas from Keele Street, a major arterial road through the community.

4. 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.
5. 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 which reflect 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.

6. 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.

7. The community boundaries and residential densities envisaged in this Plan will result in a community population of approximately 33,700 persons, which exceeds the initial sanitary servicing design of 14,500 persons. It is intended that Keele Street, south of Major Mackenzie Drive, will retain its residential main street character which gives Maple some of its attractive identity. Accordingly, maintenance of the residential character will be encouraged and commercial development discouraged and strictly contained in defined centres. 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. Official Plan Amendment #150, as amended by Official Plan Amendment #290, presently constitutes the Maple Community Plan. The subject amendment serves to provide a comprehensive Community Plan for the area to the year 2001. This amendment will now, therefore, form a new Maple Community Plan.

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 boundary which forms the basis for the preparation of this amendment, is bounded by Highway #400 to the west, Rutherford Road to the south, Dufferin Street to the east and Teston Road to the north.

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.

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 Region has plans to upgrade Dufferin Street to King Road.

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 plans 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 1048 ha (2590 acres). The existing land use and physical features are indicated in Appendix "A" (Table 1) to this Plan.

iii) Previous Official Plan Status

On May 24, 1983, Vaughan Council adopted Official Plan Amendment #150 which was subsequently approved by the Minister of Municipal Affairs and Housing with modifications on July 16, 1984.

Since its approval by the Ministry of Municipal Affairs and Housing, a number of additional amendments have been made to OPA #150. The most significant being Official Plan Amendment #290 described previously. As a result of requests for amendment, a review was undertaken to evaluate land use alternatives for the Maple Community; to provide a basis for updating and revising official plan policies and at the same time determine development guidelines which will become the basis for evaluating and regulating development in the Maple Community. The outcome of this review process has lead to the preparation of Official Plan Amendment #350, the Maple Community Plan.

II GOALS

The Plan is intended to promote the following goals for the Maple Community:

a) General

1. That development occur in accordance with a comprehensive plan which is based upon a ten to fifteen year, i.e., 2001 to 2006 planning period.
2. That the plan provide for full population potential with the community boundary expected to be in the order of 33,700 persons.
3. That areas designated for community expansion should be logical and contiguous expansion of existing built-up areas. Such expansion areas should not extend into peripheral parts of the planning area which would be best planned in a broader context.

4. That all land use components of the community should be contained within logical, visible and well defined boundaries.

b) Community Structure

To create a series of neighbourhoods generally focused on schools and parks, served by several neighbourhood sub-centres and linked with open space and transportation systems.

c) Environment

To recognize, manage and protect the physical resource bases, such as environmentally sensitive areas, watercourses and their valleys, woodlots and significant landscaped areas.

To ensure that all development provides a high level of environmental sensitivity to all aspects of the natural and human environment.

d) Land Use

To arrange the social, physical and economic facilities and services necessary for the proper functioning of the community in such a way as to provide optimum convenience, efficiency, safety and attractiveness to the present and future population.

To arrange residential areas so that they are within easy reach of schools, parks, commercial uses, social facilities and transportation.

To maintain and enhance community identity through sensitive land use planning.

e) Residential

1. To provide for well organized and attractive residential neighbourhoods with consideration and regard for urban design and streetscape, particularly with regard to abutting arterial and collector road systems.

2. To provide for residential development to proceed on a neighbourhood basis in accordance with a neighbourhood plan approved by Council in accordance with the land use designations and policies of this amendment.

3. To protect existing and future residences from incompatible land use.

4. To provide a variety of housing in order to permit a wide range of choice of residential types.

f) Housing Mix

That Maple continue as a predominantly low density residential community while introducing increased opportunities for medium density development within new areas of development.

To provide for a varied housing mix in keeping with a community planned for 33,700 persons and in keeping with Provincial Policy on Land Use Planning for Housing.

To provide for housing opportunities for seniors and others within the area in a manner which is well integrated and designed and constitute an attractive living environment.

g) Commercial Areas/Office Commercial Areas

To provide a broad range of commercial facilities to meet the needs of the present and future residents of the community, in terms of location and size of the facilities and the variety of services and goods available.

To provide for the further development of the existing commercial uses and selected new commercial uses along the Keele Street and Major Mackenzie Drive Corridor.

To encourage the provision of office commercial facilities to meet the needs of the residents and employees within the Maple Community.

To encourage office development as an integral part of commercial areas in key locations within the Maple Community.

h) Industrial Areas

To provide for an appropriate range of industrial uses to serve the needs of the residents and employees of the Maple Community.

To direct industrial development to areas where it will not conflict with existing and future residential areas and other conflicting uses.

To provide for a Town Maintenance Operations Centre to serve the future needs of the Town.

To promote a higher standard of industrial development of Keele Street, north of Major Mackenzie Drive.

i) Open Space Areas

To develop an integrated, and where appropriate, continuous system of open space comprising local and district parks, neighbourhood parks, pedestrian paths, bicycle paths, and flood and valley lands and major woodlots; to serve the active and passive recreational needs of the existing and future population of the community.

To conserve from building or placing of fill, except where required for flood and erosion control, all areas regulated by the Metropolitan Toronto and Region Conservation Authority under Ontario Regulation 293/86, as it may be amended from time to time, or a successor to that Regulation, unless duly authorized by the said authority.

To provide for an off-street pedestrian system linking the residential areas within the neighbourhoods to shopping areas, parks, schools, social facilities, transit routes and other places of special activity or interest. This system may also be used for recreational and casual bicycle riding.

j) Institutions

To ensure that adequate space is set aside and arranged in an efficient manner in the structure of the plan for the institutional, educational, social, religious and cultural facilities required by a variety of age and interest groups in the future community.

