


I, NORMAN SMYTH, Deputy Clerk of The Corporation of the City of Vaughan in the Regional Municipality of York, do hereby certify that the attached is a true copy of Amendment Number 135 to the Official Plan of the Vaughan Planning Area which was approved by the Ministry of Municipal Affairs, with modifications on the 9th day of July, 1982. The attached text incorporates said modifications.


Norman Smyth
Deputy Clerk
City of Vaughan

DATED at the City of Vaughan
this 3rd day of June, 1992.

R 820357
R 812479
R 812481
R 812480
R 812366

SCHEDULE "A"

to the decision of the Ontario Municipal
Board dated the 9th day of July, 1982.

OFFICIAL PLAN AMENDMENT 135

SECONDARY PLAN

FOR THE

PINE VALLEY BUSINESS PARK

TOWN OF VAUGHAN

Official Plan Amendment 135
Consolidated with modifications as
approved by the Ontario Municipal
Board the 9th day of July ,1982.

THE CERTIFICATION

AMENDMENT NO. 135 TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA

Part II of the attached text and Schedule 'A' entitled "General Land Use" and Schedule 'B' entitled "Land Use Plan" constitute Amendment No. 135 to the Official Plan of the Vaughan Planning Area. This Amendment has been prepared in accordance with Section 17 of The Planning Act, R.S.O. 1970, as amended.

The Amendment was adopted by The Corporation of the Town of Vaughan on the 8th day of September, 1981.

"Garnet A. Williams"

MAYOR

"R.J. Douglas"

DEPUTY
CLERK

THE CORPORATION OF THE TOWN OF VAUGHAN

BY-LAW NUMBER 227-81

A By-law to adopt Amendment Number 135 to the Official Plan of the Vaughan Planning Area.

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

1. THAT the attached Amendment Number 135 to the Official Plan of the Vaughan Planning Area, consisting of Part II of the attached text, Schedule 'A' - "General Land Use" and Schedule 'B' - "Land Use Plan" is hereby adopted.
2. THAT the Clerk is hereby authorized and directed to make application to the Ministry of Housing for approval of the aforementioned Amendment Number 135 to the Official Plan of the Vaughan Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST and SECOND time this 8th day of September 1981.

 "G.A. Williams"
 MAYOR

 "R.J. Douglas"
 DEPUTY CLERK

READ a THIRD time and finally passed this 8th day of September 1981.

 "G.A. Williams"
 MAYOR

 "R.J. Douglas"
 DEPUTY CLERK



The following text and schedules, including Part II entitled "Details of Amendment:" The Secondary Plan for the Pine Valley Business Park, Schedule 'A' entitled "General Land Use" and Schedule 'B' entitled "Land Use Plan" constitute Amendment Number 135 to the Official Plan of the Vaughan Planning Area. Also attached hereto but not constituting part of the Amendment are Part I entitled "Background and Context" and Part III entitled "Appendices".

AMENDMENT NO. 135

TO THE OFFICIAL PLAN OF THE TOWN OF VAUGHAN PLANNING AREA

PART I - BACKGROUND AND CONTEXT

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- 1.2 Location
- 1.3 Basis For The Amendment
- 1.4 The Planning Context
 - 1.4.1 Existing and Proposed Land Use
 - 1.4.2 Public Policy Framework
- 1.5 Transportation
- 1.6 Servicing
- 1.7 Structural Concept

PART II - DETAILS OF AMENDMENT: THE SECONDARY PLAN FOR
PINE VALLY BUSINESS PARK

- 2.1 Development Objectives
- 2.2 Specific Land Use Policies
 - 2.2.1 Industrial Areas
 - 2.2.2 Service Commercial Areas
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 - 2.2.5 Public Transportation
- 2.3 Transportation Policies
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- 2.4 Utilities Policies
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Figure 2 - Development Commitments in the Surrounding Area

Figure 3 - Structural Concept

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Schedule A - General Land Use.

Schedule B - Land Use

PART I - BACKGROUND AND CONTEXT1.1 Purpose

The purpose of this Amendment is two-fold. Firstly, it is an Official Plan Amendment to designate approximately 174 ha. (430 acres) of land in the vicinity of Highway 400 and Highway 7 for industrial and related commercial uses.

Secondly, it is a Secondary Plan containing specific proposals regarding land use, transportation, servicing and implementation for that area which is to be known as Pine Valley Business Park.

The general land use patterns for the Town are designated in Amendment No. 4 to the Official Plan of the Vaughan Planning Area which was approved by the Province in 1961. Schedule 'A' of O.P.A. #4 designates the subject lands as Rural.

1.2 Location

The area which forms the subject of the Amendment is located immediately south of Highway 7 and just west of Highway 400. It is bounded on the north by Provincial Highway No. 7, to the east by Weston Road, to the south by the Parkway Belt West (and within it the proposed Provincial Highway 407) and to the west by Pine Valley Drive.

Pine Valley Business Park comprises approximately 174 ha. (430 acres) within Lots 3, 4 and 5, Concession 6, in the Town of Vaughan, Regional Municipality of York. The regional location of lands is depicted in Figure 1. The existing and proposed land uses are illustrated in Figure 2.

1.3 Basis For The Amendment

Pine Valley Business Park is a prime industrial site located on the Metropolitan Toronto fringe.

A number of criteria will contribute to the success of the prestige business park, the most important of which is its strategic location. The Pine Valley Business Park has the following locational advantages:

- proximity to a major urban market with a large demand for the goods and services provided by such a business park.
- proximity to well-established and planned residential areas which are both sources of housing and labour pools.
- superior access to a large variety of convenient transportation facilities which provide opportunities for local, regional and national distribution.
- excellent exposure of the site from the existing and proposed major Provincial and Regional roads.

Other factors of considerable importance to the viability of Pine Valley Business Park include:

- availability of services
- ease of construction due to topographic suitability.
- sufficient site size, with developer ownership patterns and expertise to ensure a unique and high quality project that will attract prime users.

