

COMMITTEE OF THE WHOLE (1) – OCTOBER 7, 2019

COMMUNICATIONS

<u>Distributed September 27, 2019</u>	<u>Item No.</u>
C1. Mr. Chris Barnett, Partner, Municipal, Land Use Planning & Development, Osler, Hoskin & Harcourt LLP, Toronto dated September 26, 2019.	1
C2. Ms. Lucy Kalokina, Jason Street, Concord.	Dep. 4
C3. Presentation material – “Women’s Support Network of York Region – Dedicated to eradicating sexual violence”.	Dep. 1
<u>Distributed October 1, 2019</u>	
C4. Mr. Matthew Baldassini, Operations Manager – Bolton, «Aluma Systems® Forming & Shoring, Simpson Road, Bolton dated September 30, 2019.	Dep. 3
C5. Mr. Chris Barnett, Partner, Municipal, Land Use Planning & Development, Osler, Hoskin & Harcourt LLP, Toronto dated October 1, 2019.	1
<u>Distributed October 3, 2019</u>	
C6. Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 27, 2019.	1
C7. Memorandum from the Deputy City Manager, Administrative Services & City Solicitor, dated October 3, 2019.	12
<u>Distributed October 4, 2019</u>	
C8. Mr. Richard Smith, Co-Chair, Vaughan SantaFest Parade.	Dep. 2
C9. Ms. Kathryn Angus, President, Kleinburg & Area Ratepayers’ Association.	1
C10. Ms. Kathryn Angus, President, Kleinburg & Area Ratepayers’ Association.	12
<u>Distributed October 7, 2019</u>	
C11. Ms. Elvira Caria, Co-Chair, Vellore Woods Ratepayers’ Association, Bunting Drive, Woodbridge, dated October 7, 2019	1
<u>Distributed October 7, 2019 (at the meeting)</u>	
C12. Women’s Support Network of York Region – Sexual Violence Fact Sheet.	Dep. 1
C13. Mr. Matthew Baldassini, Operations Manager – Bolton, «Aluma Systems® Forming & Shoring, Simpson Road, Bolton dated September 30, 2019.	Dep. 3

Disclaimer Respecting External Communications

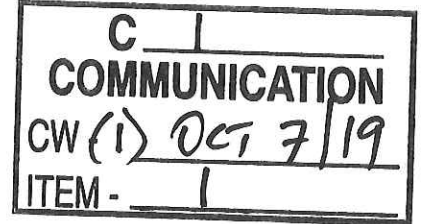
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Please note there may be further Communications.

Britto, John

From: Bellisario, Adelina
Sent: Thursday, September 26, 2019 2:17 PM
To: 'CBarnett@osler.com'
Cc: Coles, Todd; Leung, Isabel; Britto, John
Subject: FW: Committee of the Whole - September 24, 2019 meeting Item 16
Attachments: L to Vaughan Health and Safety Block 41_Final.PDF; AS SUBMITTED Block 41 SP Preliminary Response letter Sept. 6 2019.PDF

Follow Up Flag: Follow up
Flag Status: Completed



Hello Mr. Barnett,

One this email I have cc'd John Britto, Council / Committee Administrator, who is responsible for the October 7, 2019 Committee of the Whole meeting. Your correspondence will be processed as Communication to the item and placed on our website.

Thank you.

Adelina Bellisario
Council / Committee Administrator
905-832-8585, ext. 8698 | Adelina.Bellisario@vaughan.ca

City of Vaughan | City Clerk's Office
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



From: Barnett, Chris <CBarnett@osler.com>
Sent: September-26-19 2:13 PM
To: Bellisario, Adelina <Adelina.Bellisario@vaughan.ca>
Subject: RE: Committee of the Whole - September 24, 2019 meeting Item 16

During my deputation on this item on September 24, Councillor lafrate asked about correspondence that my client had sent to Mr. Kiru earlier that day.
Please find attached a copy of that letter, for inclusion with any material that goes to Council when this item comes back on October 7, along with earlier correspondence addressed to Ms Hassakourians.
I will provide copies of any further substantive correspondence between my client and staff in advance of October 7.
Please let me know if you have any questions.



Chris Barnett

Partner

416.862.6651 | CBarnett@osler.com

Osler, Hoskin & Harcourt LLP | osler.com

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86 Healey Road, Bolton ON L7E 5A7
www.transcanada.com
Brian MacDonnell
Sr. Land Representative

tel 905.951.4337
cell 705.238.0665

email brian_macdonnell@transcanada.com

September 24, 2019

Bill Kiru, MCIP, RPP
Director of Policy Planning and Environmental Sustainability
City of Vaughan

**RE: Block 41 Secondary Plan
Response to City of Vaughan (City)**

TransCanada PipeLines Limited (TCPL), an affiliate of TC Energy Corporation, is writing in response to the City's letter dated September 5, 2019 regarding the Block 41 Secondary Plan (the "Plan"). First, TCPL appreciates the City taking the time to better understand our concerns on these important issues. We have endeavoured to outline these clearly on a number of occasions over the years as the Plan has progressed and are pleased to have this further opportunity. In addition, the meeting on September 11, 2019 provided further clarification on the information the City is seeking.

Canada Energy Regulator (formerly the National Energy Board) and the Land Use Planning Process

TCPL agrees that the City and TCPL are working within different regulatory regimes that are "distinct and separate" from each other. However, we both have responsibilities to public health and safety as the City plans for a new community area that will surround TCPL's industrial compressor station.

TCPL has endeavoured to work within the City's municipal land use planning review process for the Block 41 Secondary Plan since 2015 and will continue to do so in accordance with the *Planning Act* as both a major landowner that is directly impacted by the Block 41 Secondary Plan as well as an official commenting agency as a member of the Technical Advisory Committee. TCPL has sought to provide input and materials to support its engagement in the process, however, if the City has identified any material information or omissions or can provide clarification, please do let us know.

Land Use Compatibility

TCPL has identified a number of land use compatibility concerns that arise from planning a new residential community immediately adjacent to and surrounding the existing industrial use on TCPL's lands and rights-of-way which include a natural gas compressor station hub with multiple high-pressure natural gas pipelines coming into and exiting the facility on the west, north and east sides. These concerns focus on public health and safety.

These concerns have been raised with the City in discussions and written correspondence as the Block 41 Secondary Plan has evolved. TCPL also notes that it has had many interactions and meetings with public health officials including the City's Emergency Planning officials and the City of Vaughan Fire and

Rescue department in relation to safety in the context of emergency management matters associated with the facility and pipelines. Based on its continuous and ongoing consultation over the years, TCPL takes issue with the City's assertion of "an apparent lack of sharing of information related to the public safety issue". TCPL will continue to work with the City, first responders and emergency management personnel as appropriate to coordinate proper safeguards and plans, and share relevant information as the development of Block 41 progresses.

We also disagree with the assertion that MHBC Planning (on behalf of TCPL) has not provided preferred revisions to policies in the Plan. The submission to the April 4, 2019, Public Meeting contained a detailed commenting matrix, which included specific proposed policy revisions.

The City notes it requires, "TC Energy's specific technical knowledge and advice as to what it sees as challenges in relation to safety and other concerns." In response, TCPL reiterates that increased population as proposed in the Block 41 Secondary Plan for the area surrounding Station 130 increases the risk of safety and health issues arising, specifically with respect to the following:

<p>Health</p>	<p>Noise</p> <p>Human responses to noise vary, but residents located adjacent to or in close proximity to the natural gas compressor station hub may experience negative reactions to noise from the station that could be considered a health concern. In addition to any noise associated with day to day operations, there will be occasional blowdowns at the station which will be noisy.</p> <p>As set out in TCPL's submission to the April public hearing, it is TCPL's position that land use designations permitting sensitive uses in the Noise Influence Area should not be approved until studies have been undertaken that demonstrate sensitive uses can exist in close proximity with the Station without adverse effects. These effects include any from Low Frequency Noise.</p> <p>This conforms with provincial policy. The 2019 Growth Plan is clear that sensitive land uses should be avoided in close proximity to industrial uses.</p> <p>Since the City does not support this approach to mitigate adverse effects in proximity to the station, sensitive land uses should not be permitted to be built unless the developer can mitigate any potential adverse effects from the station on new sensitive land uses in proximity to the station.</p>
<p>Safety</p>	<p>Site Security</p> <p>An increase in population density to the extent planned in the Block 41 Secondary Plan, adjacent to and surrounding critical industrial infrastructure, increases concerns about safety and security of the site, its procedures and mechanisms.</p>
	<p>Emergency Response Planning</p> <p>While our facilities and pipelines are constructed to safety standards with regulatory oversight, planning for the possibility of incidents is essential. In the event of an incident, immediate access to site may be required for emergency responders and evacuation of the surrounding area may also be required.</p>

	TCPL has established engagement channels and will continue to liaise with the City, first responders and emergency management personnel as appropriate to coordinate proper safeguards and plans, and share relevant information as the development of Block 41 progresses.
	Third Party Strikes to Pipelines Urban encroachment, and increased construction and on-going maintenance activities associated with development along pipeline rights-of-way, create a higher probability of third-party damage to pipelines. Based on historical data, excavation damage continues to be a leading cause of pipeline incidents.
	Unimpeded Road Access Operations, maintenance and construction activities related to both the pipelines and the Station all require unimpeded, safe access for related vehicles and heavy equipment. Emergency response requires unimpeded access to maximize response times. Co-mingling of residential and industrial use traffic between the site and Weston Road has the potential to impede road access and increase public safety concerns.

TCPL notes that other (non-health and safety) concerns that may arise from the City's plan to situate residents in close proximity to the Station may include site lighting as well as dust from construction and ongoing operations and maintenance traffic.

Station 130 has operated for approximately 60 years in a mostly rural environment for the majority of that time. As a *Planning Act* approval authority, the City is well positioned to evaluate and address land use compatibility issues taking into consideration the presence of an industrial facility in the midst of the proposed new residential community. Planning that does not incorporate appropriate transitions between industrial and residential uses may result in high levels of complaints about health, safety and other concerns identified above. As discussed in previous correspondence, there are provincial policies which clearly address these issues. We are unclear why the City has asserted that MHBC's and TCPL's submissions have referred to provincial policy without specific application to the Secondary Plan process. The written submissions to date have made it very clear to the City that the provincial policies that protect infrastructure and industrial uses from encroachment and the ability to meet current and projected needs¹ are clearly applicable. Any decision by the City on the Plan is legally required to conform to and/or be consistent with these policies.

TCPL has also been clear that based on its industrial expertise and technical knowledge, the most appropriate planning regime would be to include separation distances and/or incorporate less sensitive land uses in proximity to the facility, to protect unimpeded road access to the facility, and ensure there are no adverse impacts to TCPL's facility or pipelines from stormwater management.

Proposed Expansion of Station 130

Since the writing of your letter, TCPL filed its application to the Canada Energy Regulator (successor to the National Energy Board) of which you were formally notified on September 12, 2019. All information filed with the CER is publicly available on the CER's website. TCPL would be pleased to provide additional

¹ Including A Place to Grow, Policy 2.3.5.8 and PPS policies 1.6.1 and 1.6.8

information as appropriate related to the C5 Unit Addition that the City may require for the Block 41 Secondary Plan. We point to our letter dated September 6, 2019 which was written in response to the City's letter of July 31, 2019 that may address this concern. Please advise if, in addition to the September 6, 2019 and this letter, further information is required about the C5 Unit Addition.

Further Questions

1. *Will the gas flow-through be increased in the area as a result of the current expansion and future expansion, as well as the improvements you are making?*

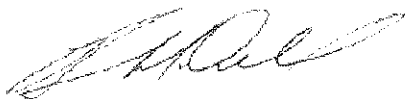
The intent of both the C4 Unit Addition, which is currently under construction, and the proposed C5 Unit addition for which TCPL filed an application with the CER on September 10, 2019, is to increase the capacity of the compressor station which, in turn, will increase the capacity to flow natural gas to required markets. As such, these station upgrades/expansions will increase the gas flow-through in the area.

2. *What is the anticipated frequency of 'Blowdowns' for this site moving forward?*

The frequency and number of blowdowns will vary depending on the specific activities, but are currently anticipated to be approximately 2-4 per year.

TCPL appreciates the opportunity to provide these comments and anticipates that this letter will provide greater clarification to the City concerning TCPL's health and safety concerns with the draft Block 41 Secondary Plan.

Regards,



Brian MacDonnell, AACI, P. App
Senior Land Representative
Environment, Land & Indigenous Relations



Authorized commenting Agency for



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

September 6, 2019

Ms. Armine Hassakourians
The Corporation of the City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: armine.hassakourians@vaughan.ca

Dear Ms. Hassakourians:

RE: Block 41 Secondary Plan 2nd Draft Preliminary Comments

We are writing in response to the City of Vaughan's (the "City") issuance of the draft of the Block 41 Secondary Plan (the "Plan") which we received on August 28, 2019.

City planning staff has communicated to TransCanada PipeLines Limited ("TCPL") that this version of the Plan has been issued as a courtesy, which is appreciated given our level of concern for compatible development of the new community area to surround our industrial facility Compressor Station 130. It has also been communicated that the Plan is not open to a comment/review cycle prior to Committee of the Whole on September 24, 2019.

We also understand the City plans to "lock down" the Plan by September 10th, and therefore are not able to accommodate TCPL's request for a meeting with City staff on September 10th or 11th after TCPL has had sufficient time to review the Plan in detail and prior to finalizing the staff report to Committee. Based on this understanding, we are providing these preliminary comments in advance of the September 10, 2019 "deadline" and will provide additional commentary based on a more detailed review prior to the Committee meeting later this month.

The revised Plan contains many new and revised policies and technical information which we are in the process of reviewing with our subject matter experts. We note that there have been substantial revisions to the Plan, in particular the addition of section 3.10 "Policies for TransCanada Pipelines Limited" and we appreciate City planning staff efforts to incorporate these considerations. We had requested, through the submission of our letter and commenting matrix on April 2, 2019, that a number of additions and amendments to the proposed policies be made. We are in the process of reviewing the Plan to determine whether and how those requests have been addressed.

Our preliminary comments are organized by heading, below.

Road Crossings

Schedules B, C, E and F of the Plan continue to show a collector road crossing land that is owned by TCPL. This land contains both pipeline facilities as well as the lone access road to Station 130. As set out in our previous submissions and as discussed in meetings with staff, this road is a key element of the Station and unimpeded access is vital. The crossing of the TCPL owned private access road requires permission from TCPL and this permission has not been provided. TCPL continues to review and assess a number of options for the access road crossing, but also awaits a response to the letter dated July 16, 2019, that posed a number of questions related to the road crossing issue that were highlighted as necessary for the development of the road options.

Applicability of the Plan to TCPL's Operations and Facilities

As City planning staff have previously been advised, all of TCPL operations are federally regulated. As such, municipally adopted policies and approvals do not apply.

Notwithstanding this, policy 3.10.5 incorrectly purports to apply to any development of TCPL's pipeline and compressor station. Any 'additional development or enhancements' to TCPL's facilities is subject only to the review and approval of the Canada Energy Regulator¹, and policy 3.10.5 is therefore outside the jurisdiction of the City. We request that it be deleted.

There are also numerous references throughout the Plan to TCPL's "existing and approved" operations. It is not clear what the intent of these policies are, or what time frame it is intended to apply to, and we ask for clarification of what these policies are intended to refer to and accomplish. To the extent that they are intended to impose standards or obligations on TCPL and any future operations, they should be either amended or deleted. The Provincial Policy Statement clearly protects major facilities and infrastructure from sensitive land uses (Section 1.6.1) to ensure they can meet "current and future needs". The policy does not restrict the facility to existing and approved operations. We also note that the Growth Plan (in policy 2.2.5.8) is clear that it is the development of sensitive land uses adjacent to existing industrial uses, like Compressor Station 130, that must not encroach on those uses. The onus is clearly on the developer of new sensitive uses to respect and not encroach on the existing industrial uses. Any policy that purports to reverse that onus is contrary to provincial policy.

Policy 3.10.13 refers to a requirement for a "noise mitigation element". We request further detail on what this element is proposed to be, where it is proposed to be located, and whether there is an expectation that this element will reduce low frequency noise (LFN) effects (we note this is under the section titled "Policies for Impacts due to Low Frequency Sound"). TCPL expects this "noise mitigation element" to be located outside of the TCPL owned lands given they are not included in the Plan and because the proposed residential development is the reason for any noise mitigation measures. Accordingly TCPL expects it will be the responsibility of the developer to pay for any such measures.

To ensure fulsome comments from TCPL on the Plan, we believe it is important to note that there are a number of outstanding items and requests for information that TCPL has made, for which we currently

¹ The CER replaced the National Energy Board as of August 28, 2019.

do not have a response from the City. These items are listed below and we ask that this information be provided, as any comments we make at this time may need to be supplemented or amended based on the information received in response to our outstanding requests.

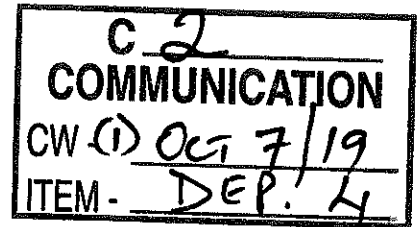
- Letter dated July 16, 2019, which included questions regarding the Street 4 crossing of the TCPL privately owned access road;
- Letters dated June 7, 2019 and July 30, 2019 regarding Stormwater Management (SWM); and
- Request by MHBC on August 29, 2019 regarding the peer review report prepared by Jade Acoustics.

As communicated above, we will provide further detailed comments prior to the planned Committee of the Whole meeting on September 24, 2019, and look forward to meeting with your team once we have received and have reviewed the responses to the outstanding information requests.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dana Anderson', written in a cursive style.

Dana Anderson, FCIP, RPP
Partner
On Behalf of TransCanada PipeLines Limited



From: **Steele, James** <James.Steele@vaughan.ca>

Date: Thu, 25 Jul 2019 at 17:38

Subject: RE: [REDACTED] - Water Bill

To: [REDACTED]

Cc: Liscio, Alexandria <Alexandria.Liscio@vaughan.ca>, Ciarabelloni, Joy <Joy.Ciarabelloni@vaughan.ca>, Consalvo, Laura <Laura.Consalvo@vaughan.ca>, Mayor Support Staff <mayorstaff@vaughan.ca>, Zappia, Melina <Melina.Zappia@vaughan.ca>, Ciarabellini, Diana <Diana.Ciarabellini@vaughan.ca>

Good Evening Ms. Kalokina,

Thank you for your inquiry and for allowing our staff to view your water meter today. We appreciate that an abnormally high water bill can come as a surprise and offer the following to address your concerns.

As you mentioned during your call to the Mayor's office, today, the operator did not observe water flowing through the meter during his visit.

This is great news, however, this only indicates what is happening at the time of the visit and are unable to determine what has happened in the past, especially if there is an intermittent issue with your plumbing or activities. The operator also verified that the current meter reading was consistent with the most recent information read through Alectra and did not indicate that there was a reading error.

Abnormally high water usage can be caused by a number of reasons and might include such things as a leaking exterior water tap or a leaky toilet valve. These types of issues can be intermittent and difficult to notice, unless one was specifically looking for lost water or noticed something abnormal (e.g. wet area of lawn, or toilet constantly running).

The City's Water By-law (177-2016) requires that the property owner is charged for all water passing through the water meter, whether used or wasted. Unfortunately, unless there is a defect with your meter, what has been measured, has been charged for.

That being said, an owner can request for their meter to be changed out and sent for testing to validate a disputed amount. We are happy to take care of this for you, should you wish, however, there is an additional cost for this service and will be refunded if the testing comes back identifying that the meter is not functioning correctly or reading accurately, along with a potential credit, depending on the defects detected.

The cost to remove and replace the meter and testing would be approximately \$500.