To provide for necessary day care facilities in accordance with the Town's policy established in OPA #325.

k) Heritage Conservation

To preserve and protect buildings of heritage and architectural interest by designation of such buildings pursuant to the Heritage Act.

To require the incorporation and maintenance of any heritage building as part of development or redevelopment undertaken pursuant to the policies and designations of this plan.

l) Energy Conservation

Ensure that all development is of a design which has regard for energy conservation.

m) Transportation

To develop an efficient system of roads including the provision of rights-of-way for major and minor arterials, residential collectors and local streets in order to facilitate public and private vehicular movement within the community.

To provide for a system of bikeways along the road system and separate from the pedestrian walkway system.

To provide for the completion of the Maple Bypass road through the northwest quadrant.

To provide for the protection of necessary rights-of-way for future transit systems central to the new community.

To promote the upgrading and relocation of the Maple GO Station to a location adjacent to the municipal administration building.

n) Utilities

To provide that adequate water and sewer services and drainage works will be supplied to the entire community.

To provide that drainage works will be carried out in such a manner so as to protect lands outside the Planning Area from excessive run-off.

To provide that all services meet the requirements of the relevant regional and provincial agencies where possible.

o) Staging

- i) To stage urban development within the financial and physical capability of the Town.
- ii) To provide for adequate community facilities in pace with the rate of development of the community.
- iii) To provide that the rate of development reflects the capacity of the external transportation systems and proposed improvements.
- iv) To ensure that the rate of development reflects the capacity of other public bodies and levels of government to provide schools and other social services.
- v) To arrange the sequence of areas to be developed in a logical manner.
- vi) To ensure that provision is made in the initial stages of development for servicing and road requirements needed in subsequent phases.

III SERVICING

The existing community in Maple is serviced by sanitary sewers from the York-Durham Servicing Scheme. The water supply is delivered by pumping stations drawing from the York Water System.

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 trunk sewer was initially designed to accommodate the equivalent of 10,500 persons in the Maple Community, industrial areas of up to 530 acres (214 ha.), which includes the Theme Park, plus the land fill site, under the York Durham Servicing Scheme. This resulted in a total design capacity of 3.49 million gallons per day. Subsequently, the West Maple Sub Trunk Sewer was constructed and was designed to accommodate all the lands west of Keele Street to Highway #400 and from Teston Road on the north to 1 lot south of Rutherford Road.

The twinning of the North Maple Collector Sewer from the confluence of the western sub-trunk to Steeles Avenue will be required to accommodate sewage flows from over and above the original

design capacity. The exact sizing and timing of this twinned sewer will be determined by monitoring actual flows as development proceeds. This monitoring and timing shall be a Regional project.

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 the North Maple Reservoir, located on the east side of Keele Street, approximately 1.2 km north of Teston Road, and a pumping station located at the Maple Pressure District #6 Reservoir, which is located on the east side of Keele Street, south of Teston Road.

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 storm water management system has been provided to protect lands and watercourses within and outside the community from any detrimental effects such as erosion, flooding and sedimentation of additional levels of runoffs, to the satisfaction of the Town, the Metropolitan Toronto and Region Conservation Authority and the Ministry of National Resources.

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 Low Density Residential Area

- a) In Low Density Residential areas, except for lands subject to Official Plan Amendment #290, the permitted uses include single family detached and semi-detached housing units and other building forms which do not exceed the permitted density, institutional uses and open space.
- b) Lands designated Low Density Residential within Official Plan Amendment #290 may also be used for Medium Density Residential uses, subject to the Medium Density Residential policies of this Official Plan Amendment.
- c) The maximum permitted density in all Low Density Residential Areas shall be 14 units per net residential hectare except for the lands subject to OPA #290. Within the OPA #290 area, the maximum Low Density Residential provision of that amendment, i.e., 12.5 units/ha shall apply.
- d) For the purposes of calculating residential density in residential areas, a net residential hectare shall include local streets, feeder roads and collector roads and the land for the dwelling units, but shall exclude all other land uses.

1.2 Medium Density Residential Area

- a) In Medium Density Residential Areas, the permitted uses shall be on-street townhouses, en-bloc townhouses, quadruplexes and maisonettes, duplexes and other building forms which do not exceed the permitted densities, institutional uses and public open space.
- b) The net density in Medium Density Residential Areas shall be a minimum of 30 units per hectare and a maximum of 45 units per hectare except for the lands subject to OPA #290. Within the OPA #290 area, the density provisions of that amendment, i.e., a minimum density of 30 units per hectare and a maximum density of 60 units per hectare, shall apply.
- c) The density of development within Medium Density Residential areas shall be distributed to the greatest degree practical throughout all levels of the medium density range and shall be established in the implementing zoning by-law. Such development shall provide for a variety of dwelling types and shall achieve the Provincial objective regarding affordable housing.
- d) Within the lands subject to OPA #290, an increase in density of up to 25% of the maximum medium density is permitted to accommodate approximately 60 non profit housing units.
- e) Medium Density development shall be subject to the following policies:

- i) they shall satisfy the affordable housing component as defined in the Provincial Policy Statement;
 - ii) such development shall be of a form and scale sensitive to and consistent with the ground-related Low Density Residential character of the community;
 - iii) urban design guidelines describing the design of individual dwelling types and styles shall be required to more particularly establish the form, scale, design and streetscape of such development in a manner consistent with Subsection 1.2.e)ii) above;
 - iv) all medium density development shall be subject to a site plan agreement in accordance with the Town's Site Plan Control By-law;
 - v) the urban design guidelines shall be approved by the Town concurrent with Council's consideration of the relevant implementing zoning by-law(s).
- f) Medium Density development within OPA #290 shall be subject to the following additional policies:
- i) medium density development shall only be located in the west half of the OPA #290 area and shall be integrated throughout this area;
 - ii) such development shall be oriented to school and park areas, commercial areas and locations where convenient access to the collector road system is available.