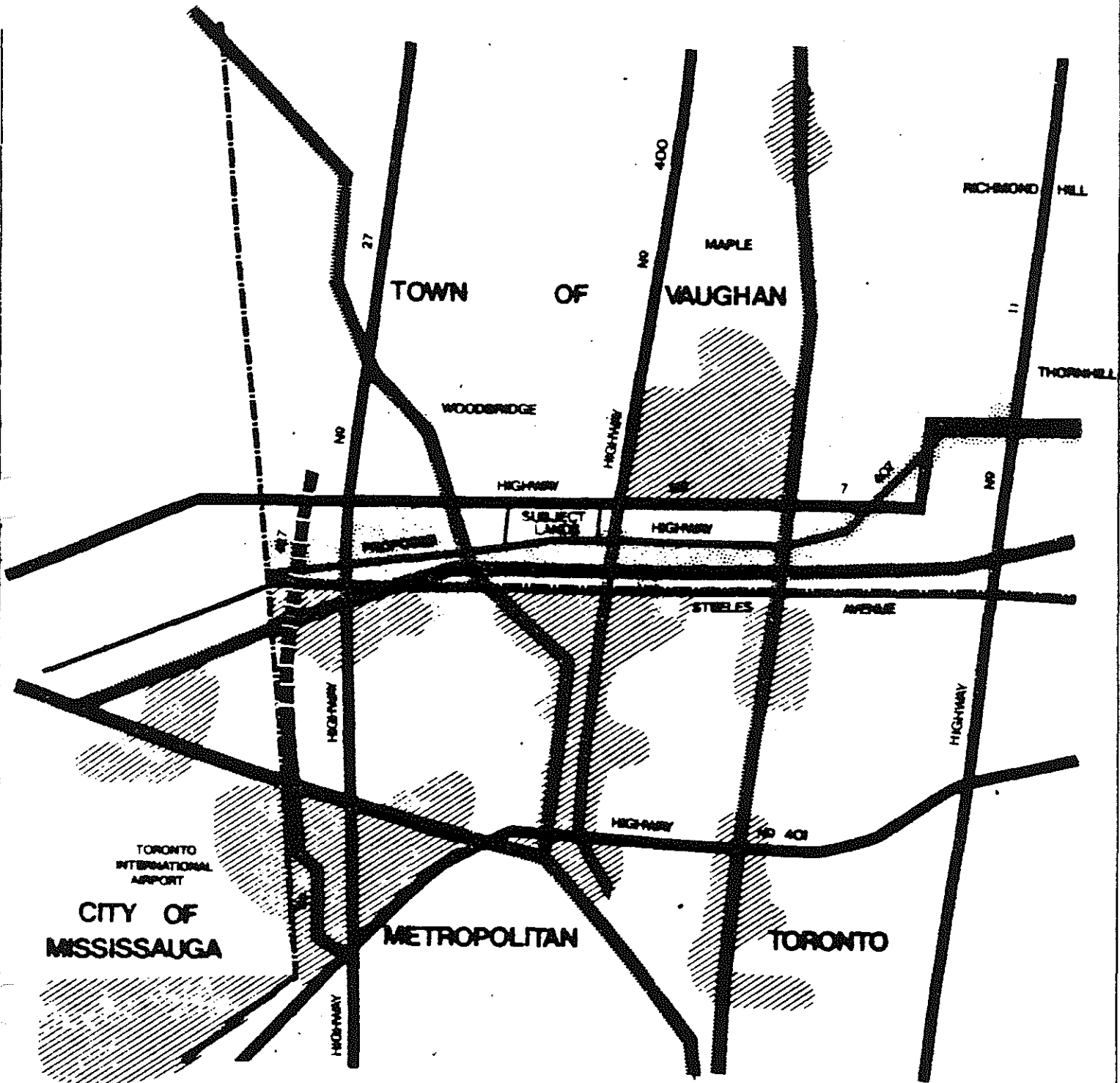








Figure 1
REGIONAL
LOCATION



-  HIGHWAYS
-  PROPOSED HIGHWAY
-  MAIN ROADS
-  RAILWAYS
-  PRINCIPAL INDUSTRIAL ZONES
-  PARKWAY BELT

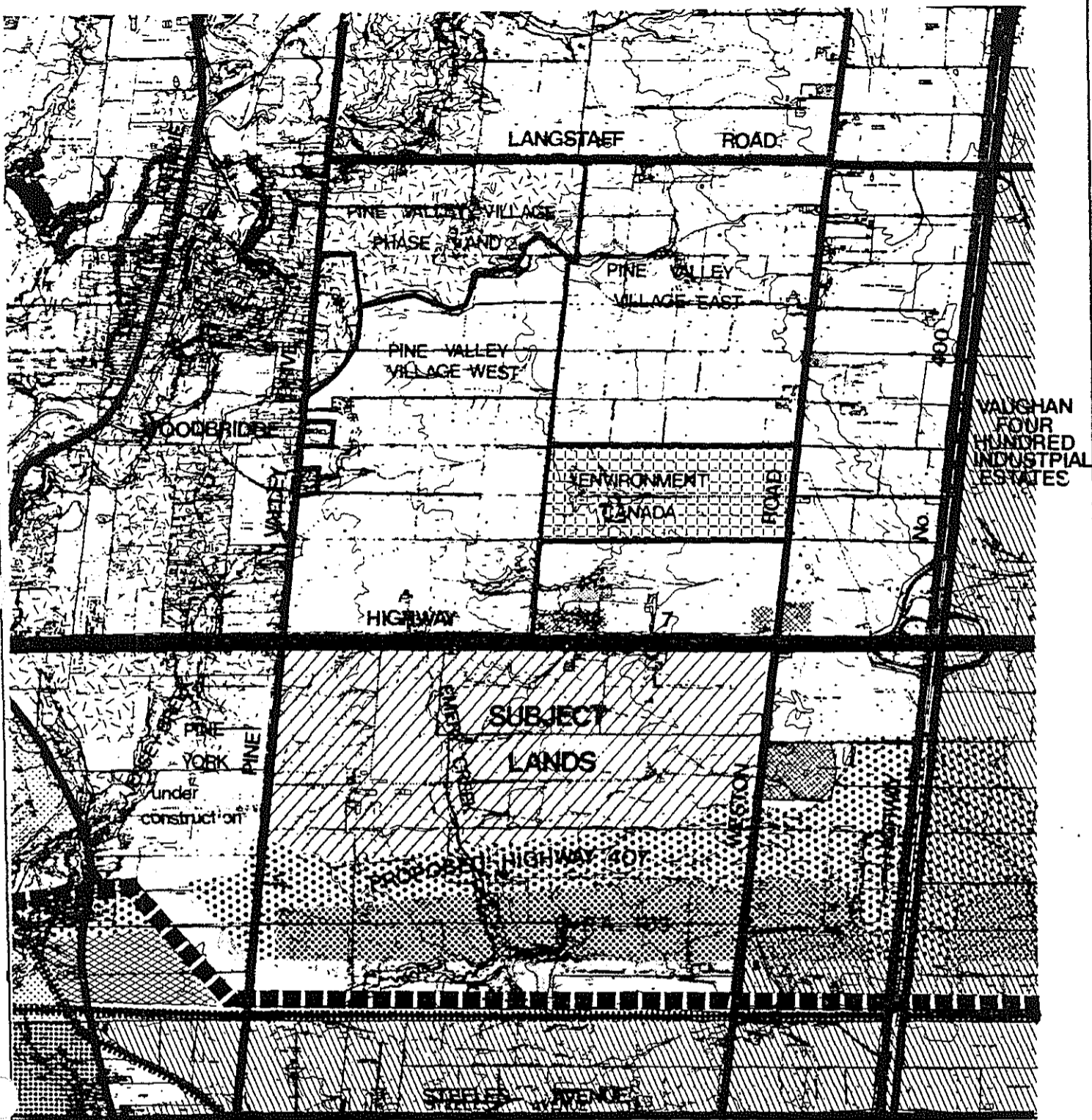
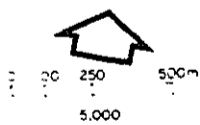








