



## APPENDIX B

# Policy and Land Use Report



## MEMO

**TO:** Michael Habib, Senior Planner, Parks & Open Space Planning  
**FROM:** Andria Sallese, Project Manager, WSP Canada  
**SUBJECT:** Bartley Smith Greenway Trail – Policy & Land Use Background Report  
**DATE:** October 6, 2021

## INTRODUCTION

Greenways and trails link natural areas, parks, cultural features, historic sites, and other public spaces with each other and with urbanized areas. They can create healthy recreation and transportation opportunities by providing a safe space for people of all ages to enjoy, as well as be an element to a seamless urban or regional multi-modal transportation system

The Bartley Smith Greenway (BSG) is a 15-kilometer trail system that generally follows the West Don River. The BSG includes southern and northern trail segments. Some key highlights along the BSG include the Langstaff EcoPark, the most significant natural regeneration area in the Upper West Don sub watershed and home to a variety of trees including Black Willow, Black Walnut, and Sugar Maple. Depending on the season, wildlife may also be observed along the trail, from coyotes and beavers to birds, butterflies and bees. The Keffer Marsh is also located along the existing trail, a low-lying marsh land with a large deciduous swamp. The BSG is part of the 100-kilometre city-wide Vaughan Super Trail, a signature aspect of the City's 2020 Pedestrian and Cycling Master Plan endorsed by City Council. Filling the gaps along a three (3) kilometre segment in the Upper West Don River Corridor between McNaughton Road to Keele Street will provide a continuous north-south pedestrian and cycling trail and recreation and active transportation opportunities for residents, as well as other community benefits. The BSG also supports a number of other City of Vaughan strategic plans such as the City's Official Plan (2010), Green Directions Vaughan (2019), Vaughan Active Together Master Plan (2018), and the TRCA Trail Strategy (2019).

The purpose of this report is to provide a comprehensive policy and land use background review that will support the Bartley Smith Greenway Trail Feasibility Study. Legislation at the federal, provincial, regional, and municipal level has been reviewed and outlined in the sections below.