1.3 Housing Mix

- a) The Maple Community was originally intended to provide a substantial contribution to the low density housing stock to the Town of Vaughan and the Regional Municipality of York. Expansion of the community to 33,700 persons together with the Provincial Policy on Land Use Planning for Housing, creates a need for a greater housing mix with the community. Accordingly, in new development areas, housing mix of 75% Low Density Residential and 25% Medium Density Residential will be provided on a neighbourhood basis.
- b) A variety of 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.
- 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.

e) Housing Mix - in lands subject to OPA #290:

1. The amendment area shall provide a range of low and medium density housing types with a housing mix of approximately 75% low density and 25% medium density. The medium density area(s) shall accommodate the affordable housing component as defined in the Provincial Policy Statement.
2. Medium density development shall be integrated throughout the west half of Neighbourhood 5 and is subject to the following location and urban design policies:
 - i) such development shall be oriented to school and park areas, commercial areas and locations where convenient access to the collector road system is available;
 - ii) such development shall be of a form and scale sensitive to and consistent with the ground-related low density residential character of the community;
 - iii) urban design guidelines describing the design of individual dwelling types and styles shall be required to more particularly establish the form, scale, design and streetscape of such development in a manner consistent with ii) above;
 - iv) all medium density development shall be subject to a site plan agreement in accordance with the Town's Site Plan By-law;
 - v) the urban design guidelines shall be approved by the Town concurrent with Council's consideration of the implementing zoning by-law(s).

1.4 Neighbourhoods

- a) Five residential neighbourhoods are set out on Schedule "A" and identified as Neighbourhoods 1, 2, 3, 4 and 5.
- b)
 - i) Population estimates are based on an ultimate person per household ratio of 3.7 persons per Low Density Residential unit, and 3.4 persons per Medium Density Residential unit.
 - ii) Housing unit estimates are based upon the density provisions defined in Sections 1.1 and 1.2 and upon the number of units existing or approved at the time of adoption of this plan in each neighbourhood.

Table A - Estimated Units & Population by Neighbourhood

Neighbourhood	Existing Units	Proposed Units	Total Units	Total (1) Population
1	768	421	1189	4299 persons
2	1291	72	1363	5030 "
3	1150	267	1417	5195 "
4		1572	1572	5722 "
5		3709	3709	13445 "
TOTAL	3209	5655	9250	33691 "

(1) Population at 3.7 persons per new single family detached unit and 3.2 persons per existing single family detached unit and 3.4 persons per medium density residential 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 designated as Low Density Residential. 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) Development within Neighbourhood 5 for any residential uses shall not occur until all livestock operations within the entire neighbourhood have ceased. The zoning by-law for any residential area within Neighbourhood 5 shall ensure that any lands not approved for residential development shall be used only for the raising of common field crops.

1.5 General Residential Policies

- a) Development in any residential neighbourhood shall be subject to the policies of Section 8.2 regarding sanitary and water servicing capacity, and allocation of such capacity to the respective development by Town Council.
- b) All 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 and protect the environment of the Don River, the Town will require the provision of large lots with substantial lot depths adjacent to the valleylands in Neighbourhoods 3, 4 and 5, in Neighbourhood 2 adjacent to the CNR tracks.

- 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 1.5 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. Access to major and minor arterials from blocks for Medium or High Density Residential uses, institutions and commercial uses, will be controlled but not prohibited.
- 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 a manner convenient to commercial uses, churches and the library.
- h) Development of Medium Density housing areas shall be subject to the approval of site plans by the Town through agreements, under the Development Control Provisions of Section 40 of the Planning Act, R.S.O. 1983, Bill 159, as amended.
- 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 or the C.N. Rail pullback track 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 uses 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 six distinct types:

Maple Commercial Core Area
Community Commercial Centre
Neighbourhood Commercial Areas
Local Convenience Commercial Areas
Office 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), and 2.5(b) 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, banks and financial institutions, 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 design of development within the Maple Commercial Core Area, shown on Schedule "A" shall be 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, development within the Maple Commercial Core areas shall be in a scale and form which is complimentary and compatible with adjacent low density residential development. These areas shall be developed with low rise building incorporating a residential design and scale.
- 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 streetscape.
 - 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) Within the Community Commercial Centre Area, the permitted uses include retail stores, supermarkets, restaurants, business and professional offices, banks and financial institutions and personal services establishments.

- b) A major Community Commercial Centre is located on the northeast corner of Major Mackenzie Drive and Jane Street. The maximum permissible gross floor area of such centre shall be in the order of 33,000 sq.m. The Community Commercial Centre designated lands shall be comprised of an enclosed retail mall having a gross floor area of approximately 21,500 sq.m. and a professional and business office component of approximately 11,500 sq.m.
- c) The Community Commercial Centre area shall exhibit a high level of civic and urban design reflecting the prominent location of these lands. Furthermore, prior to the enactment of the implementing Zoning By-law, Council shall have established the civic and urban design criteria for these lands.
- e) Community Commercial Centre developments shall be undertaken on a comprehensive basis and shall provide an overall design to achieve proper access, internal traffic circulation, adequate parking, substantial landscape areas and appropriate urban design characteristics of the built form. In areas of fragmented land ownership, it shall be policy of the Town to require the assembly of adjoining properties in order to achieve a comprehensive development.
- f) Prior to the approval of a zoning amendment to permit Community Commercial Centre developments, the Town shall be provided with a traffic study which will identify the traffic generated, the impact on the existing roads network and additional transportation improvements that may be required to accommodate such developments.