Figure 2
DEVELOPMENT
COMMITMENTS



-  ROAD
-  ELECTRIC POWER FACILITY
-  UTILITIES






TRANSPORTATION

-  FREEWAY
-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL

PARKWAY BELT

-  SPECIAL COMPLEMENTARY USE AREA
-  GENERAL COMPLEMENTARY USE AREA
-  PUBLIC OPEN SPACE & BUFFER AREA

LAND USE
EXISTING & PROPOSED

-  BUILT-UP AREA
-  INDUSTRIAL
-  COMMERCIAL
-  NON-FARM RESIDENTIAL
-  FEDERAL LANDS

The location of Pine Valley Business Park on the Metro perimeter is a logical extension of the industrial district that extends along the Highway 400 corridor. The high demand for industrial land in this area is evidenced by the recent adoption of a major Official Plan Amendment for the Vaughan 400 Industrial Estates, an extensive industrial area located just east of Highway 400, and development activity in the North Steeles Industrial Area.

Currently there is an extensive demand for small industrial lots (1 acre or less) to accommodate a broad range of light and medium industrial and related commercial activities that is not being met in Metro Toronto. Pine Valley Business Park will help fulfill this need.

As well as being accessible to the vast labour pool located in the north west Metro, Pine Valley can also draw upon the labour sources in the nearby communities of Brampton and Malton. Additionally, with development plans for the Woodbridge, Maple and Thornhill communities in the Town of Vaughan calling for an ultimate population well in excess of 100,000, the local supply of labour will be considerably expanded.

The site has direct access to Highway 7, Pine Valley Drive and Weston Road which in turn provide access to extensive regional and interprovincial road networks. This accessibility will be reinforced with the construction of proposed Highway 407, which bounds the property to the south, particularly with the planned full and partial interchanges with Pine Valley Drive and Weston Road respectively.

Rail service is provided within a short distance of the site, both to the north-east, and the south and the intermodal terminal, Bramport, is situated about 5 miles to the west along Highway #7. Toronto International Airport in Mississauga is located about 10 miles from the Business Park.

The site is physically suited to development. Further, the site is of sufficient scale to allow the creation of a well-integrated, unified and prestigious development.

1.4 The Planning Context
 1.4.1 Existing and Proposed Land Use

As Figure 1 illustrates, Pine Valley Business Park will be one of several significant industrial areas in the Southern York Region. The proposed uses of the site are compatible with the adjacent Parkway Belt uses which abut it to the south. Here the evolving transportation and utility corridor functions of the Parkway Belt will be an asset to the Business Park. In addition, low intensity, low density industrial uses are permitted within the Utility and Special Complementary Use Areas of the Parkway Belt.

To the east of Highway 400 between Highway 407 and Rutherford Road over to the Keele-Jane Industrial Area, there is a commitment to industrial and related uses for an extensive area including the Vaughan 400 Industrial Estates. Immediately to the east of the Business Park is a narrow buffer of mixed urban and rural land uses between Weston Road and Highway 400, including a major industrial printing plant, a drive-in theatre, car dealership, and market garden operations.

West and north of the subject area, major residential development projects are underway in the East Woodbridge community. The Pine York neighbourhood to the west is currently under construction with a planned population of 3,400. Phases 1 and 2 of Pine Valley Village, located north of Highway 7, immediately south of Langstaff Road, have been completed and are part of a large residential community with a planned population in excess of 16,000. The existing built-up urban area of the old Woodbridge Community has a population of about 10,500 and is planned to ultimately reach 20,000.

In order to minimize any detrimental impacts on the existing and proposed residential neighbourhoods, high standards of architectural design and landscaping, and limitations on uses and outdoor storage in certain locations will become essential components of this prestige Business Park.

1.4.2 Public Policy Framework

(a) Provincial

The development of a major employment district that is well-planned and viable is consistent with the current economic development objectives of the Province.

With respect to Provincial initiatives specific to the Woodbridge area, Pine Valley Business Park will maximize the opportunities provided by the existing and proposed road network. Further, it will provide another major source of revenue to assist in the financing of the York-Durham Servicing Scheme.

The Pine Valley Business Park is also compatible with the Provincial objectives for The Parkway Belt West on the south, which functions primarily as a multi-purpose utility corridor and also permits certain industrial uses in Special Complementary Use Areas.

(b) Regional

Despite the absence of a Regional Official Plan, certain Regional policies and programmes have evolved that have a bearing on the development of the Pine Valley Business Park. Since 1976 the Region is committed by agreement with the Province to the phased provision and financing of the York-Durham Servicing Scheme. The industrial development will provide a significant source of revenue to assist in the financing of the Servicing Scheme.

In February 1978 Regional Council adopted a report entitled "Industrial Land Allocation of South Central York". The report allocated 3151 acres of industrial land to the Town of Vaughan from a regional total of 8406 acres. In addition to the Regional total of 8406, the Province has recently agreed to allocate another 1500 acres of industrial land to the Region of York.

In addition to formal policy, the Regional Council has adopted for discussion a series of papers on various policy issues. One of these papers, 'Urban Envelopes and Separators', published on April 1, 1978 suggests urban development in the west half of the subject site. Commitments to develop lands to the north of the subject site have been made through the adoption of Official Plan Amendment No. 90. Therefore development of the east half of the property could be considered a logical extension of the development of adjacent lands both north and west.