Should you wish to elect to have the meter tested, an operator would attend the property, replace the meter with a new one and take the existing meter with them. The meter would then be sent to a third-party company for testing. The results of the test are typically available within 10 working days and at that time, the results would be shared with you.

If you would like to proceed with the testing, please let us know and we will confirm the exact cost, arrange for payment with you and schedule the work.

We trust that the above provides you with the information that you require, however, should you wish to discuss further or require additional information, please do not hesitate to contact me through email or at the numbers below.

Best Regards,

James

James Steele, P.Eng.

Director of Environmental Services

(905) 832-8562, ext. 6116, Mobile: (905) 716-2371 | james.steele@vaughan.ca

City of Vaughan | Environmental Services Department

2800 Rutherford Road, Vaughan, ON L4K 2N9

vaughan.ca



Account Number
[REDACTED]
Please reference this number when making a payment.

Bill # 307071461048

LUCY KALOKINA
[REDACTED]
CONCORD ON L4K 3G4

Service Location: [REDACTED] CONCORD ON L4K 3G4
Premise #: 3079200439

Statement Date	May 15, 2019
Amount Due	\$404.22
Due Date	June 03, 2019

A late payment interest charge equal to 19.56% per annum will be applied if payment is received after the due date.

Service	Meter	From	To	# Days	Previous Reading	Current Reading	Read Type	Multiplier	Usage	Adjustment Factor	Adjusted Usage
Electric	PWST2405B1	04/09/2019	05/09/2019	30	72661.13	73110.39	Actual	1.00	449.260 KWH	1.036900	465.838
Water	0056353364	03/13/2019	05/10/2019	58	27547.00	28285.00	Actual	0.10	73.800 M3		

Your Previous Charges

Amount of Last Bill **\$64.67**
 Payment Received May 06, 2019 Thank you **\$64.67 CR**
Balance Forward \$0.00

Your Electricity Charges: Residential

*Electricity provided by Alectra Utilities Corporation as Standard Supply Service

Time Of Use

Summer On-Peak 41.57 kWh @ \$0.134 **\$5.57**
 Summer Mid-Peak 36.59 kWh @ \$0.094 **\$3.44**
 Summer Off-Peak 126.31 kWh @ \$0.065 **\$8.21**
 Winter On-Peak 49.11 kWh @ \$0.132 **\$6.48**
 Winter Mid-Peak 46.54 kWh @ \$0.094 **\$4.37**
 Winter Off-Peak 149.14 kWh @ \$0.065 **\$9.69**

Delivery **\$33.05**

Regulatory **\$2.07**

Your Total Electricity Charges \$72.88

Your Water/Wastewater Charges: Residential

Water Charges **\$148.67**

Wastewater Charges **\$179.03**

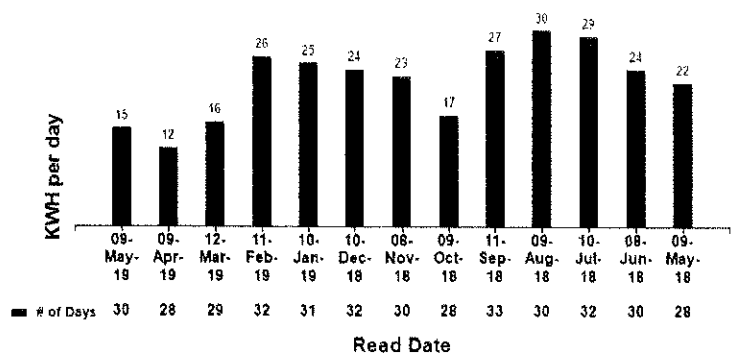
Total Water and Wastewater Charges \$327.70

H.S.T. (H.S.T. Registration 728604299) **\$9.47**

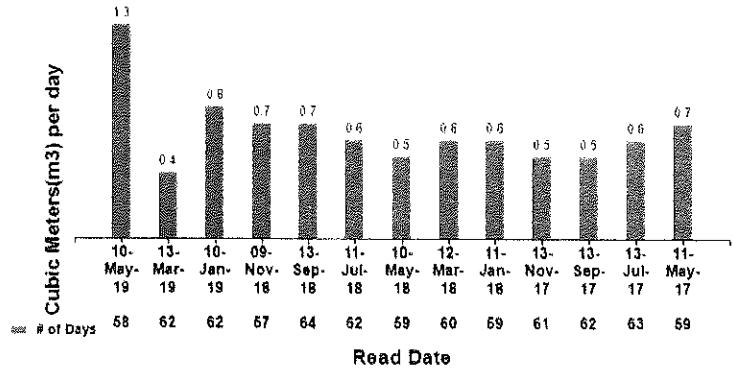
8% Provincial Rebate **\$5.83 CR**

Total Amount Due by June 03, 2019 \$404.22

Daily Average Electricity Usage



Compare your daily Water Usage



Account Number
[REDACTED]
Please reference this number when making a payment.

Statement Date	July 17, 2019
Amount Due	\$1,892.11
Due Date	August 06, 2019

Bill # 307433833189

LUCY KALOKINA
[REDACTED]
CONCORD ON L4K 3G4

A late payment interest charge equal to 1.5% per month will be applied if payment is received after the due date.

Service Location: [REDACTED] CONCORD ON L4K 3G4
Premise #: 3079200439

Service	Meter	From	To	# Days	Previous Reading	Current Reading	Read Type	Multiplier	Usage	Adjustment Factor	Adjusted Usage
Electric	PWST240581	06/11/2019	07/10/2019	29	73768.73	74670.38	Actual	1.00	901.650 KWH	1.036900	934.921
Water	0056353364	06/10/2019	07/11/2019	62	28285.00	32051.00	Actual	0.10	376.600 M3		

Your Previous Charges

Amount of Last Bill	\$100.33
Payment Received July 08, 2019 Thank you	\$100.33 CR
Balance Forward	\$0.00

Your Electricity Charges: Residential

*Electricity provided by Alectra Utilities Corporation as Standard Supply Service

Time Of Use

Summer On-Peak 101.59 kWh @ \$0.134	\$13.61
Summer Mid-Peak 115.95 kWh @ \$0.094	\$10.90
Summer Off-Peak 684.11 kWh @ \$0.065	\$44.47

Delivery \$41.87

Regulatory \$3.89

Your Total Electricity Charges \$114.74

Your Water/Wastewater Charges: Residential

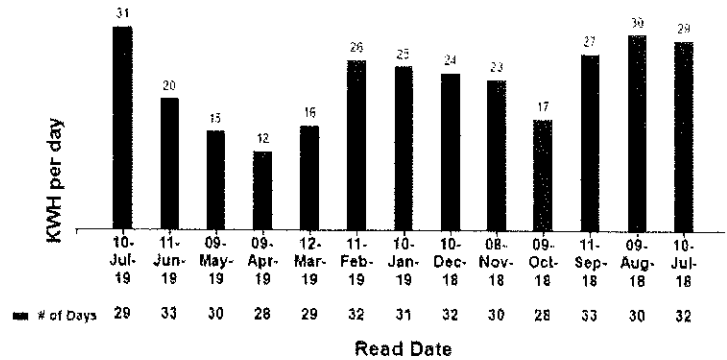
Water Charges	\$780.50
Wastewater Charges	\$939.88
Annual Stormwater Charge	\$51.25
Total Water and Wastewater Charges	\$1,771.63

H.S.T. (H.S.T. Registration 728604299) \$14.92

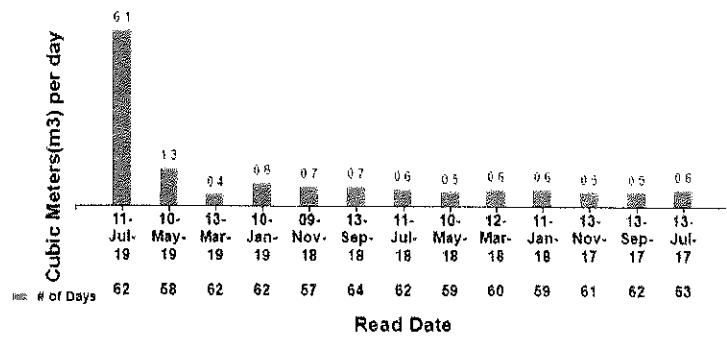
8% Provincial Rebate \$9.18 CR

Total Amount Due by August 06, 2019 \$1,892.11

Daily Average Electricity Usage



Compare your daily Water Usage



Account Number
[REDACTED]
Please reference this number when making a payment.

Statement Date	September 17, 2019
Amount Due	\$170.88
Due Date	October 07, 2019

Bill # 307845310586

LUCY KALOKINA
[REDACTED]
CONCORD ON L4K 3G4

A late payment interest charge equal to 1.5% per month will be applied if payment is received after the due date.

Service Location: [REDACTED] CONCORD ON L4K 3G4
Premise #: 3079200439

Service	Meter	From	To	# Days	Previous Reading	Current Reading	Read Type	Multiplier	Usage	Adjustment Factor	Adjusted Usage
Electric	PWST240581	08/12/2019	09/11/2019	30	75801.69	76283.20	Actual	1.00	481.510 KWH	1.036900	499.278
Water	0056353364	07/11/2019	09/10/2019	61	32051.00	32253.00	Actual	0.10	20.200 M3		

Your Previous Charges

Amount of Last Bill \$145.96
Payment Received September 04, 2019 Thank you \$145.96 CR
Balance Forward \$0.00

Your Electricity Charges: Residential

*Electricity provided by Alectra Utilities Corporation as Standard Supply Service

Time Of Use

Summer On-Peak 70.99 kWh @ \$0.134 \$9.51
Summer Mid-Peak 70.42 kWh @ \$0.094 \$6.62
Summer Off-Peak 340.1 kWh @ \$0.065 \$22.11

Delivery \$34.43
Regulatory \$2.20

Your Total Electricity Charges \$74.87

Your Water/Wastewater Charges: Residential

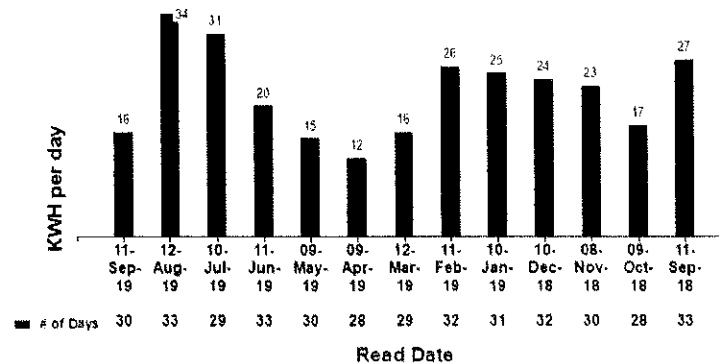
Your next schedule read date is tentatively scheduled for Nov 11, 2019

Water Charges \$41.86
Wastewater Charges \$50.41
Total Water and Wastewater Charges \$92.27

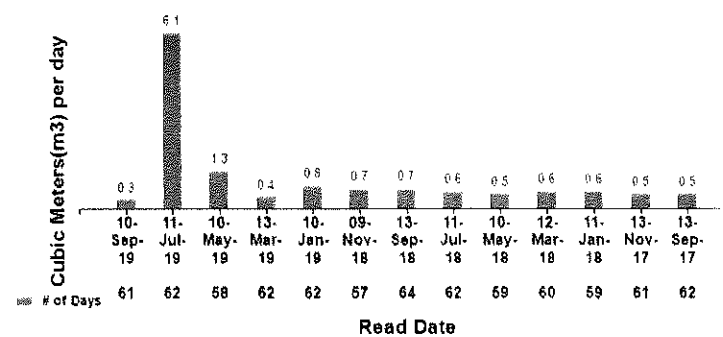
H.S.T. (H.S.T. Registration 728604299) \$9.73
8% Provincial Rebate \$5.99 CR

Total Amount Due by October 07, 2019 \$170.88

Daily Average Electricity Usage



Compare your daily Water Usage



C 3
COMMUNICATION
CW(1) OCT 7/19
ITEM - DEP. 1



women's support network
of york region

DEDICATED TO ERADICATING SEXUAL VIOLENCE.

WWW.WOMENSSUPPORTNETWORK.CA



women's support network
of york region

Who We Are

- **Women's Support Network (WSN)** is York Region's only sexual violence crisis centre.
- Est. in 1992
- Our mission is to ***eradicate sexual violence.***





women's support network
of york region

Sexual Violence & Human Trafficking

What is Sexual Violence?

- A broad term that describes any violence, physical or psychological, that violates the sexual integrity of a person or targets their sexuality.¹
- Unwanted sexual touching
- Sexual assault
- Rape
- Sexual harassment
- Online sexual harassment
- Voyeurism
- & more...

What is Sex (Human) Trafficking?

- It is also a type of sexual violence, which falls under the umbrella of human trafficking. It is about the forced sexual exploitation of a person, and in York Region is targeted at youth.
- Escort services
- Massage parlours
- Bars and strip clubs
- Phone sex lines
- Internet chat rooms
- Forced prostitution



women's support network
of york region

Sexual Violence in Canada

- Sexual violence costs Canadian society an estimated **\$4.8 billion/year**, compared to gun violence at \$3.1 billion/year²
- **1 in 3 women** will experience sexual violence in their lifetime³
- **1 in 6 men** will experience sexual violence in their lifetime⁴
- Sexual violence offences are among the most **under-reported** crimes in Canada – approximately **33 of every 1,000** sexual assaults is reported⁵
- The person causing harm is known to the victim in **82%** of sexual assaults⁶





COUNSELLING SERVICES

- Rapid Response
- Individual Counselling
- Walk-In Counselling



PUBLIC EDUCATION

- Workshops
- Service provider training
- Resource development



OUTREACH



24/7 CRISIS
LINE SUPPORT

Supporting
Survivors

Eradicating
Sexual Violence



TAKE BACK THE NIGHT
MARCH & RALLY



GROUP
PROGRAMS



OTHER CLIENT SUPPORTS

- Hygiene items & basic needs
- Housing subsidy
- Referrals to other supports



ADVOCACY &
MEDIA RELATIONS

Our Impact



- In 2018, **669 sexual assaults** were reported to York Regional Police⁷
↑ 6.4% from 2017⁸ and ↑ 64% from 2014⁹
- Last year alone, WSN:
 - Answered **2,466** calls to our 24 hour crisis lines
 - Provided counselling to **142** individuals
 - Delivered **95** group counselling sessions
 - Supported **51** individuals affected by commercial sexual exploitation
 - Presented to approximately **2,875** individuals through public education workshops
 - Distributed over **7,350** outreach materials to the York Region community



Thank You!

Phone: (905) 895-3646

Email:

jbennjohn@womenssupportnetwork.ca
sallahdini@womenssupportnetwork.ca

Social Media:

 **Women's Support
Network of York Region**

 **@wsnyorkregion**

 **@WSNYorkRegion**

24/7 Crisis Line: (905) 895-7313 / 1 (800) 263-6734 <https://womenssupportnetwork.ca/>
24/7 Human Trafficking Helpline: (905) 758-5285



W W W . W O M E N S S U P P O R T N E T W O R K . C A

End Notes

1. Ministry of Children, Community and Social Services, “Ending Sexual Violence”, *Government of Ontario*, last modified February 27, 2015, <http://www.women.gov.on.ca/owd/english/ending-violence/stop-sexual-violence.shtml>.
2. “Statistics”, *SACHA Sexual Assault Centre*, accessed August 19, 2019, <http://sacha.ca/resources/statistics>.
3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.
7. “Statistical Report: January – December 2018”, *York Regional Police*, published April 2019, [https://www.yrp.ca/en/about/resources/2018 Annual Statistical Report.pdf](https://www.yrp.ca/en/about/resources/2018%20Annual%20Statistical%20Report.pdf).
8. Ibid.
9. Ibid.

SEXUAL VIOLENCE FACT SHEET



women's support network
of york region

What is Sexual Violence?

Sexual violence is a broad term that describes any violence, physical or psychological, carried out through sexual means or by targeting sexuality. Any act that undermines an individual's sexual or gender integrity can be considered sexual violence.¹

This can include unwanted sexual touching, sexual harassment, stalking, voyeurism, sexual assault, rape, online sexual harassment, ritual abuse, incest, childhood sexual abuse, indecent/sexualized exposure, exhibitionism, sharing sexual photographs or videos without permission, unwanted comments or jokes, forced marriage or cohabitation, or trafficking and sexual exploitation.¹

What is Human Trafficking?

Human trafficking involves the recruitment, transportation, harbouring and/ or exercising control, direction or influence over the movements of a person in order to exploit that person, typically through sexual exploitation or forced labour. It is often described as a modern form of slavery.²

Sex trafficking can occur via escort services, massage parlours, bars and strip clubs, phone sex lines, internet chat rooms, and forced prostitution, among others. People being trafficked are often lured and groomed by people posing as a potential romantic partner.³ Violence and/or threats of violence are often used as a means to control or force people being trafficked into performing sexual services.³

Prevalence of Sexual Violence

- Sexual assault is the only violent crime that is **not** declining in Canada⁴
- Women account for **92% of victims** of police-reported sexual assaults⁴
- **Over 70%** of people being trafficked are **females under the age of 25**⁵
- **1 in 3 women** will experience some form of sexual violence in their lifetime⁶
- **39% of adult women** in Canada reported having at least one experience of sexual assault since age 16⁶
- **1 in 6 men** will experience some form of sexual violence in their lifetime⁶

THERE ARE **460,000** SEXUAL ASSAULTS
in Canada every year



Source: Johnson, "Limits of a Criminal Justice Response: Trends in Police and Court Processing of Sexual Assault," in Shewly, Sexual Assault in Canada: Law, Legal Practice and Women's Activism, 2017.



Image 1. Sexual Assault in Canada⁶

Certain people face a higher risk of sexual assault:

- Rates of sexual assault for young people ages 15-24 is 18 times higher than people ages 55+⁴
- Women who are Indigenous, racialized, differently abled, institutionalized, single, unemployed, and/or have low-incomes experience heightened risk for sexual assault⁴

Myths & Facts about Sexual Violence

MYTH: Sexual assault is usually committed by strangers.

In about 80% of sexual assault cases, the person causing harm is known to the survivor, most commonly this person is an acquaintance, a family member, or an intimate partner.⁴

FACT: The only person that is responsible for sexual violence is the perpetrator.

Suggesting a survivor is responsible for the sexual violence against them is called victim-blaming and sends the message that abuse and violence are acceptable.⁴

MYTH: All survivors should respond in the same way.

There is no correct way to react or respond to sexual violence. Some people may minimize or deny it happened because they love the abuser or don't want to be seen as a victim, some will stay in touch with an abuser, and some will immediately cut off ties. A survivor's response should not be used to argue that violence didn't happen.⁴

FACT: Sexual violence costs Canadians approximately \$4.8 billion per year.