2.4 Neighbourhood Commercial Areas

- a) Within Neighbourhood Commercial Areas permitted uses include supermarkets, shops offering retail goods, restaurants business and professional offices, banks and financial institutions and personal service establishments.
- b) Maximum Floor Space Index (F.S.I.) for developments within Neighbourhood Commercial Areas shall not exceed a Floor Space Index of 0.3 times the lot area.
- c) Neighbourhood Commercial developments shall be undertaken on a comprehensive basis and shall provide an overall design to achieve proper access, internal traffic circulation, adequate parking, substantial landscape areas and appropriate urban design characteristics of the built form. In areas of fragmented land ownership, it shall be policy of the Town to require the assembly of adjoining properties in order to achieve a comprehensive development.
- d) Prior to the approval of a zoning amendment to permit Neighbourhood Commercial developments, the Town shall be provided with a traffic study which will identify the traffic generated, the impact on the existing roads network and additional

transportation improvements that may be required to accommodate such developments.

- e) Sufficient off-street parking and loading areas shall be provided and designed to minimize the danger to pedestrian and vehicular traffic.
- f) Outside storage shall not be permitted in Neighbourhood Commercial areas.
- g) Neighbourhood Commercial developments shall be dependent upon the availability and demand for regional and municipal services and transportation requirements.
- h) Neighbourhood Commercial areas shall establish appropriate landscaping and screening provisions.
- i) Neighbourhood Commercial areas shall provide for pedestrian linkage within the surrounding residential area.
- j) In order to ensure a harmonious interface between the Neighbourhood Commercial areas and the adjacent land uses, development within the Neighbourhood Commercial areas shall be in a scale and form which is complementary and compatible with adjacent low density residential development. These areas shall be developed with low rise buildings incorporating a residential design and scale.
- k) Sufficient off-street parking and loading areas shall be provided and designed to minimize the danger to pedestrian and vehicular traffic.
- l) Outside storage shall not be permitted in Neighbourhood Commercial areas.
- m) Neighbourhood Commercial developments shall be dependent upon the availability and demand for regional and municipal services and transportation requirements.
- n) Neighbourhood Commercial areas shall establish appropriate landscaping and screening provisions.
- o) Neighbourhood Commercial areas shall provide for pedestrian linkage within the surrounding residential area.

2.5 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 0.8 ha.
- b) Notwithstanding the uses permitted in Section 2.5(a) above, the lands designated "Local Convenience Commercial" and located at the immediate northwest corner of Rutherford Road and Keele Street may also be used for the purposes of a service station.

- c) The maximum permissible gross floor area of each local convenience centre is 1860 sq.m. (20,000 sq.ft.).
- d) Local Convenience Commercial Areas are designated on Schedule "A". Additional Local Convenience Commercial Areas may be permitted in residential neighbourhoods, subject to amendment to this Plan. Such centres shall be located on arterial, collector 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.
- e) Local Convenience Commercial Areas shall be restricted to arterial roads or feeder roads.
- f) Development within Local Convenience Commercial Areas shall be in a scale and form which is complementary and compatible with adjacent low density residential development. These areas shall be developed with low rise buildings incorporating a residential design and scale.
- g) Local Convenience Commercial Areas shall provide for pedestrian linkages with the surrounding residential areas.
- h) Local Convenience Commercial Areas shall establish appropriate landscaping and screening provisions.

2.6 Office Commercial Areas

Development in Office Commercial areas shall be subject to the following policies and criteria:

- a) Office Commercial development shall be undertaken on a comprehensive basis and shall provide an overall design to achieve proper access, internal traffic circulation, adequate parking, substantial landscape areas and appropriate urban design characteristics of the built form. In areas of fragmented land ownership, it shall be a policy of the Town to require the assembly of adjoining properties in order to achieve a comprehensive development.
- b) Office Commercial areas have been designated along Keele Street, generally north of Major Mackenzie Drive and along the north side of Major Mackenzie Drive, east of Cousins Lane and west of the C.N. Rail tracks. Development within Office Commercial areas shall be in a scale and form which is complimentary and compatible with adjacent low density residential development. These areas shall be developed with low rise office buildings incorporating a residential design and scale. Permitted uses in the implementing zoning by-law shall be restricted to business and professional office buildings. Limited ground floor retail may be permitted in office buildings. In addition, residential units appropriately integrated into office commercial developments may also be permitted.

