

11.14 BLOCK 41 SECONDARY PLAN (OPA #50)

APPROVED BY THE ONTARIO LAND TRIBUNAL ON AUGUST 18, 2021

11.14.1 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. Appendix II, Population and Jobs is only for information purposes and does not constitute part of the Block 41 Secondary Plan.

11.14.2 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. 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 services and facilities such as a community centre with a co-located library and associated active plays areas, as well as other *community facilities*. The new community will be linked by a connected multi-modal transportation network including off-road Multi-Use Recreational Trails, sidewalks, walkways, and separated 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

1.2.1 The Secondary Plan includes the following:

1. 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.

2. 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 system, 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 resources, and establishing the transportation network, the natural heritage network, and the **parks** and open space system.

2.0 Secondary Plan Area

Block 41 is located north of Teston Road, east of Pine Valley Drive, south of Kirby Road, and west of Weston Road and comprises Part of Lots 26 – 30 of Concession 6, in the City of Vaughan, is approximately 435 hectares and includes existing land uses which are not subject to the policies of the Block 41 Secondary Plan. The lands subject to the Block 41 Secondary Plan are located within Block 41 and have an area of approximately 330 hectares and are largely undeveloped of which approximately 178 hectares are developable. Block 41 in its entirety 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 natural features. The TransCanada PipeLines Limited (“TCPL”) pipeline crosses the northern portion of Block 41 in an east- west direction and a north-south direction from the **compressor station** to Kirby Road. TCPL Maple Compressor Station 130 is located centrally within the northern half of Block 41, outside of the Secondary Plan Area on approximately 40 hectares of land.

3.0 Secondary Plan Study Process

The Secondary Plan study process was undertaken in six phases. In addition, the North Vaughan and New Communities Transportation Master Plan (“NVNCTMP”) and the East Purpleville Creek Subwatershed Study were prepared in parallel with the Secondary Plan study process and provided input to the Secondary Plan, in developing the transportation network within the Block, its connection to the greater Regional network and adjacent existing and planned neighbourhoods.

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* approval 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.

The required Subwatershed Study was a major component informing the Study process:

- East Purpleville Creek Subwatershed Study, Block 41 Landowners Group, March 2018.

Phase 5 – Draft Secondary Plan

A draft Secondary Plan was developed based on the foundation and comprehensive directions established through the previous phases and the East Purpleville Creek Subwatershed Study. 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.

A peer review was undertaken of the Landowner Group's/Valcoustics Stationary Source Noise Impact Study, 2018 and TCPL's/Stantec's Background Data, Modelling, and Assessment of Noise Impact in the Noise Sensitive Land Use Report, January 2018, by Jade Acoustics Inc. 2019.

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 October 7, 2019. Following Council's adoption of the Block 41 Secondary Plan, the Secondary Plan was sent to York Region for approval.

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 ("TRCA"), and TCPL. 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: Committee of the Whole (Statutory 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 Block 41 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 Provincial Policy Statement (2020), A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019), the Greenbelt Plan (2017) and the YROP, as well as 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;
- opportunities for live-work;
- areas that contain a high-quality public realm;
- the in effect Active Together Master Plan;
- 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 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; and
- the protection and conservation of cultural heritage resources.

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 (“NHN”) and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a Net Positive Environmental Outcome;
- Natural Hazards, including flooding and erosion hazards and establishing *development* limits respecting these limits;

- existing land uses;
- existing transportation infrastructure, noise mitigation strategies, and existing cycling infrastructure along boundary streets and within adjacent blocks;
- TransCanada natural gas pipeline rights-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, branch library, and co-location of a District Park in Block 41;
- the opportunity to achieve high quality and sustainable design; and
- existing surrounding neighbourhoods.

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

- Land Budget/Housing Mix Analysis;
- Retail Commercial Needs Assessment;
- Stationary Noise;
- 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;
- Water, Wastewater, and Stormwater Management; and
- Sustainability and Community Energy Planning.

11.14.3 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 shall 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.

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

1. Schedule 'A' – Block 41 Secondary Plan Area;
2. Schedule 'B' – Block 41 Land Use Plan;
3. Schedule 'C' – Block 41 Neighbourhoods;
4. Schedule 'D' – Block 41 Cultural Heritage Landscapes;
5. Schedule 'E' – Block 41 Multi-Modal Transportation Network;
6. Schedule 'F' – Block 41 Natural Heritage Network and Open Space System; and
7. 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.

2.1.1 Vision Statement

The New Community Area of Block 41 is a sustainable new community, where residents enjoy the conveniences of urban living near the countryside. Distinct neighbourhoods are connected to each other and adjacent communities by a permeable multi-modal 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 gathering places for neighbours to come together and thrive.

2.1.2 Guiding 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 and cycling connectivity and access throughout the various built and **Natural Areas**.
 - Promote a diversity of uses that will serve local community needs, such as a community core comprised of a community centre and a branch library, access to shops, services, *schools*, and **parks** that are within direct walking distances of 5- to 10-minutes wherever possible.
 - Ensure a range of residential dwelling types to provide choice, accommodate a range of affordability and support Age Friendly Communities.
 - Encourage employment opportunities, where appropriate, to improve live-work relationships.
 - Protect the health and well-being of residents and the security of critical infrastructure systems

adjacent to the secondary plan area.

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.
 - Design roadways and complimentary land uses in a manner that encourages transit ridership within convenient walking and cycling distances.
 - Design the road network in a manner that enables transit routes within the Secondary Plan area to be located, 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, residential, and employment uses.
3. Conserve and protect natural heritage.
 - Conserve and integrate natural resources into the fabric of the new community.
 - Ensure conservation of the existing natural features and functions, including the provision of appropriate Vegetation Protection Zones (“VPZs”), to delineate the local Natural Heritage Network (“NHN”).
 - Improve natural heritage connectivity and wildlife movement.
 - Permit complementary uses such as stormwater management facilities and parkland as appropriate subject to the policies of VOP 2010 and the Greenbelt Plan.
 - Provide for opportunities to permit and expand on the benefits of the close association between **Natural Areas** through a range of passive and active recreation locations and trail routes.
 - Provide a street system that is sensitive to **Natural Areas** and minimizes natural area crossings.
 - Promote restoration and enhancement opportunities in and adjacent to the NHN where appropriate.
 - Protect new *development* from natural hazards through provision of appropriate VPZs and infrastructure siting and design.
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.
 - Incorporate Low Impact Development (LIDs) best practices and green infrastructure, wherever feasible to minimize runoff, reduce water pollution, and protect groundwater resources.
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.
 - Integrate a 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 and cycling 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 and pollinator gardens, where appropriate, as part of an integrated open space system.

6. Provide a range of housing types, such as 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 factors.
 - 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 Standards 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.
 - Locate the Community Core to serve as a community focus and to provide for easy access to the community centre and branch library, day-to-day *retail*, service uses, and community-oriented facilities.
 - Create a Community Core that is transit supportive and incorporates appropriate density and mixed-use built forms.
 - Define the character of the Community Core through streetscape treatment, building orientation, facades, and the inclusion of an active play area.
 - 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 through the provision of complete streets for all ages and abilities design principles that support a variety of users including pedestrians, cyclists, transit riders and motorists.
 - Provide a permeable and connected street system that enables multiple direct routes to enhance pedestrian and cycling activity.
 - Provide 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.
 - Provide and protect for crucial connections to connect all neighbourhoods within the Block and surrounding infrastructure.
10. Strive for design excellence in buildings, streets, and open spaces.
 - Ensure that built form reflects human scale.
 - Provide appropriate land use, buffers, and built form transitions between existing homes within the study area and between infrastructure such as the TCPL **compressor station**.
 - Promote high quality urban design, including place-making and community focal points.
 - Ensure streets are designed considering context and utilize complete streets and all ages and abilities design principles to support a variety of users including pedestrians, cyclists, transit riders and motorists.
 - 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 that do not impede the pedestrian and cycling networks and the provision of safe infrastructure.
 - 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 Policies

3.1 Key Elements

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*, **parks**, *schools*, and commercial/mixed use nodes, including a Community Core;
2. An integrated multi-modal street network to connect homes, *schools*, shops, and adjacent communities with an emphasis on providing safe and direct pedestrian and cycling facilities. 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 complements the street-based circulation network, including pedestrian and cycling, 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 an adjacent natural gas **compressor station** and pipelines; a telecommunications tower; and proposed stormwater management ponds.

3.2 Density

3.2.1 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.

3.2.2 That in achieving the required 20 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.

3.2.3 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.

3.2.1 Bonusing

The City may apply the bonusing provisions for additional building height and density in accordance with VOP 2010.

3.3 Residential Neighbourhoods

3.3.1 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 TCPL **compressor station** and pipelines. It is the preference of the City that each neighbourhood 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) of all residents. This proximity supports active transportation and reduces car dependence while promoting physical activity.

1. **Neighbourhood One (N1)** – located in the north-east quadrant of Block 41, Neighbourhood One is comprised primarily of **Low-Rise Residential** uses with **Mid-Rise Residential** areas, an elementary *school*, two neighbourhood **parks**, and a public square. 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 Detached, Semi-Detached, Townhouses, Stacked Townhouses, Back-to-Back Townhouses, Multi-unit Buildings, as well as *retail* are anticipated.
2. **Neighbourhood Two (N2)** – located in the central portion of Block 41, Neighbourhood Two is focused on the primary east-west and north-south **Minor Collector** streets intersection servicing the community's Community Core. As such, this neighbourhood includes a mix of low- and mid- rise residential and mixed-uses, an elementary *school*, a neighbourhood park, and a number of *community facilities* such as a community centre and library, as well as associated active play areas which provide for a District Park level of service. In this location, the community centre is planned to be served by transit service along both Weston Road and the proposed internal north-south **Minor Collector** street. Dwelling units including a mixture of Detached, Semi-Detached, Townhouses, Stacked Townhouses, Multi-unit buildings, as well as *retail* are anticipated.
3. **Neighbourhood Three (N3)** - located in the central-west portion of Block 41, Neighbourhood Three is west of the Community Core. This neighbourhood is bounded by natural features and is comprised of **Low-Rise Residential** uses, an elementary *school*, and two neighbourhood parks. The City will determine the appropriateness of locating a second neighbourhood park in the northwest part of N3 through the Block Plan application process. Should a neighbourhood park not be deemed appropriate at this location, the City will consider these lands for use as a potential vista block or trail head location. Dwelling units including a mixture of Detached, Semi- Detached, and Townhouses are anticipated.
4. **Neighbourhood Four (N4)** – located along the southern boundary, Neighbourhood Four is north of Teston Road. This neighbourhood is comprised of low-rise and **Mid-Rise Residential** uses, a neighbourhood park, a secondary *school*, and a small mixed-use node. Dwelling units including a mixture of Detached, Semi-Detached, Townhouses, Stacked Townhouses, Multi-unit Buildings, and *retail* are anticipated.
5. **Neighbourhood Five (N5)** - located in the south-west corner of the Block, Neighbourhood Five is 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 including a mixture of Detached, Semi-Detached, Townhouses, Stacked Townhouses, and Multi-unit Buildings are anticipated.