Sexual violence costs us all. Criminal justice, medical, and social service costs, as well as lost productivity, pain and suffering, and employer losses as a result of sexual violence costs us more per year than gun violence.⁶



Image 2. Sexual Violence Costs in Canada⁶

The Roots of Sexual Violence

- **GENDER INEQUALITY** is a major cause of gender-based and sexual violence. All genders receive messages through the media, religion, politics, and cultural norms that normalize men having more power than other genders.⁴
- **HYPER-MASCULINITY** is the idea that masculinity is displayed through strength and power (aggression and control) which promotes violence and entitlement and devalues feelings and emotions. Hyper-masculinity is damaging for everyone, including men.⁴
- A **lack of understanding about CONSENT** can lead to sexual violence. A 2015 study by the Canadian Women's Foundation found that 96% of Canadians believe all sexual activity should be consensual but only 1 in 3 knew what it means to give consent.⁴
- **RAPE CULTURE** includes jokes, TV, music, advertising, legal jargon, laws, words and imagery that normalize sexual violence against women to the point that sexual violence is seen as "just the way it is".⁷

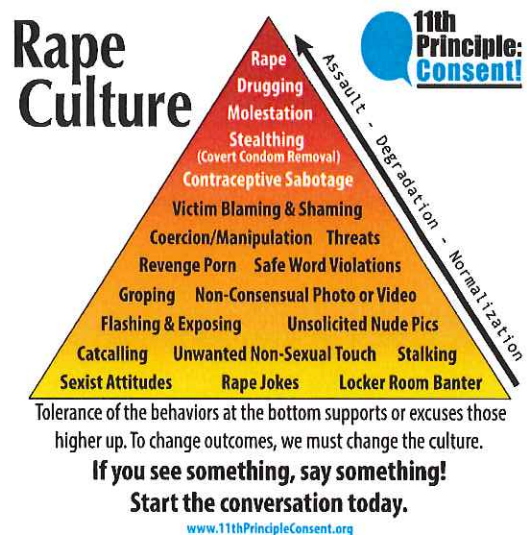


Image 3. Rape Culture⁸

The Effects of Sexual Violence

Any type of sexual violence can have long-term impacts on survivors.⁹ People who have experienced sexual violence may experience⁹:

- Flashbacks (memories of trauma feel as if they are currently taking place)
- Dissociation (detachment from reality, “out of body” experiences)
- Depression
- Anxiety disorders
- Post-traumatic stress disorder
- Sleep disorders
- Suicidal behaviours
- Self-harm
- Eating disorders
- Substance abuse issues
- Unwanted pregnancy
- Gynaecological or other health complications
- Sexually transmitted infections

Why Are Police Reported Incidents of Sexual Violence So Low?

Trauma Responses are Complicated!

- You may have heard of the “fight or flight” response, but “freezing” is another common reaction to fear and stress that can paralyze the person experiencing the violence and they become physically incapable of resisting or speaking up.⁴
- Most sexual assaults are committed by someone the survivor knows. Survivors often struggle to comprehend how someone they know could hurt them, and they may worry about getting that person in trouble. They may also feel shame or embarrassment.⁴
- This person might be in a position of authority over the survivor and the survivor may be afraid they won't be believed. In a workplace setting, survivors may fear that they will jeopardize their career or reputation if they speak up.⁴

Criminal Justice System Barriers to Reporting Sexual Violence

- A person can be re-traumatized or re-victimized when reporting a sexual assault when they are not believed, blamed or made to feel responsible for the violence, or subjected to callous or insensitive treatment, when police fail to take evidence, or when their cases are dropped arbitrarily.⁴
- Studies show that when women of colour report violence, particularly rape, their experiences are often taken less seriously within the criminal justice system.⁴
- 53% of survivors in a survey said they did not report their sexual assault because they weren't confident in the police and 2/3 stated they were not confident in the criminal justice and court system in general.⁴

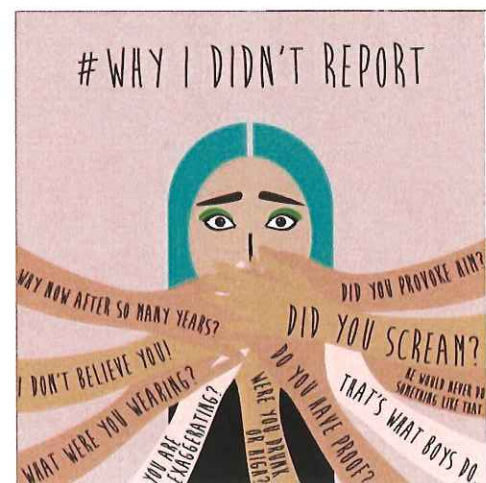


Image 4. #WhyIDidn'tReport Graphic¹⁰

Combatting Sexual Violence

Ending and preventing sexual violence requires a number of different interventions that address individual, community, and systemic factors¹¹:

- ✓ Raise awareness about the importance of consent and what consent means and looks like
- ✓ Teach young people how to develop healthy relationships
- ✓ Challenge victim-blaming. Let survivors know you believe them and it is not their fault.
- ✓ Hold people causing harm accountable for their actions – otherwise we send the message that violence and abuse are acceptable
- ✓ Address the systemic barriers in the criminal justice system
- ✓ Challenge gender inequality and rape culture – if you hear or see something, say something!



Image 5. Strategies to End & Prevent Sexual Violence¹¹

Learn more about Sexual Violence

Women's Support Network of York Region: <https://womenssupportnetwork.ca/>

Ontario Coalition of Rape Crisis Centres: <https://sexualassaultsupport.ca/>

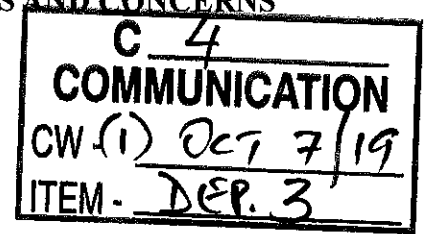
Canadian Women's Foundation: <https://www.canadianwomen.org/>

Canadian Human Trafficking Hotline: <https://www.canadianhumantraffickinghotline.ca/>

References

- 1 SACHA Sexual Assault Centre. (n.d.). What is Sexual Violence? Retrieved from <http://sacha.ca/resources/what-is-sexual-violence>
- 2 Department of Justice. (2016). What is Human Trafficking? Retrieved from <https://www.justice.gc.ca/eng/cj-jp/tp/what-quoi.html>
- 3 The Canadian Centre to End Human Trafficking. (n.d.). Sex Trafficking and Sexual Exploitation. Retrieved from <https://www.canadiancentretoendhumantrafficking.ca/sex-trafficking/>
- 4 Canadian Women's Foundation. (2016). Fact Sheet: Sexual Assault and Harassment. Retrieved from <https://www.canadianwomen.org/wp-content/uploads/2017/09/Facts-About-Sexual-Assault-and-Harassment.pdf>
- 5 Ibrahim, D. (2018). Trafficking in persons in Canada, 2016. *Juristat*. Statistics Canada Catalogue no. 85-005-X. Retrieved from <https://www150.statcan.gc.ca/n1/en/pub/85-005-x/2018001/article/54979-eng.pdf?st=x9KEuO9A>
- 6 SACHA Sexual Assault Centre. (n.d.). Statistics. Retrieved from <http://sacha.ca/resources/statistics>
- 7 SACHA Sexual Assault Centre. (n.d.). What is Rape Culture? Retrieved from <http://sacha.ca/resources/rape-culture>
- 8 Chandra, J. & Cervix. (2018). Rape Culture [digital image]. Retrieved from <https://www.11thprincipleconsent.org/consent-propaganda/rape-culture-pyramid/>
- 9 RAINN. (n.d.). Effects of Sexual Violence. Retrieved from <https://www.rainn.org/effects-sexual-violence>
- 10 Fisher Robles, A. (n.d.). # Why I Didn't Report [digital image]. Retrieved from <https://www.instagram.com/p/B0pOCzVAjJI/>
- 11 Centers for Disease Control and Prevention. (2019). Preventing Sexual Violence. Retrieved from <https://www.cdc.gov/violenceprevention/pdf/SV-Factsheet.pdf>

**RESIDENTS OF GENTILE CIRCLE
COMMITTEE OF THE WHOLE MEETING – QUESTIONS AND CONCERNS**



Date: October 07, 2019

Mr./Madam Chair and Members of the Committee of the Whole:

Thank you for providing me an opportunity to present the Petition signed by some of the residents of Gentile Circle.

There are still some questions that we have, and we respectfully request some additional answers, namely:

1. We have occupied our homes in Phase One of this development for the past 8 years, and it is our understanding that the City has not assumed ownership of the services for Phase One.
 - (A) Our question is what specific requirements, infrastructure or services from the Subdivision Agreement have not been completed by the developer?
 - (B) Can the City access the Line of Credit and/or Funds made available by the developer to complete the deficiencies in order that the City may assume Phase One?
 - (C) When will the City assume ownership of Phase One?
 - (D) It has been communicated to us that Phase 1 is in legal discussions and litigation. Is there any information as to what are the unresolved issues and is there a specific time line for resolution?

2. The growth of weeds and lack of maintenance has been a continuous issue in the back ravine and along the east hillside adjacent to the train tracks. Please note, this year the only maintenance that has been done was a one-time cutting of the weeds/grass, approx 5 ft in width along the ravine fence line and along the pathway in the ravine that occurred at the end of August 2019. This was only addressed after numerous complaints by residents.
 - (A) Is the east hillside adjacent to the train tracks part of the weed/grass maintenance requirement?
 - (B) Can you specified what exactly should be maintained and what is the expected frequency that this weed/grass maintenance should take place?
 - (C) Currently, is this the developer's responsibility or the city's?
 - (D) What steps can be taken to ensure the weeds in the back ravine, along the pathway and along the hillside adjacent to the train tracks is maintained in a timely fashion and monitored by the city?
 - (E) What's steps can be taken by the city if this is not addressed and maintained as required?

**RESIDENTS OF GENTILE CIRCLE
COMMITTEE OF THE WHOLE MEETING – QUESTIONS AND CONCERNS**

Please see photos below of the current state of the unmaintained weeds along the pathways, along residents' fence line's and the east side hill adjacent to the train tracks.

Constant and multiple resident complaints to have this maintained is not the answer.



3. As part of the Phase Two development, there are two huge mounds of dirt, which we have been advised are to be cleared by the developer by December 31, 2019.

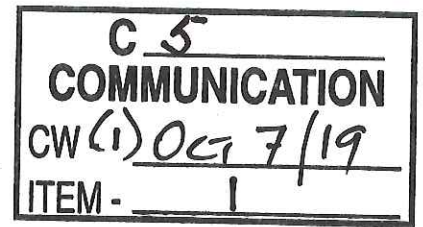
(A) Our question is, in the event the developer is unable to clear the noted two mounds of dirt by this date, what steps, including specific timelines, are available to the City to clear the two mounds of dirt in a timely fashion?

In conclusion:

As I have stated, we have lived in this community for the past 8 years and we would like to see the completion of the Phase One and Two of the development in a timely manner. We are concerned that matters seem to be at a standstill and we lack information, and most importantly, some indication of when we can anticipate the completion of the same.

We hope that the developer and city can come to a mutual resolution and find a way to move forward.

Thank you Mr./Madam Chair and Members of the Committee of the Whole for your consideration of the matters raised in this presentation.



From: Britto, John
Sent: Tuesday, October 1, 2019 2:34 PM
To: 'Barnett, Chris' <CBarnett@osler.com>; Bellisario, Adelina <Adelina.Bellisario@vaughan.ca>
Cc: Coles, Todd <Todd.Coles@vaughan.ca>; Leung, Isabel <Isabel.Leung@vaughan.ca>
Subject: RE: Committee of the Whole - September 24, 2019 meeting Item 16

Thanks Chris

Copies of this correspondence will be distributed to Mayor and Members of Council and senior staff and posted on the City's website to form a public record.

Cheers.

John Britto
Council / Committee Administrator
P: 905-832-8585 Ext. 8637 | john.britto@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
vaughan.ca



From: Barnett, Chris <CBarnett@osler.com>
Sent: Tuesday, October 1, 2019 2:32 PM
To: Bellisario, Adelina <Adelina.Bellisario@vaughan.ca>
Cc: Coles, Todd <Todd.Coles@vaughan.ca>; Leung, Isabel <Isabel.Leung@vaughan.ca>; Britto, John <John.Britto@vaughan.ca>
Subject: RE: Committee of the Whole - September 24, 2019 meeting Item 16

In addition to the 2 letters already submitted, please find attached TCPL's comment matrix, as well as a letter in response to the revisions proposed by Malone Given Parsons with respect to the above noted item.

OSLER

Chris Barnett
Partner
416.862.6651 | CBarnett@osler.com
Osler, Hoskin & Harcourt LLP | osler.com

September 30, 2019

Ms. Armine Hassakourians,
Senior Planner
The Corporation of the City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: armine.hassakourians@vaughan.ca

Dear Ms. Hassakourians:

RE: Block 41 Draft Secondary Plan Response to LOG comments
Our file: PAR 29981

Further to our response on September 26, 2019 on the revised Secondary Plan, following are our comments in response to the Block 41 Landowners Groups (LOG) submission to the City on September 24, 2019:

Section 3.10.5 – As set out in our September 26, 2019, comments and deputation to the Committee of the Whole, this section should be deleted in its entirety as it purports to apply the policies of the Secondary Plan to Station 130.

Section 3.10.8 – The Developers suggested changes recommend combining the noise mitigation strategies with the Noise Feasibility Study. It is TransCanada PipeLines Limited's (TCPL) position that the original language remain in this section. The potential noise mitigation strategies are to be considered a separate item rather than as part of required noise feasibility studies.

Sections 3.10.12 – The Developers suggest removing the language that references low frequency noise (LFN) as well as the recommended STC rating. TCPL does not support this change. Please retain the original language in this section. It is important to reference LFN and make note of a minimum STC 54 rating as the minimum rating would have positive effects in mitigating LFN.

Section.3.10.13 – The Developers have provided suggested revisions to the Secondary Plan which would make physical noise mitigation measures optional i.e. "can be used" instead of "shall be used". TCPL does not support the Developer's approach in this regard. The Developers also propose that the noise feasibility study determine the height of the physical noise mitigation measures. TCPL's view is that the noise feasibility study would inform the height and design of the noise mitigation element, but not determine it.


Section 3.10.14 – As we noted above in 3.10.12, it is TCPL’s position that the reference to the minimum STC rating (STC 54) be retained.

Section 3.10.17 – TCPL does not support the addition of the wording “for noise sources” in this section. This changes the original intent of the section by suggesting that mitigation may be required at the TCPL facility. Mitigation of these noise sources has already occurred, and any further mitigation by TCPL is subject to the jurisdiction of the Canada Energy Regulator and is not within municipal jurisdiction. Accordingly, any such direction in the Secondary Plan should be removed. The intent of this section is to ensure the proponent of proposed developments conduct Noise Feasibility Studies that will identify and address LFN concerns in their plans, as necessary.

Section 3.10.19 - TCPL does not support the Developer’s proposed revision to this section. The 200 metre zone stipulated by the City in this section is separate from the NIA as shown in Appendix G. The 200 metre zone is associated with TCPL’s regulatory requirement to monitor and consult regarding any potential development in the vicinity of its pipelines. We note these regulatory requirements may change in accordance with updates to federal regulations or standards.

If you have any questions, please let us know.

Sincerely,



Dana Anderson, MA, FCIP, RPP
Partner
On behalf of TransCanada PipeLines Limited



Authorized commenting Agency for



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

September 26, 2019

Ms. Armine Hassakourians,
Senior Planner
The Corporation of the City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Via email: armine.hassakourians@vaughan.ca

Dear Ms. Hassakourians:

RE: Block 41 Draft Secondary Plan Commenting Matrix
Our file: PAR 29981

Further to the City's circulation of the revised Draft Secondary Plan issued with the Staff Report on September 20, 2019, please find enclosed additional comments on the Plan. The comments include recommended revisions for added and revised policy language in BOLD and policies to be removed with strikeouts.

We are pleased to see that the City has made a number of changes to the Plan in an effort to address the issues raised in our earlier submissions. Thank you for making adjustments to our company name in the Secondary Plan. A few areas are missing the updated references. Please adjust so that all references to TransCanada throughout the Secondary Plan reflect the legal name "TransCanada PipeLines Limited" or the abbreviation "TCPL".

We will be providing a separate submission commenting on the proposed revisions to the plan provided in the Block 41 Landowners Group's letter to you dated September 24, 2019. We look forward to continuing to work with the City to further refine and improve the Plan. We may have further submissions to make as this process continues and reserve our rights to do so.

If you have any questions, please let us know.

Sincerely,

Dana Anderson, MA, FCIP, RPP
Partner
On behalf of TransCanada PipeLines Limited

Enclosure



Commenting Table – TransCanada PipeLines Limited (TCPL) Comments – September 26, 2019

Draft Block 41 Secondary Plan (File #26.4.2)

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold – new
III. Basis 1.	<p>The decision to amend VOP 2010 is based on the following considerations:</p> <p>All land use decisions in Ontario "...shall be consistent with" policy statements issued under the Act." (Part II: PPS 2014). The Provincial Policy Statement 2014 ("PPS 2014") which "...provides policy direction on matters of provincial interest related to land use planning and development" (Part I: PPS 2014). The PPS 2014 recognizes that local context is important, noting that "Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld." (Part III: PPS 2014). The PPS 2014 integrates the key principles of strong communities, a clean and healthy environment, and economic growth for the long term, and states that "Land use must be carefully managed to accommodate appropriate development to meet a full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety" (Part IV: PPS 2014). The policies contained in the Secondary Plan include a range and mix of housing types and densities, employment opportunities, commercial uses, and institutional and public uses to support the future residential community. The Secondary Plan emphasizes active transportation and will achieve connectivity throughout the block based on the policies requiring the implementation of a multi-use recreational trail system, as well as connected pedestrian and cycling networks, in support of active transportation.</p>	<p>We continue to request additional language before the end of the last sentence to reflect the importance of the adjacent infrastructure and major facility and the need to protect such infrastructure for current and future needs.</p> <p>The added policy should read:</p> <p><i>"The Secondary Plan also emphasizes the importance of proper planning for compatible land uses near major facilities and infrastructure to minimize risk to public health and safety, and to ensure the long-term viability of major facilities for current and projected needs."</i></p>



POLICY PLANNING &
ENVIRONMENTAL SUSTAINABILITY

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
Basis 2.	<p>On this basis, the Block 41 Secondary Plan is consistent with and meets the intent of the PPS 2014.</p> <p>A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (2019) (“A Place to Grow 2019”) is the Government of Ontario’s initiative to plan for growth and development which supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. A Place to Grow 2019, identifies a vision which is grounded in a set of guiding principles that provide the basis for guiding decisions on how land is to be developed, resources are to be managed and protected, and public dollars are to be invested. The guiding principles of A Place to Grow 2019, support the achievement of complete communities, principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.</p>	<p>The Growth Plan outlines the importance of compatibility between land uses as outlined in Section 2.2.5.8 and should be referenced in this section:</p> <p>“The development of sensitive land uses within the Secondary Plan will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on uses that are particularly vulnerable to encroachment which includes Station 130.”</p>
Part A 1.0 Context	<p>The Secondary Plan has been prepared in conformity with the directions of A Place to Grow 2019, to ensure that new development will result in the creation of a complete community which will be compact, vibrant, inclusive, healthy, sustainable and diverse.</p> <p>The Block 41 Secondary Plan is designed to create a <i>complete community</i>. 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 <i>community facilities</i>. 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.</p>	<p>We continue to recommend the following added policy:</p> <p>“The community will be designed to be compatible with the existing uses in the Block, and adjacent uses including the existing Estate Residential subdivision, and Station 130.”</p>

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
1.1 Purpose	The purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide <i>development</i> in the Block 41 Secondary Plan Area.	We understand the purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide development with certainty in the Block 41 Secondary Plan Area. In TCPL's view, additional time should be taken to further address land use compatibility, noise impacts, road crossings and existing access points, as well as stormwater management prior to adoption of the Plan.
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 <i>development</i> 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.	TCPL's compressor station and pipelines are industrial facilities that are outside of the Block 41 Secondary Plan area and must be recognized as such. To reflect this fact, an additional sentence must be added at the end of the paragraph for clarity as follows and the Schedules must be returned to the prior draft (all grey colouring) to reflect that the pipelines and access road are an integral part of the compressor station: "The TransCanada Pipelines Limited (TCPL) pipelines and Station 130 are outside the boundaries of the Secondary Plan."
3.0 Secondary Plan Study Process Phase 3 – Foundation Studies	The Foundational Studies further clarified the constraints to <i>development</i> , the limits of <i>development</i> , and the necessary mitigation strategies that will need to be undertaken as part of the <i>development</i> approval process. The Foundational Studies included the following: <ul style="list-style-type: none"> • Stage 1 Archaeological Resource Assessment of the New Community Area – "Block 	We understand that the requirement for additional noise reports and the peer review of such reports is now set out in Section 3.10 of the Plan. We also understand that the peer review of the noise issues which provides for the additional policies in Section 3.10 will be provided to TCPL. To date we have not seen this report so cannot comment further on its content as one of the foundational reports.



