

AMENDMENT NO. 100  
TO THE OFFICIAL PLAN  
OF THE TOWN OF VAUGHAN PLANNING AREA

THE MAPLE COMMUNITY PLAN

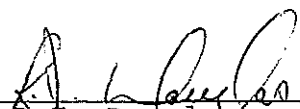
AUGUST 8, 1978

AMENDMENT NO. 100  
TO THE OFFICIAL PLAN  
OF THE TOWN OF VAUGHAN PLANNING AREA

The following text, Key Map and Schedule including Part 2 entitled "The Official Plan for the Maple Community", the Key Map and Schedule "A" entitled "Land Use" constitute Amendment Number 100 to the Town Plan of The Town of Vaughan Planning Area.

Attached hereto, but not constituting part of the Amendment are Part 1 entitled "Background and Context" and Appendices 1 to 5. These contain background and supportive data to the Amendment.

I, ROBERT JOSEPH DOUGLAS, Deputy Clerk of The Corporation of the Town of Vaughan, in the Regional Municipality of York, do hereby certify that the attached is a true original copy of By-law Number 122-78 passed by the Council of the Town of Vaughan on the 8th day of August, 1978.

  
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R.J. Douglas,  
Deputy Clerk,  
Town of Vaughan

Dated at the Town of Vaughan  
this 1st day of September, 1978.

## THE MAPLE COMMUNITY PLAN

### 1 PART 1 - BACKGROUND AND CONTEXT

#### 1.1 Purpose

The purpose of this Amendment is to furnish development guidelines for the Maple Community in the Town of Vaughan. 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 framework for the formulation of more detailed land use policies. The Official Plan designates the land in the general area of Maple as "Residential Area" and stipulates that the future development of extensive residential areas will be controlled through secondary plans, passed as amendments to the Official Plan prior to rezoning. The Maple Community Plan is intended to satisfy the conditions set forth in the Official Plan and in particular contains proposals regarding the community structure, residential uses, commercial uses, education, recreational facilities, the transportation network, servicing, staging and implementation.

#### 1.2 Location

The area which forms the subject of this Amendment is bounded on the northwest by the proposed by-pass arterial, on the northeast by the boundaries of the presently-zoned industrial areas, on the west by the tributary and associated valley of the West Don River, on the east by the C.N.R. rail line. The southern boundary is as shown on Schedule A and is, for the most part, the southerly limit of Lot 18, Concessions 3 and 4. Keele Street, the major north-south arterial, traverses the Community Plan area and intersects with Major Mackenzie Drive, the major east-west arterial, at the approximate centre of the existing community of Maple. The area is shown on Schedule A and includes approximately 275 hectares (685 acres) comprising part of Lots 17 to 21, Concession 3, and part of Lots 18 to 22, Concession 4. The existing land use and the development constraints affecting development within the subject lands are shown in Appendix 1 and 2 respectively.

#### 1.3 Basis

The area that is the subject of this Amendment was, with one exception,

designated as "Residential Area" by the Official Plan of the Vaughan Planning Area and was approved in 1961. The exception is that portion of Lot 22, Concession 4, lying to the north of the proposed by-pass arterial in the northwest quadrant of the Maple Community. This area has now been redesignated as Rural Area, because the proposed by-pass route serves as the logical urban boundary in that area.

### 1.3.2 Maple and Surrounding Land Uses

Three existing and proposed land uses within the vicinity of Maple have been considered in the formation of this Community Plan; these are:

- a) The pits and quarry area northeast of Maple.
- b) The Maple airport immediately west of Maple.
- c) The proposed Family Leisure Centre adjacent to Highway 400 west of Maple.

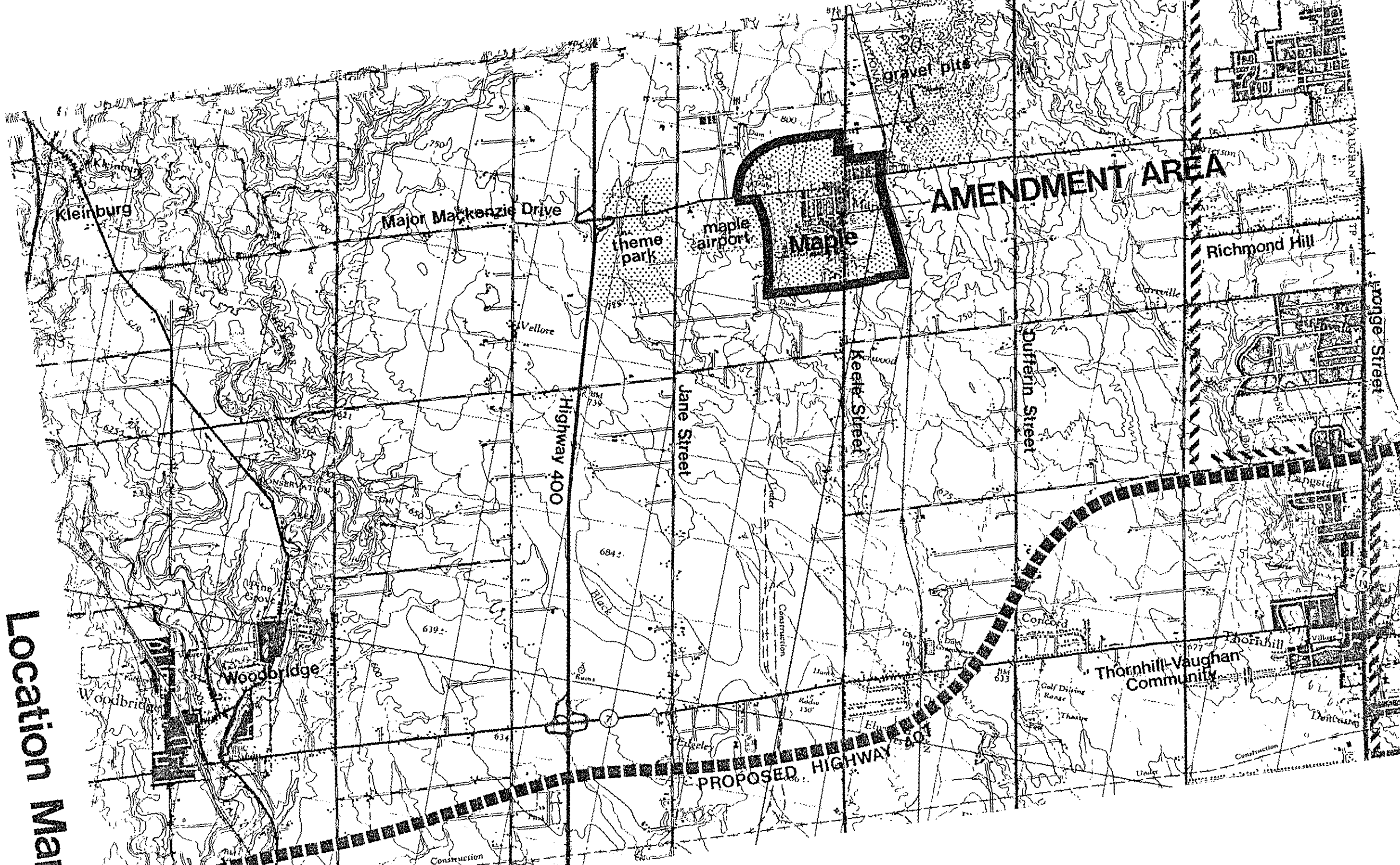
These land uses are shown on the attached Location Map.

#### 1.3.2.1 Pits and Quarries Area

The pits and quarry area, consisting of approximately 404 hectares (1,000 acres), is located adjacent to Maple in the northeast sector of the community. It presently consists of the extraction and processing of mineral aggregates, along with related industries, all of which is located between Major Mackenzie Drive and Teston Road, east of Keele Street. North of Teston Road is found the location of a completed land-fill operation, along with a land-fill site presently being operated by the Town of Vaughan.

Two landowners associated with the pits and quarries area have made application to the Ministry of the Environment for a sanitary land-fill operation for two sites totalling in excess of 202 hectares (500 acres). Hearings have been completed by the Environmental Assessment Board on these two applications and the Board has recommended refusal. The Town, by resolution, has indicated its objection to the applications; however, the approval of the land-fill operation rests with the Minister of the Environment, who can also direct that the zoning by-law be changed to implement any such land use.

Location Map



If land-fill operations are to go into effect on a large scale, there will be a direct impact on the community of Maple in the form of intense, heavy truck traffic. Mention will be made elsewhere in Part 1 of this Amendment of the overall effects of the pits and quarry area as to present and future truck traffic. This problem will exist regardless of the land use, that is, whether it reverts to a land-fill operation or remains as a mining and processing operation. One of the major objectives of the Plan is to minimize the effect of the traffic from the pits and quarries area on the intersection of Keele and Major Mackenzie Drive by diverting a major portion of the truck traffic to the proposed by-pass arterial in the northwest quadrant.

