

AMENDMENT NUMBER ##
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA

The following text and schedules "A", "B", "C", "D", "E", "F", and "G" constitute Amendment Number ## to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I".

Authorized by **Item No. ## of Report No.##**
of the June XX , 2019 Committee of the Whole Meeting
Adopted by Vaughan City Council on June XX, 2019

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 (“VOP 2010”), specifically Volume 1 and 2 to include policies for a new Secondary Plan for the Subject Lands. The lands subject to this Amendment (“Subject Lands”) are designated “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural”, “Infrastructure and Utilities”, and “Low-Rise Residential” and in the VOP 2010. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, the protection of cultural heritage and archaeological resources, transportation, *community facilities*, natural heritage and open space. The intent of these policies is to facilitate the *development* of a new community including new residential neighbourhoods. These policies are designed to enable the creation of a *complete community* and ensure high quality *development* that is compatible with surrounding land uses.

II LOCATION

The lands subject to this Secondary Plan are located north of Teston Road, east of Pine Valley Drive, south of Kirby Road and west of Weston Road and comprise Lots 26 – 30 of Concession 6 in the City of Vaughan, as identified in Appendix “I” to this Amendment. The existing residential neighbourhood designated Low-Rise Residential, the lands designated Rural, the portion of the Greenbelt Plan Area designated Natural Areas, and the lands currently designated as Infrastructure and Utilities, known as the TransCanada compressor station, as identified in Appendix “I” to this Amendment, do not comprise part of the Block 41 Secondary Plan area.

III BASIS

The decision to amend the VOP 2010 to provide detailed policies to facilitate the development of a new community, including new residential neighbourhoods and related community and *retail* services is based on the following considerations:

1. In accordance with Section 3 of the Planning Act R.S.O. 1990, c.P.13, as amended, all land use decisions in Ontario “...shall be consistent with” policy statements issued under the Act.” (Part II: PPS 2014). This includes the Provincial Policy Statement 2014 (“PPS 2014”) which “... provides policy direction on matters of provincial interest related to land use planning and development” (Part I: PPS 2014). The PPS 2014 recognizes that local context is important, noting that “Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.” (Part III: PPS 2014). The PPS 2014 integrates the key principles of strong communities, a clean and healthy environment, and economic growth for the long term, and states that “Land use must be carefully managed to accommodate appropriate development to meet a full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety” (Part IV: PPS 2014). The policies contained in the Secondary Plan include a range and mix of housing types and densities, employment opportunities, commercial uses, and institutional and public uses to support the future residential community. The Secondary Plan emphasizes active transportation and will achieve connectivity throughout the block based on the policies requiring the implementation of a multi-use recreational trail system in support of active transportation.

On this basis, the Block 41 Secondary Plan is consistent with and meets the intent of the PPS 2014.

2. Places to Grow, the Growth Plan for the Greater Golden Horseshoe (2017) (“Growth Plan”) is a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe to the year 2041. The Growth Plan identifies a vision which is grounded in a set of principles that provide the basis for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Growth Plan is intended to “support the achievement of complete communities” (Policy 2.2.1.4.). In particular, the Growth Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form. The Secondary Plan has been prepared in conformity with the directions of the Growth Plan to ensure that new development will result in the creation of a complete community which will be compact, vibrant, inclusive, healthy, sustainable and diverse.
3. The Greenbelt Plan (2017) (“Greenbelt Plan”) is an important part of the Provincial planning framework and it establishes where growth should and should not occur in the Greater Golden Horseshoe to protect agricultural land uses and ecological features and functions. The Greenbelt is a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Under the Greenbelt Plan, a significant portion of Block 41 is designated Protected Countryside, which includes an Agricultural System and a Natural System, together with settlement areas. The Agricultural System of the Greenbelt Plan is made up of specialty crop, prime agricultural and rural areas, while the Greenbelt Plan’s Natural System includes lands that support natural heritage and hydrologic features and functions. These areas are provided with permanent protection from development under the Greenbelt Plan, except as identified under Section 4.0 of the Greenbelt Plan. The Block 41 Secondary Plan protects these lands in conformity with the directions of the Greenbelt Plan.
4. The York Region Official Plan, 2010 (“YROP”) designates the Subject Lands as “Urban Area” and “Greenbelt Plan” as identified on Map 1, Regional Structure in the YROP. The *Urban Area* designation is intended to allow for the creation of compact and *complete communities* which are sustainable and have the highest standard of urban design. Lands in the Greenbelt Plan Area are to be protected in accordance with of the Provincial Greenbelt Plan. The Secondary Plan is consistent with the policies of the YROP.
5. On September 7, 2010, Vaughan Council adopted the VOP 2010. Schedule 13 of Volume 1 of the VOP 2010 designates the lands subject to this Secondary Plan “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, and “Infrastructure and Utilities”. The “New Community Areas” designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Sections 10.1.1 and 10.1.1.1. of the VOP 2010, prior to the approval of any *development* applications. This amendment implements the results of a detailed Secondary Plan process that included consultation throughout the Study process, and the North Vaughan and New Communities Transportation Master Plan (“NVNCTMP”). Regular meetings were held at key points of the Secondary Plan Study with the Block 41 participating Landowners Group (“LOG”) and the Block 41 Technical Advisory Committee (“TAC”). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of

Natural Resources and Forestry, Toronto and Region Conservation Authority, and TransCanada. Three reports were prepared for Council's consideration, including one presentation to Committee of the Whole (Working Session).

6. The following public consultation meetings were held for the Secondary Plan Study:
 - April 22, 2015: Public Open House #1, Secondary Plan Visioning Summit;
 - September 21, 2015: Public Open House #2 Emerging Land Use Concept;
 - January 18, 2016: Status Update Report to Committee of the Whole (Working Session) Meeting;
 - February 12, 2019: Public Open House #3
 - April 2, 2019: Committee of the Whole (Statutory Public Hearing).
7. The Secondary Plan is based on detailed background studies, including the East Purpleville Creek Subwatershed Study, and the NVNCTMP, as well as input from public agencies, the Regional Municipality of York, the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Forestry, the York Region District School Board, the York Catholic District School Board and TransCanada. The Secondary Plan takes into consideration the information gathered through the study process, the protection of the Natural Heritage Network, the provision of a community core, the development of a Co-Location Facility, and recognition of the need for a number of parks, elementary schools, and a secondary school.
8. Having held a statutory Public Hearing on April 2, 2019, Council for the City of Vaughan adopted an amendment to the VOP 2010 to provide for the adoption of a Secondary Plan for Block 41.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010, Volume 1 and 2 are hereby amended by:

1. Amending Volume 1, Schedule 13 "Land Use" by re-designating the lands subject to this amendment from "New Community Areas", "Natural Areas", "Agricultural", "Greenbelt Plan Area" to "Lands Subject to Secondary Plans".
2. Amending Volume 1, Schedule 14-A "Areas Subject to Secondary Plans" as follows:
 - Under the "Required Secondary Plan Areas" heading, Item 2 "New Community Areas", delete "Block 41".
 - Under Secondary Plan Areas – Chapter 11, add the following: "Block 41 – XX".
3. Amending Volume 2, Section 11.1 "Areas Subject to Secondary Plans", by adding the following policy:

"(OPA #XX) The lands subject to the Block 41 Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.## of this Plan."

4. Amending Volume 2, Section 11 “Secondary Plan Policies” by adding a new Section 11.XX “Block 41 Secondary Plan” and adding the text and schedules of the Block 41 Secondary Plan, attached hereto as Schedule 1.

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision approval, Draft Plan of Condominium approval, Part Lot Control By-law, and Site Plan approval, pursuant to the Planning Act, R.S.O. 1990, c.P.13, as amended.

VI INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

DRAFT

SCHEDULE 1

11.## BLOCK 41 SECONDARY PLAN (OPA # __)

11.##.1 Secondary Plan Area

The following policies including Part A, The Preamble to the Plan, and Part B, The Secondary Plan, and Schedules “A” – “G” shall apply to the lands identified as “Secondary Plan Area” on Schedule A: Block 41 Secondary Plan Area.

11.##.2 Part A The Preamble

1.0 Context

The Block 41 Secondary Plan is designed to create a *complete community*. The new community will be compact, vibrant, inclusive, healthy, sustainable and diverse, while being designed to have a net positive environmental outcome. It will include a mix of uses such as low-rise and mid-rise residential housing, mixed-use, and *retail*, as well as a community core. The community core will consist of a variety of *community facilities* such as a community centre and library, a park, and other *community facilities*. The new community will be linked by a connected multi-modal transportation system including off-road Multi-Use Recreational Trails, sidewalks, walkways, and cycling facilities.

1.1 Purpose

The purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide *development* in the Block 41 Secondary Plan Area.

1.2 Secondary Plan Organization

The Secondary Plan includes the following:

a. Part A The Preamble

Part A establishes the basis for the Secondary Plan, including the Secondary Plan Area, study process, consultation process, policy context and existing conditions and opportunities.

b. Part B The Secondary Plan

The Secondary Plan establishes the Vision and Guiding Principles, and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, natural heritage network, and parks and open space system, *community facilities*, services and sustainable design, and implementation and interpretation including the phasing of *development*. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as identifying cultural heritage features, and establishing the transportation system, the natural heritage network, and the parks and open space system.

2.0 Secondary Plan Area

The Block 41 Secondary Plan Area is located north of Teston Road, east of Pine Valley Drive, south of Kirby Road, and west of Weston Road and comprises Lots 26 – 30 of Concession 6, in the City of Vaughan. The lands subject to the Block 41 Secondary Plan have an area of approximately 330 hectares and are largely undeveloped. The lands within Block 41 and subject to the policies of this Secondary Plan have a net developable area of 178 hectares. The Block is characterized by a mosaic of agricultural land, estate residential development located in the northwest quadrant of the Block, and remnant natural areas associated with rolling topography, as well as core natural features. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the block in an east-west direction and a north-south direction from the compressor station and Kirby Road. TransCanada's Maple Compressor Station 130 is located centrally within the northern half of the Block.

3.0 Secondary Plan Study Process

The Secondary Plan study process was undertaken in six phases. In addition, the NVNCTMP was prepared in parallel with the Secondary Plan study process and provided input to the Secondary Plan.

The Secondary Plan study process included the following phases:

Phase 1 – Project Initiation

Phase 1 involved the confirmation of project objectives, the finalization of the detailed Work Plan (including all tasks, meetings, deliverables, timing, roles and responsibilities) and the development of a complimentary Consultation and Communications Strategy.

Phase 2 – Background Analysis & Visioning

The second phase of the Study included the preparation of a "Background Analysis and Visioning Report", by The Planning Partnership, dated October 2015, that provided an analysis of the existing policy framework established by the Province, Region and City, as well as the existing and planned conditions within Block 41 and the surrounding area, including land uses, the transportation network, natural environment, cultural and built heritage, and servicing infrastructure. The report concludes with a vision and set of guiding principles established through consultation with the community during a public Visioning Summit held on April 22, 2015.

Phase 3 – Foundation Studies

The Foundational Studies further clarified the constraints to development, the limits of development, and the necessary mitigation strategies that will need to be undertaken as part of the development process. The Foundational Studies included the following:

- Stage 1 Archaeological Resource Assessment of the New Community Area – "Block 41", ASI, July 2015;
- Cultural Heritage Resource Assessment, New Community Area – "Block 41", ASI, July 2015; and,
- Environmental Report (peer review of the Landowner Group's/Savanta's Background Environmental Data, Analyses, and Proposed Natural Heritage Network Report for Block 41), PLAN B Natural Heritage, September 2015.

Phase 4 – Emerging Land Use Concept Report

The Emerging Land Use Concept Report established a community structure and key directions for the Secondary Plan with regard to land use, urban design, sustainability, and servicing. In support of the emerging concept Technical Planning Reports were prepared and include the following:

- Commercial Needs Assessment Block 41 Secondary Plan, Tate Economic Research Inc., October 2015; and,
- Vaughan Block 41 Community Energy Plan, WSP Canada Inc., October 2015.

The following supporting studies were included as a chapter of the Emerging Land Use Concept Report:

- Land Use and Urban Design Strategy, The Planning Partnership, October 2015;
- Servicing and Stormwater Strategy, Dionne & Bacchus, October 2015; and,
- Transportation, Dionne & Bacchus, October 2015.

Phase 5 – Draft Secondary Plan

A draft Secondary Plan was developed based on the foundation and comprehensive directions established through the previous phases. The Secondary Plan reflects the community's vision for the New Community Area within Block 41, while also meeting all of the regulatory requirements at the local, regional and provincial level.

Phase 6 – Review & Approval by York Region & Final Secondary Plan

The draft Secondary Plan was reviewed through a formal statutory process which included a Public Hearing. The input received was reviewed and addressed in a report to Council with recommended changes to the Secondary Plan. The Plan was then presented to Vaughan Council for adoption on XX, XXXX.

4.0 Consultation and Engagement

On-going consultation occurred throughout the Secondary Plan Study process. Regular meetings were held at key points of the Study process with the Block 41 Secondary Plan participating Landowners Group ("LOG") and the Block 41 Secondary Plan Technical Advisory Committee ("TAC"). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and TransCanada. Three reports were prepared for Council's consideration, including one presentation to Committee of the Whole (Working Session).

The following public consultation meetings were held for the Secondary Plan Study:

- April 22, 2015: Public Open House #1 Secondary Plan Visioning Summit;
- September 21, 2015: Public Open House #2 Draft Emerging Land Use Concept;
- January 18, 2016: Status Update Report to Committee of the Whole (Working Session) Meeting;
- February 12, 2019: Public Open House #3 Draft Secondary Plan; and,
- April 2, 2019: Statutory Committee of the Whole (Public Hearing).

5.0 Policy Context

Block 41 is one of two designated “New Community Areas” in the Vaughan Official Plan 2010 (“VOP 2010”) where new residential uses and related *development* is planned to occur in Vaughan and preparation of a Secondary Plan is required prior to any *development* occurring. The Secondary Plan for the New Community Area builds on the policy framework established at the Provincial, Regional, and local level. In conformity with that policy direction, *development* in the New Community Area of Block 41 is intended to create a *complete community* that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, with a mix of uses and densities that achieves the minimum Provincial and Regional requirements. The Secondary Plan will prioritize people through all phases of life, sustainability, and livability, as well as high quality urban design.