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Phase 4 – Emerging Land Use Concept Report	<p>41", ASI, July 2015;</p> <ul style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> 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. <p>The following supporting studies were included as a chapter of the Emerging Land Use Concept Report:</p> <ul style="list-style-type: none"> 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. <p>The required Subwatershed Study was a major component informing the Study process:</p> <ul style="list-style-type: none"> East Purpleville Creek Subwatershed Study, Block 41 Landowners Group, March 2018. 	<p>TCPL is still expecting to review the Final East Purpleville Creek Subwatershed Study, when it is available. Proposed locations and drainage patterns associated with the stormwater management system have not been finalized in the Subwatershed Study and have not yet been agreed upon. We understand opportunity to refine and adjust will be discussed during the MESP phase.</p>

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Phase 5 – Draft Secondary Plan	<p>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.</p> <p>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.</p>	<p>A Noise Technical Data Report (TDR) (Stantec 2017b) and TDR Addendum (Stantec 2018) was prepared by TCPL's consultant (Stantec) describing the results of the noise assessment for the site. Jade peer reviewed these reports which should also be referenced in this section.</p> <p>Please provide the Jade Acoustics Inc. 2019 report for TCPL's review.</p>
4.0 Consultation and Engagement	<p>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).</p> <p>The following public consultation meetings were held for the Secondary Plan Study:</p> <ul style="list-style-type: none"> • 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 	<p>TCPL has not received copies of any updated noise impact analysis or review completed by the City as set out in Section 4. We are not aware of any additional planning analysis report related to land use compatibility and noise impacts provided with the revised Secondary Plan. There appears to be no planning report to accompany the final Plan from the consultants.</p> <p>As commented previously, TCPL recognizes the importance of the City to provide for growth and manage growth in its future development areas. This however must ensure impacts related to sensitive land uses due to existing uses are fully assessed and properly addressed through the Secondary Plan process.</p> <p>While there is reference to the original technical studies (planning and transportation) to support the emerging land use concept, as the City has moved towards more detailed land use designations and policies,</p>

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<p>Section 5.0 Policy Context</p>	<ul style="list-style-type: none"> April 2, 2019: Committee of the Whole (Statutory Public Hearing). <p>Block 41 is one of two designated “New Community Areas” in the Vaughan Official Plan 2010 (“VOP 2010”) where new residential uses and related <i>development</i> is planned to occur in Vaughan and preparation of a Secondary Plan is required prior to any <i>development</i> 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, <i>development</i> in the New Community Area of Block 41 is intended to create a <i>complete community</i> 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.</p> <p>To conform to Provincial and Regional policies including the Provincial Policy Statement (2014), 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:</p> <ul style="list-style-type: none"> 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 <i>retail</i> and community services and will 	<p>the issues of compatibility and noise, access, trails and stormwater management continue to require more discussion to address issues. We appreciate being engaged in this regard, and will continue to engage with the City.</p> <p>Addition to Paragraph 2:</p> <p>We recommend the words in bold be added to provide the proper legal framework, and that an additional bullet point be added to the end of the Section as requested previously:</p> <p><i>“To conform to or be consistent with (as required) Provincial and Regional policies including [....] the Secondary Plan has been designed to address:</i></p> <ul style="list-style-type: none"> <i>• sensitive land uses and the avoidance of adverse impacts to major facilities and infrastructure”</i>



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Section 6 Existing Conditions and Opportunities	<p>provide connections to transit;</p> <ul style="list-style-type: none"> • 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; • <i>development</i> 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. <p>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:</p>	
		<p>The Section should be renamed: <i>Section 6 - Existing Conditions, Constraints and Opportunities</i></p>

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	<ul style="list-style-type: none"> • 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 <i>development</i> 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 right-of-way; • TransCanada Maple Compressor Station, noise mitigation strategies, and setbacks; • existing cultural heritage resources and the need to evaluate their significance and the potential for integration with new <i>development</i>; • the potential for the identification of <i>archaeological resources</i> 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 <p>Other planning considerations that were taken into account include the conclusions of the supporting studies related to:</p> <ul style="list-style-type: none"> • Land Budget/Housing Mix Analysis; • Retail Commercial Needs Assessment; • Stationary Noise; 	<p>The reference to TCPL natural gas pipeline right-of-way should be revised to "<i>TCPL natural gas pipeline rights-of-way</i>"</p>



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PART B – The Secondary Plan 2.0 Block 41 Vision and Guiding Principles	<ul style="list-style-type: none"> • 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. 	
2.1.1 Vision Statement	<p>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.</p>	<p>Revise the wording to read:</p> <p><i>"Harmonious transitions and compatible, high quality design that also implements, where required, mitigation measures to address impacts to ensure newer homes and businesses complement those existing in the Block 41 area and are compatible."</i></p>
2.1.2 Guiding Principles		<p>TCPL continues to take the position that the most appropriate and effective way to achieve compatibility is through the use of separation (buffers) between industrial and sensitive land uses, consistent with the D-6 Guidelines.</p>



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ADD 2.1.2 (11)		<p>Add 2.1.2.11 as follows:</p> <p>“11. Ensure sensitive land uses are compatible with existing and future uses by:</p> <ul style="list-style-type: none"> • Ensuring sensitive land uses are planned to minimize risk to public health and safety and to ensure the long-term protection and viability of major facilities and infrastructure; • Providing for adequate separation distances between sensitive land uses and major facilities and infrastructure; and, • Ensuring that the implementation of sensitive land uses achieves mitigation to address adverse effects and adverse impacts of major facilities and infrastructure.”
3.0 – Community Structure Policies		
3.5 Multi-Modal Transportation Network	<p>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.</p> <p>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,</p>	<p>TCPL has not provided permission for crossing of the privately-owned access road with Street 4.</p> <p>The City agreed at the meeting on September 11, 2019 to add policies to the Secondary Plan which restrict any local road crossings over TCPL’s existing driveway and which minimizes crossings of the rights-of-way or local roads parallel to the rights of ways. We request that the policies as noted below be added to the appropriate sections of the</p>

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	<p>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.</p>	<p>Secondary Plan.</p> <p><i>“Local roads shall not be permitted to cross or run parallel to TCPL’s private driveway. Local road crossings of TCPL’s rights-of way shall be minimized. Local roads shall not be located parallel to TCPL’s rights-of way.”</i></p>
Section 3.8 Infrastructure and Utilities	<p>3-8.1 Although not included within the defined Block 41 Secondary Plan area, the TCPL compressor station designated “Infrastructure and Utilities” is located adjacent to the Secondary Plan area. The TCPL compressor station and pipeline rights-of-ways define the boundaries between the neighbourhoods within the Block 41 Community.</p> <p>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.</p> <p>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.</p>	<p>3.8.1</p> <p>All of the TCPL owned lands should be designated as “Infrastructure and Utilities”, not just the Compressor Station.</p> <p>We request this section be changed as follows:</p> <p>Although not included within the defined Block 41 Secondary Plan area, the TCPL compressor station TCPL owned lands and rights-of-way designated “Infrastructure and Utilities” are located adjacent to the Secondary Plan area. The TCPL compressor station and pipeline rights-of-ways owned lands and rights-of-way define the boundaries between the neighborhoods within the Block 41 Community.</p> <p>We still maintain that, prior to the designation of land use, compatibility must be demonstrated.</p> <p>However, based on the City’s amended position, which is not aligned</p>

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	<p>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.</p>	<p>with this approach, the current Section should still be strengthened by adding the following sentence to Section 3.8.2: “The City shall consult with TCPL during the Subdivision, Zoning, and Site Plan Approval process for all developments to ensure compatibility with its existing and potential future operations.”</p>
Section 3.9 – Sensitive Land Uses	<p>Applications for residential <i>development</i> and other <i>sensitive land uses</i> 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 <i>development</i> and other <i>sensitive land uses</i> 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 <i>development</i> and <i>sensitive land uses</i> through the Block Plan and where required through the <i>development</i> application approval processes to the satisfaction of the City and in consultation with other agencies, as required.</p>	<p>We recommend further revisions to this section as follows: Revise the last sentence in this section with: <i>“... in consultation with other agencies and TCPL, as required”.</i></p>
3.10.1 Policies for TransCanada Pipelines Limited NEW	<p>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 <i>developments</i> within the Block 41 Secondary Plan area should ensure there are no undue negative impacts on TCPL Compressor Station 130’s ability to continue to facilitate the transmission of natural gas.</p>	<p>It should be noted that TCPL’s position with respect to the policy approach to address Station 130 and the impacts on TCPL’s facilities was outlined in its submission on April 2, 2019 through the addition of a new Section 3.10. The approach outlined by TCPL is the most appropriate land use planning policy approach. We recognize the approach that the City is now putting forward in</p>

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3.10.2	TCPL compressor station and pipeline rights-of-ways are not included in the defined Secondary 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 the Block 41.	<p>Section 3.10 is a different land use planning policy approach. While we do not agree it is the best approach, we are pleased to see the City has added a number of policies that define the approach and process and that several of TCPL's recommended revisions have been incorporated into this alternative approach.</p> <p>We are providing additional comments on the new Section 3.10 which we believe further strengthen the City's policies. These are highlighted below:</p> <p><i>"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 undue-negative adverse impacts on TCPL's Compressor Station 130's ability to continue to facilitate the transmission of natural gas through Compressor Station 130."</i></p> <p>Amend: <i>"rights-of-ways" to "rights-of-way"</i></p>
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 (existing and approved) shall be subject to the provisions of Section 9.2 of VOP 2010, in addition to the policies of this Secondary Plan.	<p>The policies from Section 9.2 of the VOP should be brought into the Secondary Plan and incorporated into this section.</p> <p>The term "existing and approved" is used throughout the section and the Secondary Plan. This wording is problematic and does not conform</p>



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		<p>with the Growth Plan 2019 and PPS policies which speak to current and projected needs. In our recommended policies, we used the term “existing and future operations”. The language must protect existing and future operations for Station 130 in order to ensure that TCPL can meet current and future demands for natural gas.</p> <p>Remove “existing and approved” or replace with “existing and future” throughout the Secondary Plan.</p> <p>We understand from our meeting on September 11, 2019, that the City is revising the Secondary Plan schedules to ensure conformity between the VOP and the Secondary Plan so that they both illustrate the correct TCPL station and rights-of-way.</p>
3.10.4	<p>The existing and approved infrastructure related to TCPL's natural gas pipelines and compressor station require that adjacent <i>development</i> 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 and implement the additional mitigation as outlined in the Secondary Plan to address Low Frequency Noise.</p>	<p>This policy should just read “the infrastructure” – remove “existing and approved”</p> <p>This policy should also require compatibility – not state “be made to be compatible”</p>
3.10.5	<p>Additional <i>development</i> or enhancements to TCPL's natural gas pipelines and compressor station, beyond what is existing or approved, shall recognize existing and future land uses that are approved as part of this Secondary Plan, once the residential and sensitive land uses as defined by the NPC-300 Guideline within the Block 41 Secondary Plan area have been zoned, those operations shall be made to be compatible with the future <i>development</i> of the Block 41 Community. Prior to the zoning of the lands within the Block</p>	<p>Please delete this policy. Neither Station 130 nor the pipeline rights-of-way are shown to be within the Secondary Plan. Neither are subject to the jurisdiction of the Plan or to the Planning Act. Any future development on TCPL's property is subject only to federal regulatory process, which the City will receive notice of.</p>

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3.10.6 Definition of Sensitive Land Uses/Points of Reception	<p>41 Secondary Plan area, an acoustical assessment incorporating any predictable modifications to the compressor station shall be required as part of the Zoning By-law Amendment application approval process.</p> <p>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 (existing and approved).</p>	Remove the term “ existing and approved ” or revise to “ existing and future ”
3.10.7	<p>Other Sensitive Land Uses and Points of Reception may be impacted by other activities or infrastructure within the Secondary Plan Area that not related to the 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 Guidelines shall be subject to the provisions of Section 9.2 of VOP 2010, in addition to the policies of this Secondary Plan.</p>	Remove this policy as it is not clear what these sensitive land uses would be and what other infrastructure exists.
3.10.9	<p>Where a Class 4 designation has been granted, the development shall strive to achieve the sound level limits 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.</p>	<p>Remove “feasible to” and instead state “shall achieve”</p> <p>Please elaborate on how appropriateness and feasibility will be determined (based on what criteria?)</p>
3.10.11 Policies for Impacts due to Low Frequency Sound	<p>For all developments that:</p> <ol style="list-style-type: none"> 1. Incorporate a sensitive land use and/or a Point of Reception; and 2. Are within the Noise Influence Area identified on Schedule G. 	Sections 3.10.11 and 3.10.12 should be combined.

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3.10.12	<p>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 habitable 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 54) and be provided with central air conditioning.</p>	<p>Propose combining 3.10.11 and 3.10.12 to read as follows:</p> <p>“3.10.11 For all developments that:</p> <ol style="list-style-type: none"> 1. Incorporate a sensitive land use and/or a Point of Reception; and 2. Are within the Noise Influence Area identified on Schedule G; <p>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 effects from noise impacts due to low frequency sound shall include appropriate construction techniques and/or building materials that will mitigate potential adverse effects from noise impacts due to low frequency sound to an interior sound level of 30 dBA, or less in habitable 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 54) and be provided with central air conditioning.”</p> <p>TCPL is pleased to see this policy, however, it cannot validate whether the reduction of interior dBA noise to 30 dBA will have any effect on LFN. Further, this will have no impact on outdoor LFN and concerns it may pose to residents.</p>

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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 shall be required, the height of which shall be to the satisfaction of the City.	Revise and confirm that adjacent means off TCPL's property and that the costs for such a mitigation element are to be borne by the development applicants. This will then be consistent with policy 2. TCPL also requests to be consulted in the height and design of the noise mitigation element adjacent to its facility. Suggested revisions to this policy: “... the height of which and design of any noise mitigation measures shall be to the satisfaction of the City and TCPL.”
3-10.14 Policies for Noise Impacts	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 and brick veneer or masonry exterior wall construction (minimum STC 54), the indoor noise threshold for all defined Sensitive Land Uses shall not exceed 30 dBA in habitable spaces as defined by the Provincial NPC-300 Guideline; and 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.	This policy is not clear. Adverse noise impacts should be revised to “adverse effects”.
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 include a Noise Feasibility Study that assesses the impacts of noise from TCPL's compressor station operations, existing and approved, on any Sensitive Land Uses and Points of Reception.	Revise to require the study (as noted in other sections) by revising the policy as follows: “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 include a require a Noise Feasibility Study that assesses the impacts of effects of noise

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
3.10.16 Implementation	<p>Where required, Noise Feasibility Study are to specify how compatibility will be achieved between TCPL's compressor station (existing and approved) and the proposed development and may include measures aimed at minimizing impacts, or prohibiting certain types of development in proximity to TCPL's compressor station (existing and approved) to ensure compatibility.</p> <p>The maintenance of any mitigation measures to be implemented shall be secured by agreements between the City of Vaughan and developers or between the developers and TCPL if the mitigation is to be installed on or within the compressor station property.</p>	<p>from TCPL's compressor station operations, existing and approved, on any Sensitive Land Uses and Points of Reception."</p> <p>Revise as follows:</p> <p>"Where required, Noise Feasibility Studies are to specify how compatibility will be achieved between TCPL's compressor station (existing and approved) and the proposed development and may include measures aimed at minimizing impacts, or prohibiting certain types of development in proximity to TCPL's compressor station (existing and approved) to ensure compatibility.</p> <p>The maintenance of any mitigation measures to be implemented shall be secured by agreements between the City of Vaughan and developers or between the developers and TCPL if the mitigation is to be installed on or within the compressor station property."</p>
3.10.17	<p>Further, any required Noise Feasibility Study shall be prepared to the satisfaction of the City in consultation with TCPL, and shall recommend appropriate measures to mitigate 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.</p>	<p>This section needs to be revised to reference the appropriate sections as consolidated above. The end of this section needs to be revised to add "which includes LFN".</p>

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
3.10.18	The City, at its discretion, 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.	TCPL proposes language change as follows: “The City, at its discretion may shall carry out a peer review...”
3.10.19	For all <i>development</i> proposals within 200 metres of the TCPL lands, the City shall require the applicant to pre-consult with TCPL. For crossings of the TCPL right-of-way, applicants shall consult with TCPL as soon as possible through the Third-party Crossings Tool.	TCPL requires that for crossings and any ground disturbance activities within 30 m of the pipeline, the City and applicant/developer consult with and apply to TCPL for written consent (subject to conditions) prior to proceeding. Note: this applies to crossings of all TCPL owned assets (including the powerline).
3.10.20	For all proposed <i>development</i> 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 existing and approved operations.	Remove “existing and approved”
3.10.21	All further planning approvals within the Noise Influence Area identified on Schedule G shall be: 1. Based on an Acoustic Model, which may be provided by TCPL at the time of preparation of the noise reports, including the associated assumptions used within the model. If an acoustic model is not available through TCPL, input regarding the noise sources, sound level information regarding the equipment, mitigation measures that may have been implemented within the compressor station lands shall be provided by TCPL to be used in the development of an acoustic model to the satisfaction of the City, in consultation with TCPL; 2. Required to prepare a Noise Feasibility Study and/or Acoustic Performance	TCPL does not agree to providing a model or assumptions for acoustic assessment. TCPL may, at its option, provide output data. The onus to produce and provide this information is on the developer, not TCPL, and the developer is in a position to create its own models based on actual noise monitoring. As such, revise part (1) to read as follows: “1. Based on an acoustic model produced by the Developer to the satisfaction of the City,” Based on an Acoustic Model, which may be provided by TCPL at the time of preparation of the noise reports, including the associated assumptions used within the model. If an acoustic model is not available through TCPL, input regarding the noise sources, sound level information regarding the equipment,

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
4.2.3 Low-Rise Residential Designation	<p>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;</p> <p>3. Subject to the implementation of any noise mitigation requirements or techniques, as identified in a Noise Feasibility Analysis 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</p> <p>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.</p>	<p>mitigation measures that may have been implemented within the compressor station lands shall be provided by TCPL to be used in the development of an acoustic model to the satisfaction of the City, in consultation with TCPL;</p> <p>In part (4) revise “impacts” to “effects” as noted below. In addition, while TCPL’s position is that appropriate separation of sensitive land uses is the appropriate approach, since the City does not agree with this position we recommend that the City revise paragraph 4 to include the requirement that a noise easement also be granted in favour of TCPL:</p> <p>“4. In recognition of the potential for noise impacts effects from existing or approved TCPL operations, the City will require that there be formal warning notices and noise easements (in favour of TCPL) 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.”</p>
	<p>The Low-Rise Residential designation permits the following building types:</p> <ol style="list-style-type: none"> 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 	<p>It should be ensured that noise impact assessments for new or proposed developments within the NIA, as indicated in Section 3.10.8 of the Draft Secondary Plan, properly consider the height of multi-storey receptors in their assessments.</p>

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
	<p>adverse impact on the context and lot configuration; and</p> <p>4. Public and Private Institutional Buildings.</p>	
4.6.1 Infrastructure and Utilities Designation	<p>The Infrastructure and Utilities designation on Schedule B of this Secondary Plan is applicable to the TransCanada Pipeline rights-of-way extending along the south alignment through the north part of the Block.</p> <p>(Note: This section was present in the previous version of the Plan but has been deleted in the current version)</p>	<p>As discussed with the City on September 11th, 2019, TCPL expects Schedule B will be amended to reflect that TCPL owned property and assets are not part of the Secondary Plan. However, for the purposes of planning, TCPL's compressor station and privately-owned access road are existing federally regulated infrastructure and utilities which the City needs to take into consideration in making land use planning decisions on adjacent lands.</p>
4.9.1 Stormwater Management Symbol	<p>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 5.6.4. 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.</p>	<p>The City agreed at a meeting on September 11, 2019 that it will fully engage with TCPL through the MESp process. Please incorporate into the Secondary Plan.</p>



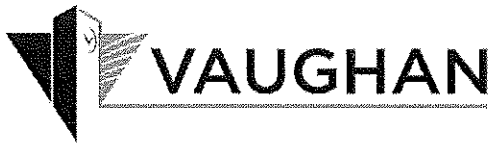
POLICY PLANNING &
ENVIRONMENTAL SUSTAINABILITY

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
6.2.1 (6) Sustainable Development	Planting of tree species within the right-of-way and in parks to enhance carbon sequestration is encouraged.	Clarify that the right-of-way referred to here is the public road right of way, not TCPL's pipeline rights-of-way.
6.6.3. (2)	In addition to the provisions of Section 7.3 of VOP 2010, parkland shall be located outside of pipeline safety buffers, Core Features and their VPZs, and regulated floodplain areas.	Revise " pipeline-safety-buffers " to " required setbacks to pipeline rights-of-way "
7.1.1 (2) Street Network	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.	The City and the Developers have not reached an agreement with TCPL to cross its privately-owned and federally regulated facilities with municipal infrastructure. TCPL looks forward to continued discussion with the City regarding TCPL's unresolved concerns in relation to the proposed crossing of its driveway.
7.1.1 (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.	The City and the Developers have not reached an agreement with TCPL to cross its privately-owned and federally regulated facilities with municipal infrastructure. Continued discussion with the City is required to address the concerns of TCPL in relation to the proposed crossing of its private access road.