#### 1.3.2.2 Existing Maple Airport

The Maple airport is located south of Major Mackenzie Drive immediately west of the proposed western boundary of the Maple Community. It is a general aviation airport, with over 150,000 takeoffs and landings per year, over 60% of which are made up of training flights. Discussion with an airport official indicates that improvements are proposed to be carried out in the future. The airport can handle twin engine piston aircraft, but will not be used by any form of jet aircraft in the future.

The significance of the airport on the proposed Maple Community is the potential noise impact in the vicinity of the airport. The term used to quantify the noise factor generated by airports in relation to impact on surrounding uses is called the N.E.F., the noise exposure forecast. It is the summation of noise energy levels normally set out through the use of a computer program using the actual readings of noise levels created by an aircraft as a base, and adds to this the number of aircraft operations both by day and night.

Present provincial policies set out the limits of the 35 N.E.F. contour in terms of restriction for residential development. Special acoustic design criteria are applied to residential and selected public buildings to be located within the 28 to 35 N.E.F. contour lines.

The present N.E.F. contour map for Maple was last revised in 1973. Discussions with Transport Canada Officials indicate this mapping may be inaccurate. It is expected that the existing N.E.F. contour mapping will be reviewed and updated at some time in the future.

As an interim measure, this Official Plan recognizes that a noise impact may exist for the Maple airport and sets out appropriate development policies until such time as new N.E.F. contour mapping is carried out.

The relationship of the runways to structures such as towers and buildings in the vicinity of the takeoff and approach areas is guided by Zoning Regulations established by the Department of Transport (Federal). The "Zoning for Airport Licencing" set out by the D.O.T. is attached as appendix 5 to this Amendment.

1.3.2.3 The Family Leisure Centre

A site has been acquired by Family Leisure Centres of Canada Limited for a theme park comprising 320 acres located between Highway 400 on the west and Jane Street on the east, astride Major Mackenzie Drive. The park will incorporate a combination of themes, international in flavour, consisting of rides, landscape walkways, shops and boutiques, live entertainment shows, restaurants and snack bars.

The theme park proposal was examined with a view to determining impact on the community of Maple. A number of studies were carried out by consultants for the Family Leisure Centre group, parts of which were examined in the course of preparing this Amendment; specifically, these were: air quality, noise impact, land use, social impact and traffic. Examination of studies related to the theme park has indicated that all the predicted impacts created by the theme park will not be overly adverse to the community of Maple. Official Plan Amendment No. 74 to the Vaughan Planning Area designates the theme park and has received approval of the Ontario Municipal Board and the Ontario Cabinet.

1.3.3 Servicing

The existing village of Maple is presently serviced by septic tanks and tile beds, with the water supply delivered by municipal well and pumping station. The Official Plan of the Vaughan Planning Area states in part that un-subdivided lands in Maple shall not be subdivided or developed unless municipal water and sanitary servicing arrangements as outlined on Appendix 2 satisfy this requirement of the Official Plan.

1.3.3.1 Sanitary Sewer Services

Sanitary sewer services for the community of Maple will be supplied through a main trunk under the York-Durham servicing scheme. The trunk will follow the tributary of the West Don to its intersection with Keele Street as shown on Appendix 2, and is scheduled for completion in 1980 or 1981.



Sanitary sewer services for the Maple area will not be based on any interim treatment and capacity limitations will be affected only by the pipe design. The system is presently being designed with sufficient capacity for the various land uses within the vicinity of Maple, including the Family Leisure Centre, the adjacent industrial area, the pits and quarries area, and a proposed residential component for the community of Maple.

#### 1.3.3.2 Water Supply

The community of Maple will be supplied with Metropolitan Toronto water through the York water supply scheme, details of which are shown on Appendix 2.

Maple is located in the Metro pressure zone No. 7 and will be supplied via a reservoir located to the north of the community. Water will be delivered to this reservoir by a 36-inch main along Keele Street. Another reservoir will be located to the north of the community west of Keele Street to supply pressure zone No. 6 which is located generally to the south of Maple. The Maple reservoirs and proposed supply and delivery mains are designed to accommodate the residential component of Maple, surrounding industrial land uses, and the Family Leisure Centre to the west.

#### 1.3.4 The Citizens' Advisory Committee - Preliminary Planning

Council of the Town of Vaughan, recognizing development pressures that would be brought about by the future water supply and sanitary servicing schemes for the Town of Maple, appointed a Maple Citizens' Advisory Committee in June of 1973. The committee, consisting of local area residents, along with the Senior Planner of the Town of Vaughan, was given the task of formulating a draft plan for Maple.

The Advisory Committee held over 18 meetings and working sessions, resulting in a draft plan, with Council of the Town of Vaughan being kept fully aware of the progress throughout.

One of the major elements of the plan was the target population, set at 7,500 persons. This was arrived at by the Citizens' Advisory Committee and approved by Council, taking into consideration the following:

- a) A comprehensive survey of area residents in the existing village of Maple. This survey resulted in a "just acceptable" median of 5,000 persons.

- b) A compromise between the Toronto Centre Region figure of 5,000 persons for Maple and the Regional staff proposal of approximately 10,000.
- c) The balancing of the necessity for future development to pay for services and amenities, and at the same time attempting to maintain Maple as a low-density community within a rural setting.

A draft plan was completed, adopted in principle by Committee of Council and presented at a public meeting in early 1974.

The plan that was developed in conjunction with the Citizens' Advisory Committee has been substantially incorporated in this present Official Plan Amendment, the only changes being of a minor nature dealing with realignment of some of the collector roads and some adjustment to the commercial area designations.

#### 1.3.5 Provincial and Emerging Regional Policies

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 recommends a population figure of 4,000-5,000 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 had been instructed to explore design possibilities for the major servicing schemes in the Central York area. It is to be noted, however, that although the target of 7,500 persons for Maple is above the Toronto Centre Region figure, the advance design calculations for the water supply and sanitary sewer systems will be adequate for the proposed total population for the Maple Community of 7,500 persons.

The Council of the Region of York has not yet adopted the Regional Official Plan. The Regional Official Plan, technical paper No. 8, "A Recommended Strategy for Urban Development for South Central York", has been received by York Regional Council for discussion purposes and was reviewed by the area municipalities.

Technical paper No. 8 recommends a maximum design population for Maple for the purposes of designing the water/sewage servicing capacities in the area. A further technical report produced by the Region augmenting technical paper No. 8 is now undergoing circulation. This paper titled "Urban Envelopes and

Separators" forecasts a population of 8,000 for the community of Maple by the year 2001.

A number of other reasons may be cited for proceeding with development of the proposed Maple Community:

- a) The proximity of Maple to Metropolitan Toronto as well as the major industrial employment centres to the south.
- b) The availability of relatively large holdings within the designated area of Maple.
- c) The availability of provincial and regional arterials affording a high degree of access to Metropolitan Toronto (Highway 400, Jane Street, Keele Street).
- d) The general lack of physical constraints of the topography in the area for building.
- e) The readiness of major landowners to cooperate with the Town in the implementation of an overall plan for the community.

The location map illustrates the general area within which Maple is situated.

#### 1.4 General Description of the Plan

The basis of the Maple Community Plan emerged at an early stage of the planning process, particularly at the time of involvement of the Maple Advisory Planning Committee. Physical development factors were established at the outset and included the railway tracks to the east, the industrial lands in the northeast quadrant of the community including the pits and quarry areas, the valley lands of the Don River tributary on the west side of the community, the Regional arterials of Major Mackenzie Drive and Keele Street and the woodlot in the southwest quadrant. These factors along with the northwest component of the future by-pass arterial set out clearly defined boundaries to the east, north and west of the community.

In 1974, a questionnaire was circulated to the majority of homes in the existing Maple Community. The purpose was to solicit views on projected population growth, future growth patterns, proposed uses for the pits and quarries area, types of proposed housing, future community amenities and other relevant issues related to proposed growth in Maple.

The target population of 7,500 was established after considering provincial

and regional policies, as well as input by the local area residents. This population was then assigned to most of that area that was designated as "Residential" in the Official Plan.

The Maple Community is a predominantly residential community, with surrounding employment markets located in the industrial area and the pits and quarries located to the northeast, and the Keele Street industrial area to the south. The employment areas are not expected to relate to Maple, at least in the initial stages of community growth.

In the early stages of Maple's development it is expected that the working population to be located within the community will be largely in the managerial and executive occupational class. Consequently, most of the community's labour force will probably find employment in the Metropolitan Toronto area, as the housing mix slated for the Maple Community consists in the main part of those types associated with a low density which would probably preclude a housing market for the workers in the surrounding industrial areas. As time goes on, the housing market in Maple may be rationalized to a certain extent with the surrounding labour market. The housing mix proposed for Maple is of a relatively low density pattern, however, this pattern when taken in a surrounding area context can be rationalized. Within a six to ten mile radius of Maple, three other communities, namely Woodbridge, Kleinburg and the Thornhill Vaughan area are expected to undergo steady growth within the next few decades to a combined population of approximately 118,000 persons with approximately 32,000 dwelling units. Of this total number of units, approximately one half are projected to be in the medium and high density categories, with the remainder conforming with the densities expected in the Maple Community. The housing mix when projected over the four urban areas in the Town of Vaughan contains a reasonable balance of housing types and with the development of a large number of low density units within the same time span the possibility exists that a strong competitive housing market will emerge to include the Maple Community.