To conform to Provincial and Regional policies including the Growth Plan, the Greenbelt Plan and the YROP, as well as the VOP 2010, the Secondary Plan has been designed to address:

- the Regional minimum density of 20 residential units per hectare and 70 residents and jobs combined per hectare, in the *developable area*;
- a wide range and mix of housing types, sizes, and *affordability*;
- a community core within reasonable walking distance from the majority of the population which will be the focus of local *retail* and community services and will provide connections to transit;
- provision of live-work opportunities;
- areas that contain a high-quality public realm;
- implementation of the in effect Active Together Master Plan;
- implementation of the Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment with active transportation connections to key destination points;
- *development* that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Greenbelt Plan and Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- development that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a Community Energy Plan;
- a Master Environment and Servicing Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;
- an integrated parks and open space network that provides facilities generally within a 5 to 10 minute walk of the majority of residents;
- reduced heat island effects;
- the protection and conservation of cultural heritage resources; and,
- a phasing plan that ensures orderly *development*, as well as providing that any particular phase of *development* is substantially complete before subsequent phases may be registered.

6.0 Existing Conditions and Opportunities

The Secondary Plan responds to the existing conditions and opportunities identified through the technical background analysis with respect to the Secondary Plan Study Area including the following:

- natural heritage protection and enhancement, in particular the City's Natural Heritage Network and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a Net Positive Environmental Outcome;
- existing land uses;
- existing transportation infrastructure, noise mitigation strategies, and existing cycling infrastructure along boundary streets and within adjacent blocks;
- TransCanada natural gas pipeline right-of-way;
- TransCanada Maple Compressor Station, noise mitigation strategies, and setbacks;
- existing cultural heritage resources and the need to evaluate their significance and the potential for integration with new *development*;
- the potential for the identification of *archaeological resources* which will require investigation and potential mitigation;
- the recommendations in the Active Together Master Plan (2018) for the development of a major community centre and branch library in Block 41;
- the opportunity to achieve high quality and sustainable design; and,
- existing surrounding neighbourhoods.

Other planning considerations that must be taken into account include the conclusions of the supporting studies related to:

- Land Budget/Housing Mix Analysis;
- Commercial Needs Assessment;
- Natural Environment;
- East Purpleville Creek Subwatershed Study;
- North Vaughan and New Communities Transportation Master Plan;
- Parks, Open Space and *Community Facilities*;
- Archaeological and Heritage Resources;
- Sanitary Sewers and Water; and
- Sustainability and Community Energy Planning;

11.13.3 Part B The Secondary Plan

1.0 Introduction

The Block 41 Secondary Plan forms part of the VOP 2010. The Secondary Plan builds on the policies in Volume 1 of the VOP 2010 and provides a detailed planning framework specific to the Block 41 Secondary Plan Area. The Secondary Plan should be read in conjunction with Volume 1 of the VOP 2010. Where the policies of this Secondary Plan conflict with the policies in Volume 1, the policies of this Secondary Plan shall prevail. References to policies within Volume 1 of the Vaughan Official Plan within the Secondary Plan does not imply that other applicable policies within Volume 1 do not apply.

The following text and schedules constitute the Block 41 Secondary Plan:

- a. Schedule 'A' – Block 41 Secondary Plan Area;
- b. Schedule 'B' – Block 41 Land Use Plan;
- c. Schedule 'C' – Block 41 Neighbourhoods;
- d. Schedule 'D' – Block 41 Cultural Heritage Landscapes;
- e. Schedule 'E' – Block 41 Multi-Modal Transportation Network;
- f. Schedule 'F' – Block 41 Natural Heritage Network and Open Space System; and,
- g. Schedule 'G' – TransCanada Station 130 Noise Influence Area

2.0 Vision and Guiding Principles

2.1 Block 41 Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on a Vision Summit with community members, and refined through the study process, will be used to guide the future planning of the Block 41 Secondary Plan area.

a. Vision Statement

The New Community Area of Block 41 is a sustainable new community, where residents enjoy the conveniences of urban living nearby the tranquility of the countryside. Distinct neighbourhoods are connected to each other and adjacent communities by a permeable street network and an integrated trail system that follows the Purpleville Creek system and Pipeline corridor. The area's rich natural and cultural heritage is celebrated, protected, and leveraged to create a unique sense of place. Harmonious transitions and compatible, high quality design ensure newer homes and businesses complement those existing in the Block 41 area. The community welcomes all people and provides vibrant community gathering places for neighbours to come together and thrive.

b. Development Principles

1. Create a complete, compact and vibrant community.
 - Ensure compact form through a range of land uses with a variety of density forms.
 - Promote pedestrian connectivity and access throughout the various built and natural areas.
 - Plan for a diversity of uses that will serve local community needs, such as shops, services, schools, and parks that are within direct walking distances of 5- to 10-minutes wherever possible.
 - Plan for a range of residential dwelling types to provide choice and accommodate a range of affordability.
 - Encourage employment opportunities, where appropriate, to improve live-work relationships.
2. Promote efficient development patterns and standards.
 - Ensure that appropriate densities within the Secondary Plan area are strategically located to promote cost efficient construction of new infrastructure.

- Roadways and complimentary land uses should be designed in a manner that supports optimal transit ridership within convenient walking distances.
 - Transit routes within the Secondary Plan area should be located to intersect or form a central corridor with key destinations such as schools and the Community Core.
 - Phasing of future development should be planned to ensure a logical and sequential extension of infrastructure that is both cost effective and minimizes disruption of existing transportation routes, residents and employment uses.
3. Conserve and protect natural heritage and built heritage.
- Conserve and integrate natural and cultural heritage features into the fabric of the new community.
 - Ensure conservation of the existing natural features and functions, including the provision of appropriate buffers.
 - Plan for improved natural heritage links and wildlife circulation.
 - Permit appropriate and complementary uses such as stormwater management facilities and parkland adjacent to buffers.
 - Plan for opportunities to permit and expand on the benefits of the close association between natural and built areas through a range of passive and active recreation locations and trail routes.
 - Provide a street system that is sensitive to natural environment areas and minimizes natural area crossings.
4. Set a high standard of sustainability, waste reduction, and energy and water efficiency.
- Utilize, wherever possible through street alignments and building placement, opportunities to capture solar energy.
 - Ensure streetscape design incorporates appropriate resilient tree spaces and spacing to maximize heat island reduction.
 - Encourage standards for public buildings such as LEED.
 - Encourage the use of building design and materials to reduce energy, water, and waste and the production of greenhouse gas emissions.
5. Provide a linked greenspace system that includes parks, open spaces, trails and natural areas.
- Ensure that amenities such as parks create a range of focal points and passive and active uses within direct walking distances via street and trail systems.
 - Plan for an integrated trail system that extends beyond the study area and connects to the Regional Trail System.
 - Preserve and enhance the existing natural areas and introduce a connected active transportation network that is within a convenient walking distance of residences.
 - Incorporate stormwater management facilities as part of a linked open space system.
 - Provide connections to adjacent community areas and their open spaces.
 - Incorporate community gardens, where appropriate, as part of an integrated open space system.

6. Provide a range of housing types, such as single detached, semi-detached, townhouses, multi-unit dwellings, and opportunities for affordable housing.
 - Provide a mix of housing opportunities and building types throughout the community to meet the needs of people at different stages of their life-cycle and with varying socio-economic means.
 - Ensure the distribution of housing types provides equal opportunity to access.
 - goods and services located in the community and beyond.
 - Provide appropriate transitions in housing forms of various heights and densities.

7. Include accessible human services and *community facilities*.
 - Utilize the Provincial 'Accessibility Studies for the Built Environment'.
 - Require specific design standards for parks, walkways, and trails to achieve a higher order of accessibility.

8. Provide a Community Core that serves the community.
 - Plan for the Community Core to serve as a community focus and to provide for day-to-day *retail*, service uses, and community oriented facilities.
 - Create a Community Core that is transit supportive and incorporates medium density and mixed-use built forms.
 - Define the character of the Community Core through streetscape treatment, building orientation, facades, and the inclusion of a public square.
 - Permit opportunities for live-work townhouses to permit the transition of ground floor use as market demand changes and as the community matures over time.

9. Ensure mobility choices and the sharing of streets for motorists, pedestrians, cyclists and transit riders.
 - Provide a permeable and connected street system that enables multiple direct routes to enhance pedestrian activity and to reduce unnecessary automotive travel time.
 - Plan for a diversity of mobility routes including pedestrians, bicycles, transit and automobiles.
 - Enhance opportunities through linkages between the natural areas to provide connectivity to the various neighbourhoods and the Community Core.

10. Strive for design excellence in buildings, streets, and open spaces.
 - Ensure that built form reflects human scale.
 - Provide appropriate land use and built form transitions between existing homes within the study area and between infrastructure such as the TransCanada Pipeline compressor station.
 - Promote high quality urban design, including place-making and community focal points.
 - Ensure that traffic calming measures are an integral part of the community design through streetscape design measures, boulevard tree planting, street curvature, axial view and appropriate on-street parking provisions.
 - Ensure that natural areas are integrated into the fabric of the community and are both visible and accessible.

- Provide for the orientation of building front facades, both public and private to frame streetscapes and to enhance the public realm and encourage pedestrian activity.

3.0 Community Structure

The community structure established for lands within Block 41, and subject to the policies of this Secondary Plan, includes the following five key elements which form the basis of the land use designations and policies:

1. Five distinct neighbourhoods, served by strategically located *community facilities* and commercial/mixed use nodes, including a Community Core;
2. An integrated street network to connect homes, schools, shops, and adjacent communities. This street network also provides the framework for transit routing and the associated distribution of transit supportive land uses and densities;
3. A connected parks and trails network that compliments the street-based circulation network, providing both utilitarian and recreational amenities that support active and healthy living;
4. An extensive system of natural areas that define neighbourhood boundaries while providing opportunities for placemaking, conservation, and nature appreciation; and,
5. Existing infrastructure and utilities, including a natural gas compressor station and pipelines, a telecommunications tower, and proposed stormwater management ponds.

3.1 General Land Use Policies

The land use designations on Schedule B of this Secondary Plan and the policies of this section are designed to establish a community structure which implements the Vision and Guiding Principles established for the lands subject to the Block 41 Secondary Plan.

3.1.1 Land Use Plan

1. Establish a distribution of land uses to ensure an appropriate mix of land uses, heights, and densities in a manner which supports the creation of a sustainable and *complete community* that is compatible with the surrounding existing and planned development, while ensuring the appropriate protection and conservation of cultural and natural heritage resources.

3.1.2 Density

1. Through the policies of this Secondary Plan, the City shall seek to meet an overall minimum density of 70 residents and jobs per hectare in the developable area by 2031 for the lands subject to this Secondary Plan.
2. That in achieving the minimum required 20 residential units per hectare and the anticipated population-serving jobs, the Block 41 Secondary Plan Area will contribute to an overall minimum density of 70 residents and jobs per hectare across the developable area.
3. The approach to building height and density focuses maximum height and density along the major arterial streets, Teston Road and Weston Road, and at the intersection of Kirby

Road and Weston Road. The policies for each land use on Schedule B of this Secondary Plan establish the maximum density and height permitted in specific land use designations.

3.1.3 **Bonusing**

1. The City may use the bonusing provisions for building height and density under Section 37 of the Planning Act R.S.O. 1990, c.P.13, as amended, where appropriate to secure a range of community benefits in Block 41. The community benefits shall be those identified in Policy 10.1.2.9. of the VOP 2010.

3.1.4 **Residential Neighbourhoods**

1. Five distinct future Neighbourhoods are shown on Schedule C of this Secondary Plan. The Neighbourhoods are geographically defined by Block 41's extensive natural areas, as well the TransCanada compressor station and pipelines. Each neighbourhood should be organized around a central feature which may consist of public schools, parks and open spaces, and other community infrastructure that are within a reasonable walking distance (a five minute walk or less) of all residents. This proximity supports active transportation and reduces car dependence while promoting physical activity.
 - i. **Neighbourhood One (N1)** – located in the north-east quadrant of Block 41 is comprised primarily of low-rise residential uses with some mid-rise residential areas, and two neighbourhood parks. This Neighbourhood also includes mid-rise mixed uses located at the intersection of the major arterial streets of Kirby Road and Weston Road. Dwelling units including a mixture of Single Detached, Semi-Detached, Townhouses, Stacked Townhouses, Multi-unit Buildings, and *retail* are anticipated.
 - ii. **Neighbourhood Two (N2)** – located in the central portion of Block 41, Neighbourhood Two is focused on the primary east-west collector street/transit spine, and includes the community's Community Core. As such, this neighbourhood includes a mix of mid- and low-rise residential and mixed uses, a neighbourhood park, as well a number of *community facilities* such as a community centre and library. In this location, the community centre will be served by transit service along both Weston Road and the proposed internal central bus route. Dwelling units including a mixture of Single Detached, Semi-Detached, Townhouses, Stacked Townhouses, Multi-unit buildings, and *retail* are anticipated.
 - iii. **Neighbourhood Three (N3)** - located in the central-west portion of the Block 41, west of the Community Core. The neighbourhood is bounded by natural features and is comprised of low-rise residential uses and a neighbourhood park. Dwelling units with of a mixture of Single Detached, Semi-Detached, and Townhouses are anticipated.
 - iv. **Neighbourhood Four (N4)** – located along the southern boundary at Teston Road. The neighbourhood is comprised of mid-rise residential uses, a neighbourhood park, a secondary school, and a small mixed-use node. Dwelling units including a mixture of Single Detached, Semi-Detached, Townhouses, Stacked Townhouses, Multi-unit Buildings, and *retail* are anticipated.
 - v. **Neighbourhood Five (N5)** - located in the south-west corner of the Block, centred on the intersection of Teston Road and Pine Valley Drive. It is comprised of a mix of mid-

and low-rise residential uses and a neighbourhood park. Dwelling units with a mixture of Single Detached, Semi-Detached, Townhouses, Stacked Townhouses, and Multi-unit Buildings are anticipated.

2. To ensure that the Gross Density Target identified is achieved the Block Plan application process and all *significant development* applications that include a residential component shall be required to demonstrate, in a Gross Density Statement, how the application contributes to the Gross Density Target, and is consistent with Schedule B to this Secondary Plan.