POLICY PLANNING &
ENVIRONMENTAL SUSTAINABILITY

Section # (Please reference Section and/or Policy Number from Draft Secondary Plan)	City of Vaughan Revisions to Block 41 Secondary Plan Text September 2019	TCPL comments submitted to CoV September 2019 Strikethrough – request removal Bold - new
8.2.1 Stormwater Management	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.	Please provide the outstanding details respecting the proposed stormwater pond located directly adjacent to Station 130, including details on proposed discharge locations. TCPL does not agree to, nor grant permission for, any additional stormwater being discharged across its property nor stormwater infrastructure being installed across its privately-owned lands and federally regulated infrastructure. TCPL understands from the September 11, 2019 meeting that the City will continue to consult with TCPL through the MESP process.



memorandum

C 6
COMMUNICATION
CW (1) OCT 7 / 19
ITEM - 1

DATE: SEPTEMBER 27, 2019

TO: HONOURABLE MAYOR BEVILACQUA AND MEMBERS OF COUNCIL

FROM: JASON SCHMIDT-SHOUKRI, DEPUTY CITY MANAGER
PLANNING AND GROWTH MANAGEMENT

RE: COMMITTEE OF THE WHOLE (1) – OCTOBER 7, 2019
NEW COMMUNITY AREA – BLOCK 41 SECONDARY PLAN STUDY
(FILE 26.4.2)

Purpose

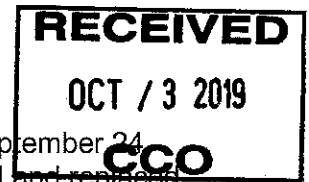
To respond to deputations and written communications provided at the September 24, 2019 Committee of the Whole (2) meeting.

Recommendation

The Deputy City Manager, Planning and Growth Management recommends:

1. THAT Recommendation 1 of the Committee of the Whole (2) report dated September 24, 2019, regarding New Community Area – Block 41 Secondary Plan be deleted and replaced with the following:

THAT the revised Block 41 Secondary Plan to Vaughan Official Plan 2010 (Volume 1 and 2), forming Attachment #1 to this Communication BE ADOPTED by Council.



Background

At the Committee of the Whole (2) meeting of Tuesday, September 24, 2019, the Block 41 Secondary Plan was deferred by Council to the October 7, 2019 Committee of the Whole (1) meeting. The deferral was to provide staff an opportunity to reach out to the Landowners Group (LOG) to participate in meeting(s) prior to reporting back to Committee of the Whole (1) on October 7, 2019.

On Thursday, September 26, 2019, staff met with representatives of the LOG participating in the Block 41 Secondary Plan study process to discuss comments that the LOG provided to staff on the morning of Tuesday, September 24, 2019 and distributed at the Committee of the Whole (2) Meeting.

Also provided to staff on Thursday, September 26, 2019, were comments from TC Energy (of which TransCanada PipeLines Limited 'TCPL' is an affiliate) related to their review of the draft Block 41 Secondary Plan.

On Friday September 27, 2019, a Courtesy Non-Statutory Meeting Notice was sent via email to those who had previously requested to be kept informed of the New Community Area – Block 41 Secondary Plan Study process. Where an email was not available, the Courtesy Non-Statutory Meeting Notice was mailed.

Analysis

Communication provided by Malone Given Parsons on behalf of the LOG, dated September 24, 2019

The LOG comments relate to sections of the Block 41 Secondary Plan including: noise policies contained in Section 3.10 Policies for TransCanada PipeLines Limited, location of stormwater management facilities, Section 5.0 Natural Heritage Network, and minor mapping changes to Schedules A through G.

The following outlines the revisions determined to be appropriate to incorporate as part of the Secondary Plan.

- i. Section 3.10 Policies for TransCanada PipeLines Limited
The policy modifications to this section include edits to clarify the intent of policies 3.10.5, 3.10.8, and 3.10.13. Minor grammatical corrections have been made to policies 3.10.7, 3.10.9, 3.10.16 and 3.10.21.
- ii. Section 4.9 Stormwater Management Symbol and Policies 8.2.2 and 8.2.3 Stormwater Management
Minor edits to the following policies regarding stormwater management provide consistency of interpretation: policies 4.9.1, 8.2.2, and 8.2.3.
- iii. Section 5.0 The Natural Heritage Network
Revisions have been made to remove the words "... and their associated VPZs": Staff agree with the comments provided by the LOG that including this terminology is redundant, as the definition of Core Features in Vaughan Official Plan 2010 includes the associated Vegetation Protection Zones (VPZs).

Policy 5.1.4 has been modified to delete the words "...and areas..." which is minor and appropriate as reference in this policy to linkages is sufficient.
- iv. Schedule F Natural Heritage Network And Open Space
Revisions were made to Schedule F to add three new symbols (blue triangles) and the minor adjustment of an existing symbol to straddle the Greenbelt boundary. These symbols require reference to Policy 5.1.6 as noted in the legend of Schedule F. These modifications are appropriate as further assessments of these areas will be undertaken through the Block Plan approval process.

Another modification to Schedule F, which is also reflected on Schedules B, C, and E, is the realignment of the Core Features (designated Natural Areas on Schedules B, C and E). The addition of policy 5.3.2 addresses this matter. Policy 5.3.2 reads as follows,

"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."

Comments from MHBC Planning Urban Design & Architecture, authorized commenting agency for TC Energy, dated September 26, 2019

MHBC on behalf of TC Energy provided a comprehensive review of the Secondary Plan. Staff has reviewed the comments and incorporated those modifications considered appropriate and feasible, given the timing of the submission. MHBC has noted that they will be responding to LOG's comments separately. As of September 27, 2019, staff had not received the separate submission.

The modifications made in response to comments provided by MHBC include the following:

- i. Section 3.8 Infrastructure and Utilities
Policy 3.8.1 recognizes the TCPL compressor station as not being part of the Secondary Plan area, but that the compressor station and pipeline rights-of-way define the boundaries between the neighbourhoods which are within the Block 41 Secondary Plan area. A following sentence has been added to this policy to recognize that "The City may consult with TCPL during the Block Plan and/or *development* application approval processes."
- ii. Section 3.9 Sensitive Land Uses
The last sentence of Policy 3.9.1 was revised to include reference to TCPL as follows, "... to the satisfaction of the City and in consultation with other agencies including TCPL, as required." This addition provides clarity respecting TCPL's role in the planning approval process.
- iii. Section 3.10 Policies for TransCanada PipeLines Limited
Comments provided for this section include minor corrections and modified terminology. Changes determined to be consistent with the intent of the policies contained in this Section are included in the revised Block 41 Secondary Plan, Attachment #1.
- iv. Section 6.2 Sustainable Development
Policy 6.2.1 was revised to add the word "public" before "right-of-way" to provide clarity.
- v. Section 6.6.3 Parkland Dedication
Modification to the language of this policy includes replacing the words "pipeline safety buffer" with "the required setbacks to pipeline rights-of-way". The proposed modification to the Policy is acceptable as it refers to setbacks, which should not be confused with buffers or minimum distance separations that may be recommended through future studies as potential mitigation measures.

Conclusion

Staff support the modifications and/or revisions, referenced in this communication, to the policies of the Block 41 Secondary Plan for adoption by Council on October 7, 2019.

The adoption of the Secondary Plan is the first step in the planning process to establish the overarching policy framework to guide the future development of the New Community Area within Block 41. Adoption of the Secondary Plan will be followed by the Regional approval process. The detailed Block Plan, Draft Plan of Subdivision and Zoning By-Law Amendment planning process, direct detailed studies to be undertaken to refine and implement the land use permissions. These stages in the development process allow all stakeholders the opportunity to provide further comments and address matters of interest.

In consideration of the above, Staff recommend that the Committee of the Whole approve the revised Block 41 Secondary Plan, attached hereto as Attachment 1.

Attachments

1. Revised Block 41 Secondary Plan

Respectfully submitted,



Jason Schmidt-Shoukri
Deputy City Manager, Planning and Growth Management

Prepared by:
Arminé Hassakourians, Senior Planner/ Acting Manager, Policy Planning and Environmental Sustainability
Tony Iacobelli, Acting Director, Policy Planning and Environmental Sustainability
Mauro Peverini, Director, Development Planning

ATTACHMENT 1

**AMENDMENT NUMBER 50
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA**

The following text and schedules "A", "B", "C", "D", "E", "F", and "G" constitute Amendment Number 50 to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment are Appendices "I", "II", and "III".

Authorized by Item No. 1 of Report No.29

of the October 7, 2019 Committee of the Whole (1) Meeting

Adopted by Special Council of the City of Vaughan on October 7, 2019

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 ("VOP 2010"), specifically Volume 1 and 2 to include policies for a new Secondary Plan (Block 41 Secondary Plan) for the Subject Lands. The lands subject to this Amendment ("Subject Lands") are designated "New Community Areas", "Natural Areas", and "Agricultural" on Schedule 13 "Land Use" of VOP 2010. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, the protection of cultural heritage and archaeological resources, transportation, community facilities, natural heritage and open space. The intent of these policies is to facilitate the *development* of a new community including new residential neighbourhoods. These policies are designed to enable the creation of a complete community and ensure high quality *development* that is compatible with surrounding land uses.

II LOCATION

The lands subject to this Secondary Plan are located north of Teston Road, east of Pine Valley Drive, south of Kirby Road, and west of Weston Road and comprise Parts Lots 26 – 30 of Concession 6 in the City of Vaughan, as identified in Appendix "I" to this Amendment. The existing residential neighbourhood designated Low-Rise Residential, the lands designated Rural, the portion of the Greenbelt Plan Area designated Natural Areas, and the lands currently designated as Infrastructure and Utilities, known as the TransCanada PipeLines Limited compressor station, Station 130, as well as pipeline rights-of-way (except for the pipeline extending north-south from the compressor station to Kirby Road which is located within the Secondary Plan area) , as identified in Appendix "I" to this Amendment, do not comprise part of the Block 41 Secondary Plan area.

III BASIS

The decision to amend VOP 2010 is based on the following considerations:

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

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

2. A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (2019) ("A Place to Grow 2019") is the Government of Ontario's initiative to plan for growth and development which supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. A Place to Grow 2019, identifies a vision which is grounded in a set of guiding principles that provide the basis for guiding decisions on how land is to be developed, resources are to be managed and protected, and public dollars are to be invested. The guiding principles of A Place to Grow 2019, support the achievement of complete communities, principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

The Secondary Plan has been prepared in conformity with the directions of A Place to Grow 2019, to ensure that new development will result in the creation of a complete community which will be compact, vibrant, inclusive, healthy, sustainable and diverse.

3. The Greenbelt Plan (2017) ("Greenbelt Plan") is an important part of the Provincial planning framework and it establishes where growth should and should not occur in the Greater Golden Horseshoe to protect agricultural land uses and ecological features and functions. The Greenbelt is a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Under the Greenbelt Plan, a significant portion of Block 41 is designated Protected Countryside, which includes an Agricultural System and a Natural Heritage System, together with settlement areas. The Agricultural System of the Greenbelt Plan is made up of specialty crop, prime agricultural and rural areas, while the Greenbelt Plan's Natural Heritage System includes lands that support natural heritage and hydrologic features and functions. These areas are provided with permanent protection from development under the Greenbelt Plan, except as identified under Section 4.0 of the Greenbelt Plan.

The Block 41 Secondary Plan protects these lands in conformity with the directions of the Greenbelt Plan.

4. The York Region Official Plan, 2010 ("YROP") designates the Subject Lands as "Urban Area" and "Greenbelt Plan" as identified on Map 1, Regional Structure in the YROP. The "Urban Area" designation is intended to allow for the creation of compact and complete communities which are sustainable and have the highest standard of urban design. Lands in the Greenbelt Plan Area are to be protected in accordance with of the Provincial Greenbelt Plan. The Secondary Plan is consistent with the policies of the YROP.

5. On September 7, 2010, Vaughan Council adopted VOP 2010. Schedule 13 of Volume 1 of VOP 2010 designates the lands subject to this Secondary Plan "New Community Areas", "Natural Areas", and "Agricultural". The "New Community Areas" designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Section 10.1 of VOP 2010, prior to the approval of any *development* applications. This amendment implements the results of a detailed Secondary Plan process that included consultation throughout the Study process, and the North Vaughan and New Communities Transportation Master Plan ("NVNCTMP"). Regular meetings were held at key points of the Secondary Plan Study with the Block 41 participating Landowners Group ("LOG") (a group comprised of landowners within the Block who participated in the preparation of the East Purpleville Creek Subwatershed

Study) and the Block 41 Technical Advisory Committee ("TAC"). In addition to the formal meetings with the TAC, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority ("TRCA"), and TransCanada PipeLines Limited ("TCPL"). Three reports were prepared for Council's consideration, including one presentation to Committee of the Whole (Working Session).

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

7. The Secondary Plan is based on detailed background studies, including the East Purpleville Creek Subwatershed Study, the NVNCTMP, and input from public agencies, including the Regional Municipality of York, the TRCA, the Ministry of Natural Resources and Forestry, the York Region District School Board, and the York Catholic District School Board, as well as TCPL. The Secondary Plan takes into consideration the information gathered through the study process, the protection of the Natural Heritage Network, the provision of a community core, the development of a Co-Location Facility, and recognition of the need for a number of parks, elementary *schools*, and a secondary *school*.

8. Having held a statutory Public Hearing on April 2, 2019, Council for the City of Vaughan adopted an amendment to VOP 2010 to provide for the adoption of a Secondary Plan for Block 41.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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

1. Amending Volume 1, Schedule 1 "Urban Structure" by removing the "New Community Area" designation and replacing it with a "Community Area" designation for Block 41.
2. Amending Volume 1, Schedule 2 "Natural Heritage Network" to refine the Core Features and unapproved designations to the boundary of the Natural Heritage Network contained in Schedule "F" of this Secondary Plan.
3. Amending Volume 1, Schedule 9 "Future Transportation Network" to reflect the transportation network contained in Schedule E of this Secondary Plan.
4. Amending Volume 1, Schedule 13 "Land Use" by re-designating the lands subject to this amendment from "New Community Areas", "Natural Areas", "Agricultural", "Greenbelt Plan Area" to "Lands Subject to Secondary Plans".
5. Amending Volume 1, Schedule 14-A "Areas Subject to Secondary Plans" as follows:
 - Under the "Required Secondary Plan Areas" heading, Item 2 "New Community Areas", delete "Block 41".

- Under Secondary Plan Areas – Chapter 11, add the following: "Block 41 – 11.14", and number accordingly.
6. Amending Volume 2, Section 11.1 "Areas Subject to Secondary Plans", by adding the following policy:
"({OPA #50})" The lands subject to the Block 41 Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.14 of this Plan."
 7. Amending Volume 2, Section 11 "Secondary Plan Policies" by adding a new Section 11.14 "Block 41 Secondary Plan" and adding the text and schedules of the Block 41 Secondary Plan, attached hereto as Schedule 1.

V IMPLEMENTATION

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

VI INTERPRETATION

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

SCHEDULE 1

11.14 BLOCK 41 SECONDARY PLAN (OPA #50)

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 (2014), 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.

3.6 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** Although not included within the defined Block 41 Secondary Plan area, the TCPL **compressor station** designated "Infrastructure and Utilities" is located adjacent to the Secondary Plan area. The TCPL **compressor station** and pipeline rights-of-ways define the boundaries between the neighbourhoods within the Block 41 Community. The City may consult with TCPL during the Block Plan and/or *development* application approval processes.
- 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 **compressor station** and pipeline rights-of-ways are not included in the defined Secondary 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 the 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 (existing and approved) 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 existing and approved 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 and implement the additional mitigation as outlined in the Secondary Plan to address Low Frequency Noise.
- 3.10.5 Additional *development* or enhancements to TCPL's natural gas pipelines and **compressor station**, beyond what is existing or approved, shall recognize existing and future land uses that are approved as part of this Secondary Plan, once the residential and sensitive land uses as defined by the NPC-300 Guideline within the Block 41 Secondary Plan area have been zoned. Once the zoning of the Block 41 community is approved those additional developments or enhancements shall be made to be compatible with the future *development* of the Block 41 Community as permitted by the approved zoning. Prior to the zoning of the lands within the Block 41 Secondary Plan area, an acoustical assessment incorporating any planned and predictable modifications to the **compressor station** shall be required as part of the Zoning By-law Amendment application approval process.

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** (existing

and approved).

- 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 Guidelines 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 habitable 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 and 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 habitable spaces as defined by the Provincial NPC-300 Guideline; and
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.

3.10.15 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, existing and approved, 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** (existing and approved) and proposed *development* and may include measures aimed at minimizing impacts, or prohibiting certain types of *development* in proximity to TCPL's **compressor station** (existing and approved) to ensure compatibility.

The maintenance of any mitigation measures to be implemented shall be secured by agreements between the City of Vaughan and developers or between the developers and TCPL if the mitigation is to be installed on or within the **compressor station** property.

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, at its discretion, 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 right-of-way, applicants shall consult with TCPL as soon as possible through the Third-party Crossings Tool.

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 existing and approved operations.

3.10.21 All further planning approvals within the Noise Influence Area identified on Schedule G shall be:

1. Based on an Acoustic Model, which may be provided by TCPL at the time of preparation of the noise reports, including the associated assumptions used within the model. If an acoustic model is not available through TCPL, input regarding the noise sources, sound level information regarding the equipment, mitigation measures that may have been implemented within the **compressor station** lands may be provided by TCPL to be used in the development of an acoustic model to the satisfaction of the City, in consultation with TCPL;

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.

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 approved 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 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. 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 removal of **Minor Collector** streets or sections of a **Minor Collector** street are not permitted.
 - 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.

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.