3.3.2 To ensure that the minimum required density identified in policies 3.2.1 and 3.2.2 of this Secondary Plan is achieved the Block Plan application process and all *significant development* approval applications that include a residential component shall be required to demonstrate, in a Density Statement for the Secondary Plan Area, how the application contributes to the minimum required density, and is consistent with policies 3.2.1 and 3.2.2 which implements Schedule B to this Secondary Plan.

3.4 Affordable Housing

3.4.1 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 Section 7.5 of VOP 2010 Volume 1, a minimum 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 required minimum, the City shall:

1. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Block 41 minimum *affordable* housing requirement through the preparation of a housing option statement in accordance with the provisions of Section 7.5 of VOP 2010;
2. Require allocation of *affordable* housing units by participating Landowners to be established through the Block Plan approval process consistent with the requirements of Section 7.5 of VOP 2010 and enforce such allocations through conditions of approval for *development* approval applications;
3. Permit *secondary suites* in accordance with Section 7.5. of VOP 2010; and
4. Encourage new dwellings to be predesigned to accommodate *secondary suites* or that such *secondary suites* be offered as a construction option.

3.4.2 The Secondary Plan shall encourage and support Age Friendly Communities, and 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 facilitates “aging-in-place”.

3.5 Multi-Modal Transportation Network

3.5.1 A Multi-Modal Transportation Network, identified on Schedule E of this Secondary Plan, consists of **Minor Collector** streets that are essential to providing connectivity to the external arterial grid, as well as neighbouring areas, for all modes of transportation, including pedestrian and cycling, vehicular, transit services, and active transportation while respecting and protecting the natural environment, where possible.

3.5.2 The Multi-Modal Transportation 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 convenient and viable opportunities for active transportation and transit.

3.5.3.1 Road crossings of TCPL’s rights-of way shall be minimized, and be subject to review and approval by TCPL pursuant to the Canadian Energy Regulator Act. Roads parallel to TCPL’s rights-of-way shall be located a minimum of 7m from the edge of the rights-of way, unless otherwise agreed to by TCPL.

3.5.3.2 A potential street crossing of TCPL’s private driveway is outside of the Secondary Plan area. A potential street crossing of the TCPL privately owned lands and driveway and TCPL’s multi-pipeline easement may be considered by the City of Vaughan through a future study. Any proposed crossing would be subject to approvals pursuant to the Canadian Energy Regulator Act and TCPL’s written consent or an order of the Commission as contemplated by the Canadian Energy Regulator Act, and where applicable an order of a court of competent jurisdiction.

3.6 Parks and Trails Network

3.6.1 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. Programming for active facilities are to be provided within the Public Square and Neighbourhood Parks associated with, *school* sites, or as a stand-alone central feature.

3.6.2 In addition to the **parks**, the NHN provides 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. Schedules E and F of this Secondary Plan conceptually identify the proposed trail network.

- 3.6.3** Pathway systems within Neighborhood Parks will be used to link the Multi-Use Recreational Trails System with the pedestrian and cycling networks. Details of the connections and pathways will be developed through the Block Plan approval process in accordance with Section 10.1 of VOP 2010.

3.7 Natural Heritage Network

- 3.7.1** The Natural Heritage Network (“NHN”), identified on Schedule F of this Secondary Plan, comprises approximately 40% of the Block 41 Secondary Plan area and is primarily captured within the identified Greenbelt Plan Area.

- 3.7.2** **Core Features** are to be protected, conserved, restored, and where possible, enhanced as the community evolves. Moreover, the NHN 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.

- 3.7.3** The community will be designed to avoid natural hazards.

3.8 Infrastructure and Utilities

- 3.8.1** The Block 41 concession block includes TCPL owned lands designated “Infrastructure and Utilities” which includes the private driveway from the compressor station to Weston Road. The TCPL owned lands are not subject to the policies of this Plan. Nevertheless, the City shall consult with TCPL during the Block Plan and/or *development* application approval processes including Draft Plans of Subdivision, Zoning By-law Amendments, and Site Plan Approvals, for all *developments* within this Plan, to ensure compatibility with TCPL’s federally regulated operations.

- 3.8.2** The City may work with TCPL to ensure protection of key natural heritage features and key hydrologic features in accordance with the policies of the Greenbelt Plan.

- 3.8.3** Stormwater management sites will be multifunctional, providing not only a water catchment facility but will be designed as complimentary components of an integrated open space system. Innovative stormwater management techniques may be implemented as long as park programming opportunities and operations are not negatively impacted.

- 3.8.4** The planning, design, and implementation of stormwater management plans, strategies, and infrastructure shall, where applicable, prevent the accumulation of standing water to not be conducive to mosquito larvae breeding.

3.9 Sensitive Land Uses

- 3.9.1** Applications for residential *development* and other *sensitive land uses* shall have regard for potential impacts such as, but not limited to noise, vibration, odour, and air pollution impacts from existing uses, major streets and transportation infrastructure, and facilities. Where appropriate, applications for residential *development* and other *sensitive land uses* shall include a noise and vibration study, an air pollution study, and other studies as required to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* through the Block Plan and where required through the *development* application approval processes to the satisfaction of the City and in consultation with other agencies including TCPL, as required.

3.10 Policies for TransCanada PipeLines Limited

- 3.10.1** This Secondary Plan recognizes that TCPL's natural gas pipelines and Compressor Station 130 is required for the transmission of natural gas supplies throughout Ontario and eastern Canada. Future *developments* within the Block 41 Secondary Plan area should ensure there are no adverse impacts on TCPL's ability to continue to facilitate the transmission of natural gas.
- 3.10.2** TCPL owned lands (including the **compressor station** and private driveway to Weston Road) are not included in the defined Plan boundary but are located adjacent to, and define, the boundaries between Neighbourhoods One, Two, and Three of the Secondary Plan and the balance of Block 41.
- 3.10.3** TCPL **compressor station** and pipeline rights-of-way are shown on Schedule 12 of VOP 2010 and Schedule B of this Secondary Plan. *Development* adjacent to the TCPL's natural gas pipelines and **compressor station** operations shall be subject to the provisions of Section 9.2 of VOP 2010, in addition to the policies of this Secondary Plan.
- 3.10.4** The infrastructure related to TCPL's natural gas pipelines and **compressor station** require that adjacent *development* within the Block 41 Secondary Plan Area, that is within the Noise Influence Area identified on Schedule G, be made to be compatible with the operation of that infrastructure, in that the proposed Block 41 development will implement mitigation to meet the sound level limits of NPC-300 Guideline, as may be amended ("NPC-300 Guideline") and implement the additional mitigation as outlined in the Secondary Plan to address Low Frequency Noise. The Noise Influence Area as shown on Schedule G is representative of the 45 dBA contour line as well as the 65 dBC contour line.
- 3.10.5** Intentionally deleted.

Definition of Sensitive Land Uses/Points of Reception

- 3.10.6** For the purposes of this Secondary Plan, Sensitive Land Uses and Points of Reception are defined as they are defined in the Provincial NPC-300 Guideline. Only Sensitive Land Uses and Points of Reception within the Noise Influence Area identified on Schedule G will require appropriate noise attenuation, as those impacts relate to TCPL's natural gas pipelines and **compressor station**.
- 3.10.7** Other Sensitive Land Uses and Points of Reception may be impacted by other activities or infrastructure within the Secondary Plan Area that are not related to TCPL's operations, and located outside of the Noise Influence Area identified on Schedule G. Those other Sensitive Land Uses and Points of Reception as defined by the NPC-300 Guideline shall be subject to the provisions of Section 9.2 of VOP 2010, in addition to the policies of this Secondary Plan.

The Noise Influence Area

- 3.10.8** The lands within the Noise Influence Area identified on Schedule G may be designated by the City as Class 4, pursuant to the Provincial NPC-300 Guideline document. Designating the lands within the Noise Influence Area as Class 4 represents the lands that may be subject to noise levels above 45 dBA Leq 1 hour at the building facades during the night and 50 dBA Leq 1 hour at building facades during the daytime. The designation of the lands as Class 4 is at the sole discretion of the City of Vaughan. Sensitive Land Uses and Points of Reception within the Noise Influence Area shall require Noise Feasibility Studies and which outline potential noise mitigation strategies.
- 3.10.9** Where a Class 4 designation has been granted, the development shall strive to achieve sound levels as close to the Class 1 limits as outlined in Provincial NPC-300 Guideline as feasible for residential and/or other *sensitive land uses*. The City of Vaughan, at its sole discretion, will determine if the proposed mitigation is appropriate and feasible.

3.10.10 The Noise Influence Area on Schedule G, as well as the policy framework articulated within this Secondary Plan, will be reviewed in conjunction with the periodic review of this Secondary Plan, as required under the Planning Act, or at any time, subject to the discretion of the City.

Policies for Impacts due to Low Frequency Sound

3.10.11 For all *developments* that:

1. Incorporate a sensitive land use and/or a Point of Reception; and
2. Are within the Noise Influence Area identified on Schedule G.

3.10.12 The City will ensure, through the Implementing Zoning By-law, Conditions of Draft Plan Approval, Site Plan Agreement, and/or any other legally binding agreement acceptable to the City, that potential adverse noise impacts due to low frequency sound shall include appropriate construction techniques and/or building materials that will mitigate potential adverse noise impacts due to low frequency sound to an interior sound level of 30 dBA, or less in noise sensitive spaces as defined by the Provincial NPC-300 Guideline. As a minimum, the dwellings should be constructed of brick veneer or masonry exterior wall construction (minimum STC 53) and be provided with central air conditioning.

3.10.13 Physical noise mitigation measures (e.g. sound barriers), for residential and/or *sensitive land uses* adjacent to the **compressor station**, in addition to the requirements outlined in Section 3.10.12 can be used. The height and design of any noise mitigation measures shall be determined by the Noise Feasibility Study to the satisfaction of the City in consultation with TCPL.

Policies for Noise Impacts

3.10.14 With respect to the potential adverse noise impacts on lands within the Noise Influence Area identified on Schedule G, the following noise thresholds apply:

1. In addition to the central air conditioning, brick veneer or masonry exterior wall construction (minimum STC 53), the indoor noise threshold for all defined Sensitive Land Uses shall not exceed 30 dBA in noise sensitive spaces as defined by the Provincial NPC-300 Guideline.
2. For any outdoor living area defined as a Point of Reception, the outdoor noise threshold shall not exceed 55 dBA, during the day and evening hours.
3. Where the sound level from TCPL is predicted to be 65 dBC or greater at a dwelling facade, the dwelling shall be designed and constructed to meet an indoor target sound level of 27 dBA within noise sensitive spaces, and windows shall have a minimum rating of STC 36 on the affected façade.

3.10.15 Applications for the *development* of Sensitive Land Uses and Points of Reception as defined by the Provincial NPC-300 Guideline within the Noise Influence Area identified on Schedule G shall require a Noise Feasibility Study that assesses the effects of noise from TCPL's **compressor station** operations on any Sensitive Land Uses and Points of Reception.