#### 1.4.1 Development Areas

The Maple Community Plan consists of three development areas as outlined on the Key Map. These areas are based on the major regional arterial

system and the development constraints which form the boundaries to the east, west and north. The development areas are based on the school-park combinations, and in two of the three cases the school and park are combined. The areas range in population from 2,200 to 2,900 persons and, although somewhat less in population than is normally attributed to a neighbourhood, they are based on the need to minimize the crossing of the arterials by school children.

#### 1.4.2 Commercial

An existing plaza is located in development area 2, which is approximately 1.6 hectares (4 acres) in size and contains in the vicinity of 20,000 square feet of retail space. This presently meets the needs of the existing community of Maple as well as residents in the surrounding rural area. Other existing commercial areas are located along Keele Street and Major Mackenzie Drive, and total approximately 857 square metres (5,000 square feet).

Historically, the commercial centre of the old village of Maple was located at the intersection of Major Mackenzie Drive and Keele Street, mainly on the north side of Major Mackenzie Drive. At the present time, approximately seven acres at this location are zoned for commercial uses, with a potential for approximately 8,570 to 10,280 square metres (50,000 to 60,000 square feet) of space. It is proposed that some of this space be given over to offices as well as retail use. The total commercial areas would amount to approximately 1.7 square metres (10 square feet) per person with the community at full development.

#### 1.4.3 Open Space

The open space area in the Maple Community Plan has four components:

- a) Drainage tributary of the West Don River - 21 hectares (52 acres)
- b) Community parks - 11.3 hectares (28 acres)
- c) Neighbourhood parks, including the 1.4-hectare (3½-acre) existing park in development area 2 - 5.9 hectares (14.5 acres)
- d) Woodlot - approximately 1.4 hectares (3½ acres) in development area 2

The tableland that is located immediately west of the existing commercial plaza in development area 2 has been included as part of the drainage tributary. No structures can be erected on this land because of its proximity to the Maple airport.

Provisions have been made for active and passive facilities in the park-land throughout the community. A major community park is presently located in the northern part of development area 1. Another community facility is to be located in the western part of development area 1, utilizing the drainage tributary lands and the area surrounding the 1850 octagonal house located immediately north of Major Mackenzie Drive, adjacent to the Valley Lands forming the western boundary of the community. The drainage tributary lands of the West Don River form the major passive component of the open space system, as well as establishing the western boundary of the community. Two new neighbourhood parks have been designated in development areas 2 and 3 and elementary schools are combined with the neighbourhood park in development area 3 and the community park in development area 1.

The new neighbourhood park in development area 2 is not combined with the existing elementary school but, rather, placed in a central location to serve both the existing and future population in that area.

#### 1.4.4 Transportation

One of the major problems in the Maple area at present is the effect of the truck traffic which is generated by the pits and quarries area on the Maple Community, particularly along Keele Street and Major Mackenzie Drive, the critical area being the intersection of these two arterials. Counts taken in 1974 indicate that some 2,400 trucks pass through this intersection within a single working day. In order to minimize this problem, the Plan proposes a by-pass arterial in the northwest sector of the proposed community, located in such a way so as to present a long-term option for a full northern by-pass. It is anticipated that the northwest by-pass would have the effect of redirecting a large percentage of the truck traffic from the intersection.

The remainder of the transportation system for the Maple Community Plan consists of the two regional arterials, Major Mackenzie Drive and Keele Street, and a system of collectors and local streets within the development areas.

### 1.5 Goals

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

a) General

To create a residential community and to ensure that newly-developing areas are processed in such a way so as to minimize any adverse effects on the existing community.

b) Community Structure

To create three development areas generally focussed on a school-park system arranged in such a manner so as to minimize the crossing of arterials by school children.

c) Environment

To maximize the protection, to conserve and manage environmentally sensitive areas such as major watercourses and their drainage tributaries, and woodlots.

d) Land Use

To provide the optimum convenience, efficiency, safety and attractiveness to the residents of Maple, through the compatible arrangement of all physical, social and economic facilities in the community.

e) Housing

To design new residential areas in a manner which is compatible with the existing residential areas in Maple located within the context of a rural area, thus creating a predominantly low-density residential component in the community.

Within the context of a low-density community, to provide for a range of housing types from single detached family dwellings to townhousing units.

f) Commercial Areas

To provide a range of commercial facilities to meet the needs of the present and future residents of Maple.

To provide the opportunity of redeveloping the traditional commercial core of Maple, located at the intersection of Major Mackenzie Drive and Keele Street on the north side of Major Mackenzie Drive.

g) Parks and Open Space

To develop a system of open spaces comprising of community park, evenly distributed neighbourhood parks and drainage tributary, in order to serve active and passive recreational needs of the existing and future residents of the Maple 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 735/73, as it may be amended from time to time, or a successor to that regulation, unless duly authorized by the said Authority.

h) Institutions

To ensure that adequate space within the community and policies within this document are provided for the institutional, educational, social and religious facilities which will be required in the community.

i) Transportation

To develop an alternative truck route so as to minimize the effects of the truck traffic on the Maple Community.

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

j) Servicing

To ensure that no major development commences until water and sewer services and drainage works are provided to the entire area in a manner which promotes efficient and safe development.

To provide for a system of storm water management which will be designed to protect lands outside the Community Plan area from the



detrimental effects of additional levels of run-off, which is to include the construction phases of development.

To ensure that all services meet the requirements of the relevant regional and provincial authorities.

## 2 PART 2 - THE OFFICIAL PLAN FOR THE MAPLE COMMUNITY

### 2.1 Land Use Policies

Schedule A sets out land use designations for the Maple Community. The approximate areas in each category are summarized in Appendix 4. These include existing categories. Section 2.1.2 d) sets out the number of persons that are anticipated for each development area in approximate terms. The location of roads and other land uses is diagrammatic and may be altered to a minor extent, except for the drainage tributary lands and the arterials under the authority of the Regional Municipality of York. The following sections contain the specific policies which pertain to each land use designation. The provisions of this Official Plan Amendment No. 100 to the Official Plan of the Vaughan Planning Area shall prevail.

#### 2.1.1 General

- a) The area which forms the subject of this Amendment is bounded on the south for the most part by the southerly limit of Lot 18 in Concessions 3 and 4, on the east by the C.N.R. tracks, in the northeast quadrant by the southerly limit of the presently-zoned industrial area, in the northwest by the proposed by-pass arterial, and on the west by the drainage tributary of the West Don.
- b) Except for minor residential and minor commercial infilling, no new development shall be permitted in the Maple Community unless adequate sanitary and storm sewer and water services are available.
- c) Minor residential and minor commercial infilling will be permitted only where adequate sewer and water services are available, or where the requirements of the Medical Officer of Health for the Regional Municipality of York have been met for private wells and/or septic tanks and tile fields.
- d) No new development 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. Such drainage areas may be natural or as modified.

#### 2.1.1.2 Noise Abatement

- a) In addition to those conditions set forth in Section 2.1.2.2, new

residential uses close to the arterial roads in Maple, including the proposed by-pass arterial and railway tracks, shall be permitted only if appropriate noise abatement measures are provided.

- b) Planning approvals for residential development in such areas outlined in a) above shall not be granted until the Town, in consultation with the Ministry of the Environment and any other concerned public agencies, has determined to the mutual satisfaction of all concerned agencies that the proposed residential development will provide an appropriate and satisfactory residential environment in terms of the existing and expected conditions of residential amenity, having particular regard to the conditions of noise, odour, dust, vibrations and traffic and that appropriate pollution abatement measures, if required, will be provided.
- c) Noise abatement measures will involve one or more of the following, depending upon the physical circumstances at specific locations:
- setbacks;
  - sound barriers (landscaped berms, building and/or fences);
  - house siting and the provision of protected locations for related outdoor spaces;
  - building design (including consideration of height, external configuration, internal layout, locations of windows, etc.);
  - building construction (including materials for acoustical insulation, glazing, ventilation, etc.);
  - and/or such other appropriate measures which may be devised.

## 2.2 Residential

- a) For the purposes of calculating net residential density in the residential area, a net residential hectare or acre shall include local streets as well as the land for the dwelling units, but shall exclude all other land uses.
- b) Residential uses shall include: single family detached and attached dwelling units, semi-detached dwelling units, linked dwelling units and street townhousing units.
- c) The net density in the residential area will not exceed 46 persons per net hectare (19 persons per net acre) on a development area basis for new development, and 52 persons per net hectare (52 persons per net acre)

on any specific site.

d) The approximate population for each development area shall be as follows:

Development Area 1 - 1,960 persons

Development Area 2 - 1,380 persons

Development Area 3 - 2,315 persons

e) The number of units for each development area shall be calculated on the basis of occupancy factors (persons per dwelling unit) which shall be determined at the time of processing detailed plans of subdivision.