3.1.5 Affordable Housing

- a. The community shall consist of a housing mix which provides for a diverse mix of dwelling units and types to increase housing choice. In accordance with Policy 7.5.1.2. of the VOP 2010, a target of 25% of all housing units in Block 41 shall be *affordable*, and that a portion of these units should be accessible to people with disabilities. To achieve this target, the City shall:
 - i. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Block 41 target for *affordable* housing through the preparation of a housing option statement in accordance with the provisions of Policy 7.5.1.3. of the VOP 2010;
 - ii. Require allocation of *affordable* housing units by participating Landowners to be established through the Block Plan approval process consistent with the requirements of Policy 7.5.1.3. of the VOP 2010 and enforce such allocations through conditions of approval for *development* applications;
 - iii. Permit *secondary suites* in accordance with policies 7.5.1.4. and 7.5.1.5. of the VOP 2010; and
 - iv. Encourage new dwellings to be predesigned to accommodate *secondary suites* or that such *secondary suites* be offered as a construction option.
- b. The Secondary Plan shall encourage and support, where appropriate, private, public, and non-profit housing development designed to provide a variety of housing options for seniors including small ownership dwellings, higher density condominium dwellings, buildings with rental units, as well as development that facilitate “aging-in-place”.

3.1.6 Street Network

- a. A Street Network, identified on Schedule E of this Secondary Plan, consists of collector streets that promote maximum connectivity to the external arterial grid, as well as neighbouring areas, for all modes of transportation, including vehicular and transit services.
- b. The Street Network establishes a framework to guide the development of streets and blocks, and the design of complete streets for all ages, abilities, and modes of transportation for the lands subject to this Secondary Plan within Block 41. The objective is to reduce the reliance on the automobile by providing opportunities for active transportation and transit.

3.1.7 Parks and Trails Network

- a. A network of highly accessible and visible parks, identified symbolically on Schedule B of this Secondary Plan, plays an important role in the community structure by creating central features and nodal focal points throughout the community. Parkland is intended to provide for active facilities within neighbourhood parks associated with school sites, or as a stand-alone central feature.
- b. In addition to the parks, extensive natural areas provide ample opportunities for a linked open space system consisting of natural features and trails (where appropriate) that connect neighbourhood parks, schools, transit, shops, and services. Schedule E of this Secondary Plan identifies the natural areas and Schedule F of this Secondary Plan identifies, conceptually, the proposed trail network.

3.1.8 Natural Areas

- a. Natural features, identified on Schedule E of this Secondary Plan, comprise approximately 40% of the Block 41 Secondary Plan area and are primarily captured within the designated Greenbelt.
- b. Natural features are to be protected, conserved, and enhanced as the community evolves. Moreover, the natural heritage network together with a network of parks and trails can be leveraged to provide unique views and connections through the community that contribute to creating a sense of place.

3.1.9 Infrastructure and Utilities

- a. Although not included within the defined Secondary Plan boundary, the TransCanada Maple Compressor Station and pipeline rights-of-way define the boundaries between the neighbourhoods in the northwest portion of the Secondary Plan and the balance of the Block 41 community.
- b. Stormwater management sites will be multifunctional, providing not only a water catchment facility but will be designed as complimentary components to an integrated open space system

3.1.10 Sensitive Uses

- a. Applications for residential *development* and other *sensitive land uses* located within the Block 41 Secondary Plan area shall have regard for impacts from existing uses in accordance with policy 5.2.1.2. of the VOP 2010.
- b. Applications for residential *development* and other *sensitive land uses* located within the Block 41 Secondary Plan, shall have regard for potential noise, vibration and air pollution impacts from major streets and transportation infrastructure, and facilities. Where appropriate, applications for residential and other *sensitive land uses* shall include a noise and vibration study and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with other agencies as required.
- c. In accordance with policies 9.2.2.10.d. and 9.2.2.11.e. of the VOP2010, new development

should refer to the Ministry of Environment Land Use Compatibility Guidelines, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.

- d. Development adjacent to the TransCanada Pipelines Limited (TransCanada) high pressure natural gas pipelines and Compressor Station 130 shall be subject to the provisions of Policy 9.2.2.26. c. of the VOP 2010.
- e. This Secondary Plan recognizes that the TransCanada Compressor Station 130 is required for the transmission of natural gas supplies throughout Ontario and eastern Canada. Future developments should ensure there are no undue negative impacts on Station 130's ability to continue to facilitate the transmission of natural gas.
- f. Applications for the development of *sensitive land uses* within the Noise Influence Area identified on Schedule G of this Secondary Plan shall include a noise feasibility analysis that assesses the impacts of noise from the TransCanada Pipelines Limited Compressor Station operations, present and future, on any proposed *sensitive uses*. The Noise Influence Area represents the lands that may be subject to noise levels above 45dba. This noise level and land area shall represent the assumptions used to assess noise impacts and potential mitigation.
- g. The noise feasibility analysis shall be prepared to the satisfaction of the City and the Ontario Ministry of the Environment, Conservation and Parks (MOECP) in consultation with TransCanada Pipelines Limited, and shall recommend appropriate measures to mitigate any adverse effects from noise that are identified prior to approval of zoning. Adverse impacts will be considered in the context of MOECP Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning (Publication NPC-300).
- h. Such noise reports are to specify how compatibility will be achieved and maintained between Station 130 and the proposed development and may include measures aimed at minimizing impacts. *Sensitive land uses* may be prohibited in the implementing zoning or limited (through massing and siting, buffering and design mitigation measures) in proximity to Station 130 to ensure compatibility.
- i. The City shall consult with TransCanada during the Subdivision, Zoning, and Site Plan Approval process for all developments, as well as the design process for public spaces, within the Noise Influence Area, to ensure compatibility with its existing and potential operations.

3.1.11 Transit Supportive Development

Development shall have regard for the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the *development* approvals process.

3.1.12 Other Permitted Uses in all designations

In addition to the uses identified in Policy 9.2.1.9. of the VOP 2010, the following land uses shall be permitted in all designations within the Block 41 Secondary Plan, with the exception of

the Natural Areas, Parks, Agricultural, and Infrastructure and Utility, unless specifically permitted in those designations:

- a. Public safety services and *community facilities*.

3.2 Low-Rise Residential

3.2.1 The Low-Rise Residential designation on Schedule B of this Secondary Plan is planned to consist primarily of buildings in a low-rise form no greater than three *storeys*. The lands in this designation will be developed as neighbourhoods and focused around *schools* and parks.

3.2.2 The Low-Rise Residential designation permits all the uses identified in Policy 9.2.2.1. b. of the VOP 2010, as follows;

- a. Residential units;
- b. *Home occupations*;
- c. Private home *day care* for a maximum (5) children; and
- d. *Small-scale convenience retail*, provided the use is:
 - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D of this Secondary Plan; and,
 - ii. a maximum of 185 square metres of gross floor area.
- e. *Community facilities* including parks.

3.2.3 The Low-Rise Residential designation permits all the building types identified in Policy 9.2.2.1. c. of the VOP 2010, as follows:

- a. Detached House;
- b. Semi-Detached House;
- c. Townhouse including Stacked Townhouses and Back-to-back townhouses. Back-to-back townhouses are attached low-rise residential forms providing a primary building frontage on two sides, with units sharing a rear wall, to avoid backlotting onto pathways, lanes and streets; and will not have an adverse impact on the context and lot configuration, in accordance with Policy 3.2.1 of this Secondary Plan; and,
- d. Public and Private Institutional Buildings.

3.2.4 Low-Rise Buildings are subject to the policies of Section 9.2.3 of the VOP 2010.

3.3 Low-Rise Mixed-Use

3.3.1 The Low-Rise Mixed-Use designation on Schedule B of this Secondary Plan is applicable to the lands located within the Community Core along the east-west collector street. The designation allows for an integrated mix of residential, community, and small scale *retail* uses intended to serve the local population.

3.3.2 The following uses are permitted in the Low-Rise Mixed-Use designation under Policy 9.2.2.2 b. of the VOP 2010:

- a. Residential units;

- b. *Home occupations*;
- c. *Retail uses* subject to the policies of subsection 5.2.3 of the VOP 2010; and,
- d. Office uses.

3.3.3 The Low-Rise Mixed-Use designation permits all the building types under Policy 9.2.2.2. f. of the VOP 2010 as follows:

- a. Townhouses;
- b. Stacked Townhouses;
- c. Low-Rise Buildings, and,
- d. Public and Private Institutional Buildings.

3.3.4 In addition to the permitted building types identified above, Back-to-back Townhouses and Live-work units are also permitted under the Low-Rise Mixed-Use designation.

3.3.5 *Retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street. Gas stations may be permitted in accordance with Policy 5.2.3.12. of the VOP 2010.

3.3.6 The maximum density in the Low-Rise Mixed-Use designation shall be a *Floor Space Index* ("FSI") of 1.5 and the maximum building height shall be five *storeys*. The minimum height in the Low-Rise Mixed-Use designation shall be two *storeys* or equivalent.

3.3.7 The Bonusing provisions of Policy 3.1.3 of this Secondary Plan shall apply to the Low-Rise Mixed-Use designation.

3.4 Mid-Rise Residential

3.4.1 The Mid-Rise Residential designation on Schedule B of this Secondary Plan is generally located along arterial streets and shall be planned to consist of primarily residential buildings.

3.4.2 The Mid-Rise Residential designation permits all the uses identified in Policy 9.2.2.3. b. of the VOP 2010 as follows;

- a. Residential units;
- b. *Home occupations*;
- c. *Small-scale convenience retail*, provided the use is:
 - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D of this Secondary Plan; and
 - ii. a maximum of 185 square metres of gross floor area.
- d. *Community facilities*.

3.4.3 The Mid-Rise Residential designation permits Mid-Rise Buildings and Public and Private Institutional Buildings as identified in Policy 9.2.2.3. c. of the VOP 2010.

3.4.4 Townhouses, Stacked Townhouses, back-to-back Townhouses, Live-work units, and Low-Rise Buildings shall be permitted in the Mid-Rise Residential designation provided the minimum density of 70 residents and jobs per hectare can be achieved, as required in Policy 3.1.2 of this Secondary Plan, and shall be demonstrated through the Block Plan approval process.

3.4.5 The maximum permitted building height for Mid-Rise Residential buildings shall be 12 *storeys*. The maximum building height permitted for Townhouses, Stacked Townhouses, Back-to-back Townhouses, Live-work units, and Low-Rise Buildings shall be 5 *storeys*. The minimum height in the Mid-Rise Residential designation shall be 2 *storeys* or equivalent. In addition, Mid-Rise Buildings are subject to the policies of Section 9.2.3 of the VOP 2010.

3.4.6 The Bonusing provisions of Policy 3.1.3 of this Secondary Plan, shall apply to the Mid-Rise Residential designation, where appropriate.

3.5 Mid-Rise Mixed-Use

3.5.1 The Mid-Rise Mixed-Use designation on Schedule B of this Secondary Plan is applicable to the lands primarily located within the Community Core along Weston Road and at the southwest corner of Kirby Road and Weston Road and at the intersection of the collector street and Teston Road. Development in this designation shall consist of a broad mix of mid-rise residential, *retail*, community, and institutional uses in mixed use and single use buildings.

3.5.2 The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4. b. of the VOP 2010 with the exception of gas stations. *Retail* uses are subject to the requirements of Policy 9.2.2.4. c. of the VOP 2010.

3.5.3 The Mid-Rise Mixed-Use designation permits Mid-Rise Buildings and Public and Private Institutional Buildings as identified in Policy 9.2.2.4. e. of the VOP 2010 with the exception of gas stations.

3.5.4 Townhouses, Stacked Townhouses, back-to-back Townhouses, Live-work units, and Low-Rise Buildings shall be permitted in the Mid-Rise Mixed-Use Residential designation located at the southwest corner of Kirby Road and Weston Road provided the minimum density of 70 residents and jobs per hectare can be achieved, as required in Policy 3.1.2 of this Secondary Plan, and demonstrated through the Block Plan approval process.

3.5.5 Office uses shall be permitted up to a maximum of 7,500 square metres.

3.5.6 The maximum density in the Mid-Rise Mixed-Use designation shall be an FSI of 4.0. The maximum permitted building height for Mid-Rise Mixed-Use buildings shall be 12 *storeys*. The maximum building height permitted for Townhouses, Stacked Townhouses, Back-to-back Townhouses, Live-work units, and Low-Rise Buildings shall be 5 *storeys*. The minimum height shall be two *storeys*. In addition, Mid-Rise Buildings are subject to the policies of Section 9.2.3 of the VOP 2010.

3.5.7 Higher design standards shall be applied to the Mid-Rise Mixed-Use buildings due to their location and function as a gateway into the community.

3.5.8 The Bonusing provisions of Policy 3.1.3 of this Secondary Plan, shall apply to the Mid-Rise Mixed-Use designation.

3.6 Community Core

3.6.1 The Community Core is shown conceptually on Schedule B of this Secondary Plan. Its location and boundary may be refined without an amendment to this Plan through the development of a Block Plan required in accordance with policies 10.1.1.14 to 10.1.1.26 of the VOP 2010 and the implementing development approval review process.

3.6.2 The permitted uses may serve a community function, as well as a City-wide function. *Small-scale convenience retail* uses are subject to the requirements of Policy 9.2.2.3. b. of the VOP 2010.

3.6.3 The Community Core supports the development of a range of *community facilities* and permits all the building types identified in the designations in which it is located.

3.6.4 Other *community facilities* not identified under Policies 3.3 and 3.5 of this Plan and identified as a Co-Location Facility ("CF") on Schedule B and F of this Secondary Plan, include a co-located branch library and a major community centre, as well as a District Park, as identified in the City's Active Together Master Plan ("ATMP") 2018. It is a priority of the ATMP to ensure that the library site be secured in collaboration with the community centre. If through the Block Plan approval process the location of the Co-Location Facility requires modification, the applicable policies of the adjacent land use designation apply.

3.6.5 Additional *community facilities*, as well as *schools*, *daycares*, and places of worship may be located within the Community Core and Co-Location Facility if it is determined through the Block Plan or subsequent development application process that the uses are appropriate and compatible with the *community facilities* in the Co-Location Facility situated within the Community Core, as determined through a facility fit exercise, to the satisfaction of the appropriate approval authorities.

3.7 Parks

3.7.1 The Parks in the Block 41 Secondary Plan area include lands designated District Park, Neighbourhood Park, and Public Square on Schedule B and Schedule F of this Secondary Plan. The location of Parks and Public Squares may be modified without amendment to this Plan through the development of the Block Plan required in accordance with Chapter 10 of VOP 2010 and to the satisfaction of the required authorities.