## Bartley Smith Greenway North

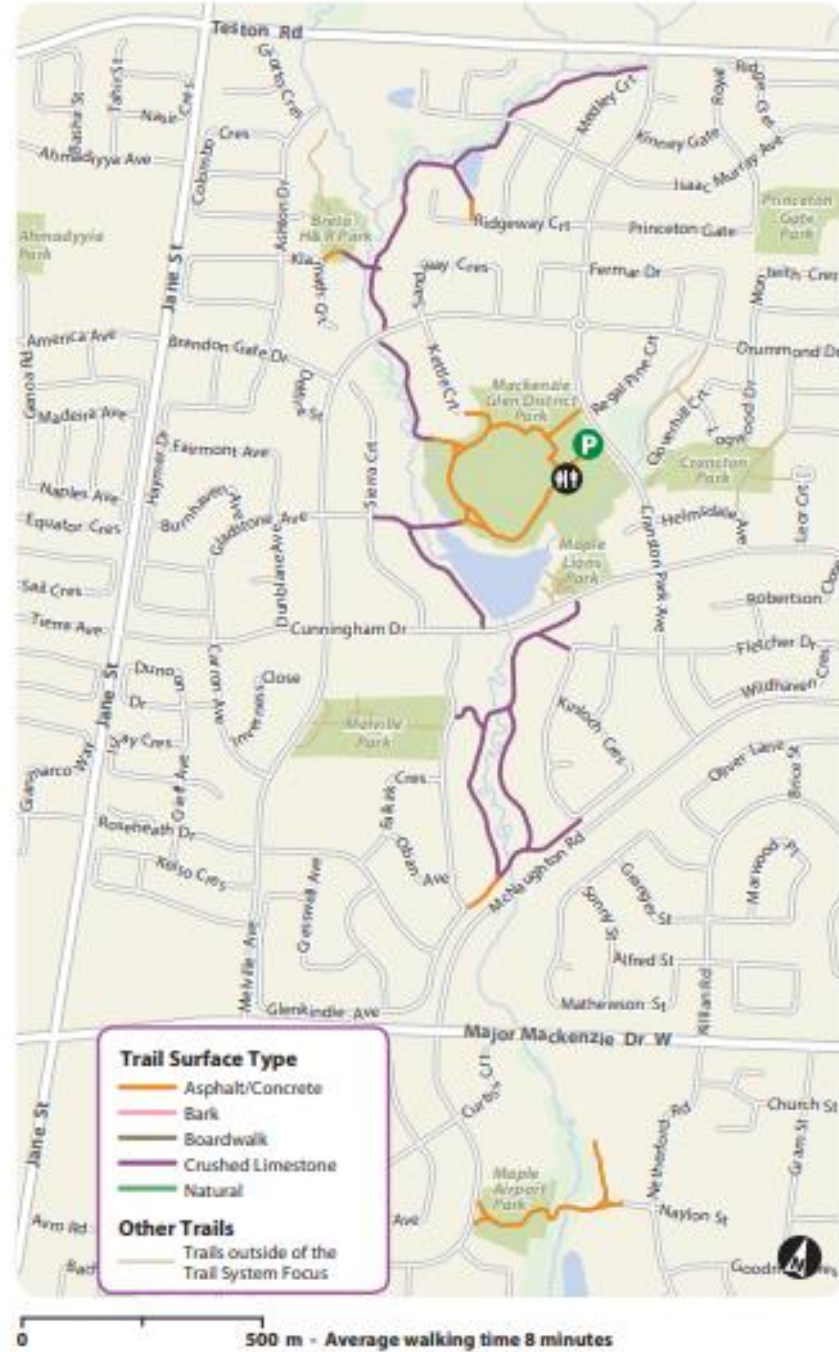


Figure 1: Bartley Smith Greenway North

## Bartley Smith Greenway South

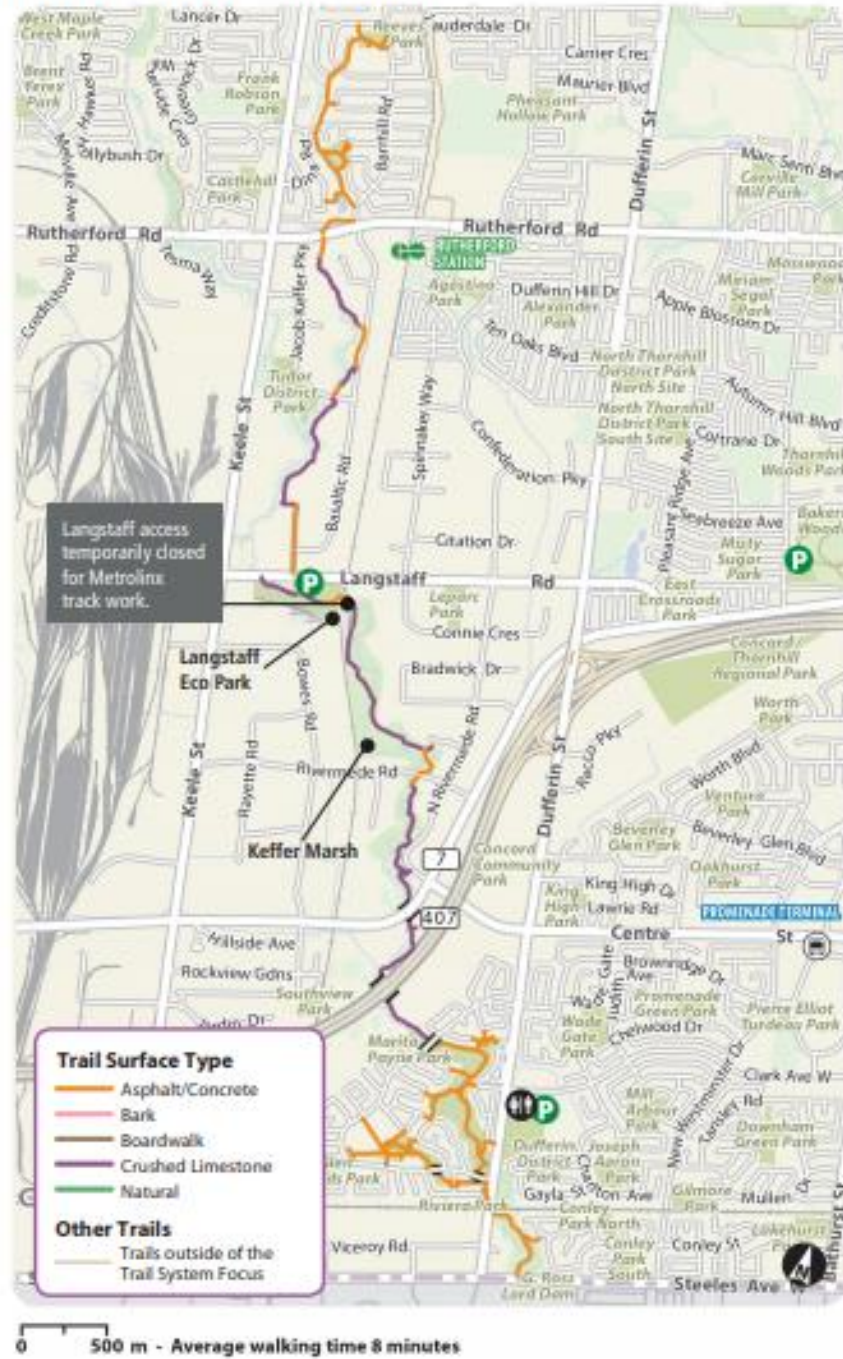


Figure 2: Bartley Smith Greenway South

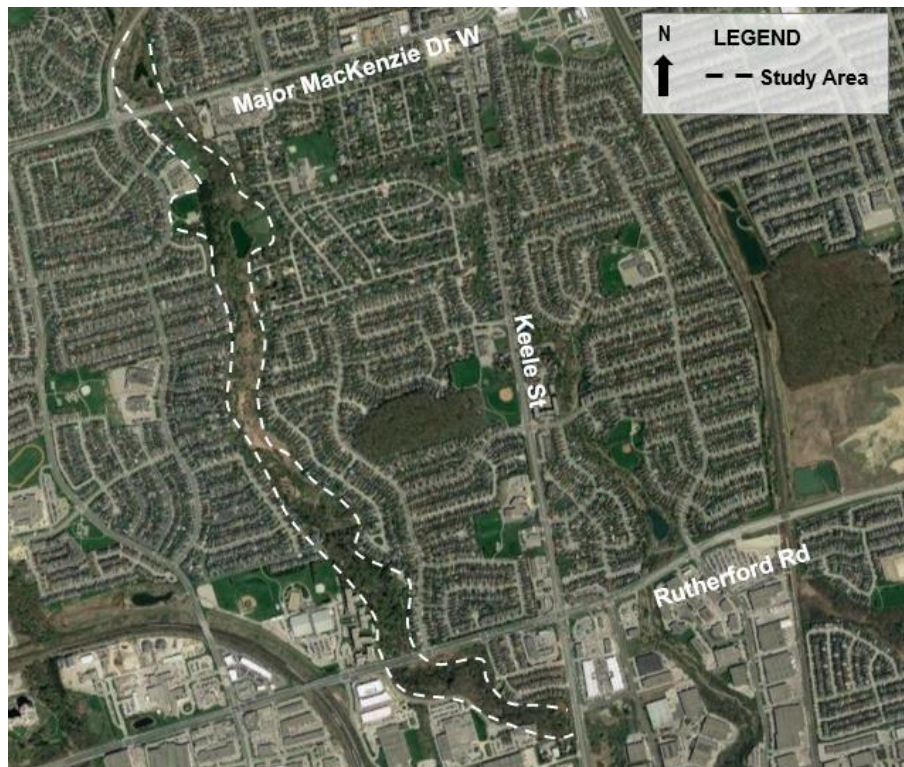


Figure 3: Study Area

## RELEVANT PLANS AND POLICY FRAMEWORK

The following planning policy analysis describes the policy framework established by the Federal, Provincial, Regional and Municipal governments related to natural heritage, transportation and community planning. In addition, other relevant guidelines and plans have been summarized in

order to provide an overview of the existing planning framework related to the Bartley Smith Greenway Trail.

## **FEDERAL FRAMEWORK**

### **FISHERIES ACT (1985)**

The federal *Fisheries Act*, R.S.C., 1985, c. F-14 provides a framework for the proper management and control of fisheries, and the conservation of fish and fish habitat. It applies to all fish and fish habitat in Canada and includes water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes. It is administered by Fisheries and Oceans Canada.