Implementation

3.10.16 Noise Feasibility Studies are to specify how compatibility shall be achieved between TCPL's **compressor station** and proposed *development* and may include measures aimed at minimizing impacts, or prohibiting certain types of *development* in proximity to TCPL's **compressor station** to ensure compatibility.

The maintenance of any mitigation measures to be implemented shall be secured by agreements between the City of Vaughan and developers.

3.10.17 Further, any required Noise Feasibility Studies shall be prepared to the satisfaction of the City in consultation with TCPL, and shall recommend appropriate measures to meet the Provincial NPC-300 Guideline sound level limits from noise, and implement the mitigation outlined in Section 3.10 of this

Secondary Plan to address Low Frequency Noise that are identified prior to the approval of an Implementing Zoning By-law. The sound level limits are those provided in the Provincial NPC-300 Guideline document and include the mitigation described in Policies 3.10.12 to 3.10.14 above.

- 3.10.18** The City may carry out a peer review of any Noise Feasibility Study, the cost of which shall be paid on behalf of the City by the Applicant, and shall, if required, be a necessary element of a Complete Application.
- 3.10.19** For all *development* proposals within 200 metres of the TCPL lands, the City shall require the applicant to pre-consult with TCPL. For crossings of the TCPL rights-of-way, applicants shall consult with TCPL as soon as possible through TCPL's Third-party Crossings Tool. TCPL requires that for crossings and any ground disturbance activities within 30 m of its pipelines, the City and applicant/developer shall consult with and apply to TCPL for written consent (subject to conditions) prior to proceeding.
- 3.10.20** For all proposed *development* within the Noise Influence Area identified on Schedule G, the City shall consult with TCPL during the Draft Plan of Subdivision/Condominium, Implementing Zoning, and Site Plan Approval processes, as well as the design process for public spaces, to ensure compatibility with TCPL's operations. For all such applications, the City shall also require the applicant to consult with TCPL with respect to construction materials and noise mitigation techniques. In the event of a disagreement, the City reserves the right to have the proposed construction peer reviewed.
- 3.10.21** All further planning approvals within the Noise Influence Area identified on Schedule G shall be:
1. Based on the Acoustic Model (2020-08-5 TCPL STN 130 Comp.Model (B1+B2+B3+C4+C5) with mod B-cooler and actual NR on GTEVI.CNA, which has been provided by TCPL., it is acknowledged that the model has been updated to include the future operational scenarios at TCPL Station 130 and no further modifications to the source data will be required at subsequent submissions of the noise report(s). At the time of preparation of the noise reports for Block 41, the following updates to the model shall be included:
 - a. ground absorption conditions for the development lands based on the proposed site configurations. It is acknowledged that the model referenced above includes the appropriate ground absorption conditions on the TCPL (TCE) lands; and
 - b. the grading plans applicable to the proposed Block 41 lands should be accounted for in the acoustic model.
 2. Required to prepare a Noise Feasibility Study and/or Acoustic Performance Report, utilizing the accepted Acoustic Model (updated as noted above), to be carried out by a Professional Engineer, to the satisfaction of the City, in consultation with TCPL;
 3. Subject to the implementation of any noise mitigation requirements or techniques, as identified in a Noise Feasibility Study that has been accepted by the City. These noise mitigation requirements or techniques shall be secured through the Implementing Zoning By-law, Conditions of Draft Plan Approval, Site Plan Agreement, and/or any other legally binding agreement acceptable to the City; and
 4. In recognition of the potential for noise impacts from existing or approved TCPL operations, the City will require that there be formal warning notices included in all purchase and sale (or rental/lease) agreements and for registration on title for all properties or condominium units that are identified as a sensitive land use and Point of Reception within the Noise Influence Area identified on Schedule G.
 5. Any noise report submitted to the City for the Block 41 lands should be also submitted to TCPL for their review and comment of the proposed mitigation respecting the requirements of the Secondary Plan (OPA 50).

3.11 Transit Supportive Development

3.11.1 *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.

3.12 Permitted Uses in all Designations

3.12.1 In addition to the uses identified in Policy 9.2.1.9 of 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, Private Open Spaces, Agricultural**, and Infrastructure and Utility, unless specifically permitted in those designations:

1. Public safety services and *community facilities*.

4.0 Land Use Designations and Symbols

4.1 Land Use Plan

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.

The land use designations 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.

4.2 Low-Rise Residential Designation

4.2.1 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 3 *storeys*. The lands in this designation will be developed as neighbourhoods and focused around *schools* and **parks**.

4.2.2 The following uses are permitted in the **Low-Rise Residential** designation:

1. Residential units;
2. *Home occupations*;
3. Private home *day care* for a maximum (5) children; and
4. *Small-scale convenience retail*, provided the use is:
 - located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule E of this Secondary Plan; and,
 - a maximum of 185 square metres of gross floor area.

4.2.3 The **Low-Rise Residential** designation permits the following building types:

1. Detached House;
2. Semi-Detached House;
3. Townhouse including Stacked Townhouses (up to 3-storeys) 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; and

4. Public and Private Institutional Buildings.

4.3 Low-Rise Mixed-Use Designation

4.3.1 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 **Minor Collector** street. The designation allows for an integrated mix of residential, community, and small scale *retail* uses intended to serve the local population.

4.3.2 The following uses are permitted in the **Low-Rise Mixed-Use** designation:

1. Residential units;
2. *Home occupations*;
3. *Retail uses*; and
4. Office uses.

4.3.3 The **Low-Rise Mixed-Use** designation permits the following building types:

1. Townhouses;
2. Stacked Townhouses;
3. Low-Rise Buildings; and
4. Public and Private Institutional Buildings.

4.3.4 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. Back-to-back Townhouses shall be consistent with policy 4.2.3.3. of this Secondary Plan.

4.3.5 *Retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street.

4.3.6 The maximum permitted building height for Low-Rise Buildings shall be 5 *storeys*. The maximum building height permitted for Townhouses, Back-to-Back Townhouses, and Live-work units shall be 3 *storeys*; and Stacked Townhouses shall be 4 *storeys*. The minimum height in the **Low-Rise Mixed- Use** designation shall be 2 *storeys* or equivalent. The maximum permitted density in the **Low-Rise Mixed-Use** designation shall be a *Floor Space Index* ("FSI") of 1.5.

4.4 Mid-Rise Residential Designation

4.4.1 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.

4.4.2 The following uses are permitted in the **Mid-Rise Residential** designation:

1. Residential units;
2. *Home occupations*; and
3. *Small-scale convenience retail*, provided the use is:
 - located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule E of this Secondary Plan; and
 - a maximum of 185 square metres of gross floor area.

- 4.4.3** The **Mid-Rise Residential** designation shall also permit Mid-Rise Buildings and Public and Private Institutional Buildings.
- 4.4.4** In addition to the permitted building types identified in policy 4.4.3 of this Secondary Plan, 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 3.2 of this Secondary Plan, and shall be demonstrated through the Block Plan approval process. Back-to-back Townhouses shall be consistent with policy 4.2.3.3. of this Secondary Plan.
- 4.4.5** The maximum permitted building height for Mid-Rise buildings shall be 8 *storeys*. The maximum building height permitted for: Townhouses, Back-to-back Townhouses, and Live-work units shall be 3 *storeys*; Stacked Townhouses shall be 4 *storeys*; and, Low-Rise Buildings shall be 5 *storeys*. The minimum height in the **Mid-Rise Residential** designation shall be 2 *storeys* or equivalent. The maximum density in the **Mid-Rise Residential** designation shall be a FSI of 2.5.

4.5 Mid-Rise Mixed-Use Designation

- 4.5.1** 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 **Minor Collector** street and Teston Road. *Development* in this designation may consist of a broad mix of **Mid-Rise Residential**, *retail*, community, and institutional uses in mixed-use and single use buildings.
- 4.5.2** The following uses are permitted in the **Mid-Rise Mixed-Use** designation:
1. Residential units;
 2. Home occupations;
 3. Cultural uses, including commercial galleries and theatres;
 4. Retail uses subject to the policies of Section 5.2 of the VOP 2010;
 5. Office uses, up to a maximum of 7,500 square metres in non-Intensification Areas;
 6. Parking garage;
 7. Hotel; and
 8. Gas stations, subject to Section 5.2 of VOP 2010.
- 4.5.3** The **Mid-Rise Mixed-Use** designation permits the following building types:
1. Mid-Rise Buildings;
 2. Public and Private Institutional Buildings, and
 3. Gas Stations as identified in Section 9.2 of VOP 2010.
- 4.5.4** In the Mid-Rise Mixed-Use designation, the ground floor frontage of buildings facing arterial and collector streets shall predominantly consist of *retail* uses or other active uses that animate the street consistent with Section 9.2 of VOP 2010. The Implementing Zoning By-law shall establish the minimum amount of gross floor area for *retail* or other active uses.
- 4.5.5** In addition to the permitted building types identified in policy 4.5.3 of this Secondary Plan, 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 3.2 of this Secondary Plan, and demonstrated through the Block Plan approval

process. Back-to-back Townhouses shall be consistent with policy 4.2.3.3 of this Secondary Plan.

- 4.5.6 The maximum density in the Mid-Rise Mixed-Use designation shall be an FSI of 2.5. The maximum permitted building height for Mid-Rise Mixed-Use buildings shall be 8 *storeys*. The maximum building height permitted for Townhouses, Back-to-back Townhouses, and Live-work units shall be 3 *storeys*, Stacked Townhouses shall be 4 *storeys*, and Low-Rise Buildings shall be 5 *storeys*. The minimum height in the Mid-Rise Mixed-Use designation shall be 2 *storeys*.
- 4.5.7 The maximum permitted building height shall be 10 *storeys* and the maximum permitted FSI shall be 3.0 for the Mid-Rise Mixed-Use buildings in the block located at the corner of Weston Road and Kirby Road.
- 4.5.8 Mid-Rise Mixed-use buildings should emphasize compatibility with adjacent *development* and effective transition from Low-Rise *development*.