9.1.3 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

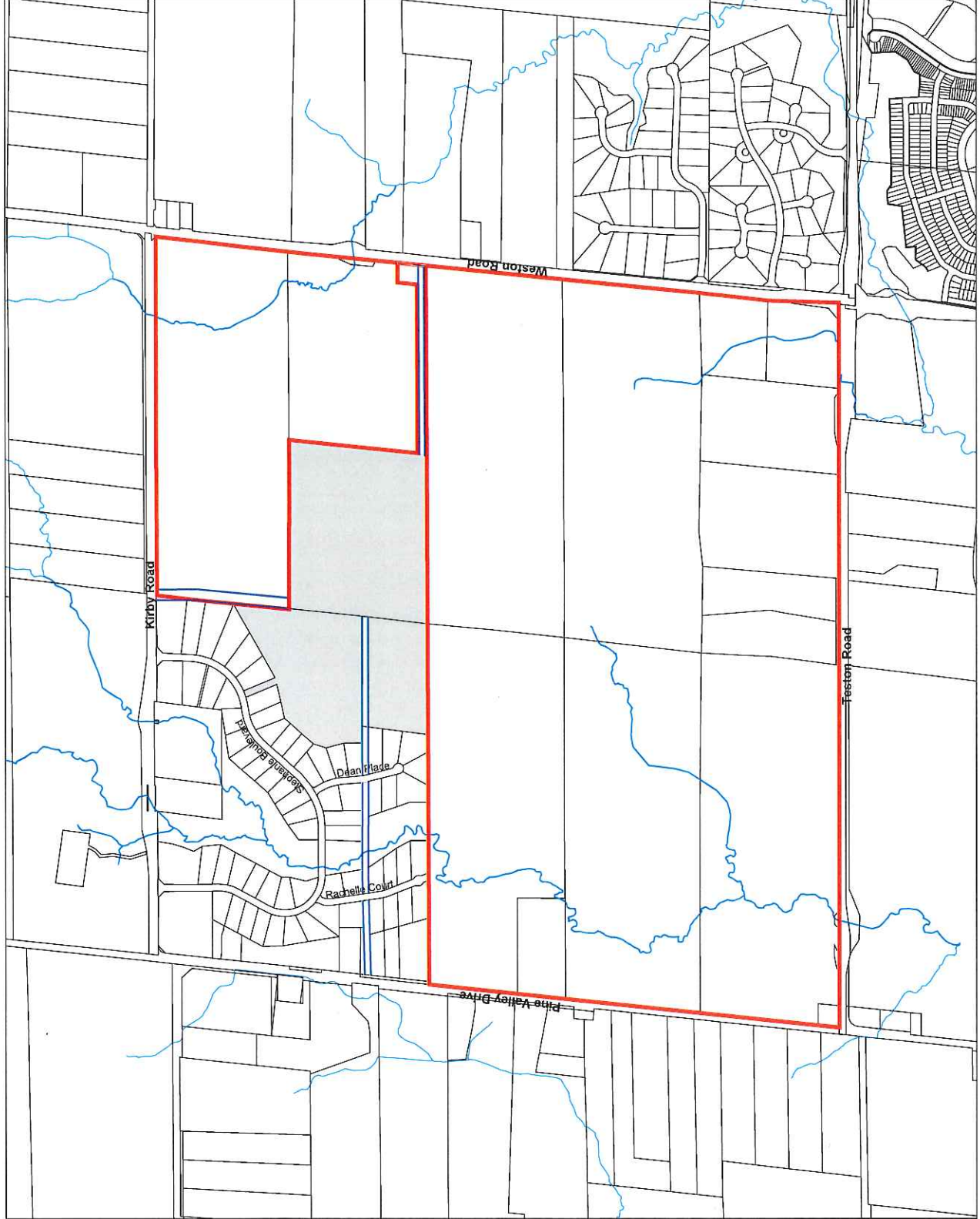
SECONDARY PLAN AREA

Legend

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



September 2019
























SCHEDULE B

BLOCK 41

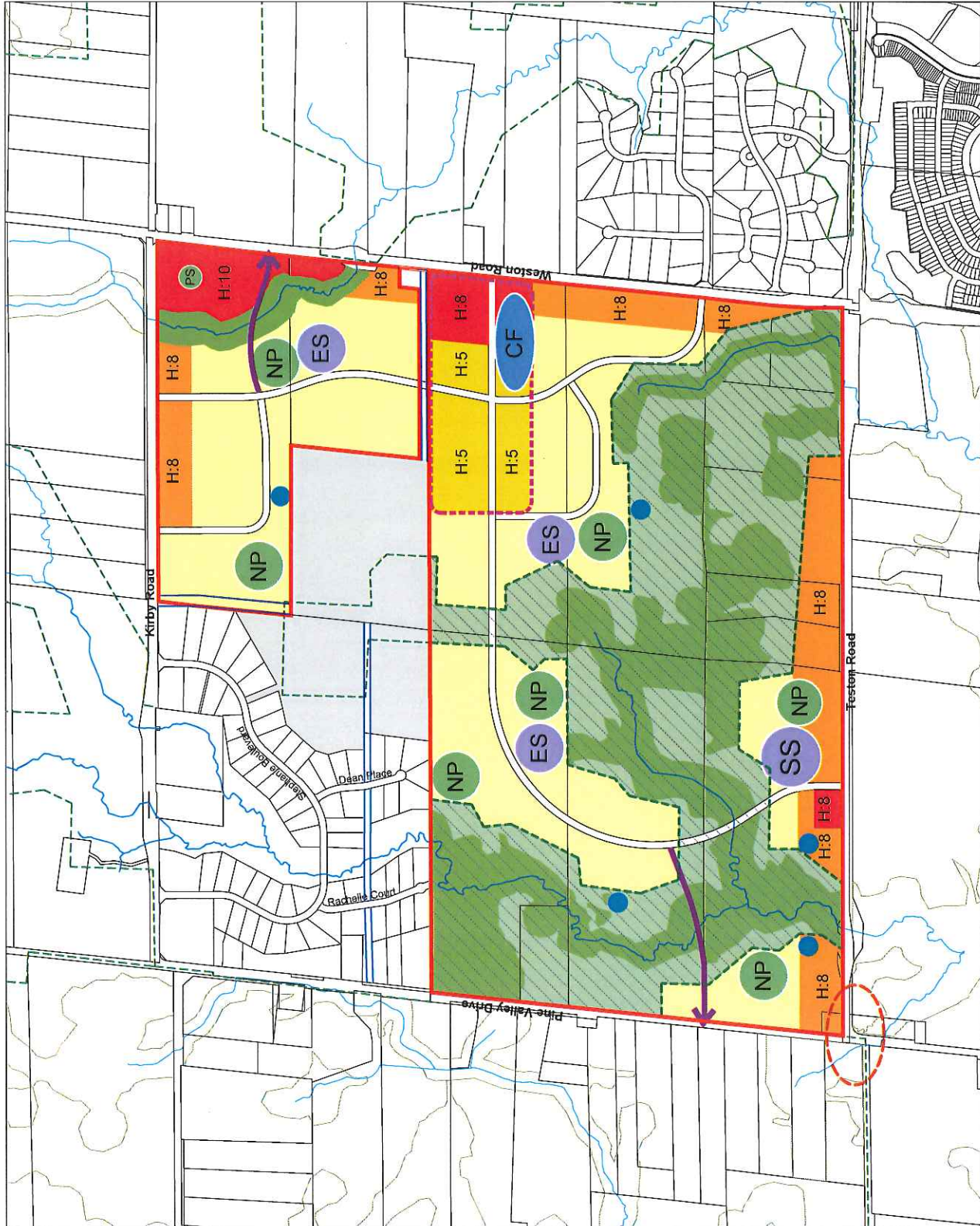
LAND USE PLAN

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 NHH features)
-  Active Transportation Connection (Subject to further study)
-  Route Alignment Subject to Intersection Improvements
-  Stream
-  Maximum Height H:5
-  Compressor Station
-  TransCanada Pipeline
























September 2019

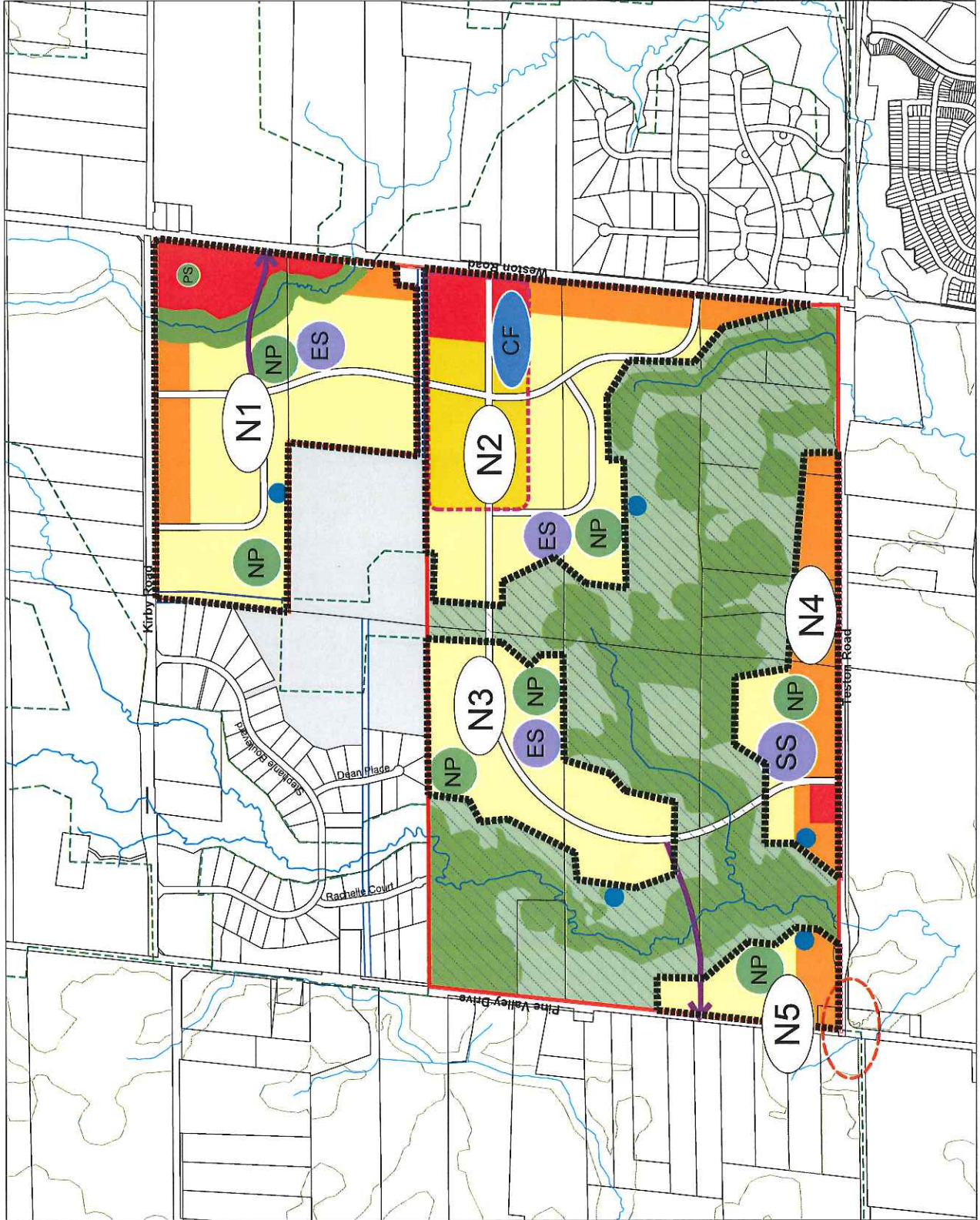


SCHEDULE C

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

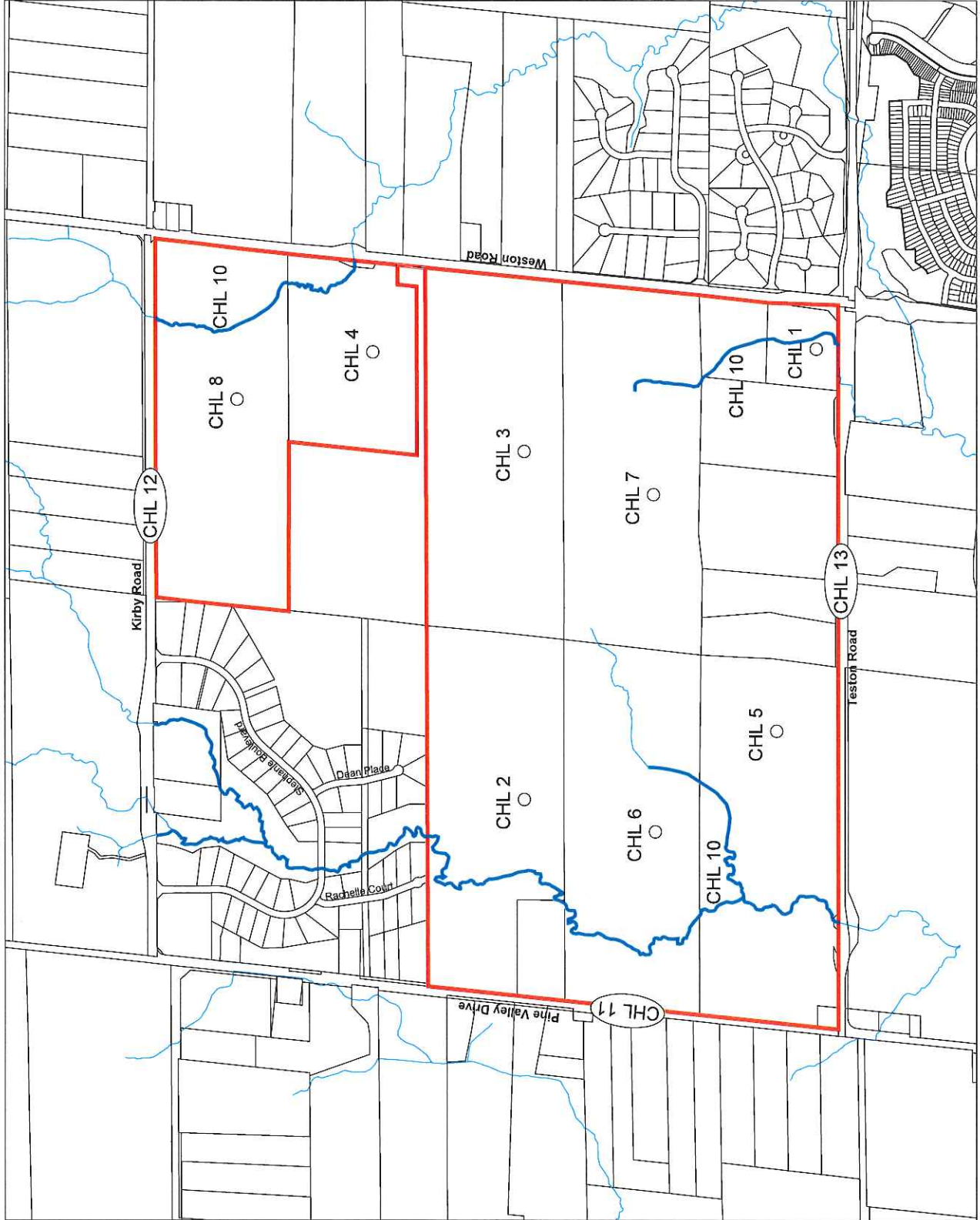
CULTURAL HERITAGE LANDSCAPES

Legend

-  Secondary Plan Area
-  Cultural Heritage
-  Stream



















September 2019



SCHEDULE E

BLOCK 41 MULTI-MODAL TRANSPORTATION NETWORK

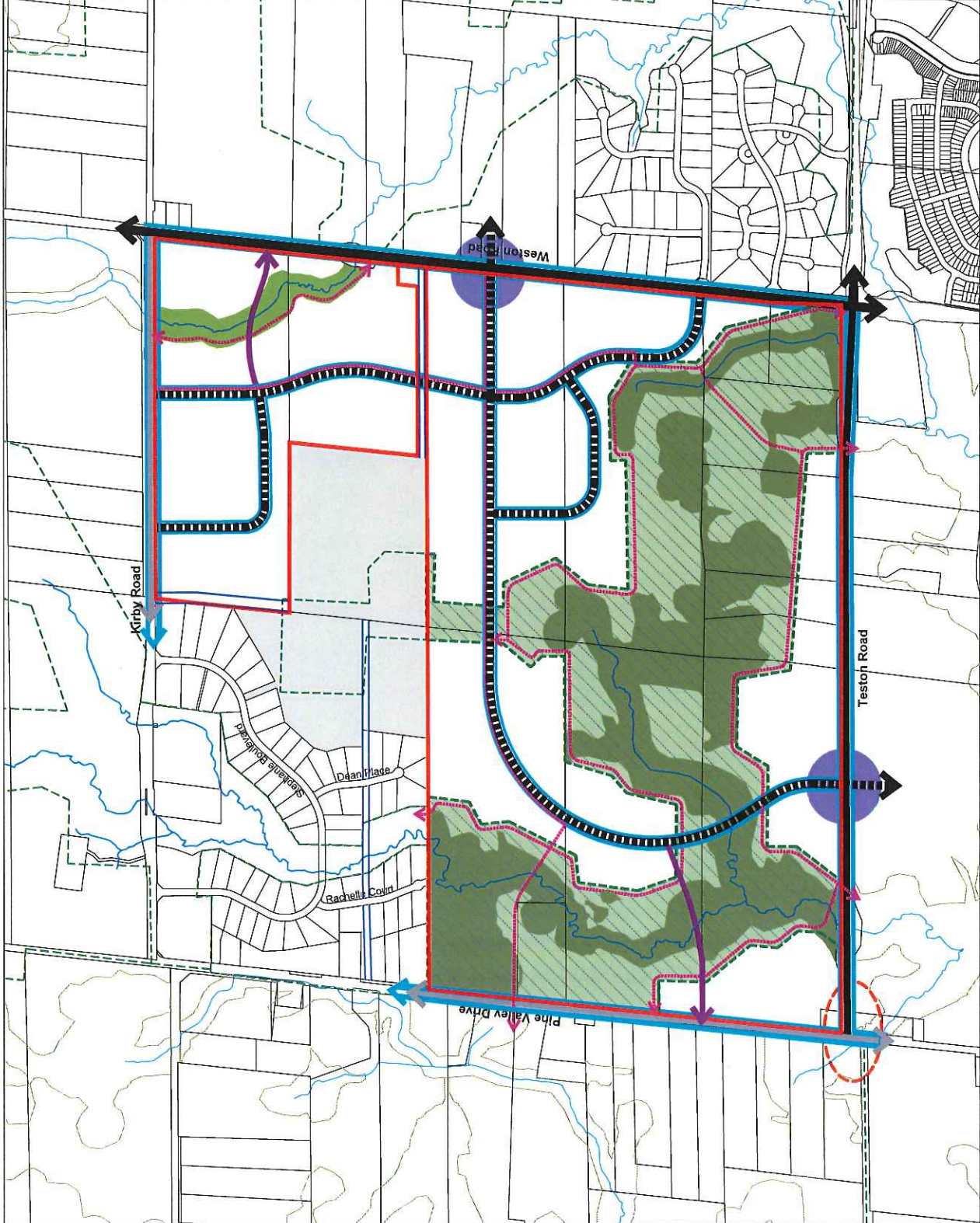
Legend

-  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

Note: See NWACTMP for description of streets
















September 2019

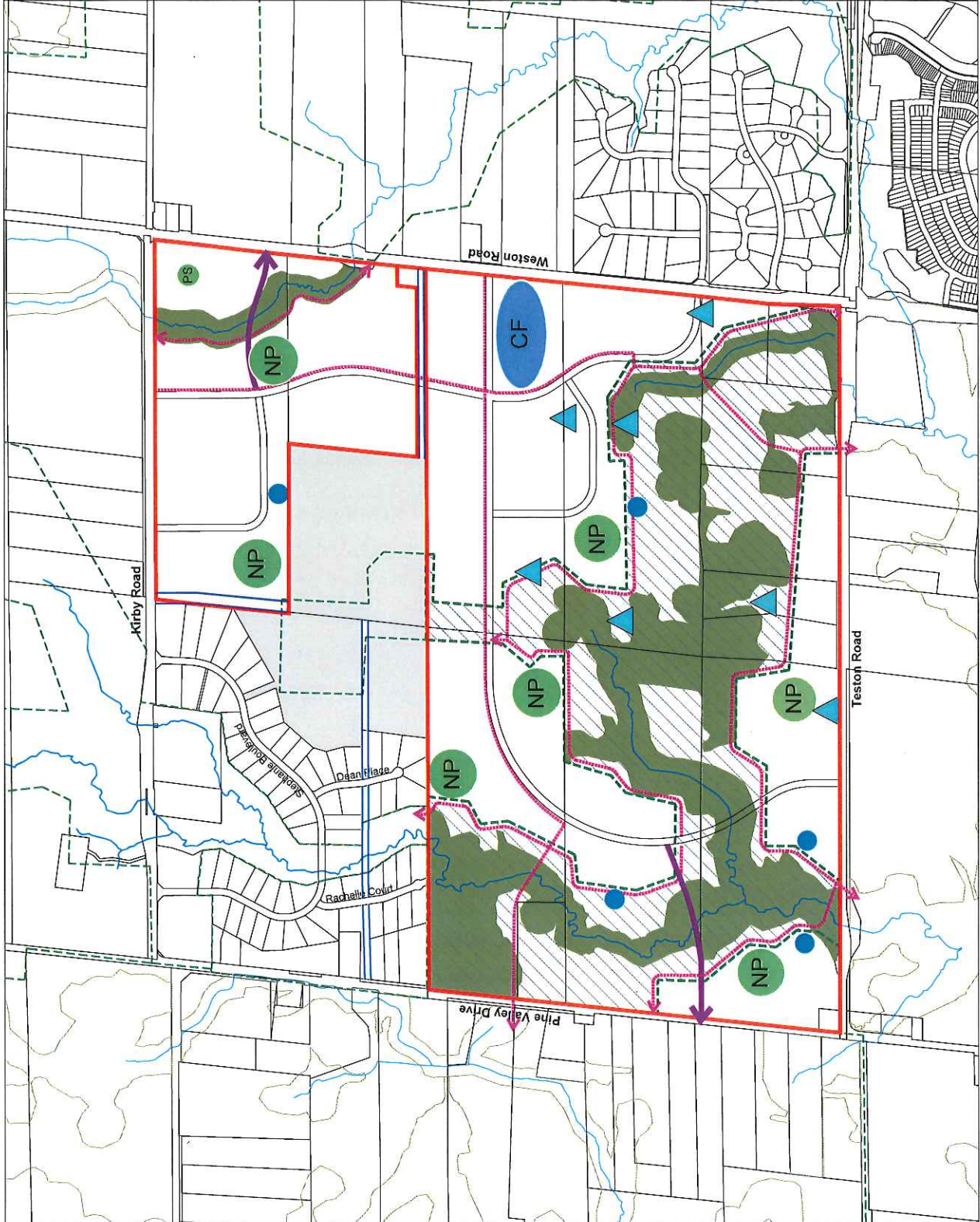


SCHEDULE F

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 NHH features)
-  Stream
-  Compressor Station
-  TransCanada Pipeline