### **MIGRATORY BIRDS CONVENTION ACT (1994)**

The federal *Migratory Birds Convention Act, 1994*, S.C. 1994, c. 22 (MBCA) contains provisions for protecting the nests and nesting activities of migratory birds listed in Article I of the Migratory Birds Convention. Prohibitions under the Act include “Except as authorized by the regulations, no person shall, without lawful excuse, (a) be in possession of a migratory bird or nest; or (b) buy, sell, exchange or give a migratory bird or nest or make it the subject of a commercial transaction.” According to subsection 6 of the Migratory Birds Regulations C.R.C., c. 1035 under the Act, no person shall

- a) disturb, destroy or take a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird, or
- b) have in his possession a live migratory bird, or a carcass, skin, nest or egg of a migratory bird except under authority of a permit therefor (SOR/80-577, s. 4).

This statute is administered by Environment and Climate Change Canada.

### **SPECIES AT RISK ACT (2002)**

The federal *Species at Risk Act*, S.C. 2002, c. 29 is legislation that facilitates the designation of species at risk at the federal level. It contains provisions for recovering species designated extirpated, endangered or threatened and for managing species designated special concern to prevent an escalation in risk. The Act applies on federally owned lands and lands subject to federal authority. Whether lands are subject to federal authority is dependant on the land ownership and the type of activity being conducted by the landowner. This statute is administered by Environment and Climate Change Canada.

## PROVINCIAL FRAMEWORK

### FISHERIES AND WILDLIFE CONSERVATION ACT (1997)

The provincial *Fish and Wildlife Conservation Act, 1997*, S.O. 1997, c. 41 (FWCA) contains provisions for protecting “specially protected wildlife” including most birds not protected under the MBCA. According to the Act:

5 (1) A person shall not hunt or trap specially protected wildlife or any bird that belongs to a species that is wild by nature and is not a game bird. 2009, c. 33, Sched. 22, s. 2 (5).

Among the exceptions are:

- a) an American crow, brown-headed cowbird, common grackle, house sparrow, red-winged blackbird or starling; and,
- b) a bird that is declared to be a migratory game bird in the Convention set out in the Schedule to the Migratory Birds Convention Act, 1994 (Canada).

This statute is administered by the Ministry of Natural Resources and Forestry (MNRF).

### ENDANGERED SPECIES ACT (2007)

The provincial *Endangered Species Act, 2007*, S.O. 2007, c. 6 (ESA) contains provisions for protecting species listed in Ontario Regulation 230/08: Species at Risk in Ontario List, an implementing regulation under the Act. The ESA provisions include protection for the species at risk (SAR) and its habitat. The protection varies depending on the designated level of risk, which include Extirpated, Endangered, Threatened and Special Concern. The ESA affords immediate protection to Extirpated, Endangered and Threatened SAR. In the case of Special Concern SAR, the ESA requires the preparation of management plans to sustain population levels. Though Special Concern SAR are not currently in danger of becoming extinct they possess sensitivities that may render them at risk. This statute is administered by the Ministry of Environment, Conservation and Parks (MECP).

### ENVIRONMENTAL ASSESSMENT ACT

The provincial *Environmental Assessment Act*, R.S.O. 1990, c. E. 18, provides for the protection, conservation and wise management of the environment for the betterment of the people of Ontario. The Act facilitates this through an environmental assessment process that ensures governments and public bodies consider potential environmental effects of infrastructure projects before such projects are initiated. This statute is administered by MECP.

The City of Vaughan has ongoing and completed Environmental Assessments, such as a Municipal Class Environmental Assessments in the areas of Rutherford Road and Major Mackenzie. The details of these Municipal Class Environmental Assessments will be expanded upon in other papers and reports for this project

### INVASIVE SPECIES ACT (2015)

The provincial *Invasive Species Act, 2015*, S.O. 2015, c. 22 - Bill 37, prohibits the propagation and sale of prohibited invasive species, and the transport of such species into Ontario unless authorized by the Minister. Under the Act, the Minister may cause an invasive species prevention and

response plan to be prepared. Prohibited species and the area of Ontario in which control is designated are prescribed in the regulations. This statute is administered by MNRF.

## CONSERVATION AUTHORITIES ACT (2015)

The *Conservation Authorities Act*, R.S.O. 1990, c. 27 provides for the establishment of conservation authorities to conduct programs and services that further the conservation, restoration, development and management of natural resources in Ontario watersheds. The City of Vaughan is within the jurisdiction of the Toronto and Region Conservation Authority (TRCA). Among the regulations made under the *Conservation Authorities Act* is Ontario Regulation 166/06, the Toronto and Region Conservation Authority Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation of the Conservation Authorities Act.

This regulation applies to lands within river or stream valleys, flood plains, wetlands, watercourses, lakes, hazardous lands or lands within 120 m of a provincially significant wetland or wetlands greater than 2 hectares, or lands within 30 m of non-provincially significant wetlands. The regulation prohibits development, interference or alteration within a regulated area unless it can be demonstrated there are no adverse impacts on a variety of attributes including on natural features and functions. The TRCA manages regulated areas, and flood and erosion risk. It provides programs and services through its conservation areas, education centres, educational tools, recreational activities, ecological restoration projects, environmental monitoring, watershed plans and strategies such as the Terrestrial Natural Heritage System Strategy (2007) and the Trail Strategy (2019). The statute is administered by MECP

## THE PLANNING ACT

The *Planning Act* (the Act) is provincial legislation that sets out the ground rules for land use planning in Ontario. The Act describes how land uses may be controlled and the authority that controls them. The purpose of the Act is to provide for planning processes that are fair by making them open, accessible, timely and efficient, promote sustainable economic development in a healthy natural environment within a provincial policy framework.

Section 2 of the Act sets out some matters of provincial interest, including the protection of ecological systems, including natural areas, features and functions; the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; the adequate provision and distribution of educational, health, social, cultural and recreational facilities; and, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

## THE PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS), issued under the *Planning Act* by the Ontario Ministry of Municipal Affairs and Housing (OMMAH) in 2020, provides policy direction for land use planning and development in Ontario. It provides policy support for appropriate and context-sensitive urban and rural development, environmental and resource protection, and social equity in planning matters.