(c) Local

The Town of Vaughan has for many years had a strong commitment to the expansion of the municipality's economic base and actively pursued the creation of employment opportunities. Large scale industrial activity has occurred in the Keele-Jane area with municipal support. The Town has actively encouraged the development of the Langstaff Business Park and is involved in the initiation of the Highway 400 Industrial Estates, another major industrial-commercial development east of Highway 400.

The Town has recently completed an inventory and analysis of its industrial development and servicing commitments which form the basis of local policy on this matter. A priority system for service capacity allocation to industrial development proposals is set out in the Town of Vaughan Industrial Sewage Allocation Policy.

1.5 Transportation

Figure 2 depicts the existing and proposed major regional and provincial transportation facilities surrounding Pine Valley Business Park.

Direct access is available to a Provincial highway and two Regional roads. Highway #7 is currently a four lane rural facility in good condition. The Ministry of Transportation and Communications has no plans to widen this road. However, because of proposed residential and industrial development in the surrounding areas, it may be widened to 5 or 7 lanes.

The proposed Highway #407 is to be ultimately an eight lane controlled access highway. The design includes a full interchange at Pine Valley Drive, a future partial interchange at Weston Road with access only from the west, as well as an interchange at Highway #400. The above work is presently not scheduled.

Highway #400 is a six lane facility with an existing interchange at Highway #7 just east of the subject lands. This interchange is proposed to be upgraded within the next five year period. The widening of Highway #400 to eight lanes between Finch and Highway #7 is also scheduled for completion within the next five year period. Ultimate plans for Highway #400 are for an upgrading of the facility to a basic eight lane facility as far north as Major Mackenzie Drive. This latter work is not presently programmed for construction.

1.6 Servicing(a) Water Supply

Currently, there is a 36 inch (900 mm) diameter watermain on Steeles Avenue, east of Highway 400. The water is supplied by the Keele Street Pumping Station of the Metropolitan Toronto System. As part of the York Water System Scheme, it is proposed to extend this watermain along Steeles Avenue, north along Weston Road, west along Highway 7, north along proposed Ansley Grove Road, to the existing water tower in Pine Valley Village, Stage 1.

These lands can be adequately serviced by the proposed new watermain, utilizing Metro Water Pressure District 5.

(b) Sanitary Sewerage

Ultimately, these lands will be serviced by the Woodbridge Collector, part of the York Durham Servicing Scheme scheduled for completion in 1984. In the interim, use can be made of an existing sanitary sewer on Pine Valley Drive, which outlets to the Metro Toronto trunk sewage system and is covered by an agreement between York Region,

Metropolitan Toronto and the Province of Ontario. Although the Pine Valley Drive sewer was initially constructed for Official Plan Amendment #90 (East Woodbridge Secondary Plan) it is of sufficient depth and capacity to accommodate the entire area bounded by Langstaff Road, Weston Road, proposed Highway 407 and the westerly limit of the Jersey Creek Watershed.

The Region of York has assigned to the Town of Vaughan, sewage capacity equivalent to 3151 acres of land for industrial development, based on a design factor of 3800 gallons per acre per day. In addition to this amount, a total of 1,160,000 gallons per day has been assigned for industrial development of the entire Amendment Area. Council will allocate the available sewage capacity to individual applications, having regard to the need to create cohesive and sequential internal transportation and service systems. As development progresses, the actual sewage flows will be monitored and any unused capacity may be allocated by the Town to lands within the Amendment Area in accordance with the policies of this Amendment.

(c) Storm Drainage

Pine Valley Business Park falls within two drainage areas. The westerly 138 acres drains to the west through the Pine York area and the balance drains by Emery Creek which outlets to the Humber River via a storm sewer on Steeles Avenue. The westerly area will be drained by two existing storm sewers within the Pine York Subdivision. Flows exceeding the design return frequency of the storm sewers will be routed to Jersey Creek via the major system.

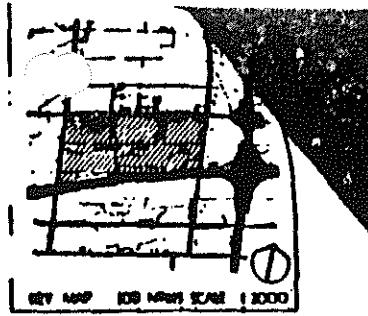
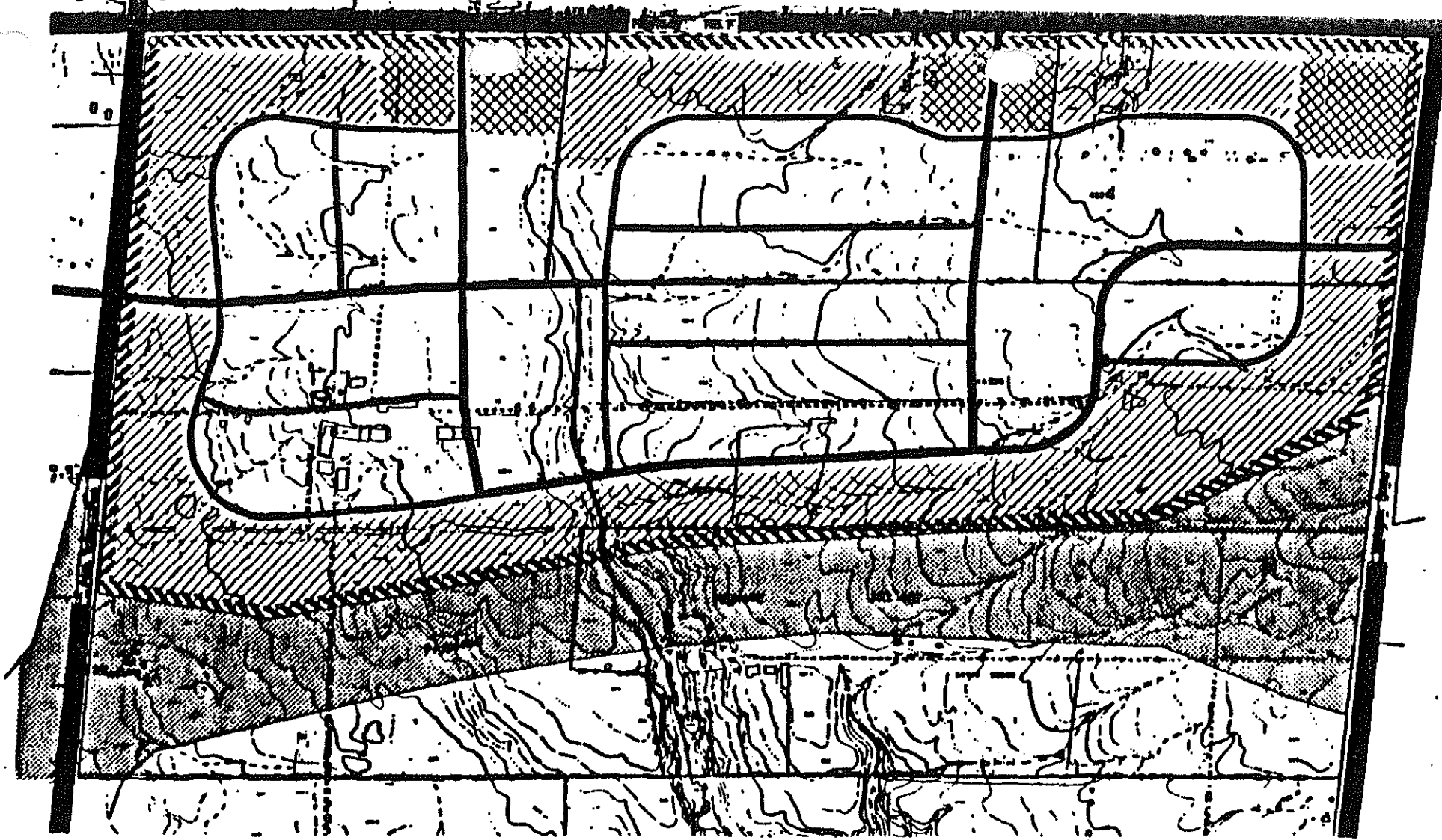
Prior to development of the land, a study will be undertaken to protect the proposed Highway #407 to the satisfaction of the Ministry of Transportation & Communications. The results of the study will determine the direction of the flow and the optimal location of the retention facilities.