September 2019

SCHEDULE G

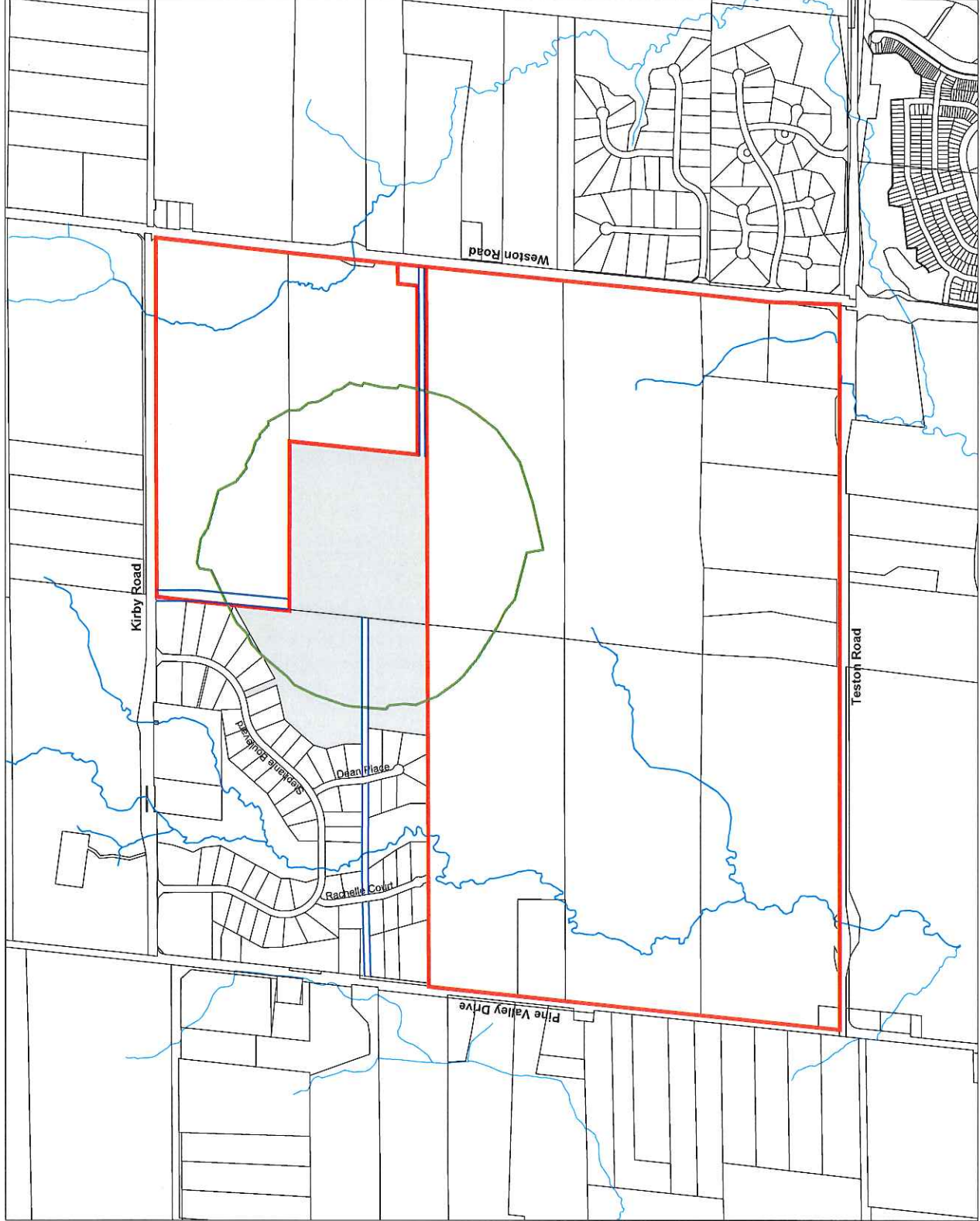
BLOCK 41 TRANSCANADA STATION 130 NOISE INFLUENCE AREA

Legend

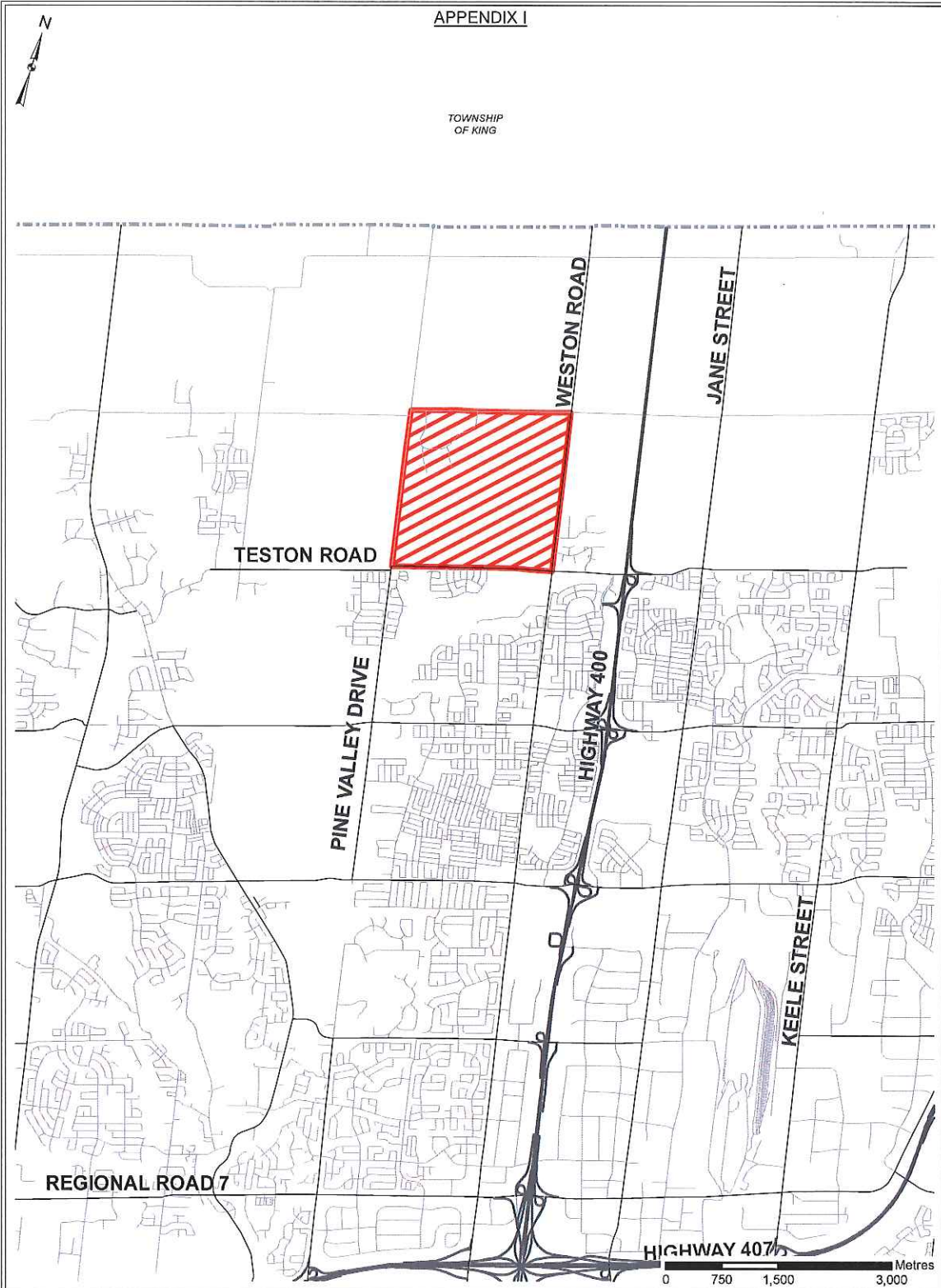
- Secondary Plan Area
- Compressor Station
- TransCanada Pipeline
- 45 dBA Leq 1 hr Noise Influence Area
- Stream



September 2019



TOWNSHIP
OF KING



LOCATION MAP
TO AMENDMENT NO. 50
ADOPTED THE ____ DAY OF ____, 2019

FILE: 26.4.2

LOCATION: LOTS 26 TO 30, CONCESSION 6

APPLICANT: NEW COMMUNITY AREAS - SECONDARY PLAN BLOCK 41
CITY OF VAUGHAN



AREA SUBJECT TO
AMENDMENT NO. 50

APPENDIX II

Population and Jobs

VAUGHAN BLOCK 41

GROSS DENSITY CALCULATION

Total developable area/gross density excludes NHS, Greenbelt, and TransCanada compressor station and pipeline

Neighbourhoods & Designations	Area (ha)	Dwelling Type	Area (ha)	Units	Hhld Size	Population	Jobs	Density (p+J/ha)
Neighbourhood 1								
Low-Rise Residential	40	Single-detached	32	420	3.64	1,527		
		Semi-detached	4	87	3.64	316		
		Townhouse	4	110	3.00	330		
Mid-Rise Residential	7	Multi-Unit Dwelling	3	266	1.91	509		
		Stacked Townhouse	2	65	2.46	160		
		Townhouse	1	36	3.00	109		
Mid-Rise Mixed Use	8	Multi-Unit Dwelling	4.0	320	1.91	611		
		Back-to-back	2.4	79	3.00	238		
		Townhouse	1.6	43	3.00	130		
		Ground floor retail						46
Elementary School							60	
Total	55			1,426		3,929	106	73
Neighbourhood 2								
Low-Rise Residential	31	Single-detached	25	322	3.64	1,174		
		Semi-detached	3	67	3.64	243		
		Townhouse	3	85	3.00	254		
Mid-Rise Residential	6	Multi-Unit Dwelling	3	231	1.91	441		
		Stacked Townhouse	2	56	2.46	138		
		Townhouse	1	32	3.00	95		
Low-Rise Mixed Use	16	Townhouse	13	347	3.00	1,042		
		Multi-Unit Dwelling	3	127	1.91	243		
Mid-Rise Mixed Use	7	Multi-Unit Dwelling	4	294	1.91	562		
		Stacked Townhouse	2	72	2.46	176		
		Townhouse	1	40	3.00	120		
		Ground floor retail						84
Elementary School							60	
Community Centre							60	
Library							18	
Total	60			1,672		4,487	222	78
Neighbourhood 3								
Low-Rise Residential	30	Single-detached	24	310	3.64	1,128		
		Semi-detached	3	64	3.64	233		
		Townhouse	3	81	3.00	244		
Elementary School							60	
Total	30			455		1,605	60	56
Neighbourhood 4								
Mid-Rise Residential	15	Multi-Unit Dwelling	7	596	1.91	1,138		
		Stacked Townhouse	4	145	2.46	357		
		Townhouse	3	81	3.00	244		
Low Rise Residential	6	Single-detached	5	64	3.64	231		
		Semi-detached	1	13	3.64	48		
		Townhouse	1	17	3.00	50		
1	1	Multi-Unit Dwelling	0.6	48	1.91	92		
		Townhouse	0.6	16	3.00	49		
		Ground floor retail						14
Secondary School							180	
Total	22			980		2,209	194	108
Neighbourhood 5								
Low-Rise Residential	7	Single-detached	6	73	3.64	265		
		Semi-detached	1	15	3.64	55		
		Townhouse	1	19	3.00	57		
Mid-Rise Residential	4	Multi-Unit Dwelling	2	144	1.91	275		
		Stacked Townhouse	1	35	2.46	86		
		Townhouse	1	20	3.00	59		
Total	11			306		797	0	75
Total	178			4,840		13,027	581	77

Notes:

Area (ha) calculations have been rounded to the nearest whole number.

August 2019

APPENDIX III
Record of Council Action



memorandum

C <u>7</u>
COMMUNICATION
CW (1) <u>OCT 7/19</u>
ITEM - <u>12</u>

DATE: OCTOBER 3, 2019

TO: HONOURABLE MAYOR BEVILACQUA AND MEMBERS OF COUNCIL

FROM: WENDY LAW
DEPUTY CITY MANAGER, ADMINISTRATIVE SERVICES & CITY SOLICITOR

RE: REPORT NO. 29, ITEM NO. 12
COMMITTEE OF THE WHOLE (1) – OCTOBER 7, 2019
BILL 108 TRANSITIONAL REGULATION AMENDMENTS

Purpose

To provide Council with additional information with respect to Bill 108 Transitional Regulation Amendments.

Analysis

Attached is a letter from the Association of Municipalities of Ontario dated July 31, 2019 that was recently sent to the Minister of Municipal Affairs, the Honourable Steve Clark. It specifically addresses transitional issues under On. Reg. 303/19 and is highly relevant to this agenda item. AMO's comments on consistency of appeal standards parallels what is in the current staff report before council. Please turn your attention to the paragraph titled "Transition".

Attachments

1. Letter from Association of Municipalities of Ontario dated July 31, 2019.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Wendy Law', written over a horizontal line.

Wendy Law
Deputy City Manager, Administrative Services & City Solicitor

Sent by email to: minister.mah@ontario.ca

July 31, 2019

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
College Park, 17th Floor,
777 Bay Street
Toronto, Ontario
M5G 2E5

Dear Minister:

Thank you for the opportunity to comment on the proposed new regulation and regulation changes under the *Planning Act*, including transition matters, related to Schedule 12 of Bill 108 - the *More Homes, More Choice Act*, 2019, ERO #019-0181. The posting references four areas for comment.

Transition

AMO is strongly of the view that where an appeal starts under one set of rules, it should continue through the appeal with that same set of rules. Councils make decisions based on the planning framework of the day. To have a decision made on the basis of compliance and conformity but appealed on the basis of a *de novo* hearing is not reasonable. In our view, a change in the framework and rules mid-process will not lead to an orderly transition. We respectfully ask that decisions that were made under the "compliance/conformity" legislation continue using that same test during appeal. We understand that the number of appeals are not that large so this should not create a hardship for the Local Planning Appeal Tribunal.

Community Planning Permit System

Bill 108 provides the Minister with the power to impose the CPPS approach to planning in areas for the purpose of establishing inclusionary zoning where major transit areas are designated. When the Minister uses these powers, they are sheltered from appeal. AMO continues to support that decisions on local land use planning matters should be determined by local councils. However, given that the *Planning Act* has been amended to permit this tool, AMO urges that if the Minister is contemplating using this tool, there must be early meaningful discussion with potentially impacted municipal governments and sufficient time to complete studies prior to the implementation of these tools.

Additional Residential Unit Requirements

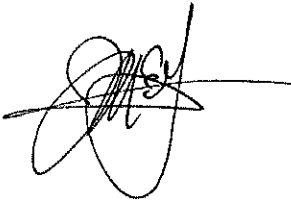
The proposed standard of one space per unit, including tandem parking reflects existing expectations and is supported. It is appreciated that where a local parking by-law requires less parking, that the by-law will prevail.

Housekeeping matters

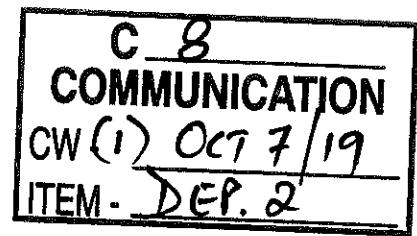
AMO supports these housekeeping measures which remove redundant notices from the plan of subdivision process and harmonizing the inclusionary zoning regulation with the language of the *Planning Act* as amended by Bill 108.

We look forward to working with the ministry as the remainder of Bill 108 is implemented.

Sincerely,

A handwritten signature in black ink, appearing to read 'JM', with a horizontal line extending to the right.

Jamie McGarvey
AMO President



EVENT : VAUGHAN SANTAFEST PARADE

ADDRESSED TO: COMMITTEE OF THE WHOLE

OCTOBER 7, 2019

PURPOSE:

To request the ongoing partnership and joint working relationship between the City of Vaughan and Vaughan SantaFest Parade. On behalf of Santafest Parade Committee, we are seeking continued "Service-in-kind" support. As we roll off a 3 year term with regards to "Services-in-kind" commitment, this year, the Parade Committee requests the Committee of the Whole to grant "Service-in-Kind" for another term of 3 years (2019-2021), which will allow for strategic planning and future budgeting.

The SantaFest Parade would not be possible without the ongoing support of Council, and the participation and commitment of our city staff.

The SantaFest Parade has become a long standing tradition in our community which has brought years of community spirit, civil pride and collaboration within our great city of Vaughan.

This year, the Vaughan SantaFest Parade Celebrates **20 Years**. And through the years, the Parade has evolved and grown to become one of the largest yearly events. The parade encourages Vaughan Public and Private schools to participate; local businesses to be involved; And neighbouring families of all ethnicities to come together to celebrate the spirit of the season.

Annually, the parade has over 2,000 participants, including community volunteers, public and private schools & Libraries, local businesses and city staff and neighbouring families. This event brings together over 25,000 spectators year-after-year. Thus, to coordinate such vast amount of people and secure safety of all who attend, the need for City support is essential. Since the parade inception, the City of Vaughan, has provided In-Kind support and services to effectively and efficiently organize a safe parade.