The PPS includes policies for protecting natural heritage features and their ecological functions. Linkages between natural heritage features, surface water and groundwater features are also recognized and afforded similar protections under the PPS. Section 2.1.2 of the PPS also requires



that the diversity and connectivity of natural heritage features and the long-term ecological function of natural heritage systems be maintained, restored or improved where possible.

Significant wetland and ANSI are defined in PPS 2020 as “an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time.” Mapping of areas designated by the Province as provincially significant wetland (PSW) and ANSI is available online.

Woodlands are defined in PPS 2020 as “treed areas, woodlots or forested areas that vary in their level of significance at the local, regional and provincial levels. Determination of their significance is the responsibility of local planning bodies. Criteria and standards for guiding this evaluation process are provided in the “Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005. Second Edition” (OMNR 2010).

Valleylands are defined in PPS 2020 as “a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year” and significant valleylands are “ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.” As for significant woodlands, significant valleylands are identified at the local level using criteria and standards provided in OMNR 2010.

Wildlife habitat is defined in PPS 2020 as “areas where plants, animals, and other organisms live and find adequate amounts of food, water, shelter, and space needed to sustain their populations.” Significant Wildlife Habitat (SWH) is “ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System” and significant valleylands are “a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.” This feature is also identified at the local level. Provincial guidance documents include “Significant Wildlife Habitat Technical Guide” (OMNR 2000) and “Significant Wildlife Habitat Mitigation Support Tool. Version 2014” (OMNRF 2014) for general guidance and “Significant Wildlife Habitat Criteria Schedules For Ecoregion 7E” (OMNRF 2015) for implementation criteria specific to the ecoregion.

SWH is described within the following main categories:

- Seasonal concentration areas;
- Rare vegetation communities;
- Rare or specialized habitat;
- Habitats of species of conservation concern; and,
- Movement corridors.

Further investigations will be required to determine whether there are any of the above-mentioned natural heritage features present in the study area. Natural heritage features can be identified through Official Plan schedules, MNRF online mapping, direct consultation with MECP and MNRF or on the ground field investigations.

The PPS seeks to build strong, healthy communities by, among other matters, recognizing the importance of parks and recreation, green spaces, trails and trail linkages. This is set out through the policies outlined in Section 1.5 of the PPS. This section promotes healthy communities by establishing policies for public spaces, recreation, parks, trails, and open spaces. Trails should facilitate active transportation and community connectivity.

Section 1.6.7.4 of the PPS sets out policies regarding transportation systems, noting as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved. An overarching vision for Ontario's land use planning system is articulated in the PPS, stating that the "long-term prosperity and social well-being of Ontarians depend on maintaining strong communities, a clean, healthy environment and a strong economy." Key in achieving these goals involves the promotion of related aspects within transportation, including through efforts to support a greater mode share of walking and cycling.

Site alteration is set out in the PPS as activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. There are a number of policies regarding development and site alteration in the PPS that apply to natural heritage, bodies of water, cultural heritage and archeology, and natural hazards. The definition in the PPS has also been integrated in the York Regional Official Plan.

## **A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)**

Effective May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), replaces the 2017 Growth Plan for the Greater Golden Horseshoe. The 2019 Growth Plan contains revisions associated with completion of the provincially led Natural Heritage System provided for in the 2017 Growth Plan, a system it identifies as the "Natural Heritage System for the Growth Plan."

Applying the policies of the Growth Plan will support the achievement of complete communities that expand convenient access to a range of transportation options, including options active transportation, public service facilities, an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities. Section 4.2.5 of the Growth Plan sets out policies regarding public open space, encouraging municipalities to develop a system of publicly accessible parkland, open space, and trails.

Section 3.2.2 of the Growth Plan outlines general transportation policies, noting there should be a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation, along with the expansion of infrastructure that supports active transportation.

Section 2.2.3 sets out policies for planned urban growth centres, noting the Vaughan Metropolitan Centre (VMC) as an urban growth centre that will be planned to be achieved by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare. The VMC is located approximately 6km south west of the proposed trail alignment.

## **THE GREENBELT PLAN (2017)**

The Greenbelt Plan identifies where urbanization should be avoided, to protect the agricultural land base and the area's ecological and hydrological features. It builds on the policies of the PPS. The Greenbelt Area comprises 'Protected Countryside' (including the Natural Heritage System and Towns / Villages), 'Urban River Valleys', 'Niagara Escarpment Plan Area' and the 'Oak Ridges Moraine Area'. The Natural Heritage System includes core areas and linkage areas of the Protected Countryside with the highest concentration of the most sensitive and/or significant natural features and functions. Other new development permitted by the Greenbelt Plan within the

Natural Heritage System must demonstrate several requirements, such as having no negative impact on key natural heritage features and maintaining connections between key features.

Maintaining and expanding the supply of publicly accessible parkland, open space and trails is encouraged in the Greenbelt Plan through strategic planning activities that identify, plan for and protect these resources for current and future generations. A system of parklands, open spaces, water bodies and trails across the Greenbelt serve as an important component of complete communities and provide important benefits to support environmental protection, improved air quality and climate change mitigation. This system currently supports a variety of passive and active uses as well as health, economic and other quality of life benefits within the Greenbelt.

The Greenbelt Plan notes that settlement areas shall support the achievement of complete communities, by facilitating the development of community hubs that involve the co-location of public services to address local community needs that are accessible by active transportation and, where available, transit.

A system of parklands, open spaces, water bodies and trails across the Greenbelt is necessary to provide opportunities for recreation, tourism and appreciation of cultural heritage and natural heritage. Section 3.3 of the Greenbelt Plan describes policies related to the maintenance and expansion of the supply of publicly accessible parkland, open space and trails is encouraged through strategic planning activities that identify, plan for and protect these resources for current and future generations. The planning and activity associated with parkland, open space and trail uses should maximize the opportunity to co-operate with all landowners. Section 3.3.2 describes policies for partnership with municipalities, conservation authorities, non-government organizations and other interested parties for parkland, open space and trail policies. Policies set out in the Urban River Valley Goals include the provision of a range of natural settings on publicly owned lands for recreational, cultural and tourism uses, including parkland, open space land and trails.