#### General Residential Policies

- a) In residential areas, new housing units which directly abut residential units existing at the date of adoption of this Plan by Council shall be compatible single family detached dwelling units on individual lots, except that new housing abutting the existing lots on the north side of Major Mackenzie Drive west of Keele Street, in Development Area 1 may be semi-detached units.
- b) All new residential uses located on the arterials as well as the proposed by-pass arterial shall have reversed frontages or front onto service roads as protection from any adverse environmental effects of the arterials, and where appropriate special housing types, building setbacks, landscaping, fencing and/or screening to minimize any adverse visual effects created by abutting development.
- c) Housing suitable for senior citizens and similar uses such as nursing homes will be encouraged to locate within developable areas in 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 locate in close proximity to commercial uses as well as churches or the library.
- d) The height of any structure, including residential units, is limited in certain areas due to the proximity of the Maple airport and the alignment of the runways. Prior to development occurring in Development Area 1 The Town of Vaughan shall be satisfied that the heights of any structures in the vicinities of the flight path of the Maple airport shall be in accordance with the current Department of Transport regulations and guidelines. Appendix 5, "Zoning for Airport Licencing" is attached for information purposes and can be used as a guide to establish maximum heights of structures in the vicinity of the airport flight paths.

- e) In addition to 2.1.2.1 d) above, with regard to towers or other high obstacles, no obstruction shall be considered acceptable in the Maple Community which would penetrate an imaginary surface commencing 150 feet above the assigned elevation of the airport in recognition of safety measures for small airports adopted by the Federal authorities.

#### 2.2.2 Restrictions, Noise Exposure Forecast Contours, Maple Airport

Noise exposure forecast (N.E.F.) contours for the Maple airport have been plotted on Schedule A. The following policies shall prevail in regard to the N.E.F. contours:

- a) No new residential development shall occur within the area affected by the 35 N.E.F. and above.
- b) Residential development and school buildings located between the 28 and 35 N.E.F. contours shall conform to acoustic design criteria as may be established from time to time by the Ministry of Housing.
- c) Appendix 4, which is for information purposes only, outlines current Ministry of Housing acoustic design criteria for development near airports.
- d) The location of the N.E.F. contours as outlined on Schedule A shall remain in effect until such time as new contours are plotted to the satisfaction of the relevant Federal and Provincial agencies.

#### 2.2.3 Properties of Architectural/Historic Interest

- a) The Town shall establish, under the terms of the Ontario Heritage Act, an Architectural Conservation Advisory Committee.
- b) A complete and up-to-date inventory of all properties of architectural/historical interest in Maple may be compiled by the Town and the Architectural Conservation Advisory Committee.
- c) These properties may be designated by the Town by by-laws passed under Parts 4 and 5 of the Ontario Heritage Act.
- d) The Town shall endeavour to prevent the demolition of all designated buildings as per paragraph c) 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 building designated for preservation and protection from alteration, provided that such alterations do not detract from the reason for designation as set out in the Ontario Heritage Act, and provided that such alterations are in keeping with the policies of this Official Plan, and will meet the requirements of the restricted area zoning by-laws and building codes. Nor shall the Town restrict the use to which such buildings are put, provided that such use conforms with the policies of this Official Plan Amendment, and requirements of the restricted area (zoning) by-law.
- f) The 19th century octagonal house located in the community park north of Major Mackenzie Drive and at the western extremity of Development Area 1 shall be designated under Part 4 of the Ontario Heritage Act, provided the Town of Vaughan has completed the prerequisites as outlined in Section 2.1.2.3.
- g) If individual properties are designated under this section, permitted uses may include:
  - i) Residential
  - ii) Business and professional offices
  - iii) Retail commercial uses not exceeding one-half the floor area of the building
- h) The permitted uses listed in paragraph g) above shall apply only to those individual buildings designated by the Town by-laws passed under the Ontario Heritage Act and which front on either Major Mackenzie Drive or Keele Street.
- i) Council may, among other things, prepare a Heritage Conservation District Plan in accordance with the guidelines of the Ministry of Culture and Recreation for such plans and Council shall seek the review and endorsement of the Ministry of Culture and Recreation for such Heritage Conservation District Plan. Having received the endorsement of the Ministry of Culture and Recreation for the Plan Council may then designate the appropriate Heritage Conservation District (or Districts) under Section 41 of Part V of the Ontario Heritage Act. Council may designate individual properties under Part IV of the Ontario Heritage Act as an alternative to (or as well as) designating a District (or Districts) under Part V

of the Ontario Heritage Act.

### 2.3 Commercial

- a) The Maple Community Plan provides for three commercial concentrations; the existing commercial plaza south of Major Mackenzie Drive in Development Area 2, the presently-zoned commercial area at the intersection of Keele Street and Major Mackenzie Drive as shown on Schedule A, and a restricted commercial area immediately south of the proposed arterial by-pass on the west side of Keele Street. Other minor existing commercial areas are located fronting on Major Mackenzie Drive between the existing plaza and the intersection of Keele Street and Major Mackenzie Drive, and two existing service stations are presently located in the community.
- b) No other commercial area, except those outlined under Section 2.1.2.3, shall be permitted within the Maple Community except by amendment to this Plan.
- c) Permitted uses for the existing plaza and the approximately 2.8-hectare (7-acre) "core" commercial area shall include supermarkets, shops offering retail goods, business and professional offices, and personal service establishments. The commercial site immediately southwest of the intersection of the proposed by-pass arterial and Keele Street shall be a maximum of .52 hectare (1.3 acre) and shall be limited to those uses such as a fitness or recreational club that would be compatible to the adjoining community park.
- d) Comprehensive development plans may be required for the "core" commercial area at the intersection of Keele Street and Major Mackenzie Drive. These may be limited to a single plan for the area north of Major Mackenzie Drive and west of Keele Street and the area east of Keele Street.
- e) The design, appearance and scale of the "core" commercial area shall be in harmony with the character of the surrounding residential areas.
- f) Commercial development shall be subject to the approval of site plans by the Town through agreements under the development control provisions of Section 35A of The Planning Act, RSO 1970 C.349 as amended.
- g) The "core" commercial development shall have regard for:
  - i) The provision of adequate off-street parking and off-street loading facilities,

- ii) Provision for vehicular access and circulation,
  - iii) Lighting and landscaping to make commercial use compatible with abutting residential uses.
- h) Emphasis should be placed on redevelopment in the "core" area.
- i) A market needs study shall be conducted for any further commercial designation not shown on Schedule A that may be contemplated within the boundaries of the Maple Community. The exception to this would be minor neighbourhood commercial uses.

## 2.4 Open Space Areas

### 2.4.1 General Provisions

- a) Open space areas shall include the three following land use designations: Drainage Tributary, Community Parks and Neighbourhood Parks. Included within the Neighbourhood Park designation is a portion of the major woodlot in Development Area 2.
- b) Only the community parks and neighbourhood parks, excluding the woodlot component, may be accepted as part of the statutory land dedications related to approvals under The Planning Act.
- c) Notwithstanding the policies of this Plan relating to the provision of land for parks purposes, no application of Section 35B (4) of The Planning Act shall be permitted until such time as an amendment to this Plan, consistent with the guidelines described by the Minister of Housing for such amendments under Section 35B, has been approved.
- d) Where lands designated under the open space category are 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 are not acquired by a public body, an application for their redesignation for other uses may be given due consideration by the municipality.



- e) A system of pedestrian walkways linking the open space system, schools and institutions shall be considered at the time of subdivision approval.
- f) Public recreational buildings may be developed within the active parkland system, except that no buildings or structures will be permitted on lands shown as drainage tributary, or the woodlot component of the neighbourhood parks, that do not meet the requirements of the Metropolitan Toronto and Region Conservation Authority, except where such buildings or structures are intended for flood and erosion control and meet the requirements of the Metropolitan Toronto and Region Conservation Authority.

#### 2.4.2 Drainage Tributary

- a) Drainage Tributary lands shall include the slopes, valley and flood plain lands of the tributary of the West Don River that forms the western boundary of the Maple Community, as shown on Schedule A.
- b) There will be no development or placing of fill in areas regulated by the Metropolitan Toronto and Region Conservation Authority and described in the Schedules to Ontario Regulation 735/73, as it may be amended from time to time, or a successor to that regulation, unless duly authorized by the said Authority.

#### 2.4.3 Community Park

- a) A community park of approximately 8.9 hectares (22 acres) is located in Development Area 1 fronting on Keele Street. This is an existing park and contains a range of active recreational and team sport facilities. As well as acting as the major community park, it shall function as the neighbourhood park for Development Area 1.
- b) Approximately 2.4 hectares (6 acres) of community parkland is associated with the drainage tributary lands at the western extremity of Development Area 1. As well as acting as a passive park system, this area contains the octagonal house.

#### 2.4.4 Neighbourhood Parks

The neighbourhood parks are intended to serve the active parkland component for the Development Areas and are distributed as follows:

- Development Area 2 - existing park, approximately 1.4 hectares (3.5 acres), adjacent to the church and library,
- one 2-hectare (5-acre) park,
  - approximately 1.4 hectares (3.5 acres) of the woodlot found to the south of Development Area 2.
- Development Area 3 - one new park, 2.4 hectares (6 acres), adjacent to the proposed elementary school.