3.7.2 The District Park is proposed to be located as part of the Co-Location Facility in the Community Core designation. The character and function of the District Park shall be coordinated and integrated with the proposed uses and facilities within the Community Core. It will provide facilities for active recreation at a District Park level of services and be combined with the planned community centre and library to maximize efficiencies and shared use. Should the

Co-Location Facility in the Community Core not be developed, the District Park shall be a stand-alone park and would need to meet the minimum size of 5 hectares. Land intended for the District Park located within the Co-Location Facility shall be minimum of 1.6 hectares in size under a co-located scenario and should have a configuration that can accommodate desired District Park facilities and programs.

3.7.3 The Neighbourhood Park designations on Schedule B and Schedule F of this Secondary Plan are located conceptually throughout the community to serve many of the residents within a five- to ten-minute walk. Neighbourhood Parks shall be located adjacent to Natural Areas and/or proposed elementary *schools* to provide for the potential sharing of uses and facilities, wherever feasible and to the satisfaction of the City. Land required for each Neighbourhood Park within the Secondary Plan area shall generally be between a minimum of 0.75 hectares to 2.5 hectares in size to accommodate required park facilities.

3.7.4 The Public Square designation on Schedule B and Schedule F of this Secondary Plan is located conceptually. The intent of public squares is to provide an alternative type of gathering place well suited for more intensive social, cultural, and market-based events, in accordance with Policy 7.3.1.2 e. of the VOP 2010. The Public Square shall generally be 0.5 hectares in size.

3.8 Schools

3.8.1 The Elementary and Secondary *School* designations on Schedule B of this Secondary Plan are located conceptually throughout the lands subject to the Block 41 Secondary Plan area in locations within a five- to ten-minute walk of many of the residents. Wherever possible the *schools* have been located adjacent to proposed Neighbourhood Parks to provide for the potential sharing of uses and facilities. The locations may be modified without an amendment to this Plan through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.

3.8.2 The Elementary and Secondary *School* sites shall be developed and designed in consultation with the appropriate school board in accordance with the policies of the VOP 2010 including Section 7.2.3 and the urban design policies of Section 3.12 of this Secondary Plan. Building types will be determined through the design process. The design and layout of *schools* shall account for and consider alternate layouts and designs including smaller *school* site sizes and shared facilities to be compatible with the character and nature of the desired planned context for Block 41. In addition, the *school* site planning process should support and prioritize active transportation access and connections as well as active and safe routes to *school*. In particular, sidewalks should be provided on both sides of local streets in the vicinity of *schools*, and features such as midblock connections and walkways should be incorporated into the block plan designs, where necessary, in a manner designed to enhance active transportation.

3.9 Infrastructure and Utilities

3.9.1 The Infrastructure and Utilities designation on Schedule B of this Secondary Plan is applicable to the TransCanada Pipeline right-of-way extending north through the Block.

3.9.2 Stormwater Management facilities may be located in all land use designations other than the Core Features of the Natural Areas designation. The final number of and location of stormwater management facilities shall be determined through the Master Environment and Servicing Plan (“MESP”) developed as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.

3.10 Natural Areas

3.10.1 Natural Areas Designation

The lands in the Natural Areas designation on Schedule B, Schedule E, and Schedule F of this Secondary Plan are subject to Section 3 and Policy 9.2.2.16. of the VOP 2010, except as modified in this Secondary Plan. In addition, the lands in the Greenbelt Plan Area will be subject to the applicable policies of the Greenbelt Plan and Section 3.5 of the VOP 2010.

3.10.2 Related Directions

The lands in the Natural Areas designation will be protected in accordance with the directions in the East Purpleville Creek Subwatershed Study. Natural Areas may be further refined through the MESP required as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* process, except as modified in this Secondary Plan.

3.10.3 The Natural Areas designation recognizes the interdependence of natural heritage features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.

3.10.4 Subject to the policies of Section 4.2 of the Greenbelt Plan, 2017 naturalized stormwater management facilities are permitted outside of key natural heritage features, key hydrologic features, and their associated vegetation zones.

3.11 Cultural Heritage and Archaeology

3.11.1 Cultural Heritage Resources

Schedule D of this Secondary Plan identifies Built Heritage resources and *Cultural Heritage Landscapes* which have been identified through a *Cultural Heritage Impact Assessment*.

3.11.2 Cultural Heritage Landscapes – Individual Properties

- a. Cultural heritage resources CHL 2, CHL 5, and CHL 6 were identified as strong candidates for conservation and integration into future land use developments in the secondary plan area. These resources include residential structures, agricultural-related buildings, and landscape features. Retention of resources on their original site should be a priority. Consideration should also be given to appropriate reuses for cultural heritage resources located in areas with future office, commercial, or industrial land uses.
 - i. CHL 2, CHL 5, and CHL 6 were analyzed to confirm that they retain historical, architectural, and/or contextual values and these resources may be considered candidates for municipal designation under the Ontario Heritage Act (“OHA”). CHL 2, CHL 5, and CHL 6 should also be considered for listing on the City of Vaughan’s Listing

of Buildings or Architectural and Historical Value (the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the OHA).

- b. Cultural heritage resources CHL 1; CHL 4; CHL 7, and CHL 8 were identified and evaluated as retaining historical, architectural and/or contextual values and are recommended to be subject to the preparation of a heritage impact assessment during the Block Plan stage.
 - i. Cultural Heritage Landscapes CHL 7 and CHL 8 should be considered for listing on the City of Vaughan's Heritage Inventory to ensure appropriate land use planning reviews between the present and the future preparation of heritage impact assessments.
 - ii. Cultural Heritage Landscapes CHL 1, CHL 4, CHL 7, and CHL 8 require heritage impact assessments during the Block Plan stage to confirm their specific heritage significance and to develop appropriate mitigation measures (i.e., retention on site, relocation, partial retention of buildings or landscape features, documentation, salvage). Preparation of heritage impact assessments should be undertaken in accordance with policies 10.1..14 to 10.1.1.26 of the VOP 2010.

3.11.3 Cultural Heritage Landscapes – Roadscapes

- a. Cultural heritage resources related to Pine Valley Drive (CHL 11), Kirby Road (CHL 12), and Teston Road (CHL 13) were identified as historic roadscapes and are recommended for documentation prior to road improvements.

3.11.4 Cultural Heritage Landscapes – Waterscape

- a. Cultural heritage resource CHL 10 was identified as a historic waterscape that continues to contribute to the overall scenic and historical character of the landscape within the study area. This resource is recommended for documentation prior to Block Plan development.

3.11.5 Archaeological Resources

- a. Block 41 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources throughout the majority of the Secondary Plan Area. Any future developments, beyond those areas that have already been assessed and cleared of any further archaeological concern, must be preceded by a Stage 2 archaeological assessment.
- b. Any future development within the Secondary Plan, beyond those already examined and mitigated, must be preceded by Stage 2 archaeological assessment, in accordance with the Ministry of Tourism, Culture, and Sports 2011 Standards and Guidelines.
- c. During the course of the Stage 2 archaeological assessment of Lot 29, Concession 6, additional research should be conducted concerning the Primitive Methodist Church, identified as CHL 9 on Schedule C of this Secondary Plan, in an effort to evaluate the potential presence of an associated burial ground and to determine the need for a cemetery investigation.
- d. *Predevelopment* topsoil removal (grading) for lands located within 1000 metres of documented village sites and within 300 metres of any current or former water source or

within 100 metres of the Teston ossuary shall be subject to archaeological monitoring, even after a Stage 2 archaeological assessment. The monitoring must be consistent with the recommendations of the York Region Archaeological Management Plan.

3.12 Urban Design

3.12.1 General Directions

In keeping with Section 9.1 of the VOP 2010, Elements of a Great City, the lands subject to the Block 41 Secondary Plan will be developed in a manner which promotes the creation of an attractive and sustainable public realm and built form which supports active transportation. The applicable directions in Section 9.1.1, The Public Realm, Section 9.1.2, Urban Design and Built Form, and Section 9.1.3, Sustainable Development of the VOP 2010 will provide the general framework for *development* in Block 41 in addition to the specific directions in the following subsections. The urban design guidelines for the Block 41 Secondary Plan area will build upon the City-wide Urban Design Guidelines in order to provide more detailed direction with respect to the character of *development*, as part of the Block Plan approval process.

3.12.2 Block 41 Neighbourhoods

The following area specific design policies will be applied in the Block 41 Secondary Plan area. These policies will be further articulated through guidelines prepared through the Block Plan approval process and other implementation processes.

- a. Community Structure
 - i. A wide variety of buildings will be permitted throughout the Block 41 community. However, the majority of the *development* will consist of low-rise residential *development* in the Low-Rise Residential designation.
 - ii. Each neighbourhood, as established through the Block Plan process, will have distinctive characteristics, as well as a number of common features. These features should include a central focal point such as a neighbourhood park and related facilities within a five to ten minute walking distance for most residents. Examples of related facilities may be mail pickup facilities, *retail*, or a *significant* Natural Area. Neighbourhoods will be primarily residential but should also include a range of live-work, institutional, and parks and open space uses; a range of lot sizes, building types, architectural styles to accommodate a diverse population; and a variety of parks and open space types which can act as “meeting places” for residents including not only parks but private outdoor amenity spaces, storm water management ponds, vista blocks, greenways, and landscape buffers.
 - iii. The most intensive development and greatest mix of uses shall be concentrated in the Low-Rise Mixed-Use designation along the internal Collector Street, and the Mid-Rise Mixed-Use designation along Weston Road and the intersection of Kirby Road and Weston Road.
 - iv. The main east-west Minor Collector within the Community Core will be planned to develop as a “Community Main Street”. It will be encouraged to have a mix of uses

including *retail* and institutional uses. *Retail* uses will be focused at intersections with collector and arterial streets.

- v. Neighbourhood active transportation connections shall be provided focused on the local and collector streets and, where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient active transportation access to adjacent neighbourhoods and community amenities. Access to the Multi-use Recreational Trail shall generally be provided every 150 metres.
- vi. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors, and open spaces.

b. **Built Form**

- i. The design of all buildings will support the pedestrian experience creating vitality and encouraging social interaction on public streets and rights-of-way, as well as on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the VOP 2010.
- ii. Architectural treatments and building materials in different neighbourhoods should be of high quality and selected to define streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.
- iii. New development should be designed to have buildings front onto a street with generally consistent setbacks and built form. Façades exposed to active public spaces including Neighbourhood Parks, stormwater management facilities, and pedestrian walkways shall be highly articulated and designed with high-quality architecture.
- iv. All buildings in the Low-Rise and Mid-Rise Mixed-Use designations will have a minimum height of two storeys or equivalent to help define and enclose the street. Back lotting or reverse frontages shall be avoided. Buildings should front onto the collector or arterial streets with access from the rear or side streets or single loaded (window) public streets that abut the collector or arterial street allowance.

c. **Open Space, Landscaping, and Private Amenity Space**

- i. Public views and accessibility, both physical and visual to the Natural Areas, as well as to the Parks, Public Squares, and other natural and civic features, will be important considerations in community design. The design should respect natural features and reflect that not all natural features can withstand public intrusion. In particular, the siting and design of pathways and trails will be to the satisfaction of the City in consultation with the Toronto Region Conservation Authority (“TRCA”).
- ii. Site design should be sustainable including where feasible the incorporation of low impact development facilities (LIDs), topography, and native vegetation.

- iii. New trees and landscaping should be of a diverse, native, robust species selection, as well as drought and salt tolerant. This will ensure street trees survive and thrive to create comfortable pedestrian streetscapes.
 - iv. Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.
 - v. Private amenity spaces should incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block connections, courtyards, or squares.
- d. Parking and Service Facilities
- i. Parking for Low-Rise residential buildings shall be designed such that driveways and garages do not dominate the front of the building. Garages shall not project beyond the front facade of the building or any front porch.
 - ii. Development in the Low-Rise Residential designation along the collector street connecting Weston Road to Teston Road shall consist of a building typology and site design that limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.
 - iii. On-street parking is encouraged along access streets within the Community Core area to ease the flow of traffic and help establish this area as a predominately pedestrian area.
 - iv. Bicycle parking, carpool, and carshare parking should be prioritized and located in convenient and accessible locations near main entrance points or destinations, where appropriate.
 - v. All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block. Where such a location is not feasible, surface parking may be located at the side of a building. Any surface parking located adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscaping to reduce the visual impact.
 - vi. Surface parking shall be minimized through measures such as reduced surface parking provisions, shared parking, and other alternative parking arrangements. Where larger parking areas are required, planting strips, landscaped traffic islands and/or paving articulation should be used to organize the parking area, improve edge conditions, and provide for a comprehensive and safe pedestrian walkway system.
 - vii. Service and loading facilities, including garbage storage, are to be incorporated in the main building, wherever feasible. Where located in an accessory building they

shall be located to the rear or side and screened by the main building or landscaping or other screening.

e. Public and Private Institutional Buildings

- i. Institutional buildings will be designed to reflect their role as focal points for the surrounding neighbourhoods. Community and landmark buildings (i.e. libraries, community centres, schools, and places of worship) should be sited prominently and should terminate views. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists.
- ii. Institutional uses are encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. Public parks should be located adjacent to institutional uses to provide for joint use of facilities.
- iii. A key consideration in the design of schools, adjacent parks, and the surrounding street and pathway system is to reinforce connections and ensure the efficient and effective use of land to encourage residents to walk, cycle, or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, use of lay-by facilities for drop-off/pick-up by school buses, wider sidewalks and bike lanes on key access routes, and on-street parking.
- iv. Community Centres should be accessible and located close to pedestrian, cycling, and transit networks, generally within a 5- to 10- minute walking distance of transit, and preferably located adjacent to a park. The building should be highly visible and in an area of activity with an animated and active street environment.
- v. Community Centres should be co-located with other compatible civic or institutional uses, such as a library, wherever possible.
- vi. Places of worship shall be subject to the policies of Section 9.2.1.19 of the VOP 2010.

f. Retail Buildings

- i. *Retail* buildings should be designed to address the public street with grade level units incorporating a high proportion of transparent glass that allows activity to be seen from the street or display windows.
- ii. All *retail development* should provide a strong building wall condition framing the street to promote a pedestrian scale. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk with off-street parking located in accordance with the directions in Section 3.12.2 d. of this Secondary Plan.
- iii. *Retail development* will be planned to be pedestrian, bicycle, and transit friendly. In particular, *retail development* shall be oriented to any public street which abuts the site and designed to promote a vital and safe street life. Larger *developments*

should be planned with a pattern of streets and blocks which encourage pedestrian circulation even where the “street” may initially be privately owned and maintained.