1.7 Structural Concept

The basic concept envisages a development consisting of lots ranging from .2 to 2.5 ha in area, together with three commercial areas. The Business Park will cater to prestigious industries including small manufacturing companies, wholesaling and service industries with related commercial activities.

A high level of design standards with limitations on certain uses and activities will be required, as well as the incorporation of streetscapes along Highway 7 and 407, Pine Valley Drive and Weston Road. The structural concept is depicted in Figure 3.

The following is the approximate gross area breakdown of the various land use types:










-  Subject Lands
-  Industrial
-  Prestige uses
-  Service Commercial
-  Arterial Roads
-  Proposed Highway no. 407
-  Parkway Belt

Figure 3
STRUCTURAL
CONCEPT

VIT

		<u>Hectares</u>	<u>Acres</u>
<u>Industrial</u>			
(1)	Industrial	97.26	240.43
(2)	Prestige Uses	67.25	166.18
<u>Commercial</u>			
		12.19	30.12
Total		176.70	436.73

a) Industrial Areas

The size and location of the Pine Valley Business Park will encourage a broad range of industrial activities. As a prestigious employment centre, those industries that are heavy or noxious or those uses that are large scale, transportation-related activities will not be permitted. As well as industrial uses, office space directly associated with the industrial activities as well as limited free standing office space will be permitted. The Industrial Area is structurally divided by the location of prestige uses in specific areas within the Business Park.

The mid-sized and small lots will be located internally. Controlled open space storage will be permitted only on internal lots in accordance with the restricted area by-law.

The large lots will be located on the periphery of the business park particularly to accommodate prestigious uses. Industries locating here will maximize their opportunities of exposure to the proposed Highway 407, Pine Valley Drive, Highway 7 and Weston Road. There will be increased emphasis on exterior design, landscaping and building orientation on external lots and open storage will not be permitted.

b) Service Commercial Areas

Three commercial nodes are proposed in Pine Valley. They are located along Highway 7 frontage and respectively serve the west, central and east portions of the site as well as certain external needs.

All sites are intended to include industrially-related service commercial activities such as banks, restaurants, service stations, etc., which will furnish the daily needs of the employees in the business park and to a limited extent, the travelling public and wider community.

PART II THE AMENDMENT: THE SECONDARY PLAN
FOR PINE VALLEY BUSINESS PARK

2.1 Development Objectives

The Plan is intended to promote the following goals for the Pine Valley Business Park:

a) General

To create a distinctive, high-quality industrial business park which will be well incorporated into the existing and proposed urban fabric and which will be designed and developed in accordance with the plan established by this amendment.

b) Land Use

To arrange the various land use activities in a manner conducive to the proper functioning of an integrated business park.

To provide the future work force with an optimum industrial environment in which to work.

To ensure that the land use components develop in a manner which is compatible with adjacent land uses.

To accommodate a broad range of industrial uses that are of sufficient quality to ensure the prestigious nature of the business park.

To ensure that the streetscapes of the major roads are compatible with and recognize the adjacent land uses.

To permit the establishment of appropriate commercial uses at key locations suited to the needs of the industrial area and its employees and to permit the establishment of some higher order service commercial establishments on a limited scale that would serve both the business park and larger community.

c) Environment and Open Space

To conserve and manage any quality landscape features.

To ensure that all servicing aspects of the development are undertaken in a manner which minimizes the impact on the natural environment.

d) Transportation

To develop an efficient transportation system which properly meets the needs of the business park.

To ensure that improvements to the transportation system occur at a rate and scale commensurate with the demands placed upon the system by the development of the industrial park.

To ensure that traffic generated from the business park does not adversely impact the existing road network, nor the nearby residential neighbourhood.

e) Servicing

To ensure the provision of water, sewer and storm drainage facilities to the entire area.

To ensure that development proceeds in accordance with the phased improvements to the servicing systems and the availability of service capacities.

2.2 Specific Land Use Policies

Schedule "A" to the Official Plan of the Town of Vaughan Planning Area is hereby amended by deleting the "Rural" designation on the lands which are the subject of this Amendment, and by replacing it with the notations indicated on Schedule "A" - General Land Use, attached hereto.

This Amendment to the Official Plan of the Town of Vaughan Planning Area, also establishes a Secondary Plan for the Pine Valley Business Park and the following land use categories are hereby incorporated into the Secondary Plan:

- a) Industrial Areas
- b) Service Commercial Areas

These land use designations are depicted on Schedule "B". The location of the roads and other land uses are diagrammatic and may be altered provided the general intent of the Plan is adhered to. The acreage designated for industrial and commercial purposes is approximately 174 ha (430 acres).

The following policies pertain specifically to each of the land use designations indicated on Schedule "B".