- c) The lands located at the northeast corner of Fieldgate Drive and Keele Street, shall be developed in accordance with the following policies:
- i) The following uses shall be permitted on the subject lands:
- the existing James McNeil House shall be maintained and may be converted to a business and professional office building with a pharmacy, provided that the total gross floor area of the house does not exceed 325 sq. m. of gross floor area;
 - a medical office building with a maximum gross floor area of 600 sq. m.;
 - an office building with an office component with a maximum gross floor area of 1460 sq. m.;
 - ancillary uses with a maximum gross floor area of 200 sq. m.;
 - a day care centre in accordance with the Day Nursery Act;
 - the total gross floor area of all retail components of the development shall be limited to a maximum of 15 percent of the total gross floor area of all office uses on site.
- d) In addition to the policies of Section 2.6 lands designated Office Commercial and located on the north side of Major Mackenzie Drive, east of Cousins Lane and west of the C.N. Rail tracks shall also be developed in accordance with the following policies:
1. The minimum lot area devoted to Office Commercial uses shall not be less than 0.45 ha and shall be developed in accordance with office block developments shown as Block 1, Block 2 and Block 3 on Schedule "A" to this Amendment.
 2. A comprehensive development plan shall be required for Block 1 to Block 3, which shall be subject to site plan control.
 3. Direct access to Major Mackenzie Drive for Block 1 to Block 3 shall only be permitted by means of a signalized intersection. Internal access and circulation shall be accomplished by means of an internal laneway system.
- e) Prior to the approval of a zoning amendment to permit Office Commercial developments, the Town shall be provided with a traffic study which will identify the traffic generated, the impact on the existing roads network and additional

transportation improvements that may be required to accommodate such developments.

- f) Sufficient off-street parking and loading areas shall be provided and designed to minimize the danger to pedestrian and vehicular traffic.
- g) Office Commercial developments shall be dependent upon the availability and demand for regional and municipal services and transportation requirements.
- h) The retention of existing historical buildings shall be encouraged to as great an extent as possible.
- i) The preservation of mature landscape elements shall be encouraged.
- j) The creation or preservation of a landscape buffer zone between residential and commercial shall be provided using existing mature trees wherever possible.
- k) Parking areas shall be designed to reduce the visual impact of the automobile and shall provide safe parking areas separated from pedestrian areas. Design criteria to be considered are:
 - 1. discourage parking areas visible from Keele Street and Major Mackenzie Drive;
 - 2. landscaping in parking areas or shielding parking areas;
 - 3. architectural elements to reduce the visual impact of the automobile such as building design, porte cocheres, fences, etc.;
 - 4. the type and texture of paved areas;
 - 5. connections for common rear lot laneways and parking areas;
 - 6. joint or mutual access points to major roads.
- l) Service areas and garbage storage areas shall be shielded to as great an extent as possible, by means of landscaping or architectural elements.
- m) Entrances should encourage pedestrian access from Keele Street and Major Mackenzie Drive.
- n) Pedestrian systems within the site such as mews, courtyards, lanes, etc., will be encouraged.
- o) Pedestrian linkways between commercial sites will be encouraged either by means of connections to the street or by direct connections to adjacent sites.
- p) Setbacks shall be judged by the compatibility of the buildings with neighbouring structures and where feasible, shall be aligned with neighbouring buildings.
- q) Exterior lighting shall be designed in consideration of the following criteria:

1. lighting of parking areas shall promote safety while not impacting on adjacent areas;
2. lighting systems which use incandescent light sources shall be encouraged;
3. lighting standards used on site shall be compatible with the historic character of the Village.

2.7 Service Stations

- a) Within service station areas, individual sites shall not exceed 0.2 ha 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. 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.
- c) The location of new service stations:
 - i) shall be discouraged from locating at the intersection of two arterial roads;
 - ii) shall not impact upon adjacent residential neighbourhoods.
- d) New service stations shall be sensitively designed to be compatible in architectural finish and form with adjacent areas (particularly residential neighbourhoods). The scale and form of service stations shall be modified to suit the neighbourhood, e.g., sloped roofs, gables, etc.
- e) New service stations shall incorporate fences, berms and landscaping to protect and mitigate the impacts of service stations to adjacent land uses.

3.0 INDUSTRIAL AREAS

3.1 Definition

- a) In Prestige Industrial Areas, permitted uses shall include: manufacturing, data processing and storage operations, processing and packaging operations, warehousing, wholesale operations, construction, transportation, distribution and related uses, professional and business offices, offices associated with an industrial use, restaurant, parks and open space and day nurseries. All other policies contained in Subsection 3.2 and 3.3 apply.
- 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 8.2 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 comprehensive design, which shall:
 - 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 OPEN SPACE AND PARK AREAS

4.1 Definition

- a) The "Park Area" designation permits only community parks, neighbourhood parks and pedestrian-bicycle linkways, subject to the policies contained in Section 4.2.
- b) The "Open Space Area" designation permits only valley lands, woodlots and other environmental protection areas, together with appropriate hazard control and low intensity recreational uses, subject to the policies contained in Subsection 4.3.

4.2 Park Policies

- a) Any lands in areas regulated by the Metropolitan Toronto and Region Conservation Authority and described in the Schedule to Ontario Regulation 293/86, as it may be amended from time to time, or a successor to that regulation, will, if such lands are released from the above-mentioned regulation by the Metropolitan Toronto and Region Conservation Authority, be considered for development, subject to the processing of an Official Plan Amendment.
- b) The "Open Space Area" designation permits only valley lands, woodlots and other environmental protection areas, together with appropriate hazard control and low intensity recreational uses, subject to the policies contained in Subsection 4.3.
- 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) Lands dedication for park or other public recreational purposes shall be required in conjunction with the review of development or redevelopment applications pursuant to the provisions of the Planning Act for such dedication.
- e) Where appropriate, in the case of lands proposed for development or redevelopment for residential purposes, lands for park or other public recreational purposes shall be provided at the ratio of up to one hectare for each 300 dwelling units proposed as an alternative to the conveyance provided in Subsection 41(1) of the Planning Act. The Town may require the cash value of such conveyance instead of parkland conveyance; pursuant to Section 41(6) of the Planning Act.
- f) Only the community and neighbourhood parks shall

be accepted as part of the statutory land dedications related to approvals under the Planning Act. 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.