- iv. Landscaping will reflect the policies in Section 3.12.2. c. of this Secondary Plan.
 - v. Section 5.2.3.8 of the VOP 2010 applies in consideration of drive-through facilities. Drive-throughs shall be limited and shall only be permitted as part of a larger *retail development*. Such uses shall be designed so that vehicular traffic is directed behind the buildings to decrease visibility of the drive-through facility and to limit congestion. The drive-through facility should not be permitted between a building and a street. A Traffic Impact Study shall be required which will consider impacts on pedestrian safety and other traffic impacts including air pollution. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.
- g. Street and Block Pattern
- i. Streets shall be designed to support a strong connection between various classifications of streets, the pedestrian system, open spaces, and buildings. The transportation network shall accommodate all modes of travel prioritizing transit, cycling, and walking over the predominant use of the car.
 - ii. A system of shorter local streets and block lengths should be designed to promote traffic flow through neighbourhoods. This pattern will provide for alternate routes, reduce long, straight street stretches assisting with reducing traffic speed, and mitigate the need for traffic calming measures.
 - iii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors, and open spaces.
 - iv. On street parking will be encouraged on local streets, as well as along the collector within the Low-Rise Mixed-Use and Mid-Rise Mixed-Use designation (within the Community Core). Such parking will be designed in a manner which does not impede transit and the on-street cycling network.
- h. Gateway Features
- i. Gateways shall be designed to establish a distinctive and identifiable image for the community to ensure that residents and visitors recognize that they are arriving in a unique community within the City.
 - ii. Gateways will be defined through a series of consistent streetscape design items recognizing their role as a gateway, such as lighting, sidewalk treatment, street furniture, public art, and signage, and landscaping, and be appropriately oriented to the public realm.
 - iii. Development at gateways should meet a high standard of design and have architecture of a scale that signifies a sense of arrival and addresses the importance of the gateway locations.

- i. Cultural Landscapes
 - i. New development adjacent to, or incorporating a cultural heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials, and design features. In instances where clusters of cultural heritage resources are to be conserved, Urban Design Guidelines should be developed for the area to ensure that new designs are respectful of the group of resources.
 - ii. Significant views and focal points should be established to provide views and vistas of prominently located cultural heritage resources.
 - iii. In parks that are developed on lots containing cultural heritage resources interpretative plaquing shall be installed.
 - iv. Trail systems should interpret or communicate the significance of extant cultural heritage resources and/or those that will be removed as part of future development.

4.0 Transportation and Mobility

4.1 General Transportation Policies

4.1.1 Street Network

a. Role of the Street Network

In accordance with Section 4.2.1 of the VOP 2010, the street network in Block 41 will serve as the framework on which to build and enhance other movement networks, including walking, cycling, and transit. The Street Network will be designed to accommodate all modes of travel while prioritizing transit, cycling, and walking to balance the needs of all users.

b. Street Hierarchy

- i. The street hierarchy is identified on Schedule E this Secondary Plan, with the exception of local streets which will be established through the development of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process. In conformity with Policy 4.2.1.5. of the VOP 2010, the intent is to develop connected and continuous, grid-like street network while recognizing constraints such as the TransCanada Pipeline and Natural Areas that create barriers which limit the achievement of a completely connected street network.
- ii. Minor adjustments to the network on Schedule of this Secondary Plan will not require an amendment to this Secondary Plan provided the general intent and purpose of the Secondary Plan is maintained and the City is satisfied that the role and function of such streets are maintained. In areas, where streets cross or abut Natural Areas, the design may be modified to minimize impacts on the Natural Areas including a reduced right-of-way width, replacement of sidewalks with a Multi-Use Recreational Trail, and use of a rural cross section.

- iii. The collector streets identified on Schedule E of this Secondary Plan, provide important linkages and thoroughfares within Block 41. Minor collector streets will be designed to accommodate moderate and low volumes of traffic respectively and will be the focus of active transportation facilities. *Development* abutting major collector streets shall consolidate vehicular accesses wherever possible and be designed to minimize conflicts with active transportation modes, and to avoid negative impacts on traffic movement.
 - iv. The final location, configuration, width, and alignment of public streets shall be determined through the Block Plan, Environmental Assessment, and *development* approval processes, subject to the recommendations of the NVNCTMP and traffic impact studies prepared by individual applicants.
 - v. Public streets shall be developed in consideration of safe access for all users.
- c. In accordance with Policy 4.2.1.7. of the VOP 2010, an appropriate Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities, to implement the street network will be carried out for transportation infrastructure related to the crossing of environmental features. In addition, a number of potential street routes/alignments have been identified in Block 41 on Schedule E of this Secondary Plan, which require an Environmental Assessment or the necessary technical environmental studies as required, to the satisfaction of the appropriate approval authorities to assess the alternatives and confirm the alignment of proposed street(s).
 - d. The Teston Road Municipal Class Environmental Assessment (“MCEA”) between Pine Valley Drive and Weston Road reviewed current and future transportation needs for Teston Road. The MCEA recommended the widening of Teston Road from two to four lanes and the elimination of the Pine Valley Drive and Teston Road jogged intersection. Reference to the Teston Road EA shall be made for the Pine Valley Drive and Teston Road alignment.

4.1.2 Transit Network

- a. **Transit Service**
In accordance with the policies of Section 4.2.2 of the VOP 2010, the City will support and encourage the implementation of a transit network to support the *development* of lands within the Block 41 Secondary Plan area. In particular, as part of the *development* approval process, the City will ensure that lands are secured where appropriate for transit facilities. In addition, the City will require that Minor Collectors in the Block 41 Secondary Plan area are designed to accommodate and prioritize transit.
- b. Transit stops should be located along Weston Road, Kirby Road, and Teston Road at major intersections and gateway entrances into the community in consultation with the Region of York. The final location of transit stops shall be determined in consultation with the Region of York and subject to York Region Transit Service Planning.

4.1.3 Active Transportation

- a. **General**
 - i. In accordance with the policies of Section 4.2.3 of the VOP 2010, the City will support

walking and cycling as viable modes of transportation for commuter, recreational and other travel.

b. Walking and Cycling

- ii. All streets will have a sidewalk. In areas in proximity to *schools*, parks, transit stops, and other public facilities, sidewalks on both sides of the street should be included through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.
- iii. A Multi-Use Recreational Trail system will also be developed through the Natural Areas. This trail system should include pedestrian amenities such as, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit. Convenient and efficient access should be provided to the trail system from abutting neighbourhoods using mid-block connections and walkways.
- iv. A conceptual Multi-Use Recreational Trail system is illustrated on Schedule E of this Secondary Plan, however, the actual design and layout of the system including local trail network links will be determined through the *development* of the Block Plan required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* process. A priority of the *development* of the Multi-Use Recreational Pathway system will be to:
 - minimize impacts on natural heritage and hydrologic features; and,
 - provide pedestrian crossings to connect to future and existing trail systems.

It is the intention of this Secondary Plan that the Multi-Use Recreational Trail be constructed in accordance with a City approved Multi-Use Recreational Trail Master Plan for the Block 41 area as outlined in Policy 9.1.2 a. of this Secondary Plan.

- v. Development occurring adjacent to the Multi-Use Recreational Trail shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting along and adjacent to the Multi-Use Recreational Trail.
- vi. Cycling facilities shall be provided in accordance with policies 4.2.3.8. to 4.2.3.12. inclusive of the VOP 2010. Additional cycling facilities may be considered through the Block Plan approval process to facilitate a connected network of cycling facilities.
- vii. The City will work with York Region with respect to the provision of cycling facilities on Regional Arterials. *Developments* abutting Regional Roads shall provide appropriate pedestrian and cyclist access to existing and planned pedestrian and cycling networks along Teston Road and Weston Road through the *development* process.

4.1.4 Traffic Calming

Streets will be designed in accordance with Section 4.3.1 of the VOP 2010, to avoid the need for secondary traffic calming measures. The street network should be connected, permeable and be designed to promote alternatives for traffic flow through neighbourhoods. This pattern will reduce long stretches of street thereby reducing traffic speed and mitigate the need for traffic calming measures.

4.1.5 Parking

a. General

In accordance with Section 4.3.2 of the VOP 2010, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

b. Parking Requirements

Reduced automobile parking requirements may be considered in accordance with the provisions of policies 4.3.2.2. and 4.3.2.3. of the VOP 2010 for the lands subject to the Block 41 Secondary Plan area, as well as other directions related to reducing the impacts of surface parking in policies 4.3.2.2. through 4.3.2.9. of the VOP 2010, including those policy directions related to *Intensification Areas*. In particular, automobile parking will be designed in a manner which does not impede the on-street cycling network. Bicycle parking requirements will be identified through the Block Plan approval process including requirements for parks, *schools*, and trailhead locations.

4.1.6 Travel Demand Management

a. In accordance with the provisions of Section 4.3.3 of the VOP 2010, the City will encourage and support travel demand management programs which are appropriate for the Block 41 Secondary Plan area.

b. *Development* abutting Regional Roads will be subject to the York Region Transportation Demand Management Plan and the 2016 York Region Transportation Mobility Plan Guidelines.

5.0 Parks and Open Space

5.1 Parks and Open Space System

a. The parks and open space system are identified on Schedule B and Schedule F of this Secondary Plan. It is the goal of this Plan to create a desirable, high quality, and unique parks and open space system through a mix of passive and active spaces that supports the strategic objectives of the City of Vaughan Active Together Master Plan. The locations of parks and open spaces may be modified without amendment to this Plan through the development of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010 and the *development* approval process.

b. It is the goal of this plan to develop a minimum of 13.2 hectares of parkland within the Block 41 Secondary Plan area. To meet or exceed these targets, the City may require the dedication of parkland in addition to those identified in Schedules B and F of this Secondary Plan, in accordance with the provisions of Section 7.3.3 of the VOP 2010.

- c. In conformity with Section 7.3.1 of the VOP 2010, the intent is to provide for a variety of parks distributed throughout the Block 41 Secondary Plan area. A minimum of six Neighbourhood Parks shall be located within the Block 41 neighbourhoods. A minimum of one District Park and minimum of one Public Square shall also be located in Block 41.
- d. Other open spaces identified in the Plan form part of the Open Space System, such as stormwater management facilities and natural areas, in accordance with Policy 7.3.1.3. of the VOP 2010.
- e. It is the intent of this Plan to support the use of the Natural Heritage Network and other open spaces for development of a Multi-Use Recreational Trail system, where appropriate as shown on Schedule E and F of this Secondary Plan, and trail connections to surrounding communities in accordance with the provisions of Section 4.1.3 Active Transportation of this Secondary Plan.

5.2 Parks and Open Space Design

- a. Parks and open spaces, including stormwater management facilities, shall be designed in accordance with the provisions of policies 3.6.6.6 and 7.3.2 of the VOP 2010 to the satisfaction of the City. Parks may include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan.
- b. Public Squares shall be designed with suitable materials and surfaces to ensure that the facilities' spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that creates a common character and cohesive experience.
- c. Parks should generally be rectangular in shape, have predominately flat topography which would permit active recreation programming, be highly visible with approximately 50% of the park perimeter fronting public streets, where feasible, and uninterrupted by major physical barriers. The final parkland configuration shall be to the City's satisfaction.

5.3 Parkland Dedication

- a. Parkland dedications shall be in accordance with the provisions of Section 7.3.3 of the VOP 2010. In addition to the provisions of Section 7.3.3 of the VOP 2010, the following shall not be counted towards parkland dedication:
 - i. Private outdoor amenity space including privately owned public spaces ("POPS");
 - ii. Landscape buffers and vistas;
 - iii. Natural Heritage Network lands and associated Vegetation Protection Zones ("VPZs");
 - iv. Stormwater management facilities and associated buffers; and,
 - v. Green roofs and sustainability features.
- b. In addition to the provisions of policy 7.3.3.8. of the VOP 2010, parkland shall be unencumbered by pipeline safety buffers, Natural Heritage Network features and their VPZs, and regulated floodplain areas.

5.4 Privately Owned Public Space

Privately Owned Public Space (“POPS”) are privately owned and maintained open space which the public is invited to use. POPS complement the City’s Natural Heritage Network and public parks and open space system. POPS will be secured and built through the *development* application process.

6.0 Natural Heritage Network

6.1 Natural Heritage Network and Greenbelt Plan

- a. The Natural Heritage Network (“NHN”) includes the lands designated as “Natural Areas” on Schedule F of this Secondary Plan, except as modified in accordance with the policies of this Secondary Plan. The NHN reflects the most current information based on the work undertaken as part of the East Purpleville Creek Subwatershed Study and additional assessments which have been undertaken by agencies and private landowners. It reflects the components identified in Section 3.2.3 of the VOP 2010. The NHN will be refined as required through the Master Environment and Servicing Plan (“MESP”) which will form part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. It will include the confirmation and extent of natural heritage and hydrologic features. The MESP will be carried out in accordance with the policies of Section 3.9 of the VOP 2010 based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the TRCA, which will address all the applicable policies of Section 3.3 of the VOP 2010. However, the boundaries of the Greenbelt Plan will not be modified and the lands within those boundaries will continue to be subject to the provisions of the Greenbelt Plan and Section 3.5 of the VOP 2010. The City will seek conveyance into public ownership of Natural Areas which includes the NHN lands and their associated Vegetation Protection Zones (“VPZs”).
- b. The NHN contains lands within the Greenbelt Plan area and the East Purpleville Creek valley corridor. The NHN includes Woodlands, Significant Woodlands, Significant Wetlands, Significant Valleylands, Significant Wildlife Habitats, permanent and intermittent streams, fish habitat, Species at Risk and their habitats, groundwater seeps and springs, and associated VPZs.
- c. The NHN recognizes the interdependence of natural heritage features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.
- d. The biodiversity, ecological function, and connectivity of the NHN shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. The NHN is intended to:
 - i. Protect the health and water quality of the East Purpleville Creek Watershed;
 - ii. Conserve biodiversity;
 - iii. Protect all significant natural heritage features and their associated functions; and,
 - iv. Protect surface and underground water resources.

- e. The NHN includes a 30 metre VPZ from identified natural heritage features within the Greenbelt Plan area, such as Provincially significant wetlands and valleylands, and a 10 metre VPZ for existing woodlands outside of the Greenbelt Plan area, to protect their ecological and hydrological functions. The VPZ outside the Greenbelt Plan area may be increased, or decreased, as a result of further analysis carried out in an Environmental Impact Study.
- f. Confirmation of potential features and the extent of potential features within the landscape, as identified on Schedule F of this Secondary Plan shall be determined through the Block Plan approval process and related MESP in accordance with policies 10.1.1.14 and 10.1.1.26 of the VOP 2010.