## OAK RIDGES MORAINÉ CONSERVATION PLAN (2017)

The Oak Ridges Moraine Conservation Plan provides land use and resource management planning direction concerning the protection of the Moraine's ecological and hydrological features and functions. The Moraine contains a unique concentration of environmental, geological and hydrological features. The ORM comprises part of the Greenbelt area, along with the Niagara Escarpment and the Protected Countryside Areas, and the lands to which the ORMCP apply are also subject to the Greenbelt Plan. Lands within the north east of the municipality are included within the ORMCP area and include the following Oak Ridges Moraine designations: 'Natural Core'; 'Natural Linkage'; 'Countryside', and; 'Settlement Area'.

Also set out in the Oak Ridges Moraine Conservation Plan is the importance of accessible recreational access through the Moraine to link a system of parklands, water bodies, open spaces and trails across the Greenbelt.

## MADE IN ONTARIO ENVIRONMENTAL PLAN

This plan for preserving and protecting Ontario's environment for future generations commits to improving the resilience of natural ecosystems; supporting conservation and environmental planning; promoting parks and increasing recreational opportunities; supporting sustainable forest management; and protecting species at risk and responding to invasive species. Progress on plan

implementation will be demonstrated as reduced costs and improved quality of life and communities. In April 2021, the Province announced as an update to the Made in Ontario Plan the establishment of a Protected Areas Working Group that will provide advice on expanding protected and conserved areas.

Fifteen action items directly apply to natural heritage subject areas including protection of wetlands, grasslands and other habitats; climate change adaptation; partnerships; environmental assessment process; conservation financing; healthy parks; forest management; species at risk; and invasive species.

## ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT(AODA) (2005)

The Accessibility for Ontarians with Disabilities Act (AODA), 2005 is a statute enacted in 2005 by the Legislative Assembly of Ontario, Canada.

The Accessibility for Ontarians with Disabilities Act (AODA) is an Ontario law that mandates that organizations to follow standards to become more accessible to people with disabilities. The goal of the AODA is for communities to be fully accessible by 2025 by creating and enforcing accessible standards that address key areas of daily life.

There are five accessibility standards under the AODA:

- Customer Service
- Information and Communications
- Employment
- Transportation
- Design of Public Spaces (Built Environment)

To address the design of public spaces standard of the AODA, the Pathways to Recreation: Learning about Ontario's Accessibility Standard for the Design of Public Spaces Standard (2014) was developed by Parks and Recreation Ontario to provide guidance for parks, outdoor recreation facilities, and amenities, to make these facilities accessible for people with disabilities.

The Design of Public Spaces Standard focuses mainly on outdoor spaces, such as recreational trails, outdoor public eating areas and play spaces, accessible parking, and outdoor paths of travel. Public sector organizations, and private organizations with more than fifty workers, are required by law to implement these guidelines and make these spaces accessible.

The intent of the Design of Public Spaces Standard is to help eliminate physical barriers to accessing outdoor recreation spaces and experiences. The standard is law under the AODA and applies to new construction or re-construction of existing public spaces.

## #CYCLEON ACTION PLAN 2.0

In 2018, the Ontario Ministry of Transportation (MTO) updated the Ontario Cycling Strategy by publishing #CycleON Action Plan 2.0. #CycleON is being implemented through a series of multi-year actions plan, which will be rolled out every five years. #CycleON Action Plan 2.0 identifies the progress of the cycling strategy since #CycleON was first published in 2014. Through a diverse consultation process, the updated Action Plan outlines the second wave of initiatives across all five of #CycleON's Strategic Directions; these include:

- Design Healthy, Active and Prosperous Communities;
- Improve Cycling Infrastructure;
- Make Highways and Streets Safer;
- Promote Cycling Awareness and Behavioural Shifts; and
- Increase Cycling Tourism Opportunities.

These directions ensure that the action plan continues to advance cycling in Ontario. The Action Plan also guides efforts across governments, provincial policies and initiatives.

The Province-wide Cycling Network study is another component in Ontario's efforts to support the growing trend of cycling as a means of transportation, recreation and tourism. The Ministry of Transportation (MTO) in partnership with the Ministry of Tourism, Culture and Sport (MTCS) initiated the study to complement the numerous policies, plans, projects and initiatives they have already undertaken in the past five (5) years, including the #CycleON: Ontario's Cycling Strategy.

Through the development process, the Province-wide Cycling Network provides guidance for provincial and municipal staff, stakeholders and other partners to inform the future planning, design and implementation of cycling infrastructure at the provincial, regional and local level in Ontario. The Province-wide Cycling Network study is the preliminary identification of a Province-wide Cycling Network intended to inform and guide the future of cycling infrastructure decisions with the goal of establishing a connected and consistent network.

## TOUR BY BIKE: ONTARIO'S CYCLING TOURISM PLAN (2017)

The Ontario Cycling Tourism Plan was developed in recognition of cycling's growing potential as a source of tourism and subsequent driver of economic growth. Building upon the direction of the province's cycling and trails action plan, the Ontario Cycling Tourism Plan aims to promote cycling tourism and position Ontario as a respective industry leader.

## ONTARIO TRAILS STRATEGY (2010)

The Provincial government developed the Ontario Trails Strategy in response to the increasing popularity of trail activities and infrastructure, the need for government leadership, the need to protect provincial investment in trails and the need to mitigate significant provincial trail issues or challenges. The Ontario Trails Strategy is a long-term plan that will establish a strategic direction for government and stakeholders involved in the planning, management, promotion and use of trails toward a healthier and more prosperous Ontario.

## GO EXPANSION

Public transit is a sustainable transportation mode, and includes buses, streetcars, subways and trains. The City of Vaughan is served by three transit systems, York Region Transit (YRT), Toronto Transit Commission (TTC), and GO Transit.

The GO Transit system is the regional public transit service for the Greater Toronto and Hamilton Area. GO Transit offers train services between Union Station, Rutherford Road Station and Maple Station in Vaughan. Go Transit also has bus services serving Kleinburg, Woodbridge, Highway 400 at Major Mackenzie, and Canada's Wonderland.

The Region and City have plans for active transportation facilities on Langstaff Road, and the connection to Highway 7 can be improved to tie in to new Vivanext bikeways near where the Concord GO Station is proposed.