2.2.1 Industrial Areas

- a) Permitted uses are: manufacturing, processing and packaging operations, repairing, construction, warehousing and wholesaling, data processing and storage operations, parks and open space and related uses such as offices associated with an industrial use and limited retail sales of a portion of the goods manufactured or assembled on the industrial premises. Outside storage of goods and materials may be permitted in accordance with the provisions of the Restricted Area By-law.
- b) Uses which, because of their nature, are considered to be a noxious trade, business or manufacture, under the Public Health Act or related regulations shall not be permitted.
- c) Notwithstanding (a) and (b) above, the industrial areas directly abutting Highway 7, proposed Highway 407, Pine Valley Drive and Weston Road, shall be developed for prestige industrial uses only. The permitted uses are manufacturing, data processing and storage operation, processing and packaging operations and related uses, offices associated with industrial uses, and parks and open space. In addition, major office development may be permitted on the industrial lands abutting Highway #7 to a maximum in total area of 4 ha. (10 acres), provided that each office site does not exceed .8 ha. (2 acres) and that the maximum gross floor area of building does not exceed 1.0 times the lot area. Outside storage in prestige industrial areas shall not be permitted.
- d) An overall landscape and streetscape plan applying to Highway 7, proposed Highway 407, Pine Valley Drive and Weston Road, shall be established prior to development of land within the prestige industrial areas.

2.2.2 Service Commercial Areas

- a) In Service Commercial areas, permitted uses are: hotels, motor hotels and motels, automobile service stations and car washes, restaurants, private clubs, banks, offices, personal service shops and studios, specialty trades, convenience retail stores and parks and open space. Such uses shall be limited to a size and scale to serve the needs of the businesses and employees of the adjacent industrial area, as well as the needs of the broader community and the travelling public.

- b) Comprehensive block development shall be required in the Service Commercial areas incorporating an overall design to achieve proper access, internal traffic circulation, adequate parking and appropriate urban design characteristics prior to approval of specific development applications.
- c) Outdoor storage shall not be permitted in Commercial Areas.

2.2.3 Parks and Open Space

- a) No lands have been specifically designated for Parks and Open Space purposes; however, parks and open space are permitted uses in all designations.
- b) During the subdivision process, the Town may accept either parkland or cash-in-lieu of 5% of the lands for public purpose.

2.2.4 Interim Agricultural Land Use Policies

- a) This Plan recognizes agriculture uses such as dairying, animal husbandry, and cash cropping as interim uses, and Council will encourage the continued use of the land for agricultural production pending development. To this end, consideration will be given to the retention of buildings, lanes, fencing etc., which are useful for agricultural purposes where practical.

2.3 Transportation Policies

- a) Prior to the draft plan approval of subdivisions or other development approval within the Amendment Area a Transportation Study will be undertaken which, among other things, will detail the ingress and egress to and from the *existing and proposed Regional and local road networks*. In particular the study will identify the number, location and type of intersections of internal roads with Weston Road and Pine Valley Drive. The study will address matters relating to traffic engineering and any required road improvements related to development in the Amendment Area. The requirements identified in the study approved the Regional Municipality of York and the Town of Vaughan, shall be applied in the design and processing of development applications within the Amendment Area.
- b) The heirarchy of roads has been established based on a classification of street functions. The road system with respect to the Amendment Area consists of:
 - 1) Provincial highways
 - 2) Arterial Roads
 - 3) Industrial Collector Roads
 - 4) Local Industrial Roads

2.3.1 Provincial Highways

- a) There are two Provincial highways - No. 7 and proposed controlled access No. 407. Direct private access to the highways shall not be permitted.
- b) Industrial development along the proposed Highway 407 and Highway 7 shall be subject to the setback and noise control requirements of the *Ministry of the Environment*.

2.3.2 Arterial Roads

- a) Pine Valley Drive and Weston Road are arterials abutting the Amendment Area. *All lots shall have direct access to the internal collector road system with the exception of the commercial lot at the corner of Highway #7 and Weston Road. This lot may have direct access to Weston Road with the approval of the appropriate authority.*
- b) The right-of-way width for Arterial Roads shall be consistent with the Region's requirements. Rights-of-Way shall be provided for additional lanes at intersections where required.

2.3.3 Industrial Collector Roads

- a) The Industrial Collector Roads are intended to afford organization for the internal street system within the Amendment Area and to provide the main connecting points with the Arterial Roads and Highway 7. Collector roads are intended to provide access to individual properties, however, boulevards and access limitations may be exercised along collectors leading to arterial roads and Highway 7.
- b) The right-of-way width for an Industrial Collector Road shall be consistent with the Town's requirements.

2.3.4 Local Industrial Roads

- a) Local Industrial Roads are intended to provide access to individual properties.
- b) Local Industrial Roads shall be mainly in the form of loops and therefore designed to discourage through traffic. Sidewalks shall be required on one or both sides of the street in accordance with the Town's requirements.
- c) Right-of-way widths for Industrial Service Roads shall be consistent with the Town's requirements.

2.3.5 Public Transportation

- a) *The Town will be cognizant and take into account the requirements for a future local public transit system within the Amendment Area by ensuring that subdivision designs facilitate local transit movements*

2.4 Utilities Policies

- a) The Town shall co-operate with the appropriate authorities to ensure that all new developments are fully serviced with utilities upon completion of any building construction on the lands.
- b) The hydro electric and telephone services shall be constructed underground within the road allowance or other appropriate easement.

2.4.1 Water Supply

- a) The Amendment Area shall be serviced by Pressure District 5 in the *York Water System*.
- b) These lands shall be supplied by an extension of a suitably sized watermain along Steeles Avenue east of Highway 400 over to Weston Road, north on Weston Road, west along Highway 7, north along proposed Ansley Grove Road to the existing water tower in Pine Valley Village.
- c) Prior to the approval of any draft plan of subdivision or development proposal in the Amendment Area, the Regional Commissioner of

Engineering shall have certified that an adequate municipal water supply is available to serve the proposed subdivision.