6.2 Floodplain, Valley and Stream Corridors

Development, redevelopment and site alteration within regulated floodplain areas and *valley and stream corridors* shall be subject to the applicable policies of the VOP 2010, in particular Section 3.3.1. Such *development* will be assessed through the MESP which will form part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. *Development, redevelopment or site alteration* within regulated floodplain areas and *valley and stream corridors* shall require the approval of the TRCA. *Valley and stream corridors* and their associated VPZs will be conveyed into public ownership.

6.3 Interface with the Natural Heritage Network

A key component of the plan is the provision of appropriate visual and physical connections to the NHN. It is a target of this Secondary Plan that a minimum of 25% of all developable lands that abut the NHN be developed with a single-loaded road, a public park, a stormwater management facility, or other similar use. Should it be demonstrated that 25% frontage is not achievable due to such matters as serviceability, topography or valley configuration, then the target may be revisited during the Block Plan approval process. *Development* abutting the NHN shall be designed in accordance with Section 9.1.1 of the VOP 2010.

6.4 Net Positive Environmental Outcome

It is a principle of this Secondary Plan to ensure a Net Positive Environmental Outcome with respect to the modification of otherwise protected Natural Areas. The intent of the Net Positive Environmental Outcome is to enhance and maintain the overall land area of the Natural Areas. Providing for this Net Positive Environmental Outcome is over and above the mandatory requirement to protect and enhance Natural Areas. Notwithstanding, a Net Positive Environmental Outcome is not restricted to “like-for-like” compensation. Such compensation may consider enhancements to features to improve habitat quality, or a range of other related benefits. In accordance with Policy 3.2.3.14. of the VOP 2010, environmental works to satisfy the Net Positive Environmental Outcome requirement may be directed to the restoration of degraded areas within the NHN and the enhancement of the wetlands, woodlands, valley corridors, and habitats within the NHN.

The range and nature of the additional works in support of the Net Positive Environmental

Outcome could include:

- a. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;
- b. Greater levels of environmental protection in the form of stormwater management quality control, temperature management, or peak flow protections; and,
- c. The enhancement or creation of habitat, wildlife linkages, and corridors.

The Net Positive Environmental Outcomes shall be evaluated through a collaborative process led by the City, in consultation with the TRCA, York Region, and Provincial ministries, as required.

7.0 Community Facilities

7.1 General

7.1.1 The policies of Section 7.2 of the VOP 2010 and the in effect ATMP will guide the provision of community services and facilities for the lands in the Block 41 Secondary Plan area, including community centres, *schools*, libraries, and *public safety services*.

7.1.2 Schedule B of this Secondary Plan identifies conceptual locations for potential key *community facilities*.

7.1.3 The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.

7.1.4 The City shall ensure that new community services and facilities required for *development* are secured as a part of the *development* approvals process and appropriately phased in accordance with the proposed *development*.

7.1.5 *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.

7.1.6 Where appropriate, *community facilities* are encouraged to be incorporated within both public and private *development*, and where incorporated into private *development*, may be considered a community benefit in accordance with Policy 10.1.2.9. of the VOP 2010.

7.2 Community Core

The Community Core as shown on Schedule B, and as identified in Section 3.6 of this Secondary Plan, will be designed as a focal point and meeting place for the community. It will have a range of facilities including a community centre, a library, and a district park, as well as other *community facilities* such as *day cares*. A Co-Location Facility identified symbolically on Schedule B and Schedule F of this Secondary Plan includes a co-located community centre and library and a district park. A minimum area of 5.5 hectares will be required to accommodate the co-located community centre and library, and a minimum 1.6 hectares to accommodate the

District Park with a configuration that can accommodate desired District Park facilities and programs.

7.3 Schools

General locations are identified on Schedule B of this Secondary Plan for one secondary *school* and three elementary *schools*. The precise location, size, phasing and number of future *schools* shall be determined with the School Boards as part of the *development* approval process. Subject to the satisfaction of the City and the School Boards, the *school* sites identified on Schedule B of this Secondary Plan may be relocated without amendment to the Plan. The size and configuration of each *school* site shall be consistent with the policies and requirements of the respective school board and shall conform to Provincial and Regional policy and the policies of the VOP 2010 and this Secondary Plan.

7.4 Day Care

Where possible, *day care* facilities should be provided in the early phases of the *development* of Block 41 and integrated with *community facilities*, mixed-use *developments*, and residential *developments*.

8.0 Services and Sustainable Development

8.1 General Water, Stormwater and Wastewater Policies

8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Block 41 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:

- a. Leveraging infrastructure investment to direct growth and *development* in accordance with the policies of this Plan;
- b. Identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term, as determined by the City; and,
- c. Considering the impacts of climate change.

8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of *development* applications shall be contingent upon the availability of water and wastewater capacity, as identified by York Region and allocated by the City.

8.2 Stormwater Management

8.2.1 Stormwater management in the Block 41 Secondary Plan area shall be in accordance with the directions in Section 3.6.6 of the VOP 2010; the “East Purpleville Creek Subwatershed Study”, and the Master Environment and Servicing Plan developed as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010. In addition, the applicable policies of the Approved Source Protection Plan: CTC Source Protection Region will be applied.

8.2.2 *Development* in the Block 41 Secondary Plan area is required to incorporate “Low Impact Development” best practices and green infrastructure, wherever feasible to minimize runoff, reduce water pollution, and enhance groundwater as measures to stormwater management systems and facilities. These measures may include porous pavements, bioretention basins, enhanced swales, at-source infiltration, greywater re-use, green roofs, rain gardens, and alternative filtration systems such as treatment trains and water conservation measures.

8.2.3 Subject to the policies of Section 4.2 of the Greenbelt Plan, naturalized stormwater management facilities are permitted outside of key natural heritage features, key hydrologic features, and their associated vegetation protection zones.

8.3 Water and Wastewater

8.3.1 Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner based on a spine servicing approach where feasible and shall be guided by the recommendations contained in the City-wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of *development* shall be coordinated with the phasing of municipal services.

8.3.2 Prior to the approval of new urban *development*, with the exception on an interim basis of expansions to existing uses approved by the City, a MESP shall be prepared in accordance with Section 3.9.3 of the VOP 2010 as part of the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010.

8.3.3 *Development* shall consider non-potable water sources, including retained stormwater for use where appropriate in flow stabilization and irrigation.

8.4 Sustainable Development

8.4.1 The Block 41 Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a *complete community*, *sustainable development*, and healthy environments through the efficient use of land and infrastructure. This includes the long-term protection of the NHN; and land use arrangement, including:

- a. Provision of a range of housing and live-work opportunities;
- b. Improvement of air quality through the reduction of vehicle kilometres travelled across Block 41 through increasing the number of amenities within walking distance, the promotion of active transportation to reduce automobile dependence, and the provision of future local transit within a 200 to 400 metre (3 to 5 minute) walking distance of residential development;
- c. Development plans and building designs that provide opportunities south facing windows and building orientation that maximizes the potential for passive and active solar energy;
- d. A Community Core with a community centre and library, and parks which serve as focal points and meeting places for residents; and,

- e. Infrastructure designed to respond to the impacts of climate change, such as extreme weather events.

8.4.2 The City will also work with the landowners and public agencies to achieve through the *development* of Block 41, as applicable, the goals and objectives of Green Directions Vaughan and the City's Community Sustainability and Environmental Master Plan, to:

- a. Reduce consumption of energy, land, and other non-renewable resources;
- b. Minimize waste of materials, water, and other limited resources;
- c. Create livable, healthy, productive environments;
- d. Reduce greenhouse gases and local air pollution and implement climate change adaptation measures;
- e. Maintain *predevelopment* recharge and run-off in the post *development* scenario in keeping with infiltration targets determined through the MESP; and
- f. Not allow for any increase in erosion and flooding within Block 41, and downstream of Block 41 as a result of the planned *development*.

8.4.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each *development* application in accordance with the sustainable *development* policies of Section 9.1.3 of the VOP 2010, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

8.5 Energy Efficiency

8.5.1 In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use through the implementation of the Block 41 Community Energy Plan, as developed by the City, in consultation with stakeholders, public agencies, and the landowners.

8.5.2 The City will promote *development* in Block 41 which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through measures related to factors such as building design and efficient technologies;
- b. Waste Heat Recovery – The potential to use waste heat from sources such as the TransCanada compressor station, *retail* and institutional uses, sewers, and wastewater will be explored through the *development* process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the *development* proponent;

- c. Renewable Energy Generation – Renewable energy generation and use will be maximized as much as possible. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers; and,
- d. Building Resiliency and Peak Load Shedding – Resiliency strategy for public buildings (schools, community centre, library) that includes sizing an emergency generator and fueling it with natural gas provides opportunities for peak shedding, as well as the ability to supply power during grid failures. These resiliency hubs located within public buildings could shelter thousands of residents of Block 41 during an extreme weather event.

9.0 Implementation and Interpretation

9.1 General

9.1.1 The policies contained in this Secondary Plan shall apply to the lands shown on Schedule A of this Secondary Plan, as the Block 41 Secondary Plan Area. Except as otherwise provided herein, where there is a conflict the policies of this Secondary Plan shall supersede the policies of the VOP 2010 and any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.

9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the VOP 2010 and the policies of this Secondary Plan. *Development* within the Block 41 Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the VOP 2010. These implementation tools include:

- a. A Block Plan, in accordance with Section 10 of the VOP 2010. The Block Plan shall also include: an Agricultural Impact Assessment which will address the interface between *development* and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility; and a Multi-Use Recreational Trails Master Plan showing feasible trail alignments.
- b. Zoning By-laws;
- c. Temporary Use By-laws;
- d. Holding By-laws;
- e. Bonusing for Increases in Height or Density (Section 37 of the Planning Act, R.S.O. 1990, c.P.13, as amended);
- f. Community Improvement Plans;
- g. Legal Non-Conforming Uses;
- h. Site Plan Control;
- i. Plans of Subdivision/Condominium; and,
- j. Consents (Severances).

9.2 Infrastructure

9.2.1 The City will work with York Region during the planning, design, and construction of the planned

transit initiatives within the Secondary Plan Area.

9.2.2 The City shall assist York Region in protecting and obtaining lands required for rights-of-way, street widening, and other facilities for the provision of public transit services including parking, other transportation facilities, services, and utilities through the *development* approval process.

9.2.3 In addition to the policies identified in Chapter 10 of Volume 1 of the VOP 2010, the City shall require that landowners enter into an agreement or agreements to coordinate *development* and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, Multi-Use Recreational Trail system, stormwater management facilities, and land for *schools* and other community services.

9.3 Pre-Consultation and Complete Application Submission Requirements

To ensure that the *development* approval process is understood by all involved, the City shall require pre-consultation meeting(s) in accordance with the provisions of Section 10.1.3 of the VOP 2010 to identify the required studies, information and materials required to be submitted as part of the *development* application review process. In addition, for *development* proposals within 200 metres of the TransCanada pipelines, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. For crossings, applicants should consult with TransCanada as soon as possible through the third party crossings tool.

9.4 Phasing

9.4.1 Detailed phasing will be developed through the Block Plan approval process required in accordance with policies 10.1.1.14. to 10.1.1.26. of the VOP 2010.

9.4.2 The phasing of *development* of lands within Block 41 will reflect the provision of necessary municipal services and the transportation network to the satisfaction of the City. A phasing plan shall be developed that ensures that any particular phase of *development* is substantially complete before subsequent phases may be registered.

9.4.3 Planning controls such as a Holding By-law will be used to ensure that *development* does not occur until the necessary municipal services and transportation network are provided to the satisfaction of the City. The allocation of servicing capacity will be confirmed in conjunction with Council approval of individual *development* applications in accordance with the City's current Protocol.

9.4.4 Construction of any segment of the Multi-Use Recreational Trail shall coincide with the *development* of such lands or phase thereof through a *development* application approved by Council. Where feasible, temporary connections to maintain connectivity shall be provided.

9.4.5 The phasing, prioritization and ultimate construction of the transportation network will be based on an order that is established through the Block Plan approval process ensuring the required external and internal connections.

9.5 Zoning By-Law

In addition to policies 10.1.2.6. and 10.1.2.7. of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

- a. A phasing plan has not been submitted and finalized to the City’s satisfaction;
- b. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks recreation facilities and schools, are insufficient to serve the proposed development; and,
- c. Technical studies are required on matters that the City considers necessary.

9.6 Conveyance of Lands

9.6.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a *development* application, the dedication of such lands shall be required as a condition of *development* approval, in accordance with the Planning Act, R.S.O. 1990, c.P. 13, as amended.

9.6.2 To secure the related infrastructure improvements and *community facilities* required, all new *development* in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, as part of its initial *development* application process, generally shall proceed by way of the subdivision approval process. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of *development*, typically for a small *development* block, the City may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.

9.6.3 The City will seek conveying into public ownership the lands designated “Natural Areas” on Schedule B and E of this Secondary Plan which includes the Natural Heritage Network lands and their associated VPZs.

9.6.4 *Valley and stream corridors* shall be conveyed into public ownership.

9.6.5 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the City. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the City. All landowners within the area of the Plan shall be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act R.S.O. 1990, c.P.13, as amended, respecting the proposed *development* or *redevelopment* of their lands.

9.7 Monitoring

Pursuant to Section 26 of the Planning Act R.S.O. 1990, c.P.13, as amended, the City shall review the Secondary Plan as a part of the City’s regular review of its Official Plan, including

an evaluation of the *development* principles, policies and schedules of this Secondary Plan in the context of the changing built environment such as:

- a. Population and employment generated by both existing and proposed development;
- b. Pace of development;
- c. Implementation of planned infrastructure or infrastructure enhancements;
- d. Street and servicing capacities, especially traffic volumes on key routes and at key intersections;
- e. Changes in modal split and travel behavior as infrastructure is implemented;
- f. The effectiveness of Travel Demand Management strategies; and
- g. Monitoring of the natural heritage system in terms of targets and thresholds that are identified in the MESP.