- g) Public recreational buildings may be developed within the active parkland system at the discretion of the Town.

4.3 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) Major woodlots in Neighbourhoods 3 and 5 have 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 1.4 c) 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 above-mentioned 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.

5.0 INSTITUTIONAL AREAS

5.1 Definitions

Institutional Areas permitted uses are public and separate elementary and secondary schools, private schools, religious institutions, daycare centres, community centres, voluntary associations, branch colleges, libraries, police stations and firehalls.

5.2 Schools

- a) Twelve 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;

One 7 ha separate high school site is designated on the north side of McNaughton Road, immediately west of Keele Street. The York Region School Board has identified a need for a potential public secondary school site within Maple, however, it has not determined a location for such site. Accordingly, this Amendment does not identify a public secondary school site. Upon determination by the York Region School Board of an appropriate location such site may be provided without 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 Region 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.

5.3 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.

5.4 Other Institutions

- a) Daycare 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 ha (1 acre) is designated on Schedule "A" by this 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 setbacks, 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.

6.0 RURAL AREA

6.1 Definition

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.

7.0 TRANSPORTATION

7.1 Definition

- a) The road system indicated on Schedule "A" is a long-range plan. The main change from the current situation is the provision for a north/south collector road system that commences at Rutherford Road and travels northward to Major Mackenzie Drive and further north with a northeasterly loop to Keele Street.
- b) There are three basic types of roads provided for in this Community Plan:
 - i) arterials (Keele Street, Jane 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").

7.2 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 "A", Table 3.
- c) Arterial roads will connect to feeder and collector roads. Connections from local streets will be minimized, but not prohibited.
- d) Sidewalks may be required on both sides.

7.3 Feeder and Collector Roads

- a) (i) 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. Feeder roads are designed to be reasonably continuous, but are expected to carry relatively low traffic volumes.
- (ii) Collector Roads are located in Neighbourhoods 4 and 5 and are designed

to be continuous and carry moderate traffic volumes. Residential development within Neighbourhood 4 abutting a collector road shall generally be of a reverse frontage nature.

- b) The right-of-way widths for the residential collectors is as shown on Appendix "A", Table 3.
- c) Sidewalks may be required on both sides.
- d) Access from abutting properties shall be permitted and may be controlled.

7.4 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 on Appendix "A", Table 3.
- d) Sidewalks, if required, may be on one or both sides.

7.5 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.

7.6 Grade Separations

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

8.0 SERVICES AND UTILITIES

8.1 Water Supply

- a) The amendment area will be serviced from a 15MG 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.
- d) Development within Neighbourhood 5 is predicated upon improvements to the water supply and distribution system necessary to service the ultimate service area as defined by the Town. These improvements may include expansion to the existing Maple reservoir. Prior to final approval of subdivision plan(s) within Neighbourhood 5, such improvements shall be identified and satisfactory arrangements established for their implementation.

8.2 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 8.2 (a).
- c) Development within Neighbourhood 5 is predicated upon the construction of new sewers to supplement those reaches of the North Maple Collector sewer from the York Durham trunk to Maple which have inadequate capacity to accommodate the service area as determined by the Town.

Prior to final approval of subdivision plan(s) within Neighbourhood 5, such improvements shall be identified and satisfactory arrangements made for their implementation.

- d) Lands within Official Plan Amendment #290 have been assigned and allocated sewage capacity by the Town Council. Prior to registration of the plan(s) of subdivision, servicing capacity is to be confirmed by the Region of York.

8.3 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 293/86 (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 or regional storm to ensure there will be no detrimental effects on properties or human lives caused by flooding.
- f) Recognition and protections of the warm water fisheries of the Upper Don, and the need to maintain and improve water quality for inset and downstream benefits shall be encouraged as a condition of development.
- g) 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.

8.4 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.

9.0 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 alterations to any designated building, provided that such alterations 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 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.

10.0 FURTHER STUDY AREA

10.1 Further Study Area 1

The area bounded by Highway #400 on the west, Teston Road to the north, Rutherford Road to the south and Jane Street from Teston Road to Major Mackenzie Drive on the east and east of Jane Street, approximately 290m from Major Mackenzie Drive to north of C.N. Rail pullback track is designated as "Rural Area" and a portion as "Theme Park" and is subject to a "Further Study Area" policy. The Further Study Area policy is intended to provide the opportunity to more accurately assess the development options and potential that is available for these specific lands.

A comprehensive review of these lands with a view of more intensively developing the area, taking into consideration its orientation to the Highway #400 corridor and the adjacent existing or planned urban uses is deemed appropriate and should be undertaken in conjunction with the Vaughan Policy Review which commenced on May 8th, 1989.

Based upon the Vaughan Policy Review and related studies, subsequent amendments to the land use designations within all or part of the "Further Study Area I" may be considered by the Town. In the interim the policies of the current official plan shall apply to the subject area.

10.2 Further Study Area 2

The area bounded by C.N. Rail Line to the west, Major Mackenzie Drive to the north, Rutherford Road to the south, Dufferin Street to the east is designated as "Rural Area" and is subject to "Further Study Area" policy. The Further Study Area policy is intended to provide the opportunity to more accurately assess the development options and potential that is available for these specific lands.