## 2.5 Institutional

Institutional uses include elementary schools, religious institutions, municipal buildings, a branch library and day care centres.

### 2.5.1 Schools

- a) Within the Maple Community, four school sites are provided as shown on Schedule A. Two new sites are provided for, one in Development Area 1 and one in Development Area 3; the other two sites in Development Area 2 are existing schools.
- b) School sites will be selected at the time of approval of subdivision by the York County Board of Education and/or the York Region Separate School Board in cooperation with the Town.
- c) Notwithstanding that specific school site locations have been designated in Development Areas 1 and 3 on Schedule A, it is expressly intended that the said locations only indicate presently preferred locations and may be modified, shifted or increased or decreased in number without amendment to this Plan.
- d) Where any designated site is not required for school purposes, it may revert to residential use without amendment to this Plan. The residential density shall be compatible with those on the adjacent lands.

### 2.5.2 Churches

Three existing church sites are located as shown on Schedule A. Additional sites may be located throughout the Maple Community without amendment to this Plan.

### 2.5.3 Other Institutional Uses

- a) The following institutional uses presently exist in the Maple Community, as shown on Schedule A:
- the cemetery located on Keele Street,
  - the municipal complex fronting on Major Mackenzie Drive in Development Area 3,
  - the library and post office located west of Keele Street in Development Area 2.
- b) Day care centres may be located throughout the community. They may be provided in churches, educational facilities, recreational facilities, or in separate buildings.

### 2.6 Utilities

- a) A Bell Telephone facility presently exists in Development Area 2, fronting on Major Mackenzie Drive. A water pumping station is located in Development Area 1 west of Keele Street. Both these utilities are shown on Schedule A.
- b) Any further public service or municipal utilities may be located in the Maple Community without amendment to this Plan.

### 2.7 Roads

- a) The road plan for the Maple Community is shown on Schedule A.
- b) The hierarchy of roads has been established on a classification of street functions according to volume, speed and access. The road system with respect to the Maple Community consists of three types of roads, classified as follows:
- i) Arterials,
  - ii) Residential collector streets,
  - iii) Local streets.
- c) All roads shall be to the satisfaction of the Town of Vaughan.

#### 2.7.1 Arterials

- a) Two categories of arterials are found in the Maple Community Plan, the Regional arterials of Keele Street and Major Mackenzie Drive and the proposed by-pass arterial in the northwest quadrant.

- b) Major Mackenzie Drive and Keele Street are intended to move large volumes of traffic, including through traffic originating outside the Maple Community.
- c) The by-pass arterial has two functions over time; firstly, as a truck route leading into the pits and quarries area, and, secondly, as a long-term proposal, an eventual east-west by-pass for the community for all types of traffic.
- d) The northwest component of the by-pass arterial shall be built at the earliest opportunity during the development of the Maple Community.
- e) In the development of residential units, reverse lots will be required abutting all arterials. Access from open space, institutions and commercial uses will be controlled but not prohibited.
- f) The arterial roads and their rights-of-way are approximately as follows:
 

Major Mackenzie Drive	-	36 metres (118 feet)
Keele Street	-	36 metres (118 feet)
Arterial by-pass	-	36 metres (118 feet)

#### 2.7.2 Residential Collectors

- a) The residential collector streets are intended to afford organization for the local street system within the development areas and provide the main connection points to the arterial system. They are designed to be reasonably continuous, but are expected to carry relatively low traffic volumes.
- b) The right-of-way width for the residential collectors shall be approximately 22 metres (72.2 feet).
- c) Sidewalks may be required on both sides.
- d) Access from abutting properties shall be permitted and may be controlled.

#### 2.7.3 Local Streets

- a) The local street system is intended to provide access to individual properties within the development areas.

- b) Local streets shall be mainly in the form of cul-de-sacs in new development areas. The rights-of-way widths for local streets shall be approximately 16 to 18 metres (52.5 to 59.1 feet), with pavement widths ranging from 8.5 to 11 metres (27.9 to 36.1 feet), depending on length and on the adjacent land uses.
- c) Sidewalks, if any, may be required on one or both sides.

## 2.8 Services

- a) Trunk servicing proposals for the Maple Community are shown on Appendix 2.
- b) The location of the sanitary trunk and the water mains are approximate and diagramatic only.

### 2.8.1 Sanitary Sewers

No development in the Maple Community, with the exception as outlined in Section 2.1.1, shall proceed until the Regional Municipality of York and the Ministry of the Environment, Ontario, have assured the provision of sewage capacity under the York-Durham Servicing Scheme, and the capacity actually exists.

### 2.8.2 Water Supply

The development of the Maple Community, except for Section 2.1.1, shall be predicated upon the allocation of water capacity by the Region of York from the 36-inch water main on Steeles Avenue which will supply water to the Maple reservoirs.

### 2.8.3 Storm Drainage

- a) No new development 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 agencies. Such drainage areas may be natural or as modified.
- b) Retention ponds and open drainage channels may be used as part of the storm drainage system and incorporated into the open space system 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 Drainage Tributary. Under Ontario Regulation 235/73 (and subsequent amendments 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 2.7.3 a) above, whereas all or part of the storm drainage system may be designed to accommodate a less severe storm, provisions must be made for storm drainage systems having a watershed of one-half square mile or larger to ensure that, in the event of a major storm such as a 100-year storm, there will be no detrimental effects on properties or human life caused by flooding.

## 2.9 Staging

- a) The Town of Vaughan will allocate development areas and population equivalents based on the following:
  - i) The Town of Vaughan shall encourage the construction of the by-pass arterial in the northwest quadrant at the earliest possible time.
  - ii) Simultaneous development may occur in the three development areas and the sequence of approval of specific development applications shall be controlled by the Town of Vaughan so far as is practicable in accordance with the following:
    - avoidance of scattered development within the development areas
    - provision of schools and parks
    - proximity and availability of water and sewer trunks
    - adequacy of storm drainage system
    - minimization of public and private front-end costs
    - early construction of the northwest portion of the by-pass arterial

## 2.10 Implementation

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

- a) Processing of individual subdivision plans under Section 33 of The Planning Act in accordance with the policies set forth in this Amendment. Where necessary, severances may be approved under Section 29 of The Planning Act. 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 primarily affected as a part of the process of considering the subdivision plan.
- b) The policies of this Plan will be implemented by Council's adoption of appropriate restricted area by-laws and development control agreements under Section 35 and 35A of The Planning Act.
- c) Establishment of an Architectural Conservation Advisory Committee under the terms of the Ontario Heritage Act and processing of by-laws under Parts 4 and 5 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 Section 33(8) of The Planning Act.
- f) Council will initiate a system whereby the portions of costs of major roads, trunk utilities and other public facilities serving the whole community, which may be chargeable to private development, will be shared by all development, appropriately pro-rated among the owners affected. The system will be administered through subdivision and development agreements attached to development proposals.
- g) The Town of Vaughan shall review and revise the provisions of this Amendment from time to time, and in any case, at a frequency not exceeding every five years, and shall revise same as required.

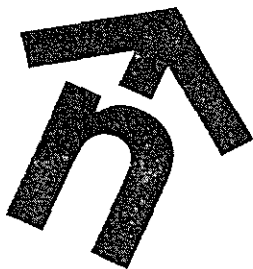
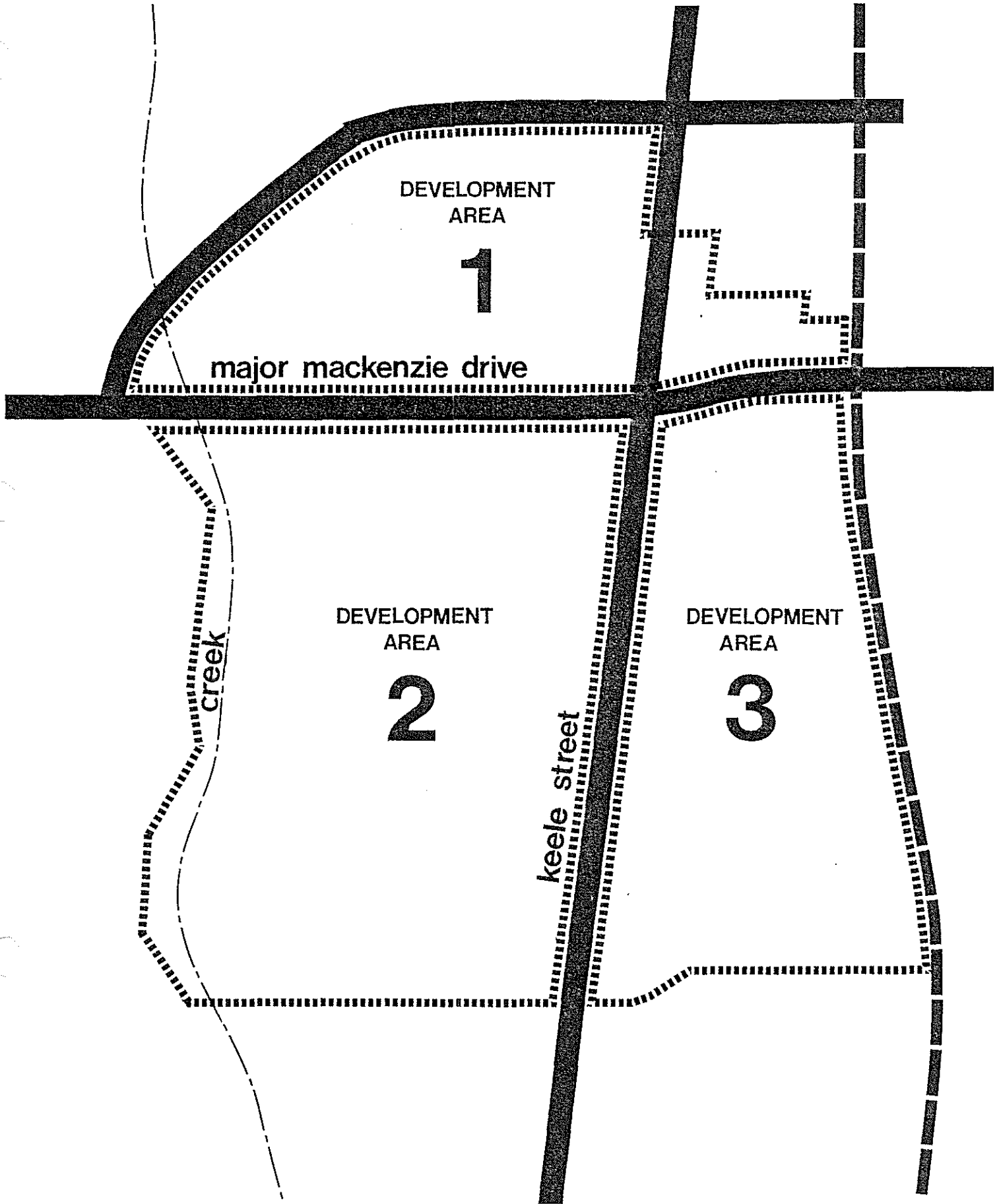
### 2.10.1 Non-Conforming Uses