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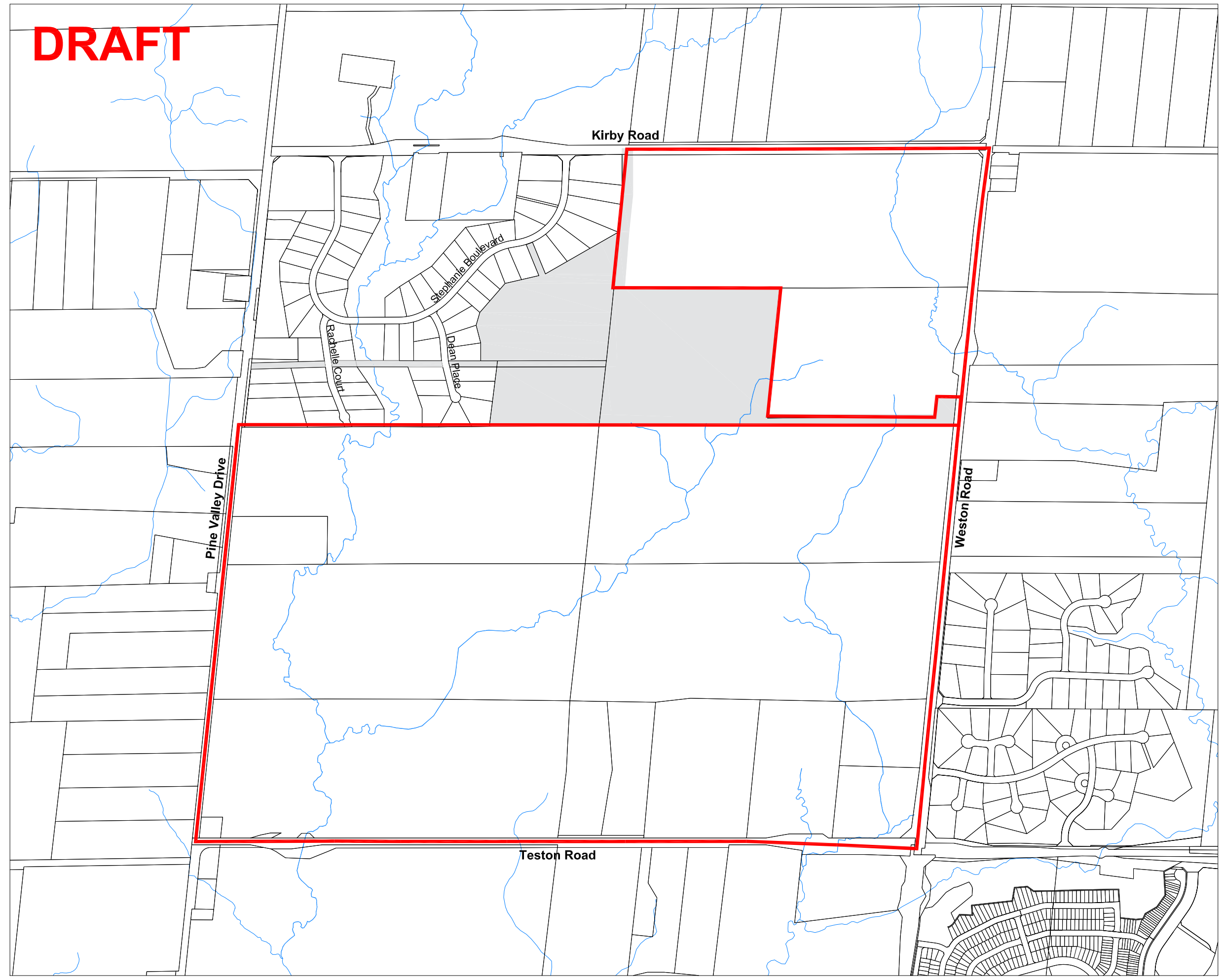
APPENDIX II

Record of Council Action

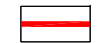


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SCHEDULE A
BLOCK 41
SECONDARY PLAN AREA



Legend

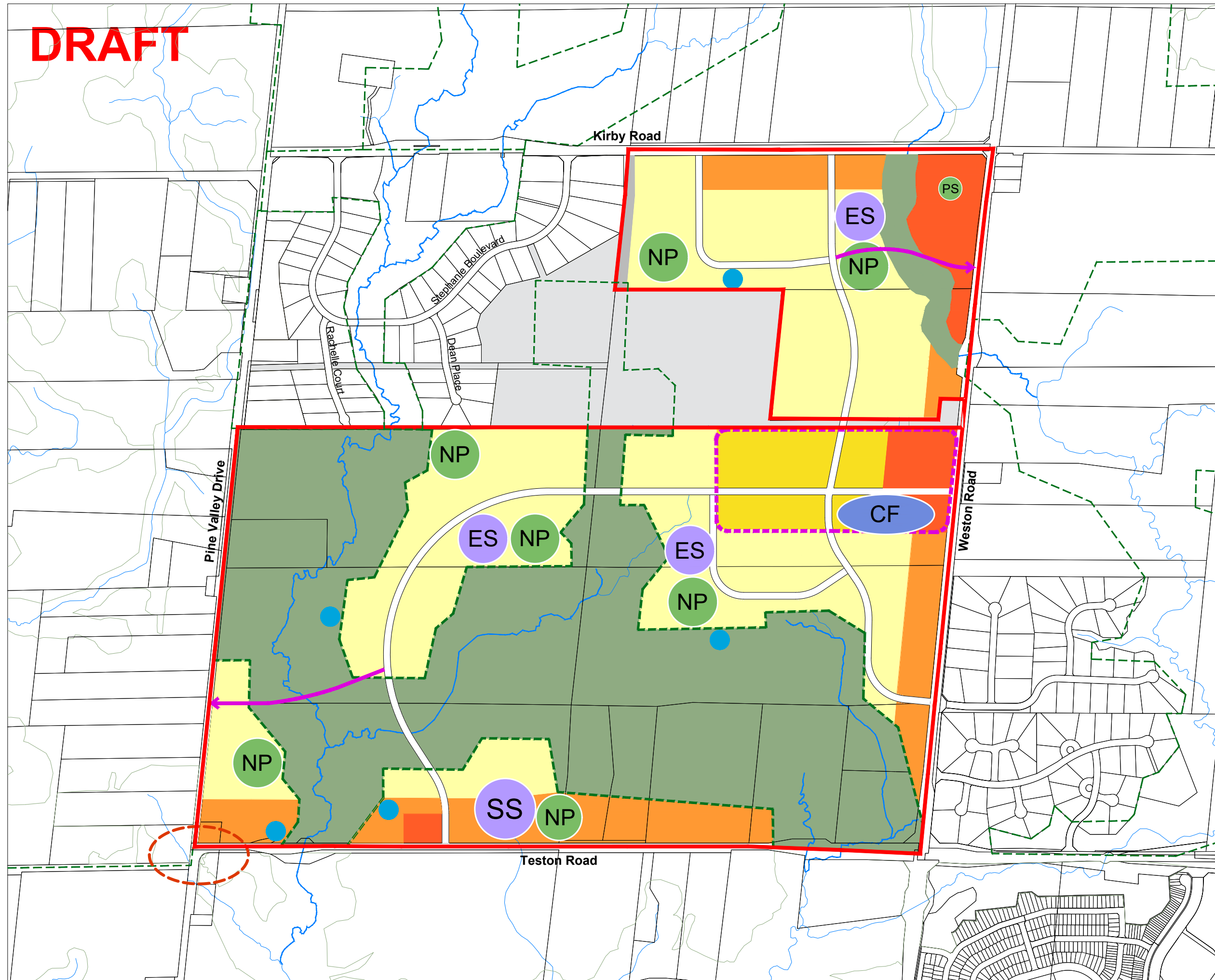
-  Secondary Plan Area
-  TransCanada Pipeline and Compressor Lands
-  Stream



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SCHEDULE B

BLOCK 41 LAND USE PLAN



Legend

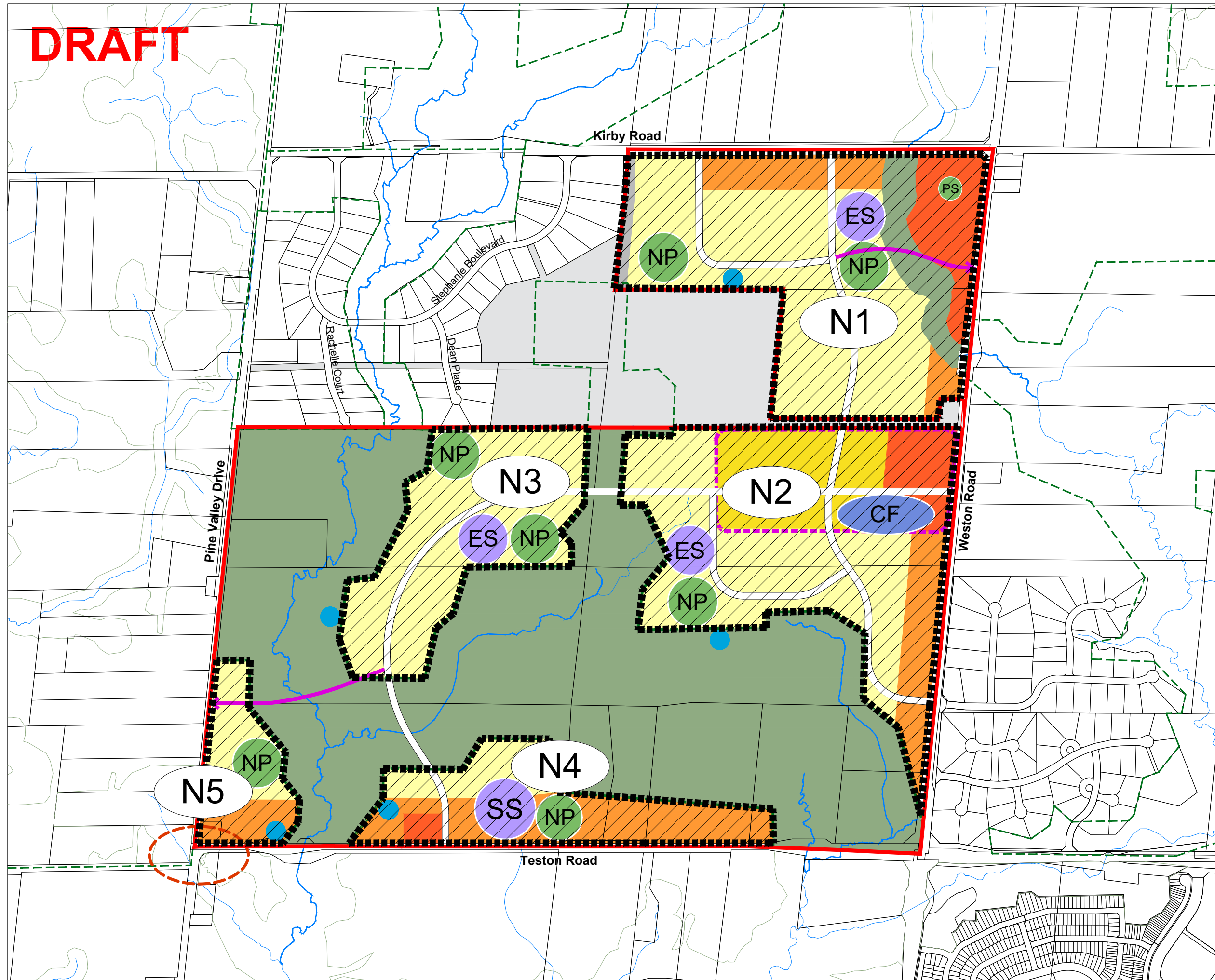
- Secondary Plan Area
- Greenbelt Plan Area
- Natural Areas
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- NP Neighbourhood Park
- PS Public Square
- ES Elementary School
- SS Secondary School
- CF Co-Location Facility
- Community Core
- Infrastructure and Utilities
- Potential Stormwater Management Facility (to be located outside of NHH features)
- Active Transportation Connection (Potential future collector road subject to further study)
- Route Alignment Subject to Intersection Improvements
- Stream
- TransCanada Pipeline and Compressor Lands



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SCHEDULE C

BLOCK 41 NEIGHBOURHOODS



Legend

- Secondary Plan Area
- Neighbourhood
- Greenbelt Plan Area
- Natural Areas
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- Neighbourhood Park
- Public Square
- Elementary School
- Secondary School
- Co-Location Facility
- Community Core
- Infrastructure and Utilities
- Potential Stormwater Management Facility (to be located outside of NHN features)
- Active Transportation Connection (Potential future collector road subject to further study)
- Route Alignment Subject to Intersection Improvements
- Stream
- TransCanada Pipeline and Compressor Lands






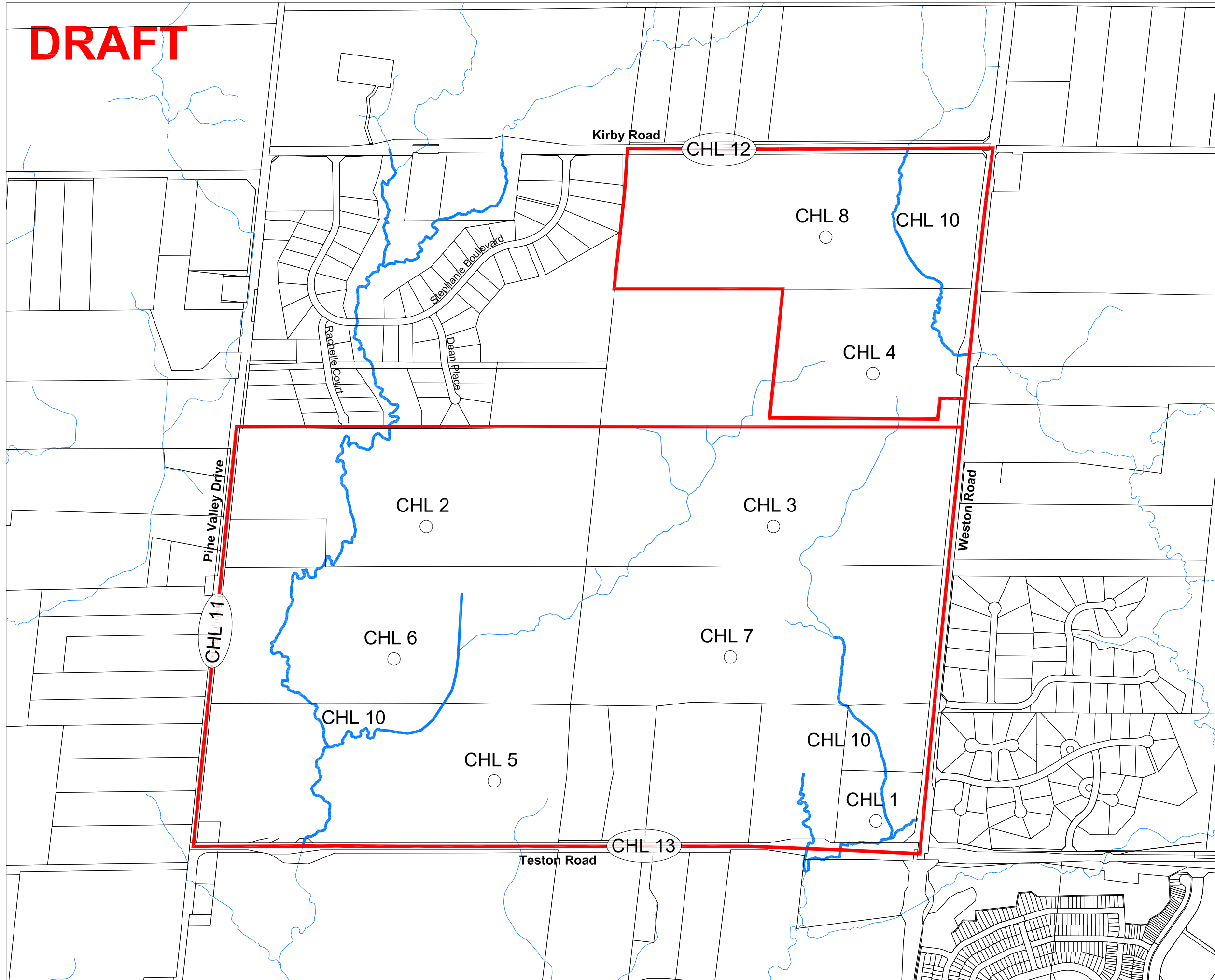
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SCHEDULE D