2.4.2 Sanitary Sewers

- a) Sanitary sewers for the subject lands *shall ultimately connect* to the York-Durham Servicing Scheme via the Woodbridge Collector scheduled for late 1983. The Woodbridge Collector when built, may provide the ultimate sewage capacity for the Amendment Area. In the initial stages of development, the existing sanitary sewer within the Pine Valley Drive right-of-way, shall service these lands and treatment will be provided by Metropolitan Toronto.
- b) The assignment of industrial sewage capacity to the Amendment Area is 1,160,000 gallons. The capacity will be allocated among individual applicants within the Amendment Area, based on the following criteria:
 - (i) the need to establish a cohesive and sequential internal road network;
 - (ii) the need to create functional and economic internal systems of trunk watermains and sanitary sewers;
 - (iii) the need to establish a basic storm drainage system, which will mitigate effects of development on downstream properties;
 - (iv) the need to maintain an adequate inventory of available sites suitable in size, shape, location and access to transportation facilities, in order to attract a broad range of prestige industrial users.
- c) In order to ensure that the rate of sewage flow will not be exceeded, the implementing zoning by-law will exclude, at least initially, industrial uses which characteristically produce relatively high effluent flows. In addition, the Town shall require as a condition of subdivision approval that the Subdivision Agreement contain provisions to ensure that no building permit shall be issued for any industrial use with expected high sewage flows.
- d) The flows from the Amendment Area will be monitored as development proceeds in order to ensure that the limitations provided in the by-law and subdivision agreement are effective in maintaining a rate below that which would result in a total of 1,160,000 gallons per day for the Amendment Area. Greater limitations on permitted uses may be imposed by amendment to the zoning by-law if the said rate is being exceeded.
- e) Council will assign the available allocation to individual applications based on the criteria set out in Section 2.4.2(b). If it is determined by the Region, as a result of the monitoring program, that there is unused sewage capacity, Council may allocate such capacity based on the same criteria.
- f) Draft approval for any industrial subdivision in the Amendment Area shall not be granted unless a condition of approval is included which requires that prior to final approval of the subdivision plan, the Town of Vaughan shall allocate sewage capacity assigned to the municipality by the Region of York, subject to the developer entering into an agreement with the Town specifying amongst other things, the conditions under which sewage capacity is allocated to the developer. (The Regional Commissioner of Engineering shall also certify that the servicing of the area can be accommodated by Regional facilities). The sewage allocation to any individual application may be withdrawn if any condition of the agreement referred to above is not met to the satisfaction of the Town.

- g) With the objective of promoting the early and complete development of the Pine Valley Business Park, Council will discourage undue delays in the full utilization of sewage capacity reserved for or allocated to specific sites. In order to assure the effective utilization of the allocated acreage, the Municipality may require the provision of performance guarantees and/or taxation equivalent by the individual applicant.

2.4.3 Floodplain & Storm Water Management

- a) Prior to the draft approval of subdivisions or other development approvals within the Amendment Area the Town and the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) shall have approved a Master Storm Water Management Study for the amendment area, describing the methods and facilities necessary to implement storm water management for the Amendment area. The findings of that study shall be incorporated into the approved draft plans.

2.5 Implementation

Implementation of the Pine Valley Business Park will entail the following steps following Provincial approval of this Amendment by the Ministry of Housing:

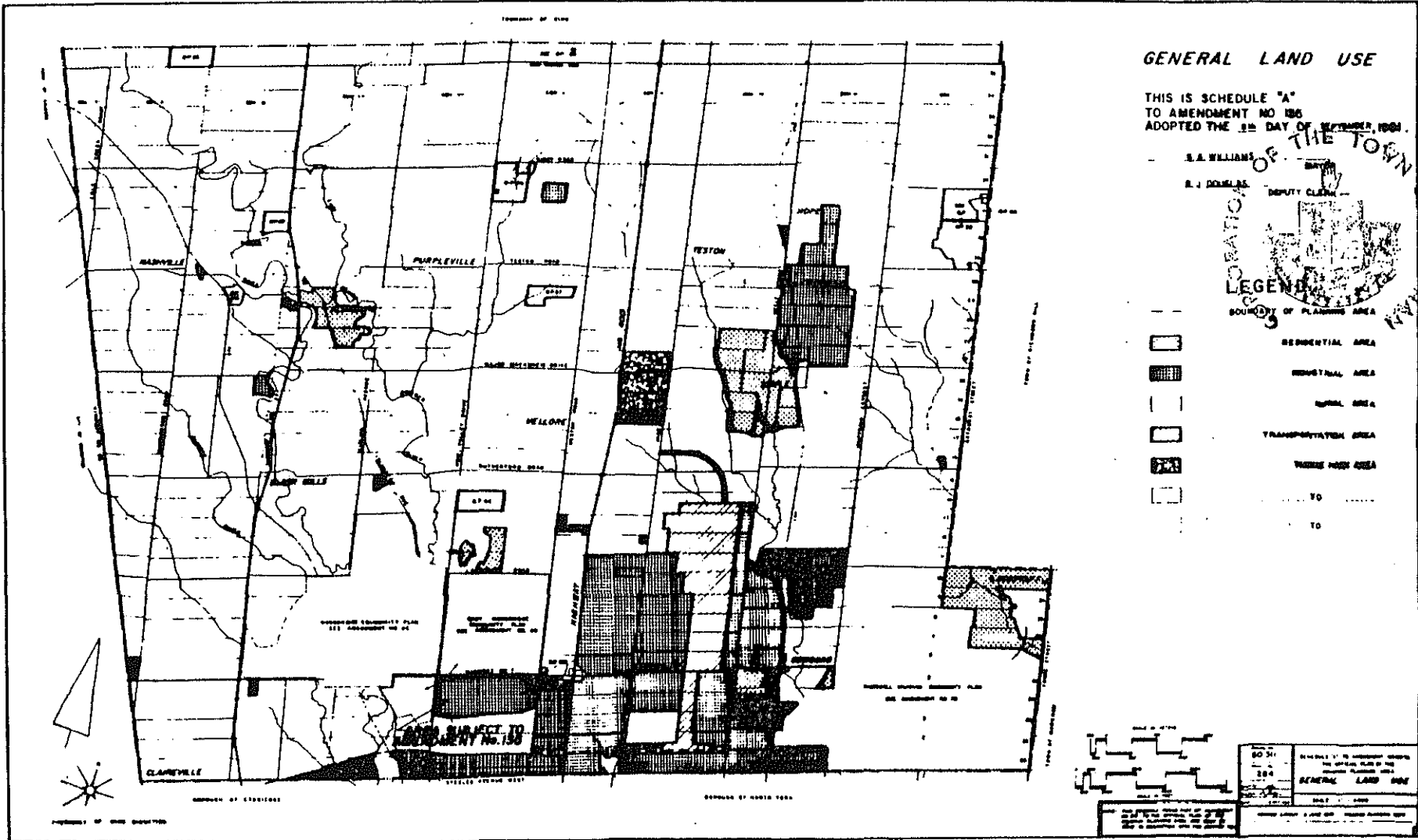
- a) Approval by the appropriate authorities of Storm Water Management and Transportation studies.
- b) The processing of individual plans of subdivision under Section 33 of The Planning Act in accordance with the policies set forth in this Amendment.
- c) Construction of public works and other facilities in accordance with the policies set forth in the Amendment, and under the direction of the Town of Vaughan.
- d) The processing of Restricted Area By-laws and Site Plan By-laws and Agreements under Sections 35 and 35(a) of The Planning Act, and by administering Site Plan Agreements.
- e) Subject to the approval of the Regional Municipality of York as a delegated approval authority for the Minister of Housing, the Municipality may accept the conveyance of land for park purposes under Section 33(5)(a) of The Planning Act or alternatively cash-in-lieu of parkland under Section 33(8) of The Planning Act.
- f) Council will initiate a system whereby the external costs of major roads improvements, storm water storage, trunk sewer and water facilities and other public facilities serving the whole Amendment Area shall be shared on an equitable basis by all developments requiring the services. The system may be administered through subdivision agreements, or through separate development agreements attached to development proposals.