- a) As a general rule, any land use existing at the date of adoption of this Plan which does not conform with the land use designation shown on Schedule A, Land Use Plan, is termed "a non-conforming use".
- b) The policies of this section relate to uses which are non-conforming in respect of their basic function related to the principles and policies of this Plan, and/or non-conforming in respect of standards and regulations laid down in any restricted area (zoning) by-law which may implement this Plan.
- c) 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 restricted area (zoning) by-law.

### 2.11 Interpretation

- a) The boundaries between the land use designations shown on Schedule A (Land Use) are approximate, except where they coincide with arterial roads, railway lines, valley lands 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. Allocations of dwelling units to the development areas may vary within 5% from the statistics as long as the intent of the policies of this Plan is maintained.








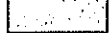









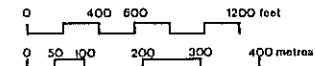
**Key Map**

# Amendment 100 to the Official Plan of the Town of Vaughan

## Maple Community Plan

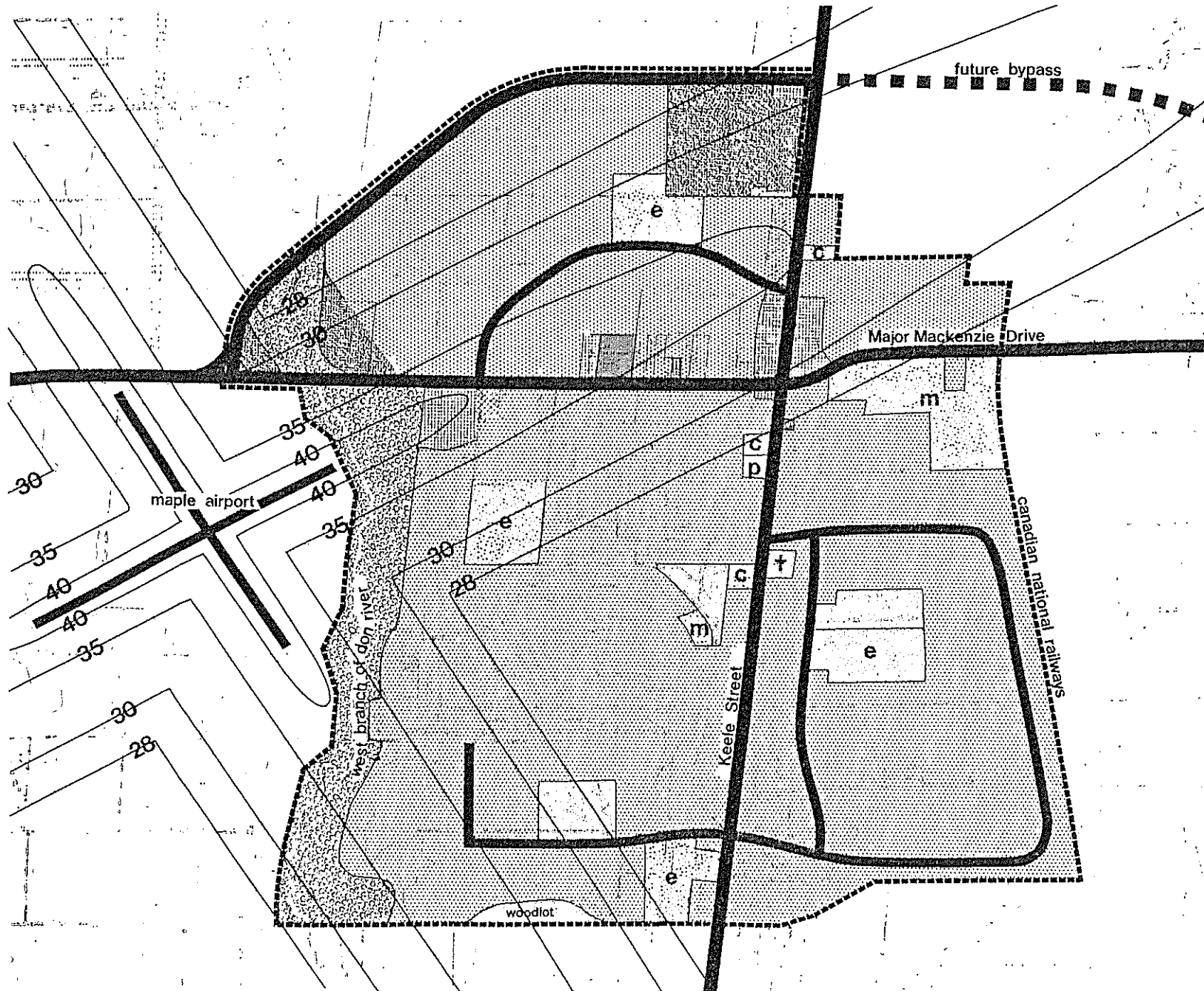
### Legend

-  Residential
-  Commercial
-  Automobile Service Station
-  Drainage Tributary
-  Community Park
-  Neighbourhood Park
-  Institutional
- e elementary school
- c church
- † cemetery
- m municipal buildings/library
- p post office
-  Utilities
-  Roads
-  arterials
-  collectors
-  Limits of Official Plan Amendment
-  28 Noise Exposure Forecast Contours



Schedule 'A'  
**LAND USE**



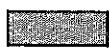



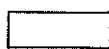

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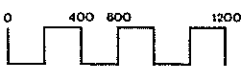