4.6 Community Core Symbol

- 4.6.1 The Community Core as shown on Schedule B of this Secondary Plan, will be designed as a focal point and meeting place for the community. It will have a range of community services and facilities, including a Co-Location Facility identified symbolically on Schedule B and Schedule F of this Secondary Plan. The Co-location Facility includes a co-located major community centre and library, and active play areas which provide for a District Park level of service. A minimum area of 5.5 hectares will be required to accommodate the co-located major community centre and library, and associated active play area. If through the findings of a Facility Feasibility and Design Study, recommendations to accommodate efficiencies in the co-location of buildings and/or facilities are made and result in the adjustment to land requirements, the site area may be modified in accordance with the findings of the study and to the satisfaction of the City and any required approval authority.
- 4.6.2 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 and the implementing *development* approval review process.
- 4.6.3 The permitted uses may serve a community function, as well as a City-wide function. *Small-scale convenience retail* uses, and other active uses are permitted on the ground floor frontage of buildings along arterial and collector streets to animate the street.
- 4.6.4 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.
- 4.6.5 Other community services and facilities not identified under Policies 3.12.1, 4.3 and 4.5 of this Plan and identified as a Co-Location Facility (“CF”) on Schedule B and F of this Secondary Plan, include a co-located major community centre and branch library, as well as active play areas providing a District Park level of service, 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 concurrently with the community centre. The CF shall be located adjacent to an arterial or collector street, preferably within the Community Core. If through the Block Plan approval process the location of the CF requires modification, the applicable policies of the underlying land use designation shall apply.
- 4.6.6 Additional *community facilities*, as well as *schools*, *daycares*, and places of worship may be located within the Community Core and CF only if it is determined through the Block Plan or subsequent *development* approval application process that the uses are appropriate and compatible with the *community facilities* in the CF situated within the Community Core. This shall be determined through a Facility Feasibility and Design Study for the CF, which shall be undertaken as part of the Block Plan application process. The details of such a Study will be identified through the required Block Plan Terms of Reference to the

satisfaction of the City and the appropriate approval authorities.

4.7 Parks Symbol

- 4.7.1** The **parks** in the Block 41 Secondary Plan area include Neighbourhood Park and Public Square. Also included in the Block 41 Secondary Plan area is the concept of active play areas associated with the major community centre and library (CF) within the Community Core. The active play areas are outdoor facilities providing a District Park level of service for the community. The location of Neighbourhood Parks and Public Squares on Schedule B and Schedule F of this Secondary Plan 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.
- 4.7.2** An Active Play Area which functions at a District Park level of service is proposed to be located as part of the CF in the Community Core. An active play area is defined as outdoor recreation facilities including but not limited to playground facilities, outdoor waterplay, and court-type facilities. The character and function of the active play area shall be coordinated and integrated with the proposed uses within the CF and greater Community Core. The Active Play Area will provide facilities for active recreation and be combined with the planned major community centre and library to maximize efficiencies and support shared uses.
- 4.7.3** The Neighbourhood Park symbols 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 generally be located adjacent to the NHN natural areas and/or proposed elementary *schools*, and 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.
- 4.7.4** The Public Square symbol 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 that is well suited for more intensive social, cultural, and market-based events, in accordance with Section 7.3 of VOP 2010. The Public Square shall generally be a minimum of 0.2 to 1.0 hectares in size.

4.8 Schools Symbol

- 4.8.1** General locations for *schools* are identified on Schedule B of this Secondary Plan and include 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 Block Plan and *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, the policies of VOP 2010 and this Plan.
- 4.8.2** The Elementary and Secondary *School* symbols 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 and the *development* approval process. Where the locations of the *school* symbols are modified or *school* sites are determined by the appropriate *school* board to not be required, the underlying designation shall apply.
- 4.8.3** The Elementary and Secondary *School* sites shall be developed and designed in consultation with the

appropriate School Board and the urban design policies of Section 6.1 of this Secondary Plan. The location, size, and configuration of each *school* site shall be further defined through the Block Plan and *development* approval process and be consistent with the policies or requirements of the respective School Board. 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.

4.9 Stormwater Management Symbol

- 4.9.1 Stormwater Management facilities, conceptually shown on Schedules B, C, and F may be located in all land use designations other than the **Core Features** in the Natural Areas designation, except as permitted in Policy 5.5.4. Further, Stormwater Management Facilities and Low Impact Development may be permitted in accordance with Sections 3.2 and 3.6 as it relates to infrastructure in **Core Features**, specifically stormwater management facilities. The stormwater management facility symbols are conceptual and may be relocated without an amendment to this Plan. The final number, configuration, 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 Section 10.1. of VOP 2010 and the *development* approval process.

5.0 The Natural Heritage Network

5.1 Natural Heritage Network

- 5.1.1 The Natural Heritage Network (“NHN”) on Schedule F of this Secondary Plan includes the lands identified as **Core Features** in Chapter 3 of VOP 2010, except as modified in accordance with the policies of this Secondary Plan. The NHN will reflect 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 to the satisfaction of the City in consultation with the required public agencies. It reflects the components identified in Section 3.2 of VOP 2010 and includes Woodlands, Wetlands, Significant Valleylands, Significant Wildlife Habitats, permanent and intermittent streams, fish habitat, groundwater seeps and springs, and Vegetation Protection Zone (“VPZs”).
- 5.1.2 The NHN will be refined as required through the MESP which will form part of the Block Plan approval process required in accordance with Section 10.1 of VOP 2010, without amendment to this Plan. It will include the confirmation and extent of natural heritage and hydrologic features and their associated VPZs. The MESP will be carried out in accordance with the policies of Section 3.9 of VOP 2010 based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the Toronto and Region Conservation Authority (“TRCA”), which will address all the applicable policies of Chapter 3 of VOP 2010. However, the outer 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 VOP 2010. The City will seek conveyance into public ownership of **Core Features** in accordance with Section 3.2 of VOP 2010.
- 5.1.3 The NHN recognizes the interdependence of natural heritage features and their associated functions, and seeks to maintain connections among natural features, so that their existing ecological and hydrological

functions are maintained or enhanced.

- 5.1.4** 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 **Core Features**, surface water features, and ground water features.
- 5.1.5** The **Core Features** shall be established in accordance with Section 3.2 of VOP 2010. Minor modifications to the boundaries and alignment of **Core Features** may be considered as part of the environmental studies submitted through the Block Plan approval process in accordance with Section 10.1 of VOP 2010, and/or the development approval process to the satisfaction of the City in consultation with the TRCA.
- 5.1.6** Confirmation of potential features and natural hazards and the extent of the potential features and natural hazards within the landscape, as identified on Schedule F of this Secondary Plan shall be in accordance with the East Purpleville Creek Subwatershed Study, and such findings shall be reflected in the Block Plan approval process and related MESP in accordance with Section 10.1 of VOP 2010. The general location of these potential features and natural hazards are identified symbolically on Schedule F of this Secondary Plan. A detailed assessment of these potential features and natural hazards, their acceptability for removal and compensation, the details associated with the compensation, restoration and enhancement strategy shall also be determined through the Block Plan approval process and related MESP, in accordance with Section 10.1 of VOP 2010.

5.2 Interface with the Natural Heritage Network

- 5.2.1** 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, schools, 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 without amendment to this Plan. *Development* abutting the NHN shall be designed in accordance with Section 9.1 of VOP 2010.

5.3 Net Positive Environmental Outcome

- 5.3.1** It is a principle of this Secondary Plan to achieve a Net Positive Environmental Outcome with respect to the modification of natural features. The intent of the Net Positive Environmental Outcome is to enhance the ecological functions of the NHN. A Net Positive Environmental Outcome is not limited to “like-for-like” compensation in terms of ecological function. Such compensation may consider enhancements to lands to improve habitat quality and enhance biodiversity, or to provide a range of other related benefits. In accordance with Section 3.2 of VOP 2010, additional **Enhancement Areas** identified through environmental works to satisfy the Net Positive Environmental Outcome requirement may be directed to the restoration of degraded areas or habitat creation or enhancement that includes but is not limited to wetlands, woodlands, permanent or intermittent streams, valley and stream corridors, fish habitat, and significant wildlife habitats.

The range and nature of the works in support of the Net Positive Environmental Outcome could include:

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

The Net Positive Environmental Outcomes shall be identified through the completion of the MESP, in consultation with the City, TRCA, York Region, and relevant Provincial ministries, as required.

- 5.3.2** For the lands south of the **compressor station** within the Greenbelt Plan Area, woodland compensation shall be determined through the Block Plan approval process in accordance with Section 10.1 of VOP 2010 to the satisfaction of the City.

5.4 Natural Areas Designation

5.4.1 Natural Areas Designation

The lands in the Natural Areas designation on Schedule B, Schedule C, and Schedule E of this Secondary Plan are applicable to **Core Features** in the NHN, except as modified in this Plan.

5.4.2 Related Directions

The lands in the Natural Areas designation will be protected in accordance with the directions in the East Purpleville Creek Subwatershed Study, prepared to the satisfaction of the City and TRCA. **Core Features** may be further refined through the MESP required as part of the Block Plan approval process required in accordance with Section 10.1 of VOP 2010 and the *development* process. Refinements to the NHN may increase or reduce the extent of the Natural Areas shown on Schedule B and the NHN shown on Schedule F of this Plan.

- 5.4.3** 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.

5.5 Greenbelt Plan Area

- 5.5.1** Lands in the **Greenbelt Plan Area** will be subject to the applicable policies of the Greenbelt Plan.

- 5.5.2** The **Greenbelt Plan Area** is an overlay and lands within the boundary consist of natural heritage features and **Agricultural** lands. The confirmation and extent of key natural heritage features and key hydrologic features will be determined as required through the MESP which will form part of the Block Plan approval process.

- 5.5.3** Within the **Greenbelt Plan Area**, where lands are outside of key natural heritage features and key hydrologic features and associated VPZs, and also outside of prime **agricultural** areas, **parks**, trails and recreational uses may be permitted in accordance with Sections 3.3.2, 3.3.3, and 4.1.2 of the Greenbelt Plan.

- 5.5.4** Subject to the policies of Section 4.2.3.3 of the Greenbelt Plan, 2017 naturalized stormwater management facilities are permitted outside of key natural heritage features and key hydrologic features, and their associated VPZs, but may be permitted within the VPZ of a significant valleyland, provided they are located a minimum of 30 metres from the river or stream, and they are located outside of the VPZ of any other key natural heritage feature and key hydrologic feature.

5.6 Agricultural Designation

- 5.6.1** The lands in the **Agricultural** Designation on Schedule B of this Secondary Plan will be protected in accordance with Section 9.2.2 of VOP 2010.

6.0 Community Development Policies

6.1 Urban Design

6.1.1 General Directions

In keeping with Section 9.1 of 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, The Public Realm, Urban Design and Built Form, and Sustainable Development of 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.

6.1.2 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.

1. Community Structure

- 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**.
- 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, stormwater management ponds, vista blocks, and greenways.
- The most intensive *development* and greatest mix of uses shall be concentrated in the **Low- Rise Mixed-Use** designation along the internal **Minor Collector** Street, and the Mid-Rise Mixed-Use designation along Weston Road and the intersection of Kirby Road and Weston Road.
- 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.
- 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 is to be provided approximately every 150 metres. Where 150 metres is not determined feasible by the City, an alternative distance shall be provided to the satisfaction of the City.
- Solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors, and open spaces.

2. Built Form

- 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 Section 9.1 of the VOP 2010.
- 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.
- New *development* shall 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.
- 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. 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.
- Mid-Rise Buildings along arterial streets should be scaled to an appropriate height to reduce the impact on existing or approved low-rise residential built forms on the opposite side of the street.

3. Open Space, Landscaping, and Private Amenity Space

- Public views and accessibility, both physical and visual to the natural area, 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, avoid natural hazards, 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 TRCA.
- Site design should be sustainable including the incorporation of low impact development (“LIDs”) facilities, topography, and native vegetation, where feasible.
- Natural and built shade features will be incorporated where feasible throughout the streetscape design, and **parks** and open space system
- 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.
- Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.
- 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.