2.6 Interpretation

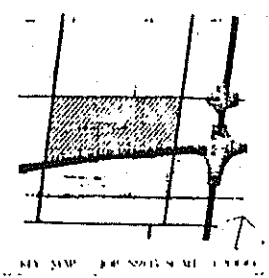
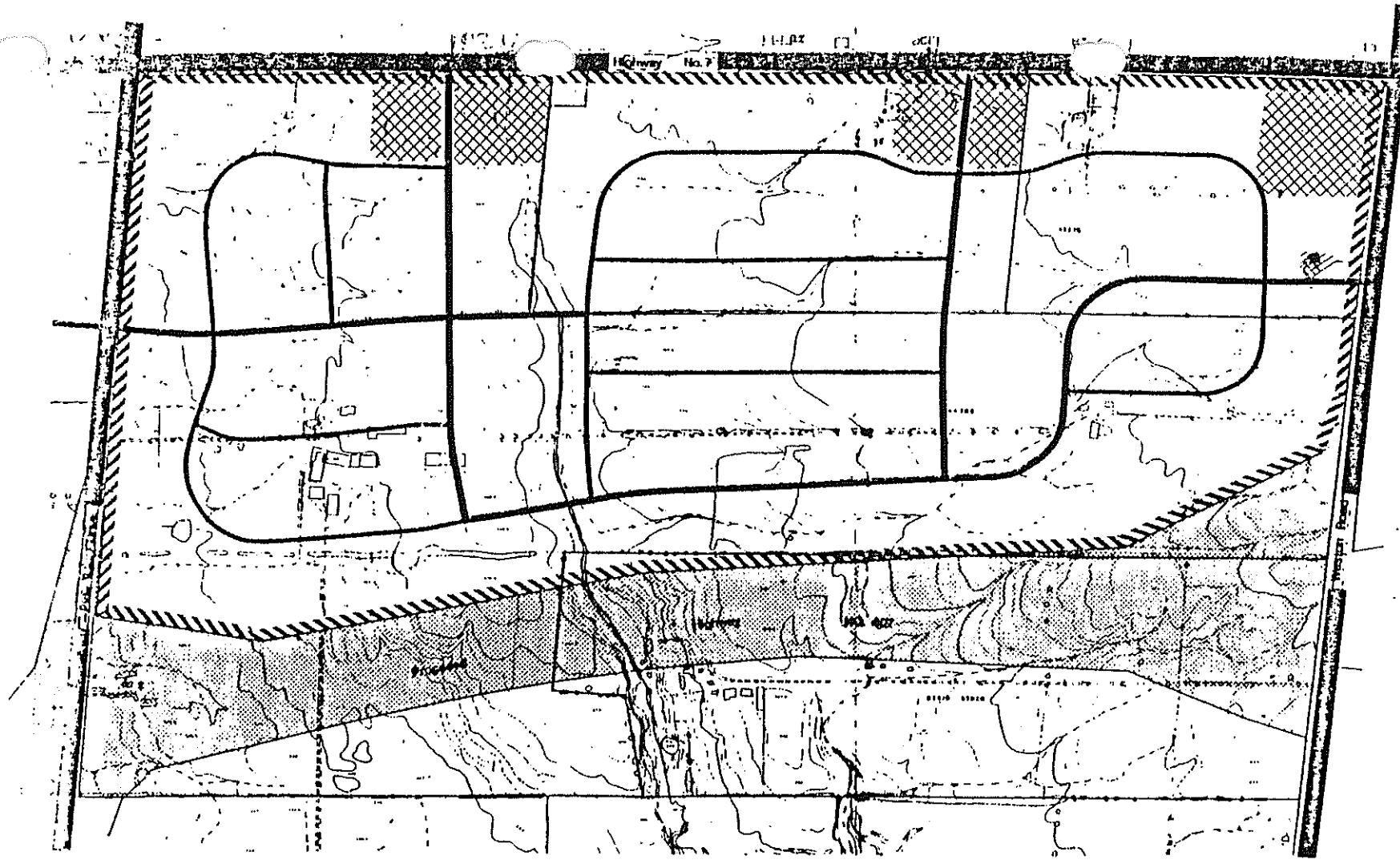
- a) The location of roads is approximate. The boundaries between land use designations shown on Schedule 'B' - "Land Use" - are also approximate except where they coincide with existing arterial roads, provincial highway or other clearly defined physical features. Minor adjustments will not require amendment to this Plan as long as the intent of its policies is maintained.






APPENDIX ABACKGROUND STUDIES AND REFERENCES

1. An investigation into The Use of Low Infiltration Sanitary Sewers and Appurtenances: Ander Engineering and Associates Limited, 1980.
2. Industrial Sewage Allocation Policy: Town of Vaughan, 1980.
3. Parkway Belt West Plan: Ministry of Treasury Economics and Intergovernmental Affairs, July, 1978.
4. Pine Valley Business Park: Montague Pound Associates Limited, January, 1980.
5. Pine Valley Business Park. Planning and Design Guidelines: Spectra Design and Planning Consultants and John Stuart Cauley - Consulting Architect, 1980.
6. Servicing Report - Pine Valley Business Park: Fred Schaeffer & Associates Limited, January 8, 1980.
7. Vaughan Four Hundred Industrial Estates - Secondary Plan: Town of Vaughan, November, 1980.



REVISIONS		REVISIONS	
NO.	DESCRIPTION	NO.	DESCRIPTION
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-  Designated Area
-  Industrial
-  Service Commercial
-  Proposed Highway no.4o7
-  Parkway Belt

**Schedule B
LAND USE**