Amendment 100 to the Official Plan  
of the Town of Vaughan

Maple Community Plan

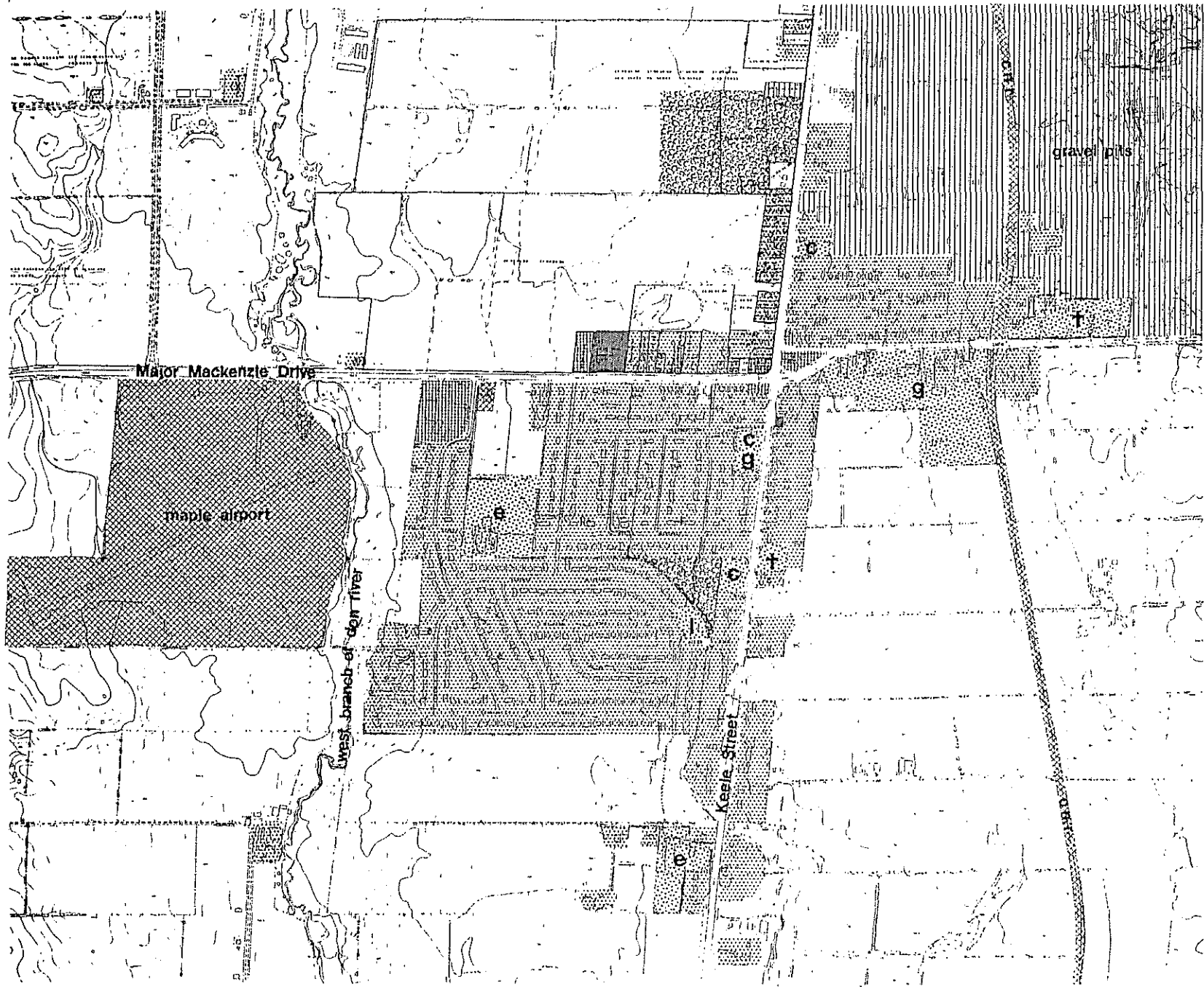
Legend

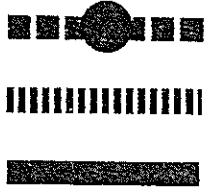
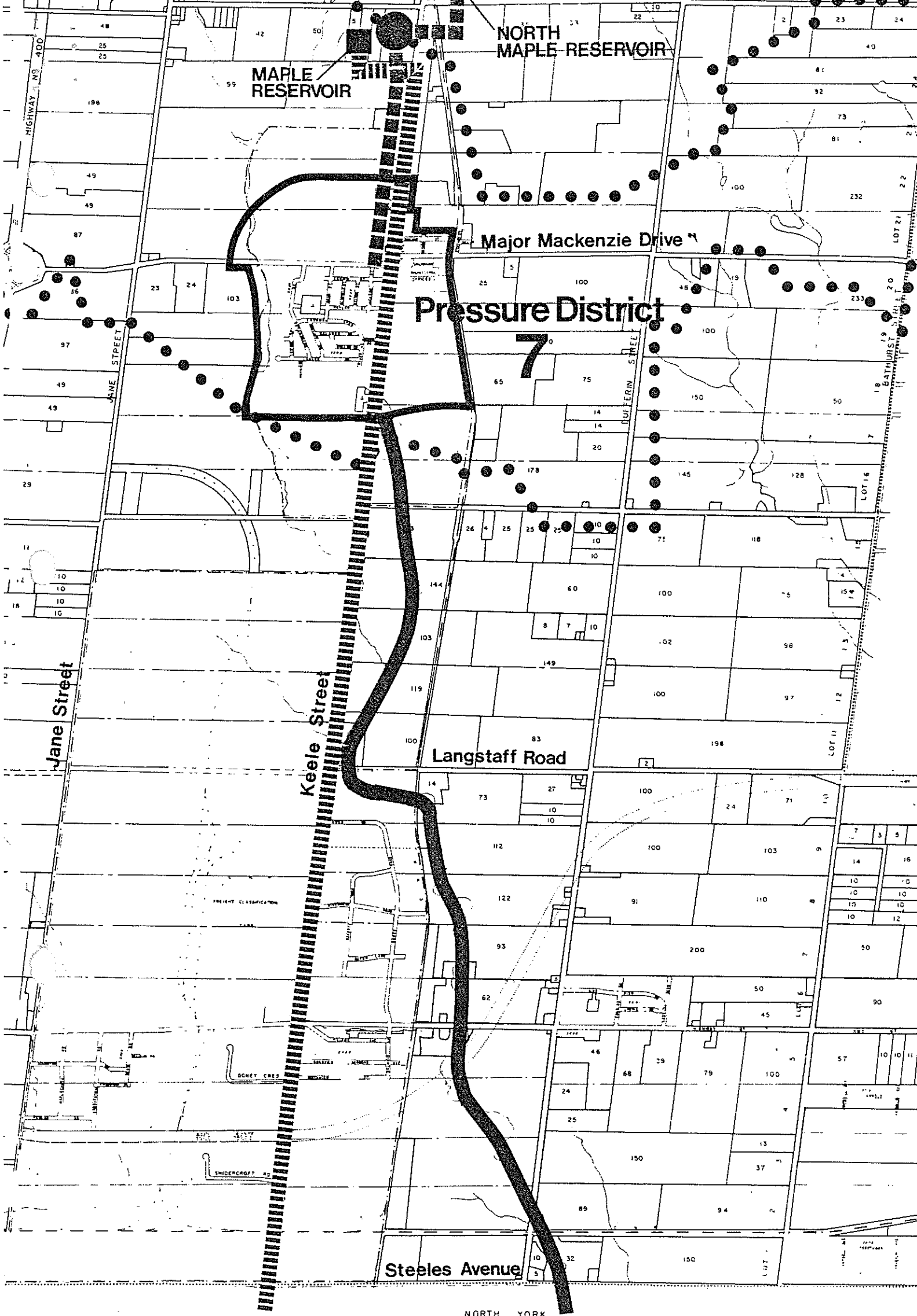
-  Residential
-  Commercial
-  Automobile Service Station
-  Industrial
-  Parks
-  Transportation & Utilities
-  Agricultural/Vacant Lands
-  Institutional
- e elementary school
- c church
- † cemetery
- l library
- g government building






December 1977

draft  
Appendix 1  
**EXISTING  
LAND USE**





-  Maple water system & pumping station
-  Metro water supply
-  sanitary sewer

# Appendix 2 Servicing

APPENDIX 3  
LAND USE AREAS

NOTE: Areas in hectares, acres in brackets

	DEVELOPMENT AREAS					
	1		2		3	
	<u>Existing</u>	<u>Proposed</u>	<u>Existing</u>	<u>Proposed</u>	<u>Existing</u>	<u>Proposed</u>
Residential	① 12.7(31.5)	42.8(106)	56.2(139)	33.1(82)	7.9(19.5)	50.5(125)
<u>Commercial</u>						
Plaza		② 2.4(6)	1.5(3.8)			
Core area (redevelopment)			.12(.3)			
Service stations	1(2.5)				.2(.5)	
Other	.6(1.5)					
<u>Open Space</u>						
Drainage Tributary	3.2(8)		18.6(46)			
Community Parkland	③ 8.9(22)	2.4(6)				
Neighbourhood park			1.4(3.5)	2(5)		2.4(6)
Woodlot			1.4(3.5)			
<u>Institutional</u>						
Elementary schools		2.4(6)	5.7(14)			2.4(6)
Churches	.4(1)		.6(1.4)			
Cemetery					.4(1)	
Municipal complex					6.5(16)	
Library and post office			.6(1.5)			
Utilities	.2(.5)		.4(1)			
<u>Roads</u>						
Arterials	④ 12.7(31.5)	6(15)				
Collectors		3(7.5)		1.8(4.5)		6(15)

NOTES:

1. All existing residential areas excludes those areas judged suitable for infilling.
2. Core area proposed commercial (redevelopment) is currently a mixture of residential and minor commercial uses.
3. The major community park in development area 2, obviates the necessity for a neighbourhood park.
4. Existing arterials, Major Mackenzie Drive and Keele Street are not assigned to development areas.

MINISTRY OF HOUSING  
LAND USE POLICY NEAR AIRPORTS

Provincial land use policies established in 1969 to protect lands near airports have been revised by the Ministry of Housing through the adoption of a more accurate system of measuring discomfort caused by aircraft noise.

The new policy is based on the NEF (Noise Exposure Forecast) system which reflects the noise produced by all types of aircraft at an airport, taking into consideration the number of flights, the duration of the noise, the time of day and the frequency components of the sound (pure tones).

All land use proposals near airports must now adhere to the NEF Land Use Compatibility Table (below). The applicable NEF values should be determined from NEF contour maps prepared by Central Mortgage and Housing Corporation, based

on contours supplied by Transport Canada or by the Department of National Defence (see opposite). This table has been designed to reflect CMHC policy related to residential development \* and also contains policies for non-residential uses.