4. Parking and Service Facilities

- Parking for **Low-Rise Residential** buildings should 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.
- *Development* in the **Low-Rise Residential** Designation along the **Minor 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 **Minor Collector**.

- 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. On- street parking should be designed to consider adjacent pedestrian and cycling facilities, provide sufficient separation between parking lane and cycling facilities, and should not impede pedestrian and cycling networks.
- Bicycle parking, carpool, and carshare parking should be prioritized and located in convenient and accessible locations near main entrance points or destinations, where appropriate, including retail areas.
- 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. For retail and institutional uses a small convenience parking lot may be included at or in front of the primary building façade but it should not be more than one aisle of parking. Any surface parking area 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.
- 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.
- Service and loading facilities, including garbage storage, are to be incorporated in the main building in Mid-Rise and Low-Rise *developments*, 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.

5. Public and Private Institutional Buildings

- 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.
- 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.
- 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, bicycle parking, use of lay-by facilities for drop-off/pick-up by school buses, wider sidewalks and separated cycling facilities on key access routes, mid-block access, and on-street parking.
- Community Centres should be co-located with other compatible civic or institutional uses, such

as a library, wherever possible.

- Community Centres and libraries shall 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 or active play area having a District Park level of service. The building should be highly visible and in an area of activity with an animated and active street environment.
- Places of worship shall be subject to the policies of Section 9.2 of VOP 2010.

6. **Retail Buildings**

- *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.
- All *retail development* should provide a strong building wall condition framing the street to promote a pedestrian scale, where feasible. 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 6.1.2.4 of this Plan.
- *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 and cyclist circulation even where the “street” may initially be privately owned and maintained.
- Landscaping will reflect the policies in Section 6.1.2.3 of this Plan.
- Section 5.2 of 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. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.

7. **Street and Block Pattern**

- 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 safe and accessible transit, cycling, and walking over the predominant use of the car.
- 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.
- Local Streets should be designed as low speed, shared streets to allow for the comfortable movement of cyclists.
- Solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors, and open spaces.
- On street parking will be encouraged on local streets, as well as along the **Minor 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 cycling network.

- Protected Separated Cycling facilities on arterial and **Minor Collector** streets.

8. Gateway Features

- Gateways shall be designed with sustainable landscape elements 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.
- 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.
- *Development* at gateways should meet a high standard of design and have a scale that signifies a sense of arrival and addresses the importance of the gateway locations.

6.2 Sustainable Development

6.2.1 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:

1. Provision of a range of housing and live-work opportunities;
2. Improvement of air quality through the reduction of vehicle kilometres travelled across Block 41 through increasing the number of amenities within walking distance, and the promotion of active transportation to reduce automobile dependence;
3. Development plans and building designs that provide opportunities for south facing windows and building orientation that maximizes the potential for passive solar design and solar energy;
4. A Community Core with a major community centre and library associated with active play areas, and **parks** which serve as focal points and meeting places for residents;
5. Infrastructure designed to respond to the impacts of climate change, such as extreme weather events; and
6. Planting of tree species within the public right-of-way and in **parks** to enhance carbon sequestration is encouraged.

6.2.2 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 Plan, to:

1. Reduce consumption of fossil fuels and other non-renewable resources;
2. Minimize waste of materials, water, and other limited resources;
3. Create livable, healthy, productive environments;
4. Reduce greenhouse gases and local air pollution and implement climate change adaptation measures;
5. Manage mitigation measures to ensure post *development* water balance meets existing water balance conditions specifically that infiltration targets are achieved as determined through the MESP;

6. Develop stormwater management plans to identify measures to minimize/manage erosion and flood risk within Block 41, and downstream of Block 41 as a result of the planned *development*; and
7. The management of runoff and recharge and implications to erosion and flooding in downstream areas have been addressed in the East Purpleville Creek Subwatershed Study.

6.2.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each *development* approval application in accordance with the sustainable *development* policies of Section 9.1 of VOP 2010, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

6.3 Energy Efficiency

6.3.1 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.

6.3.2 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:

1. 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;
2. Waste Heat Recovery – The potential to use waste heat from sources such as 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;
3. 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
4. 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.

6.4 Cultural Heritage and Archaeology

6.4.1 Cultural Heritage Resources

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

6.4.2 Cultural Heritage Landscapes – Individual Properties

1. Cultural Heritage Landscapes
 - New *development* adjacent to, or incorporating a cultural heritage resource shall 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.
 - Significant views and focal points should be established to provide views and vistas of prominently located cultural heritage resources.
 - In **parks** that are developed on lots containing cultural heritage resources interpretative plaques shall be installed.
 - 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*.
2. 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 shall 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.
 - 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 shall 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).
3. 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.
 - Cultural Heritage Landscapes CHL 7 and CHL 8 shall 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.
 - 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 Section 10.1 of VOP 2010.

6.4.3 Cultural Heritage Landscapes – Roadscapes

1. 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.

6.4.4 Cultural Heritage Landscapes – Waterscape

1. 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.

6.4.5 Archaeological Resources

1. 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.
2. Any future *development* within the study area, beyond those portions that have already been examined and mitigated, must be preceded by Stage 2 archaeological assessment. Such assessment(s) must be conducted in accordance with the standards and latest guidelines for consultants from the Ministry of Tourism, Culture and Sport. Required assessments shall be conducted through the Block Plan application or *development* approval application approval process.

This work is required prior to any land disturbing activities in order to identify any archaeological remains that may be present.

6.5 Community Services and Facilities

- 6.5.1** The policies of Section 7.2 of 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*.
- 6.5.2** Schedule B of this Secondary Plan identifies conceptual locations for potential key *community facilities*.
- 6.5.3** 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.
- 6.5.4** 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*.
- 6.5.5** *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.
- 6.5.6** 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 Section 10.1 of VOP 2010.

6.6 Parks and Open Space

6.6.1 Parks and Open Space System

1. 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 ATMP. 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 Section 10.1 of VOP 2010 and the *development* approval process.

2. It is the goal of this plan to develop the minimum amount of parkland required through the Planning Act, R.S.O 1990 c.P.13. 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 of VOP 2010.
3. In conformity with Section 7.3 of 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 and a minimum of one Public Square shall be located in Block 41, as well as an Active Play Area as part of the Co-Location Facility in the Community Core. The number and location of **parks** may vary and may be subject to change through the Block Plan approval process required in accordance with Section 10.1 of VOP 2010.
4. 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 Section 7.3 of VOP 2010.
5. It is the intent of this Plan to support the use of the NHN 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 7.1.3 Active Transportation of this Secondary Plan.

6.6.2 Parks and Open Space Design

1. **Parks** and open spaces, including stormwater management facilities, shall be designed in accordance with the provisions of Section 3.6 and Section 7.3 of 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 ATMP.
2. 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.
3. **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.

6.6.3 Parkland Dedication

1. Parkland dedications shall be in accordance with the provisions of Section 7.3 of VOP 2010. In addition to the provisions of Section 7.3 of VOP 2010, the following shall not be counted towards parkland dedication:
 - Private outdoor amenity space;
 - Landscape buffers and vistas;
 - **Core Features**;
 - Standalone stormwater management facilities and associated buffers; and
 - Green roofs and sustainability features, unless approved within a park.
- In addition to the provisions of Section 7.3 of VOP 2010, parkland shall be located outside of the required setbacks to pipeline rights-of-way, **Core Features**, and regulated floodplain areas.

- A Master Parkland Agreement shall be required to the satisfaction of the City.

6.6.4 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 public **parks** and open space system and are to be located within the Community Core. Subject to an agreement, POPS will be built through the *development* approval application process.

7.0 Transportation and Mobility

7.1 General Transportation Policies

7.1.1 Street Network

1. Role of the Street Network

In accordance with Section 4.2 of 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 with complete streets principles to accommodate all modes of travel while prioritizing transit, cycling, and walking to balance the needs of all users. The Street Network will support the strategic objectives of the Transportation and Pedestrian and Bicycle Master Plans.

2. Street Hierarchy

- The street hierarchy is identified on Schedule E of this Secondary Plan, with the exception of local streets which will be established through the development of the Block Plan approval process required in accordance with Section 10.1 of VOP 2010 and the *development* approval process. In conformity with Section 4.2 of VOP 2010, the intent is to develop connected and continuous, grid-like multi-modal street network while recognizing constraints such as the TCPL pipeline and natural area that create barriers which limit the achievement of a completely connected street network.
- Minor adjustments to the street network on Schedule E 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. Additions or deletions to a **Minor Collector** street which has less than two points of intersection with the external road network, except for the potential street crossing the TCPL driveway, can be modified without amendment to this Secondary Plan, subject to the satisfaction of the City. In areas, where streets cross or abut **Core Features**, the design may be modified to minimize impacts on the **Core Features** including a reduced right-of- way width, replacement of sidewalks with a Multi-Use Recreational Trail, and use of a rural cross section. At the detailed design and implementation stage, minor modifications may be made to the design and alignment of **Minor Collector** streets.
- The **Minor Collector** streets identified on Schedule E of this Secondary Plan, provide important linkages and thoroughfares within Block 41. **Minor Collector** street rights-of- way shall be 24.0 metres wide and designed to accommodate moderate and low volumes of traffic respectively and will be the focus of active transportation facilities. *Development* abutting **Minor 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.

- Final alignment and design of the **Minor Collector** streets will be completed in accordance with the City's geometric design standards through the Block Plan approval process in accordance with Section 10.1 of VOP 2010.
 - 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.
 - Public streets shall be developed in consideration of safe access for all users.
3. 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 and active transportation connections 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).
 4. 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 a jog at the Pine Valley Drive and Teston Road intersection. For the alignment of the Pine Valley Drive and Teston Road intersection the Teston Road EA shall be referenced.
 5. Road crossings of TCPL's rights-of way shall be minimized, and subject to review and approval by TCPL pursuant to the Canadian Energy Regulator Act. Roads parallel to TCPL's rights-of-way shall be located a minimum of 7m from the edge of the rights-of way, unless otherwise agreed to by TCPL.
 6. A potential street crossing of TCPL's private driveway is outside of the Secondary Plan area. A potential street crossing of the TCPL privately owned lands and driveway and TCPL's multi-pipeline easement may be considered by the City of Vaughan through a future study. Any proposed crossing would be subject to approvals pursuant to the Canadian Energy Regulator Act and TCPL's written consent or an order of the Commission as contemplated by the Canadian Energy Regulator Act, and where applicable an order of a court of competent jurisdiction.

7.1.2 Transit Network

1. Transit Service
In accordance with the policies of Section 4.2 of 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.
2. 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.

7.1.3 Active Transportation

1. General

- In accordance with the policies of Section 4.2 of VOP 2010, the City will support walking and cycling as viable modes of transportation for commuter, recreational and other travel.