With the expanding GO Transit system, the Bartley Smith Greenway Trail presents an opportunity to be a driver to complete the remaining gaps in this area of the trail, connecting schools, neighbourhoods, parks, City Hall, GO Stations and other amenities and destinations. Connections to new active transportation facilities on Rutherford Road and GO Station improvements will make the trail more attractive for commuting purposes.

As set out in the Growth Plan, major transit station areas will be designed to achieve multimodal access to stations by providing connections to local and regional transit services.

## **REGIONAL FRAMEWORK**

The regional policy framework is the upper-level source of direction for land use and interconnected networks of mobility, greenspace and streets. All municipal level planning must comply with Regional policy.

## **YORK REGION OFFICIAL PLAN**

The York Region Official Plan (YROP) is a guiding document for managing growth and development in the Region while providing for the needs of current residents. It includes direction on policies for Regional considerations of environment, economic, agricultural, and community planning and land use. The YROP identifies the Regional Greenlands System and key natural heritage features and hydrological features to be protected and managed. The OP also identifies environmentally significant areas, species at risk and their habitats in accordance with the PPS. The Greenlands System identified in the Regional Official Plan takes a natural heritage system approach to preserving natural heritage features. Parts of the Greenlands System are identified as Natural Heritage System of the Protected Countryside of the Greenbelt. This approach is aligned with the PPS.

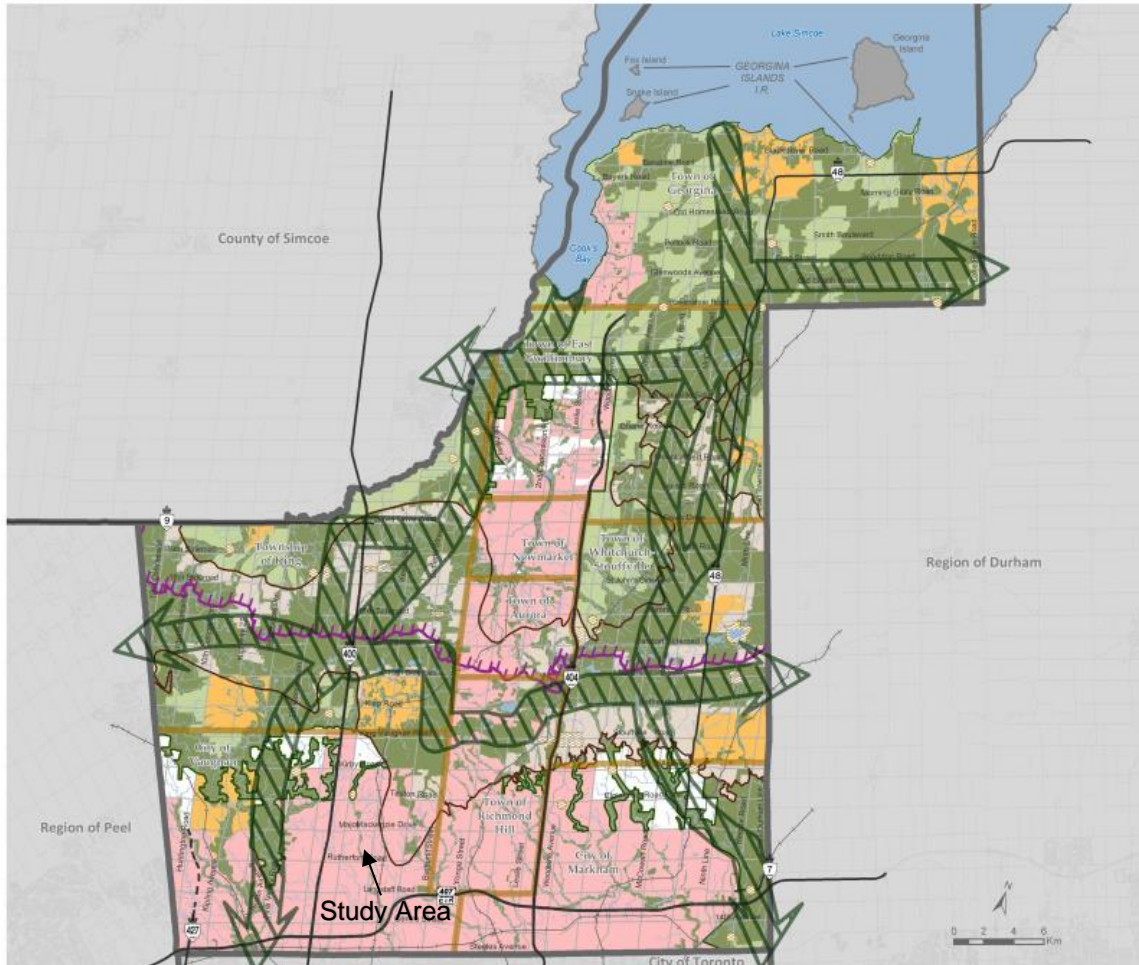
The YROP also sets out healthy communities' goals throughout the OP, with a goal of the Region being the improvement to the health and well-being of residents and workers in the Region by planning and developing sustainable active communities. Policy 5.6.14 of the YROP identifies how a Greenlands System Plan will be managed in an urban environment, including how the system can provide recreational access or contributing to off-site enhancements; developing a trail system, which is integrated as appropriate into the mobility systems of the community. York Region is currently undergoing a Municipal Comprehensive Review.

An objective of the YROP is to ensure that key natural heritage features and key hydrologic features and functions are protected and enhanced where possible. Key natural heritage features are described in Section 2.2 of the YROP and include the habitat of endangered species, threatened species and special concern species, fish habitat, wetlands, Life Science Areas of Natural and Scientific Interest, Environmentally Significant Areas, significant valleylands, significant woodlands, significant wildlife habitat, sand barrens, savannahs and tallgrass prairies.

Woodlands are significant components of York Region's natural systems and provide a variety of important environmental, social and economic benefits. These benefits include clean air and water,



erosion prevention, water retention, provision of wildlife habitat, recreation and the sustainable harvest of woodland products. Criteria for woodland policies are set out in section 2.2.45 of the Plan, except those excluded by policy 2.2.48.