BLOCK 41 CULTURAL HERITAGE LANDSCAPES

Legend

-  Secondary Plan Area
-  Cultural Heritage
-  Stream
















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SCHEDULE E

BLOCK 41 MULTI-MODAL TRANSPORTATION NETWORK

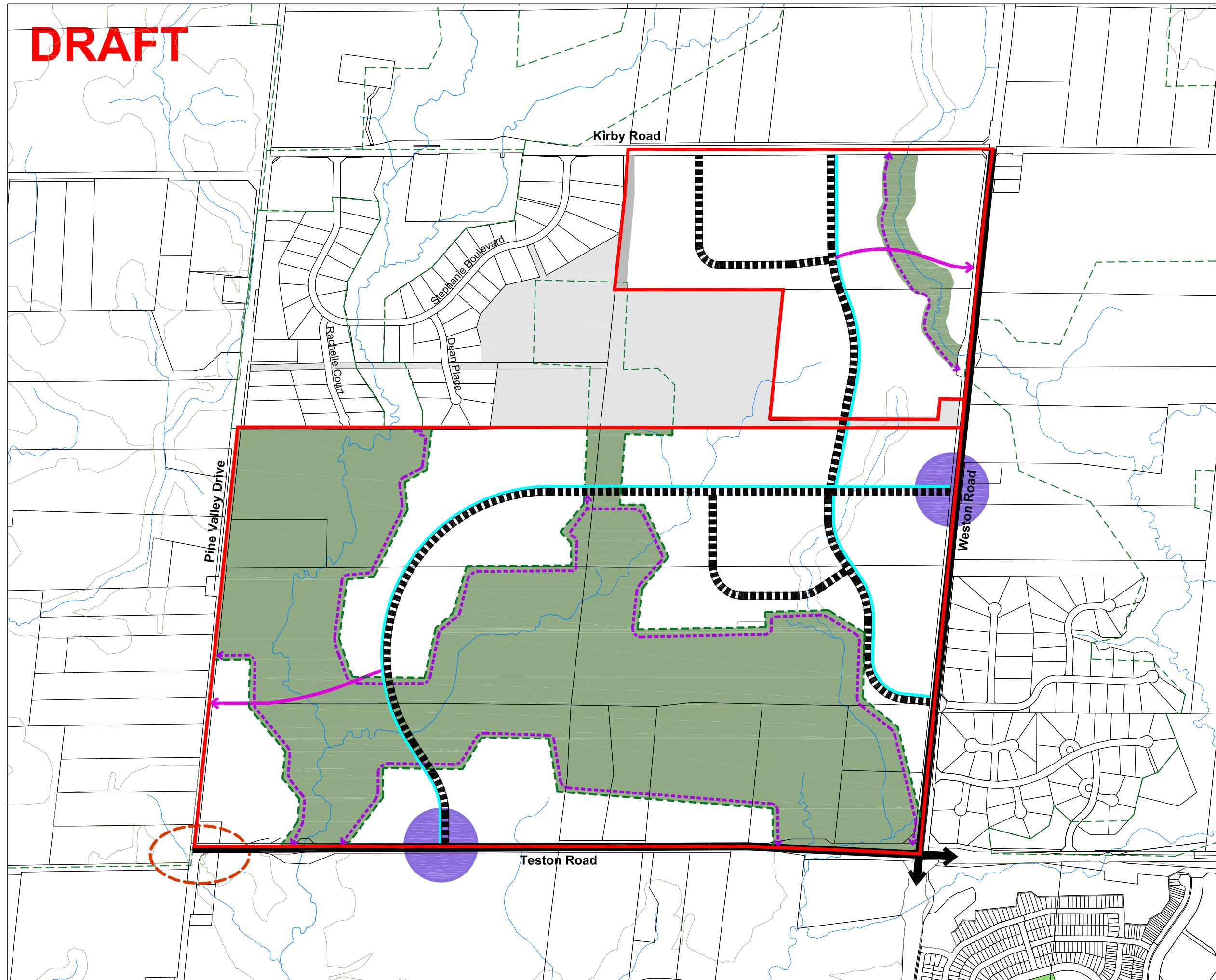
Legend

-  Secondary Plan Area
-  Arterial Street
-  Collector Street
-  Separated Cycling Facilities
-  Multi-use Recreational Trail
-  Active Transportation Connection (Subject to further study)
-  Route Alignment Subject to Intersection Improvements
-  Gateway
-  Greenbelt Plan Area
-  Natural Areas
-  Infrastructure and Utilities
-  Stream
-  TransCanada Pipeline and Compressor Lands

Note: See NVNCTMP for description of streets



March 13, 2019
















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SCHEDULE F

BLOCK 41 NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

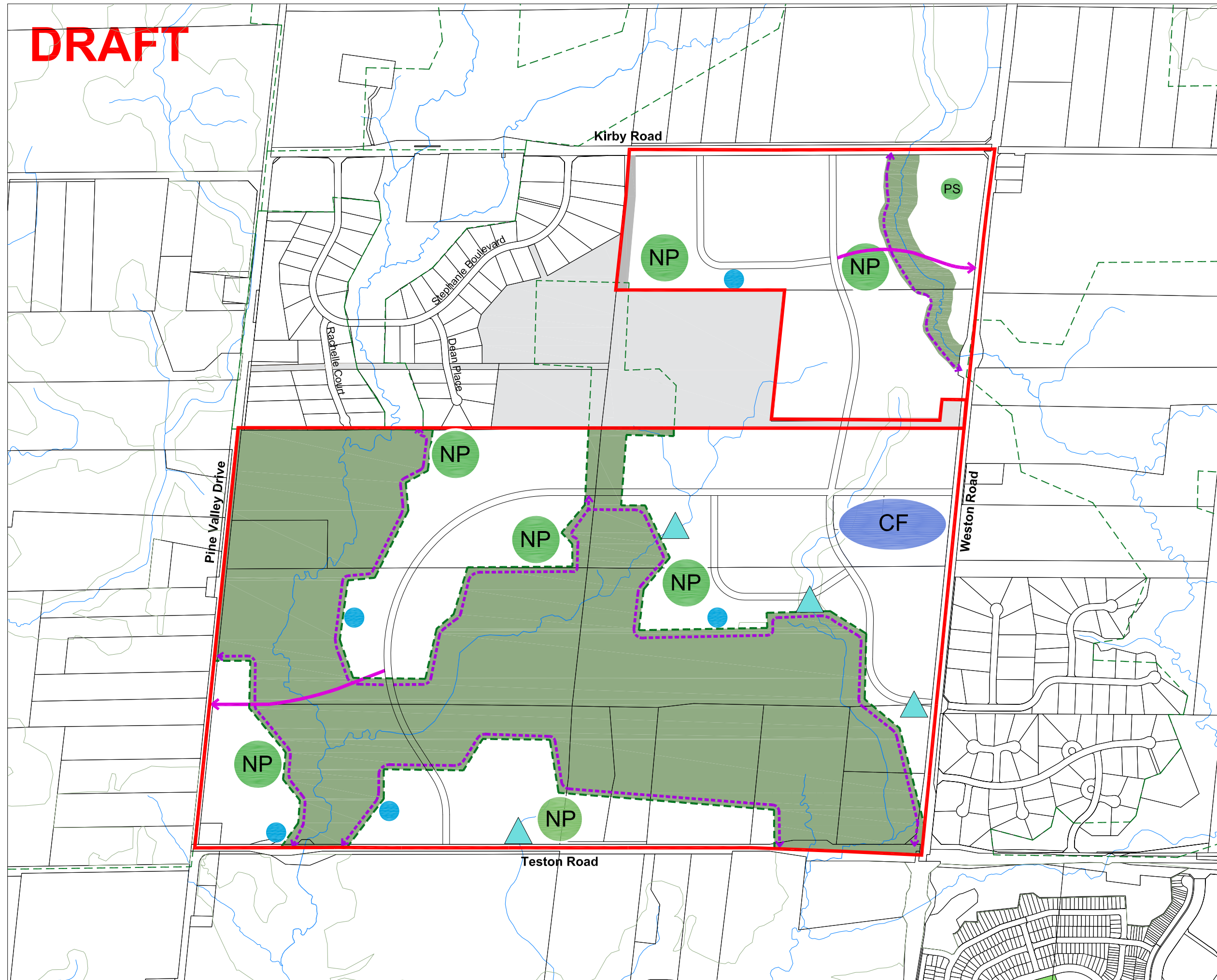
Legend

-  Secondary Plan Area
-  Greenbelt Plan Area
-  Natural Areas
-  Confirmation of Features (Refer to Policy 6.1.f.)
-  Neighbourhood Park
-  Public Square
-  Co-Location Facility
-  Multi-use Recreational Trail
-  Active Transportation Connection (Subject to Further Study)
-  Infrastructure and Utilities
-  Potential Stormwater Management Facilities
-  Stream
-  TransCanada Pipeline and Compressor Lands

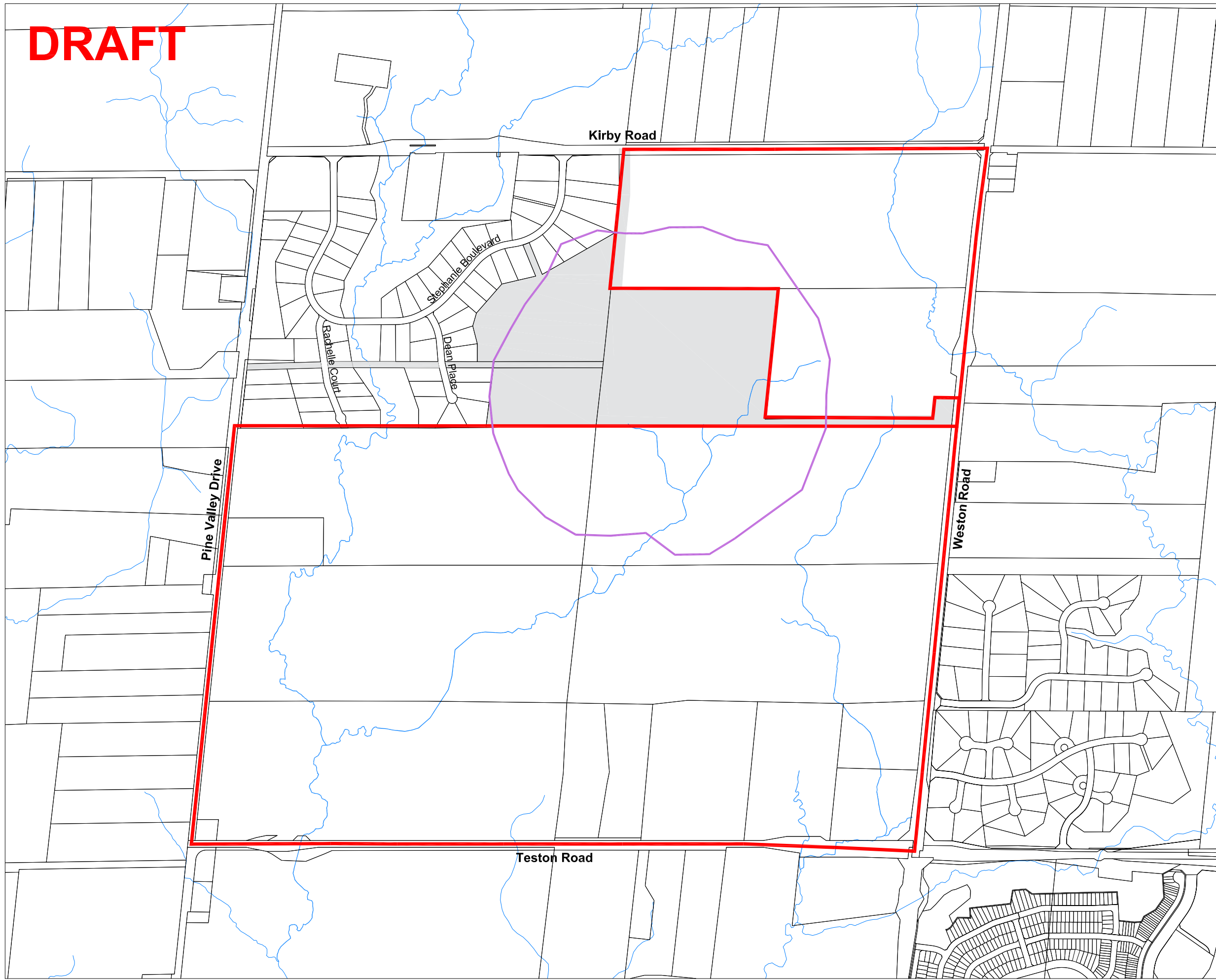
Note: See NVNCTMP for description of streets



March 13, 2019







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SCHEDULE G

BLOCK 41 TRANSCANADA STATION 130 NOISE INFLUENCE AREA

Legend

-  Secondary Plan Area
-  TransCanada Pipeline and Compressor Lands
-  45dBA Noise Influence Area
-  Stream