These lands are currently separated from the Maple Community by virtue of the C.N. Rail Line, the Keele Valley Landfill site to the north and the Industrial lands on the south side of Rutherford Road. The lands may be more appropriately considered with lands on the east side of Dufferin Street to determine their most appropriate use. Accordingly, these lands have been included in the Vaughan Policy Review process which is currently underway.

Based upon the Vaughan Policy Review and related studies, a subsequent amendment to the land use designation may be considered by the Town. In the Interim the policies of the current official plan shall apply to the subject area.

11.0 POLICY AREA 1

Policy Area I applies to lands owned by the

municipality and being considered for a Town maintenance operations centre and a Regional works yard.

- a) Within Policy Area 1 in addition to the uses permitted in accordance with land use designations as shown on Schedule "A" to this Amendment any lands within the Policy Area may also be used for the purpose of a maintenance operations centre and a works yard. Such development shall be subject to the following policies:
- i) the maintenance operations centre and works yard may include the following uses and related facilities:
 - public works (roads and sewer operations);
 - parks and recreation (maintenance of outdoor facilities);
 - fire training centre and related facilities;
 - Vaughan Hydro (equipment, materials and vehicle storage);
 - Vaughan Transit (bus storage);
 - vehicular parking;
 - office uses;
 - other uses related to the maintenance operations centre and works yard;
 - ii) outdoor and open storage uses shall be permitted in such a manner as to not have a negative visual impact on adjacent lands;
 - iii) landscaping and screening shall be commensurate with that required in adjacent industrial areas;
 - iv) the maintenance operations centre and works yard may be developed on the basis of private water and waste disposal systems approved by the York Regional Health Unit until full municipal services become available to the satisfaction of the Region of York and Ministry of the Environment.

12.0 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 practical 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 8.2;

vii) the phasing of residential development within each Neighbourhood shall be such that the affordable housing units will be developed in proportion to the single family residential units. The details of the phasing shall be specified in the subdivision agreement(s) between the Town and the proponent. Holding Zones will be used to assure development occurs in a sequence that will satisfy the Town and the provincial housing objectives, whereby each phase will consist of approximately 25% affordable housing. The "H" prefix will be removed from each phase when 75% of the affordable housing units in the previous phase are under construction.

13.0 IMPLEMENTATION

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

- a) Processing of individual subdivision plans under 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 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 shall be implemented through a By-law enacted under the provisions of the Development Charges Act.
- g) The Town of Vaughan shall review and revise the provisions of this amendment from time to time, at not 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.

14.0 NON-CONFORMING USES

- a) Any land, building or structure lawfully used for a purpose prohibited by a by-law on the day of the passing of the by-law, is termed "a non-conforming use".
- 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 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 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 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 to 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 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 setbacks for buildings and structures, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting, advertising signs, etc. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the established non-conforming use in order to improve its compatibility with the surrounding area;
- 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.

15.0 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.