## MAP 2 REGIONAL GREENLANDS SYSTEM

- Regional Greenlands System
- Greenlands System Vision\*
- Urban Area
- Towns and Villages
- Holland Marsh Specialty Crop Area
- Area Subject to the Lake Simcoe Protection Plan
- Greenbelt Plan**
  - Greenbelt Plan Boundary
  - Protected Countryside/ Hamlet
- Oak Ridges Moraine Conservation Plan (ORMCP)**
  - ORMCP Boundary
  - ORMCP Area
  - Hamlet
- Provincial Highways**
  - Controlled Access Highways
  - Controlled Access Highways (Under Construction)
  - Other Provincial Highways
- Municipal Boundaries**
  - Regional Municipal Boundary
  - Local Municipal Boundary

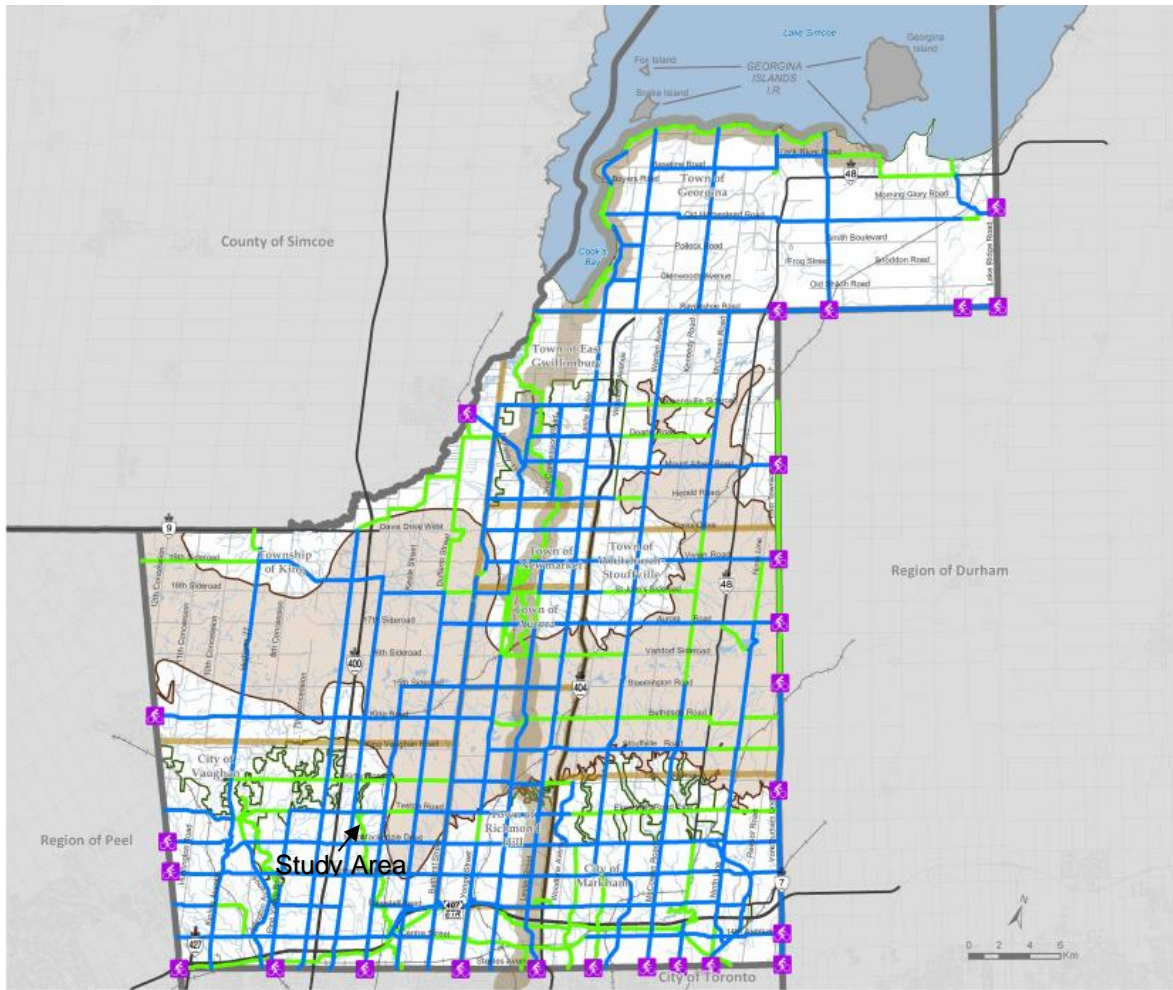
\* The Greenlands System Vision identified on Map 2 of this Plan is intended to conceptually identify, with broad arrows, the general location of corridors within and beyond the Region that will perform major linkage functions on a Regional scale and will be further assessed as part of ongoing planning initiatives.



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Figure 4: York Region Official Plan Regional Greenlands Systems