The general principle underlying the restrictions is that the outdoor noise level should govern permissible uses of a property. However, some indoor uses which make almost no use of the outdoors may be permitted to almost any noise level provided they meet CMHC standards for acoustic insulation and ventilation. The latter requirement is necessary to ensure that the acoustic insulation value is not lost through the opening of windows.

\* New Housing and Airport Noise, N.H.A. 5185 Metric Edition.

**NEF land use compatibility table**

Land uses (1)	Noise exposure forecast values				
	0	28	30	35	40
<b>Group I</b> residential, passive use park, school, library, church, theatre, auditorium, hospital, nursing home, camping or picnic area	In this range, noise is not usually a problem.	<b>Discretionary Range</b> All buildings must conform to Acoustic Design Criteria (2) (3).		Some annoyance will occur in this range but residential development will be acceptable if approved by the municipality (2)	No new Group I uses may be established in this range, except those for which the outdoor environment is irrelevant and which meet the Acoustic Design Criteria (3)
<b>Group II</b> hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool	In this range, noise is not usually a problem.	<b>Discretionary Range</b> The characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design (3)		Group II uses may not be established beyond the 40 NEF contour unless they are adequately insulated. Indoor uses (3)	
<b>Group III</b> industrial, warehousing, arena, general agriculture, animal breeding (4).	In this range, noise is not usually a serious problem.	<b>Discretionary Range</b> Most Group III uses are permissible in this range, provided ancillary uses are adequately insulated (3).			

**Notes**

- (1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.
- (2) For residential uses, refer to "New Housing and Airport Noise", N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.

- (3) For non-residential uses, refer to the Acoustic Design Criteria opposite.
- (4) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stock yard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of Airports", document S-77-4.

### Acoustic design criteria for non-residential uses

The procedure described in Section E of "New Housing and Airport Noise" should be adapted to meet required sound insulation for non-residential buildings. Table 1 below shows the correction factor to be used with Table 2 of the CMHC handbook to determine the Acoustic Insulation Factor (AIF) for other uses. AIF values corresponding to NEF values above the 35 contour are obtained by extrapolation from the figures on Table 2 below.

**Table 1**  
**Correction factor**

Hotel, motel	no correction
Private office area, conference room etc.	-5
General office areas, retail stores	-10

Hospitals, theatres, auditoriums, churches, libraries, schools and nursing homes are subject to the same requirements as residential uses.

**Example 1**

The AIF for a retail store within the 30 contour, assuming the room has 3 components, would be  $30-10 = 20$ .

With reference to Table A of the CMHC handbook, assuming a window area = 30% of the floor area, the window could be a single pane of 2 mm. glass. Within the 40 contour, the AIF would be  $40-10 = 30$  and a similar store would need single pane of 4 mm. or 5 mm. glass.

**Example 2**

A private office associated with an industrial use in the vicinity of the 45 NEF contour would have an AIF of  $46-5 = 41$ . (Assuming 4 components). Assuming a window area = 25% of the floor area, triple glazing (a WT2-W1 window) would be required.

**Table 2**  
**Acoustic Insulation factor \***

No. of components forming room envelope	NEF													
	25	26	27	28	29	30	31	32	33	34	35	40	45	
1	20	21	22	23	24	25	26	27	28	29	30	35	40	
2	23	24	25	26	27	28	29	30	31	32	33	38	43	
3	25	26	27	28	29	30	31	32	33	34	35	40	45	
4	26	27	28	29	30	31	32	33	34	35	36	41	46	

\* Table 2 of the CMHC handbook "New Housing and Airport Noise" (1978 edition), expanded to include NEF values above 35.

### NEF contour maps

The currently available NEF contour maps are listed to the right. With the exception of Toronto International Airport (Malton), they are obtainable from local offices of the Central Mortgage and Housing Corporation. The Toronto Malton maps are available from the Local Planning Policy Branch, Ministry of Housing, Queen's Park, M7A 1Y7. Up-to-date contours for other airports are scheduled to be produced by Transport Canada and will be added to this list. In addition, it is expected that existing contour maps will be reviewed and up-dated from time to time.

Airport	Ref. No.	Date of Latest Revision
Ottawa	OR 2	June, 1972
Hamilton	OR 3	Apr., 1973
London	OR 4	Jan., 1975
Windsor	OR 5	July, 1973
Thunder Bay	OR 6	Oct., 1974
Carp	OR 7	May, 1973
Kingston	OR 8	Apr., 1973
Sudbury	OR 9	June, 1973
Buttonville	OR10	Aug., 1973
Toronto Island	OR11	Aug., 1973
Oshawa	OR12	Sept., 1974
Maple/King City	OR13	Sept., 1973
Waterloo-Wellington	OR14	Apr., 1977
Sault Ste. Marie	OR15	Sept., 1974
C.F.B. Trenton	OR16	Dec., 1975
Brantford	OR17	Aug., 1977

APPENDIX 5  
ZONING FOR AIRPORT LICENCING

For zoning purposes an imaginary rectangular area called a strip surrounds the runway. Zoning is measured from the edges of the strip. To meet licencing requirements a minimum strip 1700' by 200' is required to contain a minimum size runway.

The strip is normally kept clear of major hazards to aircraft such as buildings, trees, and sharp changes in ground contours. On the attached sketch the strip is defined by the four corners, A, B, C, and D. The strip extends a distance X feet beyond each end of the runway, and Y feet each side of the runway centerline.

For VFR runways the following dimensions apply:

- 1) X = 100' for runways less than 3000' long, and 200' for runways 3000' and over.
- 2) Y = 100' for runways less than 3000' long, and 250' for runways 3000' and over.

The side (transitional) zoning is measured from the edges of the strip (sides A to B or D to C) and is measured perpendicular to those sides. The slope of the transitional surface is 20% (1:5) for runways less than 3000', and 14.3% (1:7) for runways 3000' and longer.

This means that to meet transitional zoning an obstacle 20' higher than runway elevation must be at least 100' from the edge of the strip for a runway less than 3000', and 140' from the strip if the runway is 3000' or longer.

It should be noted that zoning is always referenced to runway elevation. In the above example if the ground was level the obstacle may be 20' high. However if the ground level at the obstacle was 2' higher than runway elevation then the obstacle may only be 18' above ground.

The take-off/approach area extends out from each end of the strip and diverges at 10% for VFR runways. This means that at a distance of 100' from the end of the strip each side of the area diverges 10'.

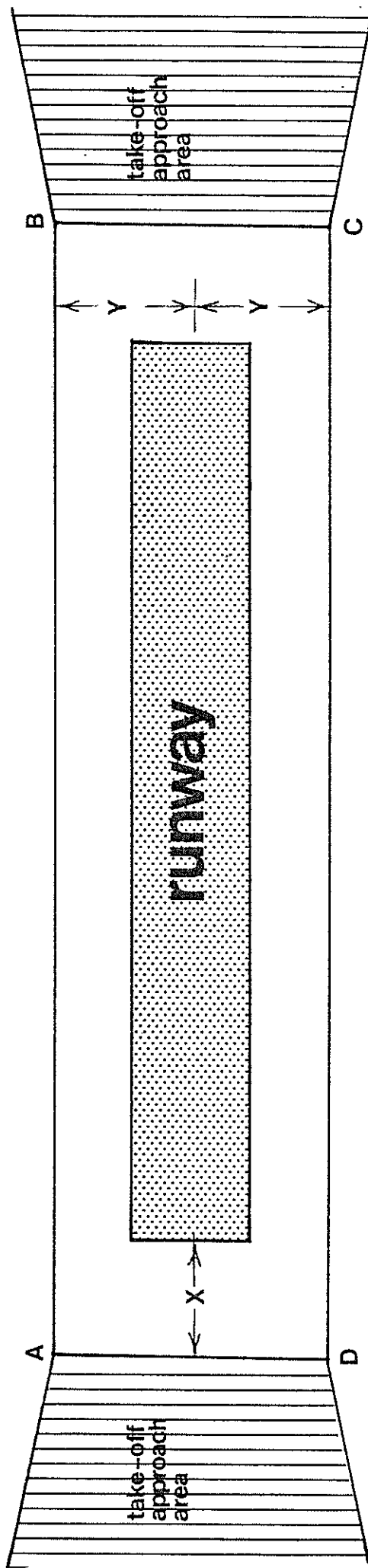
The slope of the take-off/approach area for VFR operations is as follows:

- 1) 5% (1:20) for day only runways less than 5000' in length.
- 2) 2.5% (1:40) for day only runways 5000' and longer, and for all runways for night.

To decide if an obstacle is in the take-off/approach area zones, a calculation using the 1:20 or 1:40 ratio is used. i.e. a 20' obstacle on level ground must be 400' from the end of the strip to meet day zoning on a 3000' runway.

With regard to towers or other high obstacles no obstruction shall be considered acceptable which would penetrate an imaginary surface commencing 150 feet above the assigned elevation of the airport at the 13,000 foot radius and extending outward and upward at a 2% slope to a maximum height of 1000 feet above the assigned elevation of the airport.





# Appendix 5

(continued)