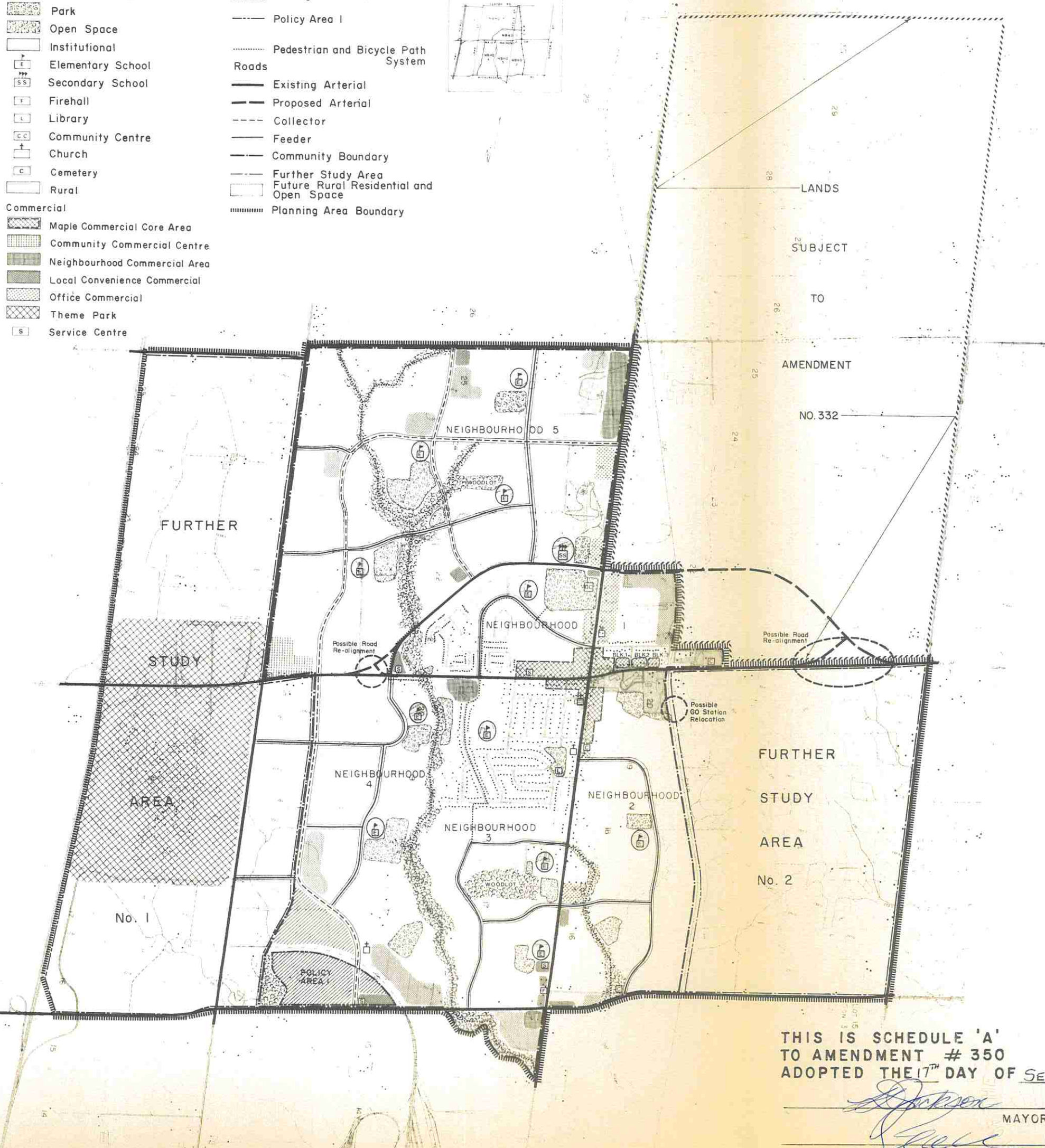
MAPLE COMMUNITY PLAN

SCHEDULE A TO OFFICIAL PLAN AMENDMENT # 350

LEGEND

- | | | | |
|--|----------------------------|--|---|
| | Low Density Residential | | Prestige Industrial |
| | Medium Density Residential | | Policy Area 1 |
| | Park | | Pedestrian and Bicycle Path System |
| | Open Space | | Roads |
| | Institutional | | Existing Arterial |
| | Elementary School | | Proposed Arterial |
| | Secondary School | | Collector |
| | Firehall | | Feeder |
| | Library | | Community Boundary |
| | Community Centre | | Further Study Area |
| | Church | | Future Rural Residential and Open Space |
| | Cemetery | | Planning Area Boundary |
| | Rural | | |
- Commercial**
- Maple Commercial Core Area
 - Community Commercial Centre
 - Neighbourhood Commercial Area
 - Local Convenience Commercial
 - Office Commercial
 - Theme Park
 - Service Centre

SCALE: 1:10 000
0 500 m



THIS IS SCHEDULE 'A'
TO AMENDMENT # 350
ADOPTED THE 17TH DAY OF SEPT., 1990.

[Signature]
MAYOR

[Signature]
ACTING CLERK

APPENDIX "A"

TABLE 1

APPROXIMATE LAND USE AREAS

RESIDENTIAL NEIGHBOURHOODS	AREA	
	<u>Hectares</u>	<u>(Acres)</u>
Neighbourhood 1	107	(264)
Neighbourhood 2	147	(364)
Neighbourhood 3	195	(482)
Neighbourhood 4	148 (a)	(366)
Neighbourhood 5	<u>343</u>	<u>(847)</u>
Sub Total	<u>940</u>	<u>(2323)</u>
Prestige Industrial	10.7	(88)
Operations Centre	15.6	(39)
Open Space	81.7	(202)
Sub Total	<u>108</u>	<u>(267)</u>
TOTAL	1048	(2590)

NOTE: a) Includes 10.7 ha of Prestige Industrial lands and 15.6 ha of land designated as Operations Centre within Neighbourhood 4.
b) Does not include industrial and operations centre lands as described in (a) above.

APPENDIX "A"

APPROXIMATE LAND USE AREAS BY RESIDENTIAL NEIGHBOURHOOD - TABLE 2

LAND USE	NEIGHBOURHOOD 1		NEIGHBOURHOOD 2		NEIGHBOURHOOD 3		NEIGHBOURHOOD 4		NEIGHBOURHOOD 5		SUB-TOTAL		TOTAL
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	
<u>Residential</u> Low Medium	61.6	6.3 ¹ 7.4	98.4	1.1 ² 1.0	122.9	3.2 ³ 3.6		85 7		200.6 21.9	282.9	296.4 40.9	579.3 40.9
<u>Commercial</u> Local Convenience Community Commercial Neighbour'd Commercial Core Commercial Office Commercial		.7		.6		.6		0.8		2.2 9.6	3.2 0	4.4 9.6	7.6 9.6
	4.3	1.5	.6	1.6	1.4	.2				6.9	1.4	10.5	11.9
		6.7		1.0		.8				3.1	5.1	3.7	8.8
Schools Elementary Secondary Community Parks Open Space Institutional Utililities Feeder Roads	2.4		2.5		6.9		8.4			11.4 6.1	11.8	19.8 6.1	31.6 6.1
	8.1		6.9		6.1	1.8	6.5			21.7 29.8	21.1 24.7	30 57	51.1 81.7
	2.7		9.3	.7	12.7	22.4	4.1						
	2.4		17.6		2.2						13.6	35.8 .6	35.8 .6
	.2		.4		.4		9.9					17.2	27.1
	2.8		5.3		4.5						12.6		39.7
Sub-total	85.2	21.9	141.2	6.2	159.2	36	0	121.7	13.6	330.5	399.2	485.1	915.5
TOTAL	107.1		147.4		195.2		121.7 ⁴		344.1			516.3	915.5

1. includes a loss of 2.3 ha of residential thru redevelopment to Office Commercial uses
2. includes a loss of 1.4 ha of residential thru redevelopment to Core Commercial
3. includes a loss of .8 ha of residential thru redevelopment to Core Commercial
4. does not include +10.7 ha Prestige Industrial and 15.6 ha Operations Centre

APPENDIX "A"

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 sidewalks)	17.0 metres

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