2. Walking and Cycling

- All streets will have a sidewalk. In areas in proximity to schools, **parks**, transit stops, and other *community facilities*, sidewalks on both sides of the street should be included through the development of the Block Plan required in accordance with Section 10.1 of VOP 2010 and the development approval process.
- A Multi-Use Recreational Trail system will also be developed. This trail system should include pedestrian amenities such as lighting, to the extent feasible, 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.
- 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 Section 10.1 of the VOP 2010 and the *development* approval process. A priority of the development of the Multi-Use Recreational Trail system will be to:
 - avoid or minimize impacts on natural heritage and hydrologic features;
 - avoid natural hazards; and,
 - provide active transportation 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 9.1.2.2. of this Plan. Where not feasible adjustments to the alignment of the Multi-Use Recreational Trail will be made through the Block Plan approval process in accordance with Section 10.1 of VOP 2010.

- *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, where feasible, along and adjacent to the Multi-Use Recreational Trail.
- Cycling facilities shall be provided in accordance with Section 4.2 of VOP 2010. Additional cycling facilities may be considered through the Block Plan approval process to facilitate a connected network of cycling facilities. The **Minor Collector** streets network shall include Protected Separated Cycling Facilities. The Local Streets network shall be designed as low-speed shared streets to allow bicyclists to comfortably operate.

- The Protected Separated Cycling Facilities are identified on Schedule E of this Secondary Plan. Additional cycling facilities will be considered through the Block Plan approval process to build on the Cycling Network and facilitate a connected network of cycling facilities in Block 41. It is the goal of this plan to create a connected cycling network and associated facilities in support of the strategic objectives laid out in the Pedestrian and Bicycle and Transportation Master Plans.

7.1.4 Traffic Calming

Streets will be designed for speed appropriate to their context in accordance with Section 4.3 of VOP 2010, to safely and efficiently accommodate all types of movements by users including pedestrians, cyclists, transit riders and drivers to avoid the need for vertical 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.

7.1.5 Parking

1. General

In accordance with Section 4.3 of VOP 2010, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

2. Parking Requirements

Reduced automobile parking requirements may be considered in accordance with the provisions of Section 4.3 of 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 Section 4.3. of VOP 2010, including those policy directions related to *Intensification Areas*. In particular, automobile on-street parking will be designed in a manner which does not impede the cycling network.

3. Bicycle parking requirements will be identified through the Block Plan approval process required in accordance with Section 10.1 of VOP 2010, including requirements for **parks, schools, and trailhead locations.**

7.1.6 Travel Demand Management

1. In accordance with the provisions of Section 4.3 of VOP 2010, the City will encourage and support travel demand management programs which are appropriate for the Block 41 Secondary Plan area.
2. *Development* abutting Regional Roads will be subject to the York Region Transportation Demand Management Plan and the 2016 York Region Transportation Mobility Plan Guidelines.
3. A comprehensive Transportation Demand Management (TDM) plan must be provided, to the satisfaction of the City and York Region, for every development with 50 or more residential units or 2,000 square metres GFA of office.

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:

1. Leveraging infrastructure investment to direct growth and *development* in accordance with the

policies of this Plan;

2. 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;
3. Having regard for existing adjacent infrastructure and utilities; and
4. 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* approval applications shall be contingent upon the availability of water and wastewater capacity, as identified by York Region and allocated by the City.

8.1.3 Concurrent with the land use planning exercise, a Block Plan in accordance with Section 10.1 of VOP 2010 and related MESP shall be prepared identifying the trunk/spine systems for sewer and water services within the Block that efficiently integrate with the existing services near the boundary of Block 41. Prior to approval of individual developments within the Block Plan lands, the landowners shall be required to prepare functional servicing strategies that align with the overall servicing strategies identified in the Block Plan and related MESP.

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 of the VOP 2010; the East Purpleville Creek Subwatershed Study, and the MESP developed as part of the Block Plan approval process required in accordance with Section 10.1 of VOP 2010, and shall also meet the criteria of all approval agencies, including the TRCA and Ministry of the Environment, Conservation and Parks (MECP). 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 and practical to minimize runoff, reduce water pollution, and protect groundwater resources as measures in addition to more traditional stormwater management systems and facilities. These measures may include but are not limited to, 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, subject to the satisfaction of the City.

8.2.3 For permitted locations of Stormwater Management facilities refer to policies 4.9.1 and 5.5.4 of this Secondary Plan.

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 latest Servicing (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 VOP

2010 as part of the Block Plan approval process required in accordance with Section 10.1 of VOP 2010.

8.3.3 *Development* shall consider non-potable water sources, including retained stormwater for use where appropriate.

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 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 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 VOP 2010.

A Block Plan, in accordance with Section 10 of VOP 2010. The Block Plan shall also include:

- i. Agricultural Impact Assessment which will address the interface between *development* and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility;
- ii. Multi-Use Recreational Trails Master Plan showing feasible trail alignments;
- iii. Feasibility Fit Analysis for the proposed Neighbourhood Parks and Public Squares to inform the Master Parkland Agreement;
- iv. Facilities Feasibility and Design Study which will address but not be limited to, financial viability, capital and operating costs; and,
- v. Site Contamination Overview Study, the details of which will be developed through the Block Plan Terms of Reference.

9.1.2.1 Notwithstanding policy 9.2.2.14.d.ii of VOP 2010, the East Purpleville Creek Subwatershed Study shall be completed in advance of the MESP.

9.1.3 Schedule E of this Secondary Plan identified the area at the intersection of Pine Valley Drive and Teston Road as “Route Alignment Subject to Intersection Improvements”. The intersection of Pine Valley Drive and Teston Road may be reconstructed in the future to align Teston Road, east and west of Pine Valley Drive. Following the completion of the alignment, lands north of the realigned Teston Road and east of Pine Valley Drive not within the Block 41 Secondary Plan area can be incorporated into the Block 41 Secondary Plan without further amendment to this Plan (text and schedules) by extending the land use designation south to incorporate the additional lands.

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 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

9.3.1 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 of VOP 2010 to identify the required studies, information and materials required to be submitted as part of the *development* approval application review process. In addition, for *development* proposals within 200 metres of the TCPL pipelines, the City shall require the applicant to pre-consult early in the process with TCPL or its designated representative. For crossings, applicants should consult with TCPL 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 Section 10.1 of 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 to the satisfaction of the City 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* approval 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* approval 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

9.5.1 In addition to Section 10.1 of 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:

1. A phasing plan has not been submitted and finalized to the City's satisfaction;
2. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, **parks** and recreation facilities and *schools*, are insufficient to serve

the proposed development; and

3. 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* approval 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* approval 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 conveyance into public ownership of **Core Features** lands.
- 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

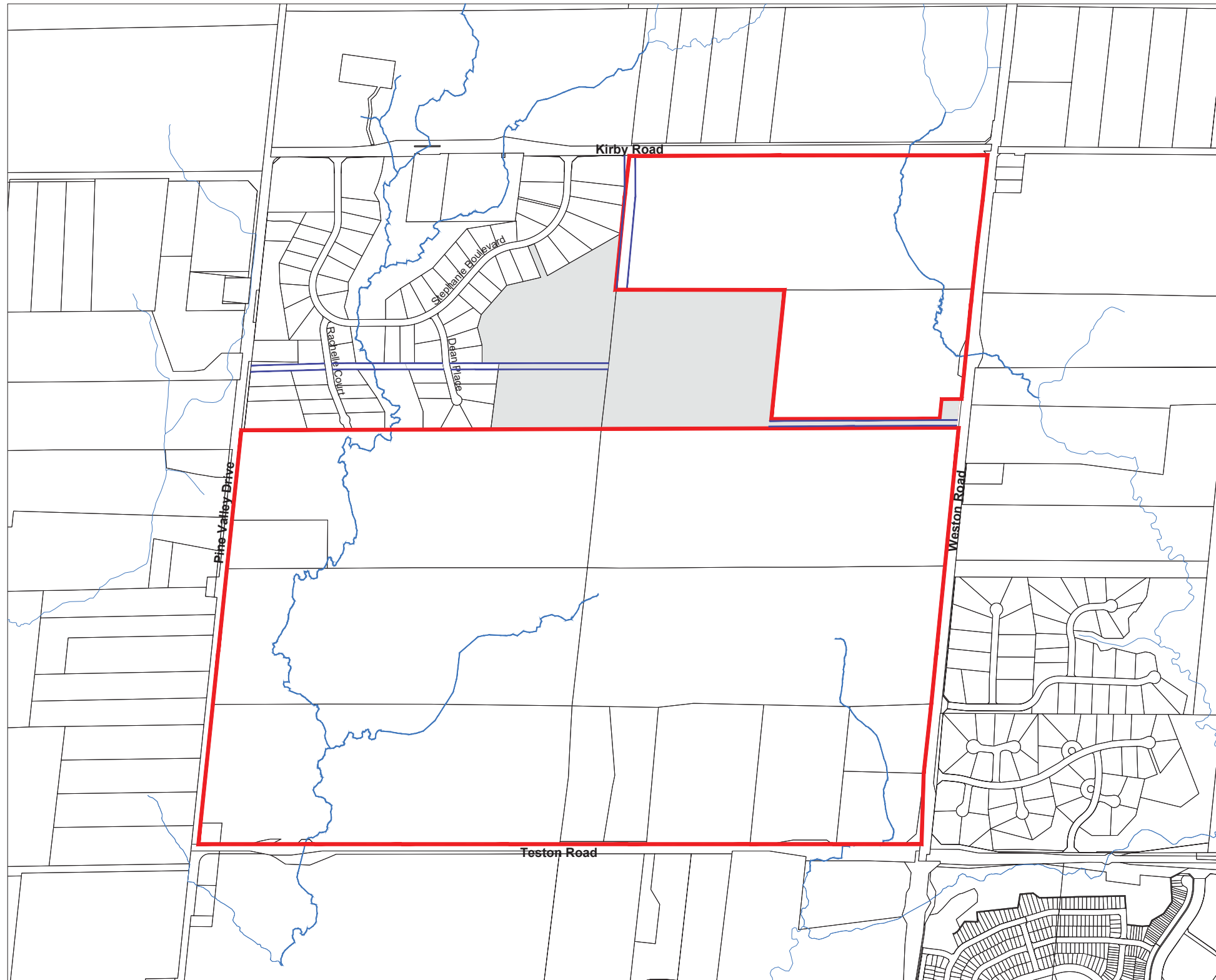
- 9.7.1** Pursuant to Section 26 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the City shall review the Secondary Plan as a part of the City's regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of this Secondary Plan in the context of the changing built environment such as:
1. Population and employment generated by both existing and proposed development;
 2. Pace of development;
 3. Implementation of planned infrastructure or infrastructure enhancements;
 4. Street and servicing capacities, especially traffic volumes on key routes and at key intersections;
 5. Changes in modal split and travel behavior as infrastructure is implemented;
 6. The effectiveness of Travel Demand Management strategies; and
 7. Monitoring of the natural heritage system in terms of targets and thresholds that are identified in the MESP.