The SantaFest Committee is made up of local volunteers working jointly and in partnership with City of Vaughan staff. Each year, through fund raising, the committee raises funds that are applied to various programs that encourage local schools to participate and are applied to various parade costs.

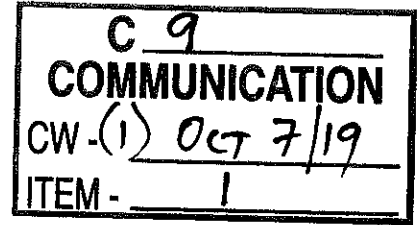
In summary, Santafest is requesting continuation of support for **2019, 2020 and 2021**.

Respectfully submitted

Richard Smith

Co-Chair Vaughan SantaFest Parade

Mayor Bevilacqua, Regional Councillors and Councillors, A. Hassakourians:



Re: Block 41 Secondary Plan Study File 26.4.2

I am writing on behalf of the Kleinburg & Area Ratepayers' Association regarding this proposal.

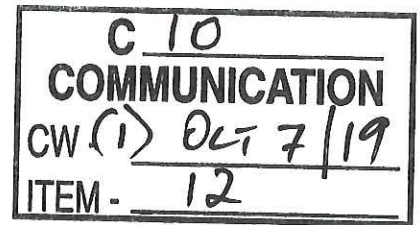
The requested change appears to be for a re-purposing of an existing building on a large (3 hectare) lot. The request to change from residential to commercial is not desirable especially on land (or part of) that is deemed sensitive. We also note that it appears that much of the required data is still missing from their application and it needs to be studied, modified as appropriate, before being further considered.

We would like to go on record as being unsupportive of the move to re-classify this land to commercial and we are insistent that all the required data be submitted before approval is considered.

Sincerely

Kathryn Angus, President

Kleinburg & Area Ratepayers' Association



From: Kathryn Angus <Kathryn.Angus@hhangus.com>

Sent: October-04-19 11:22 AM

To: Council@vaughan.ca; Policyplanning <Policyplanning@vaughan.ca>; Law, Wendy <Wendy.Law@vaughan.ca>; Schmidt-Shoukri, Jason <Jason.Schmidt-Shoukri@vaughan.ca>

Subject: Bill 108 Transitional Regulation Amendments

To: Mayor M. Bevilacqua, Regional Councillors and Councillors, J. Schmidt-Shoukri, W. Law:

Re: Bill 108 Transitional Regulation Amendments

I am writing on behalf of the Kleinburg & Area Ratepayers' Association regarding this issue. We strongly support the staff of Vaughan's position regarding this issue. We also note that The Association of Municipalities Ontario has taken the same stance.

It is our view that where an appeal starts under one set of rules, it should continue through the appeal with that same set of rules. To have a decision made on the basis of compliance and conformity but appealed on a *de novo* hearing is not reasonable: a change in the framework and rules mid-process will not lead to an orderly transition. To do otherwise would undermine the public confidence in Council's decision making and authority.

We ask that respect be given to decisions that were made under the one legislation continue to use that same test during appeal.

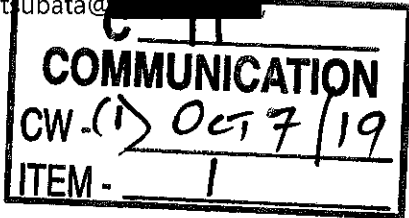
Sincerely

Kathryn Angus, President

Kleinburg & Area Ratepayers' Association

Britto, John

From: lafrate, Marilyn
Sent: Monday, October 7, 2019 9:38 AM
To: Elvira Caria; Clerks@vaughan.ca
Cc: DeFrancesca, Rosanna; Tamburini, Nancy; sam.audia [REDACTED];
tim.sorochinsky [REDACTED]; mpedano [REDACTED]; vpedano [REDACTED];
Paul.Cirlincione [REDACTED]; j.rossharvey [REDACTED]; vmitubata@ [REDACTED];
vanessagalle [REDACTED]; Ciampa, Gina
Subject: Re: Block 41
Follow Up Flag: Follow up
Flag Status: Completed



Thank you for your email and I will ensure that the Clerks Dept. includes this in today's communications.

Regards
Marilyn lafrate

Sent from my iPhone

On Oct 7, 2019, at 9:30 AM, Elvira Caria <elvira [REDACTED]> wrote:

Good Morning Councillor lafrate,
The Vellore Woods Ratepayer's Association along with the Millwood-Woodend Ratepayers Association are kindly asking that a motion be put forward today regarding Block 41 as follows:

That the Applicant (Block 41) meet with BOTH the VWRA & MWRA for future discussions regarding the development of this neighbourhood,

And that the City of Vaughan acknowledges we will be the Ratepayers Group on record who will work with the applicant on this matter

Thank You

We are in the midst of helping to organize a Ratepayers Group in Block 40 who are directly affected by this application, in the interim, until this association is registered, residents representing Block 40 have requested we represent them under our Association and they will be sitting on our board in matters affecting their neighbourhood specifically

Thank You again

I will try to attend, but by way of this email, please accept this as correspondence that can be submitted on this item

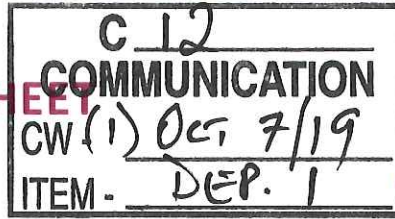
Elvira Caria
VWRA Co-Chair

ELVIRA CARIA
Award Winning Broadcaster & Voice Actor
Host of Caria's Corner | MC
Professor: Radio & Media Studies | Humber College

Elvira [REDACTED]
www.ElviraCaria.com
[REDACTED]

Sent from my iPhone

SEXUAL VIOLENCE FACT SHEET



women's support network
of york region

What is Sexual Violence?

Sexual violence is a broad term that describes any violence, physical or psychological, carried out through sexual means or by targeting sexuality. Any act that undermines an individual's sexual or gender integrity can be considered sexual violence.¹

This can include unwanted sexual touching, sexual harassment, stalking, voyeurism, sexual assault, rape, online sexual harassment, ritual abuse, incest, childhood sexual abuse, indecent/sexualized exposure, exhibitionism, sharing sexual photographs or videos without permission, unwanted comments or jokes, forced marriage or cohabitation, or trafficking and sexual exploitation.¹

What is Human Trafficking?

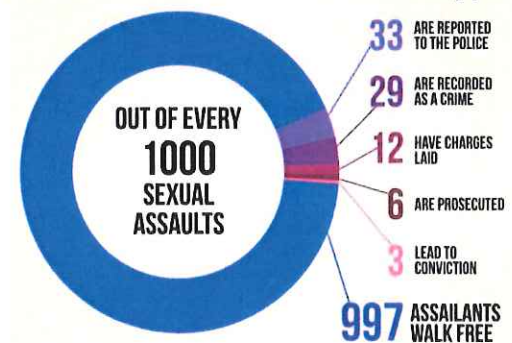
Human trafficking involves the recruitment, transportation, harbouring and/ or exercising control, direction or influence over the movements of a person in order to exploit that person, typically through sexual exploitation or forced labour. It is often described as a modern form of slavery.²

Sex trafficking can occur via escort services, massage parlours, bars and strip clubs, phone sex lines, internet chat rooms, and forced prostitution, among others. People being trafficked are often lured and groomed by people posing as a potential romantic partner.³ Violence and/or threats of violence are often used as a means to control or force people being trafficked into performing sexual services.³

Prevalence of Sexual Violence

- Sexual assault is the only violent crime that is **not** declining in Canada⁴
- Women account for **92% of victims** of police-reported sexual assaults⁴
- Over 70%** of people being trafficked are **females under the age of 25**⁵
- 1 in 3 women** will experience some form of sexual violence in their lifetime⁶
- 39% of adult women** in Canada reported having at least one experience of sexual assault since age 16⁶
- 1 in 6 men** will experience some form of sexual violence in their lifetime⁶

THERE ARE **460,000** SEXUAL ASSAULTS in Canada every year



Source: Johnson, "Limits of a Criminal Justice Response: Trends in Police and Court Processing of Sexual Assault," in Sheehy, Sexual Assault in Canada: Law, Legal Process and Women's Activism, 2012.



Image 1. Sexual Assault in Canada⁶

Certain people face a higher risk of sexual assault:

- Rates of sexual assault for young people ages 15-24 is 18 times higher than people ages 55+⁴
- Women who are Indigenous, racialized, differently abled, institutionalized, single, unemployed, and/or have low-incomes experience heightened risk for sexual assault⁴

Myths & Facts about Sexual Violence

MYTH: Sexual assault is usually committed by strangers.

In about 80% of sexual assault cases, the person causing harm is known to the survivor, most commonly this person is an acquaintance, a family member, or an intimate partner.⁴

FACT: The only person that is responsible for sexual violence is the perpetrator.

Suggesting a survivor is responsible for the sexual violence against them is called victim-blaming and sends the message that abuse and violence are acceptable.⁴

MYTH: All survivors should respond in the same way.

There is no correct way to react or respond to sexual violence. Some people may minimize or deny it happened because they love the abuser or don't want to be seen as a victim, some will stay in touch with an abuser, and some will immediately cut off ties. A survivor's response should not be used to argue that violence didn't happen.⁴

FACT: Sexual violence costs Canadians approximately \$4.8 billion per year.

Sexual violence costs us all. Criminal justice, medical, and social service costs, as well as lost productivity, pain and suffering, and employer losses as a result of sexual violence costs us more per year than gun violence.⁶



Image 2. Sexual Violence Costs in Canada⁶

The Roots of Sexual Violence

- **GENDER INEQUALITY** is a major cause of gender-based and sexual violence. All genders receive messages through the media, religion, politics, and cultural norms that normalize men having more power than other genders.⁴
- **HYPER-MASCULINITY** is the idea that masculinity is displayed through strength and power (aggression and control) which promotes violence and entitlement and devalues feelings and emotions. Hyper-masculinity is damaging for everyone, including men.⁴
- A **lack of understanding about CONSENT** can lead to sexual violence. A 2015 study by the Canadian Women's Foundation found that 96% of Canadians believe all sexual activity should be consensual but only 1 in 3 knew what it means to give consent.⁴
- **RAPE CULTURE** includes jokes, TV, music, advertising, legal jargon, laws, words and imagery that normalize sexual violence against women to the point that sexual violence is seen as "just the way it is".⁷

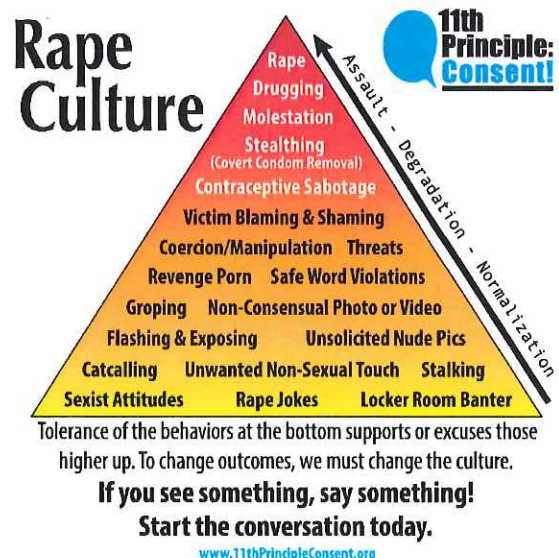


Image 3. Rape Culture⁸

The Effects of Sexual Violence

Any type of sexual violence can have long-term impacts on survivors.⁹ People who have experienced sexual violence may experience⁹:

- Flashbacks (memories of trauma feel as if they are currently taking place)
- Dissociation (detachment from reality, “out of body” experiences)
- Depression
- Anxiety disorders
- Post-traumatic stress disorder
- Sleep disorders
- Suicidal behaviours
- Self-harm
- Eating disorders
- Substance abuse issues
- Unwanted pregnancy
- Gynaecological or other health complications
- Sexually transmitted infections

Why Are Police Reported Incidents of Sexual Violence So Low?

Trauma Responses are Complicated!

- You may have heard of the “fight or flight” response, but “freezing” is another common reaction to fear and stress that can paralyze the person experiencing the violence and they become physically incapable of resisting or speaking up.⁴
- Most sexual assaults are committed by someone the survivor knows. Survivors often struggle to comprehend how someone they know could hurt them, and they may worry about getting that person in trouble. They may also feel shame or embarrassment.⁴
- This person might be in a position of authority over the survivor and the survivor may be afraid they won't be believed. In a workplace setting, survivors may fear that they will jeopardize their career or reputation if they speak up.⁴

Criminal Justice System Barriers to Reporting Sexual Violence

- A person can be re-traumatized or re-victimized when reporting a sexual assault when they are not believed, blamed or made to feel responsible for the violence, or subjected to callous or insensitive treatment, when police fail to take evidence, or when their cases are dropped arbitrarily.⁴
- Studies show that when women of colour report violence, particularly rape, their experiences are often taken less seriously within the criminal justice system.⁴
- 53% of survivors in a survey said they did not report their sexual assault because they weren't confident in the police and 2/3 stated they were not confident in the criminal justice and court system in general.⁴

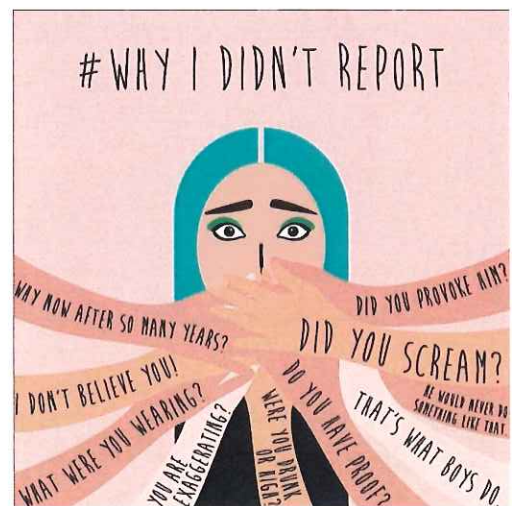


Image 4. #WhyIDidn'tReport Graphic¹⁰

Combatting Sexual Violence

Ending and preventing sexual violence requires a number of different interventions that address individual, community, and systemic factors¹¹:

- ✓ Raise awareness about the importance of consent and what consent means and looks like
- ✓ Teach young people how to develop healthy relationships
- ✓ Challenge victim-blaming. Let survivors know you believe them and it is not their fault.
- ✓ Hold people causing harm accountable for their actions – otherwise we send the message that violence and abuse are acceptable
- ✓ Address the systemic barriers in the criminal justice system
- ✓ Challenge gender inequality and rape culture – if you hear or see something, say something!

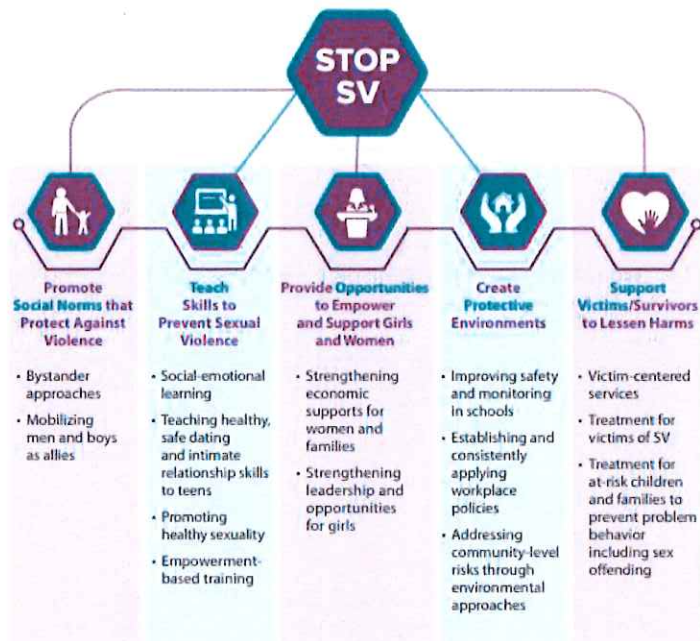


Image 5. Strategies to End & Prevent Sexual Violence¹¹

Learn more about Sexual Violence

Women's Support Network of York Region: <https://womenssupportnetwork.ca/>

Ontario Coalition of Rape Crisis Centres: <https://sexualassaultsupport.ca/>

Canadian Women's Foundation: <https://www.canadianwomen.org/>

Canadian Human Trafficking Hotline: <https://www.canadianhumantraffickinghotline.ca/>

References

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- 9 RAINN. (n.d.). Effects of Sexual Violence. Retrieved from <https://www.rainn.org/effects-sexual-violence>
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- 11 Centers for Disease Control and Prevention. (2019). Preventing Sexual Violence. Retrieved from <https://www.cdc.gov/violenceprevention/pdf/SV-Factsheet.pdf>





In 2016, our programs and services reached more than 3,600 individuals and our volunteers provided more than 10,500 hours of support on the crisis line.

Women's Support Network of York Region gratefully acknowledge the contributions from its funders:



Ontario

Funding for programs is provided by the government of Ontario. Views expressed in the programs are views of WSN and do not necessarily reflect those of the province.



As an agency of the Government of Ontario
Un organisme du gouvernement de l'Ontario



CANADIAN WOMEN'S FOUNDATION
FONDATION CANADIENNE DES FEMMES



"Sometimes I isolate myself, and I can't get out, and I need a friend (someone who cares), that's when I call you because you know what it's like."
- K.S.

"You never doubted me and always kept me going when I felt like giving up."
- S.D.

Address

1110 Stellar Drive, Unit 109
Newmarket, Ontario L3Y 7B7

Phone

T 905-895-3646
F 905-895-6542

Email

info@womenssupportnetwork.ca

Website

www.womenssupportnetwork.ca



women's support network
of york region

DEDICATED TO ERADICATING
SEXUAL VIOLENCE

24/7 Crisis Line
905-895-7313 / 1-800-263-6734

24/7 Human Trafficking Helpline
905-758-5285

About Us

The Women's Support Network of York Region (WSN) is a feminist non-profit organization providing free, confidential, and accessible services to the community of York Region.

Counselling Program

Free, client-centered, non-judgmental, confidential support to individuals who have experienced sexual violence in their lifetime, including but not limited to:

- Sexual assault
- Date rape
- Childhood sexual abuse
- Sexual harassment

We offer:

- Crisis and individual counselling
- Peer support
- Advocacy support

Individuals can refer themselves to our counselling service by calling

905-895-3646.

Counsellors work with individuals to increase understanding of trauma responses, improve their coping skills, and eliminate any isolation, shame or guilt caused by sexual violence.

***Counselling at satellite office available in Richmond Hill upon request.**

Anti-Human Trafficking Program

WSN offers crisis response, outreach, and case management services for individuals who have been trafficked or are at-risk of being trafficked for sexual exploitation.

Our case manager provides client-centered support, resources, and referrals as needed.

Referrals include:

- Assistance with emergency basic needs (shelter, food, hygiene products)
- On-going counselling/support
- Medical assistance
- Legal support
- Employment assistance
- Education/vocational training
- Immigration services

We are here to listen and all calls are confidential. Call our 24/7 Human Trafficking Helpline today 905-758-5285.

Volunteer With Us

Whether volunteering for a one-time event or for our crisis-line, our volunteers are pillars of our organization. They make our programs and services possible. Contact us if you are interested in becoming a volunteer.



24/7 Support Line

Telephone support, problem solving, and information about sexual violence and exploitation.



Counselling

For individuals and/or peer support who have experienced sexual violence



Public Education

Preventive education about sexual violence, consent, healthy relationships, sexual exploitation, or as requested.



Case Management

For individuals who have been trafficked or are at-risk of being trafficked for sexual exploitation.



Training

On what sexual exploitation is, recognizing the signs, how to stay safe, and how to support individuals. Training are customized based on needs.

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