SCHEDULE A

BLOCK 41 SECONDARY PLAN AREA

Legend

-  Secondary Plan Area
-  Compressor Station
-  TransCanada Pipeline
-  Stream

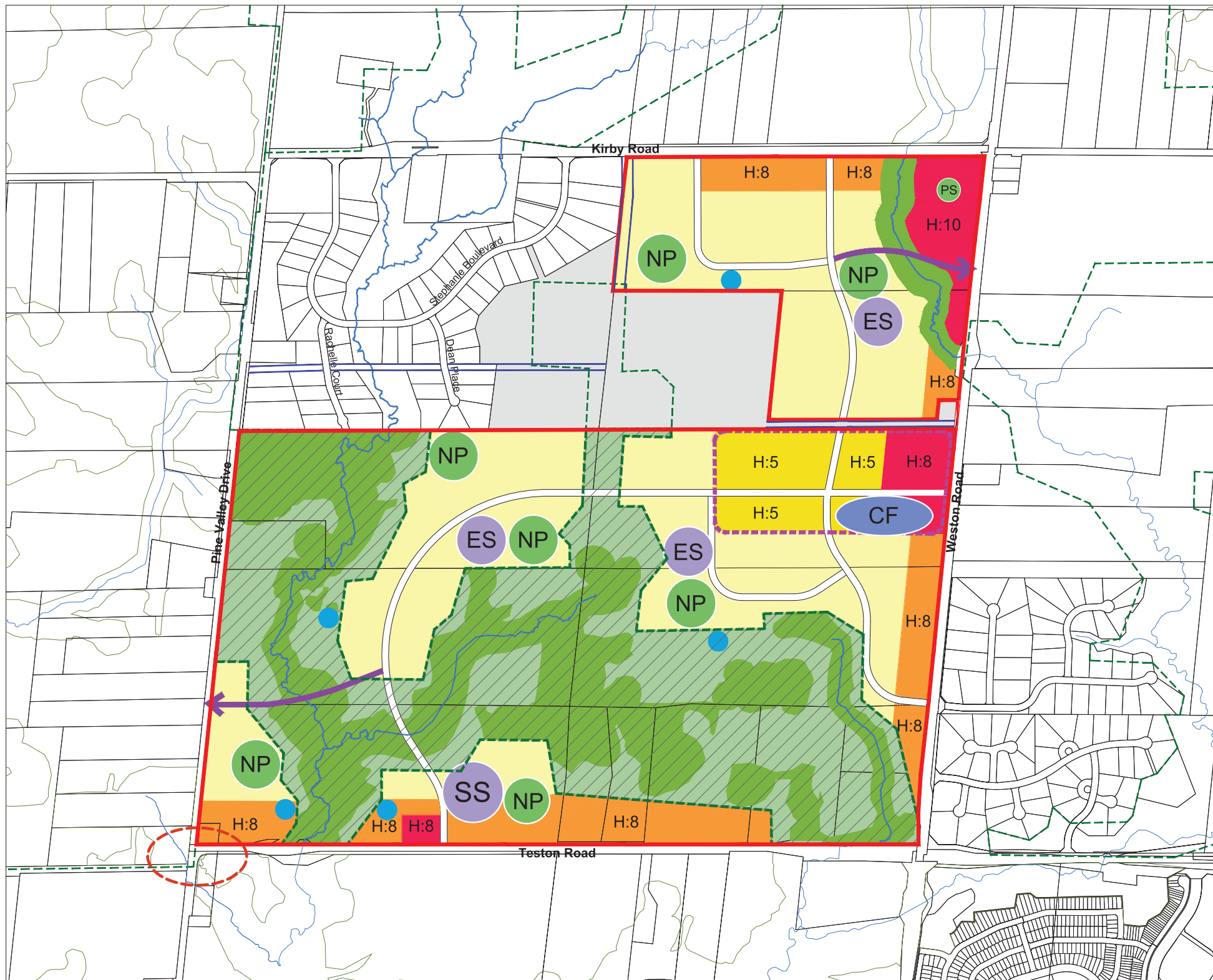


SCHEDULE B

BLOCK 41 LAND USE PLAN

Legend






















- Secondary Plan Area
- Greenbelt Plan Area
- Natural Areas Designation
- Agricultural Designation
- Low-Rise Residential Designation
- Low-Rise Mixed-Use Designation
- Mid-Rise Residential Designation
- Mid-Rise Mixed-Use Designation
- Neighbourhood Park
- Public Square
- Elementary School
- Secondary School
- Co-Location Facility
- Community Core
- Potential Stormwater Management Facility (to be located outside of NHN features)
- Active Transportation Connection (Subject to further study)
- Route Alignment Subject to Intersection Improvements
- Stream
- H:5 Maximum Height
- Compressor Station
- TransCanada Pipeline

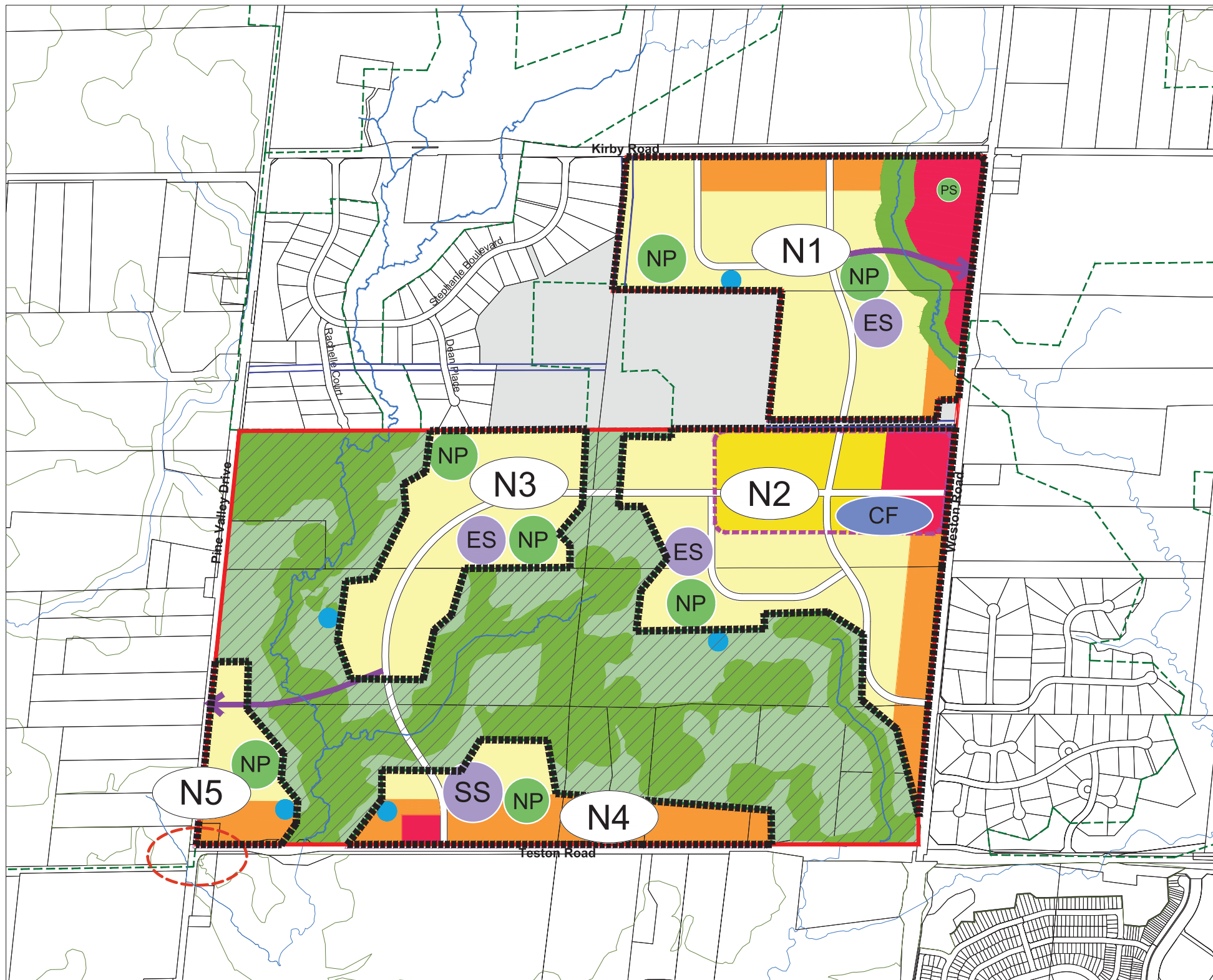


SCHEDULE C

BLOCK 41 NEIGHBOURHOODS

Legend




-  Secondary Plan Area
-  Neighbourhoods
-  Greenbelt Plan Area
-  Natural Areas Designation
-  Agricultural Designation
-  Low-Rise Residential Designation
-  Low-Rise Mixed-Use Designation
-  Mid-Rise Residential Designation
-  Mid-Rise Mixed-Use Designation
-  Neighbourhood Park
-  Public Square
-  Elementary School
-  Secondary School
-  Co-Location Facility
-  Community Core
-  Potential Stormwater Management Facility (to be located outside of NHH features)
-  Active Transportation Connection (Subject to further study)
-  Route Alignment Subject to Intersection Improvements
-  Stream
-  Compressor Station
-  TransCanada Pipeline

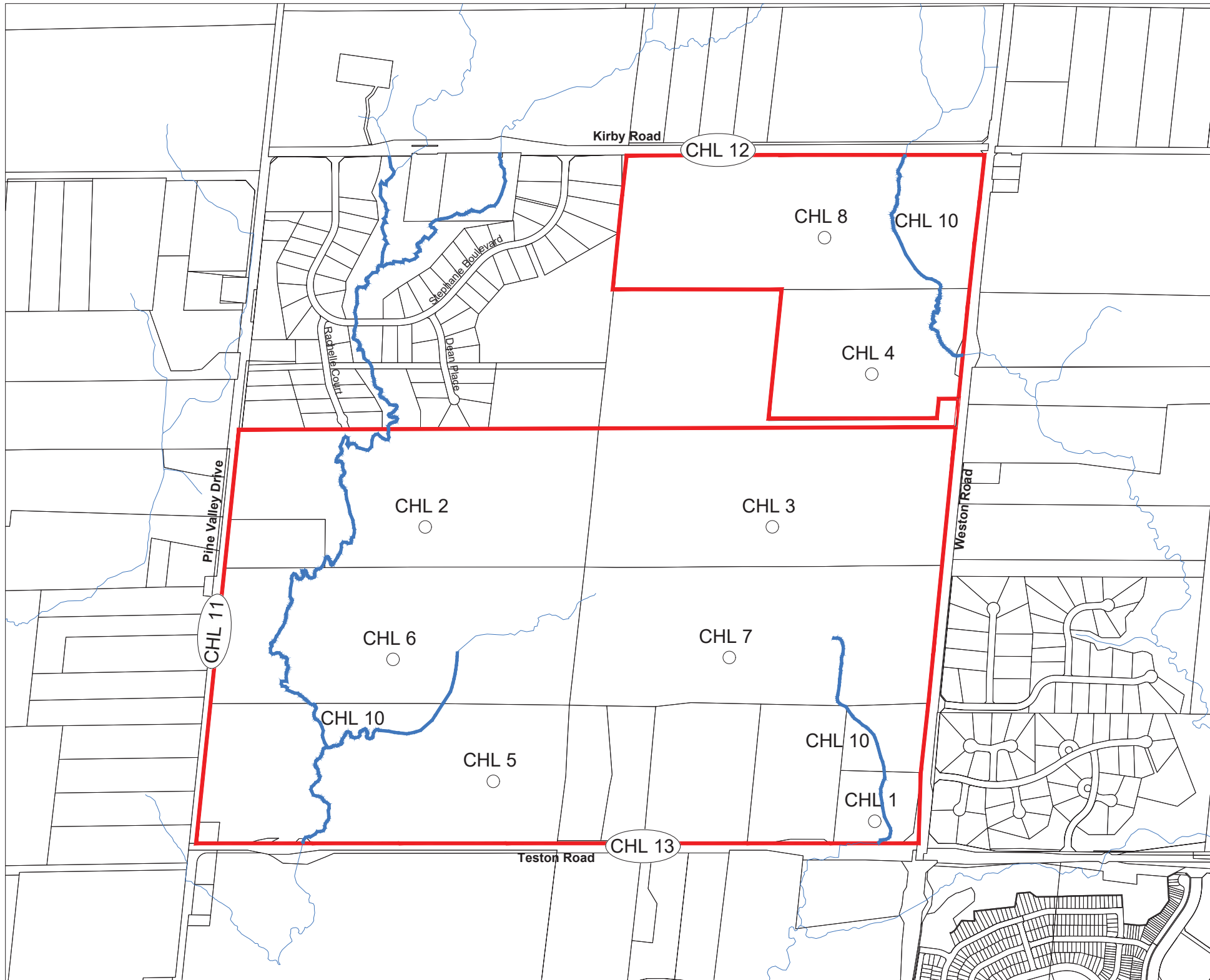


SCHEDULE D

BLOCK 41 CULTURAL HERITAGE LANDSCAPES

Legend


















-  Secondary Plan Area
-  Cultural Heritage
-  Stream



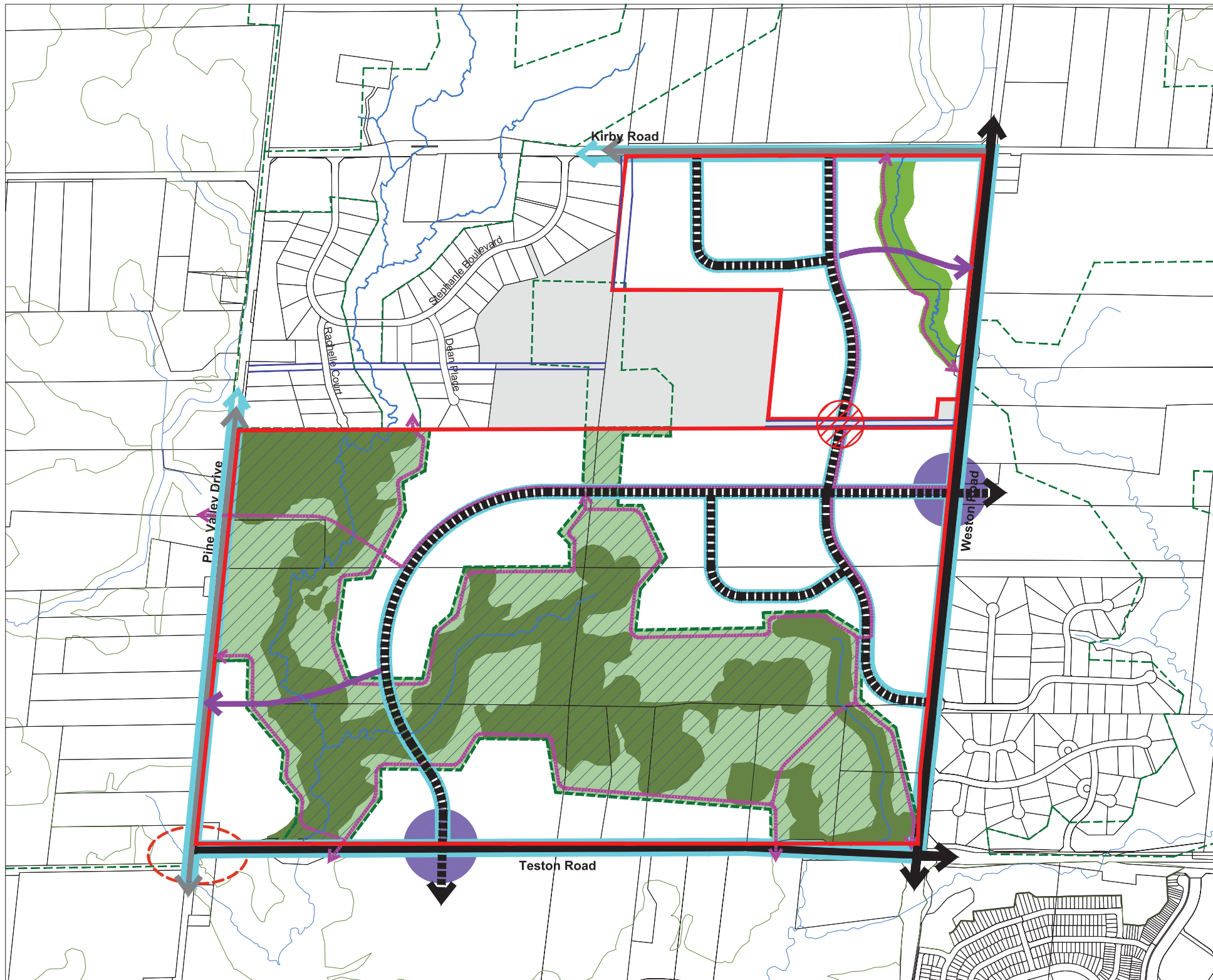
SCHEDULE E

BLOCK 41 MULTI-MODAL TRANSPORTATION NETWORK

Legend

-  Secondary Plan Area
-  Arterial Street
-  Minor Arterial Street
-  Minor Collector Street
-  Protected 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 Heritage Network
-  Natural Areas
-  Agricultural Designation
-  Stream
-  Compressor Station
-  TransCanada Pipeline
-  Subject to Future Study














Note: See NVNCTMP for description of streets

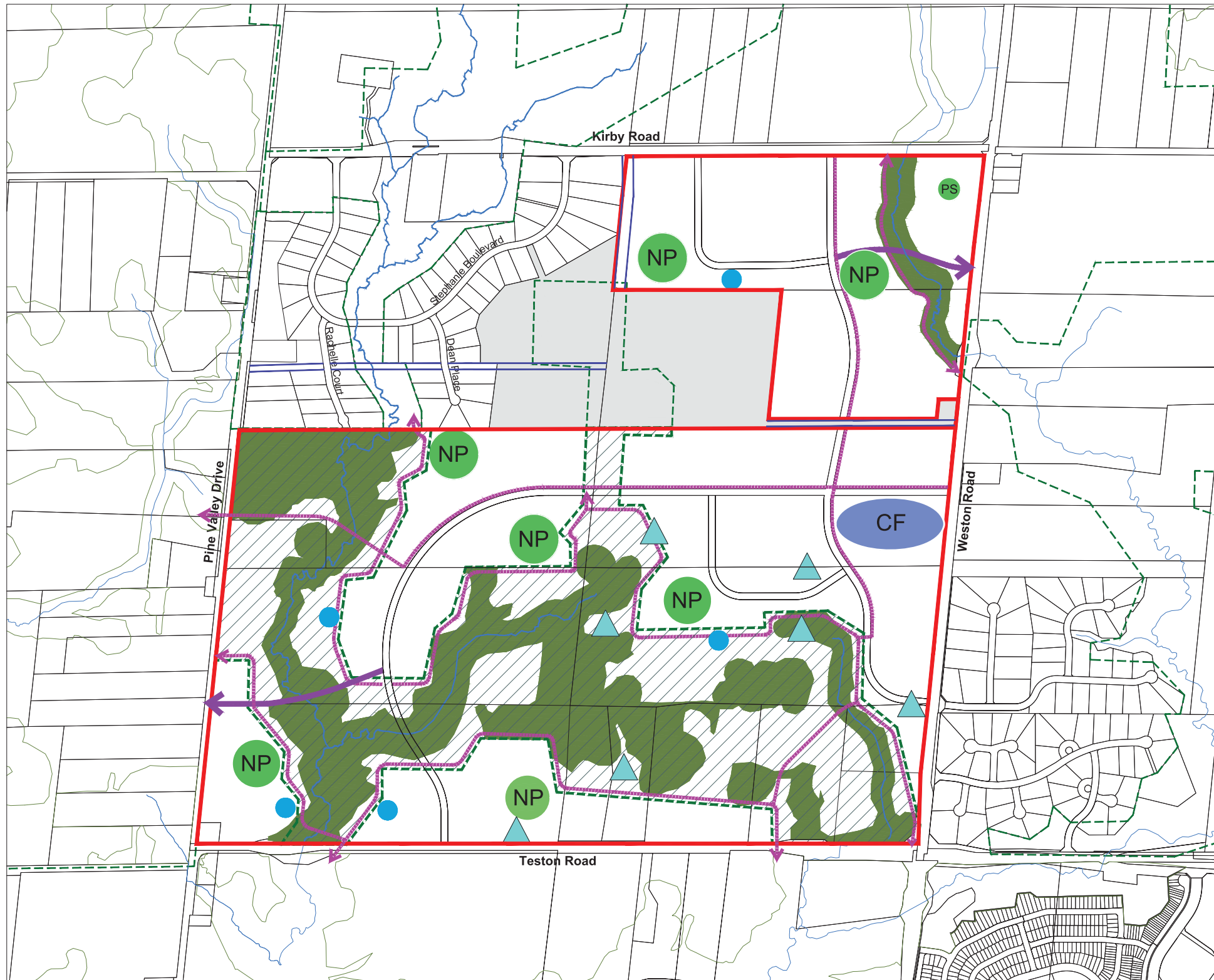


SCHEDULE F

BLOCK 41 NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

Legend






-  Secondary Plan Area
-  Greenbelt Plan Area
-  Core Features
-  Refer to Policy 5.1.6
-  Neighbourhood Park
-  Public Square
-  Co-Location Facility
-  Multi-use Recreational Trail
-  Active Transportation Connection (Subject to further study)
-  Potential Stormwater Management Facility (to be located outside of NHN features)
-  Stream
-  Compressor Station
-  TransCanada Pipeline



SCHEDULE G

BLOCK 41 TRANSCANADA STATION 130 NOISE INFLUENCE AREA

Legend

-  Secondary Plan Area
-  Compressor Station
-  TransCanada Pipeline
-  Noise Influence Area
-  Stream