## MAP 10 REGIONAL CYCLING NETWORK

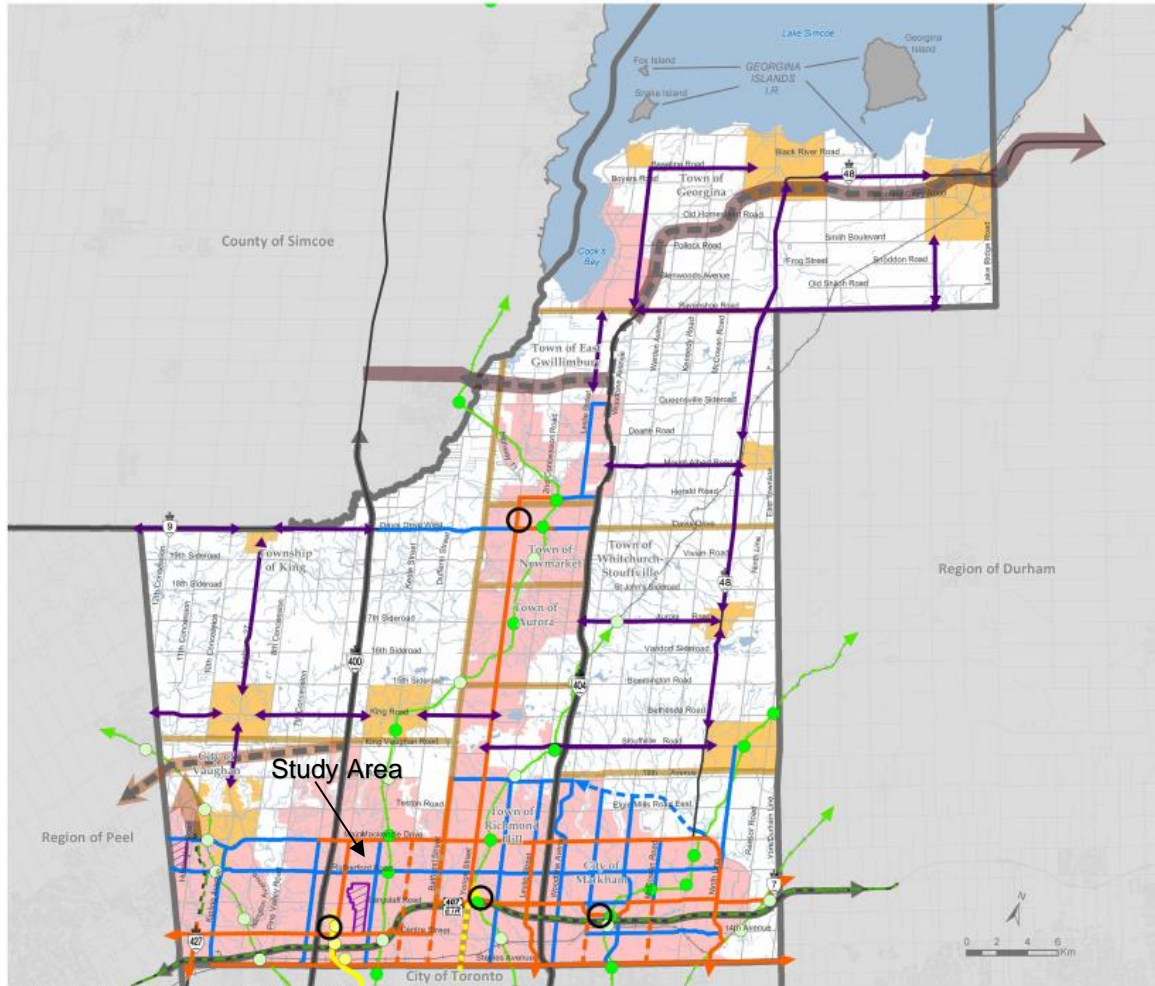
- Exiting and Proposed Cycling Network**
- Cycling Facilities on Regional Roads and Right of Ways\*
  - Cycling Facilities on Non-Regional Roads\*
  - Proposed Lake to Lake Route
  - X Cycling Gateways
- Greenbelt Plan**
- Greenbelt Plan Boundary
- Oak Ridges Moraine Conservation Plan (ORMCP)**
- ORMCP Boundary
  - ORMCP Area
- Provincial Highways**
- Controlled Access Highways
  - Controlled Access Highways (Under Construction)
  - Other Provincial Highways
- Municipal Boundaries**
- Regional Municipal Boundary
  - Local Municipal Boundary

\* Facilities include but are not limited to: multi-use trails, bike lanes, paved shoulders, signed routes, and other amenities to be determined through co-ordination between the Region and local municipalities.



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Figure 5: York Region Official Plan Regional Cycling Network



**MAP 11**  
**TRANSIT NETWORK**

- Urban Area
  - Towns and Villages
  - Regional Centre
  - Potential Commuter Rail Line
  - Exiting Commuter Rail Line
  - Proposed GO Station
  - Existing GO Station
  - Railroads
  - Regional Rapid Transit Corridor
  - Special Study Areas \*
  - Rural Transit Links
  - Subway
  - Subway Extension
  - Existing Subway Station
  - Other Regional Transit Way Corridor
  - Regional Transit Priority Network
  - Regional Transit Priority Network Proposed
  - Highway Bus Service
  - Highway Bus Service Proposed
  - Railway
- Provincial Highways**
- Controlled Access Highways
  - Controlled Access Highways (Under Construction)
  - Other Provincial Highways
- Planned Corridors - Transportation**
- Proposed - EA Approved\*\*
  - Conceptual - Alignment Not Defined\*\*\*
- Municipal Boundaries**
- Regional Municipal Boundary
  - Local Municipal Boundary
- \* Warden Avenue / McCowan Road N/S Rapid Transit Corridor and Bathurst Street / Dufferin Street N/S Rapid Transit Corridor.  
 \*\* Highway 404 extension past Ravenshoe Road and Highway 403-404 link - route approved Highway 427 extension to Major Mackenzie Drive West EA approved.  
 \*\*\* Conceptual only. Environmental Assessment of the broad study area required to determine alignment. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.
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Figure 6: York Region Official Plan Transit Network



## TRCA LIVING CITY POLICIES, 2014

The Living City Policies (2014) is the TRCA’s vision for the urban region. It contains the principles, goals, objectives and policies approved by the TRCA Board for the administration of TRCA’s legislated and delegated roles and responsibilities in the planning and development approvals process. The TRCA compares this document to a combined Official Plan and Zoning By-law. It champions sustainability and environmental management in the Toronto Region. York Region is included in the scope of the TRCA’s jurisdiction.

## TRCA STATE OF THE DON RIVER WATERSHED REPORT CARD, 2013

The Watershed report cards are a set of documents that provide an overview on the health of Toronto and Regional watersheds. The report cards track and report on surface and groundwater water quality, forest conditions, and stormwater management. The report cards can be used to compare to previous conditions and monitor if conditions are improving, maintaining, or getting worse. In 2013, the Don River Watershed received an ‘F’ (very poor) in surface water quality. The forest conditions were graded as a ‘D’ (poor). Stormwater management received an ‘F’ (very poor). Groundwater quality did not receive a grade due to insufficient data.

## TRCA TRAIL STRATEGY, 2019

The TRCA Trail Strategy (2019) is a guiding document for encouraging and protecting potential trail alignments, and guides the planning, development and management of the trails across the Greater Toronto Region. There is a strong emphasis on connecting communities to nature. The Strategy describes how the TRCA plans to partner with municipalities and other community partners to achieve a larger, more connected trail network within the Greater Toronto Region. The TRCA Trail Strategy should be read in conjunction with the Living City Policies. It provides a vision for the Greater Toronto Region trail network and rationale for its choices as well as objectives and actions for achieving this vision.

## TRANSPORTATION MASTER PLAN, 2016

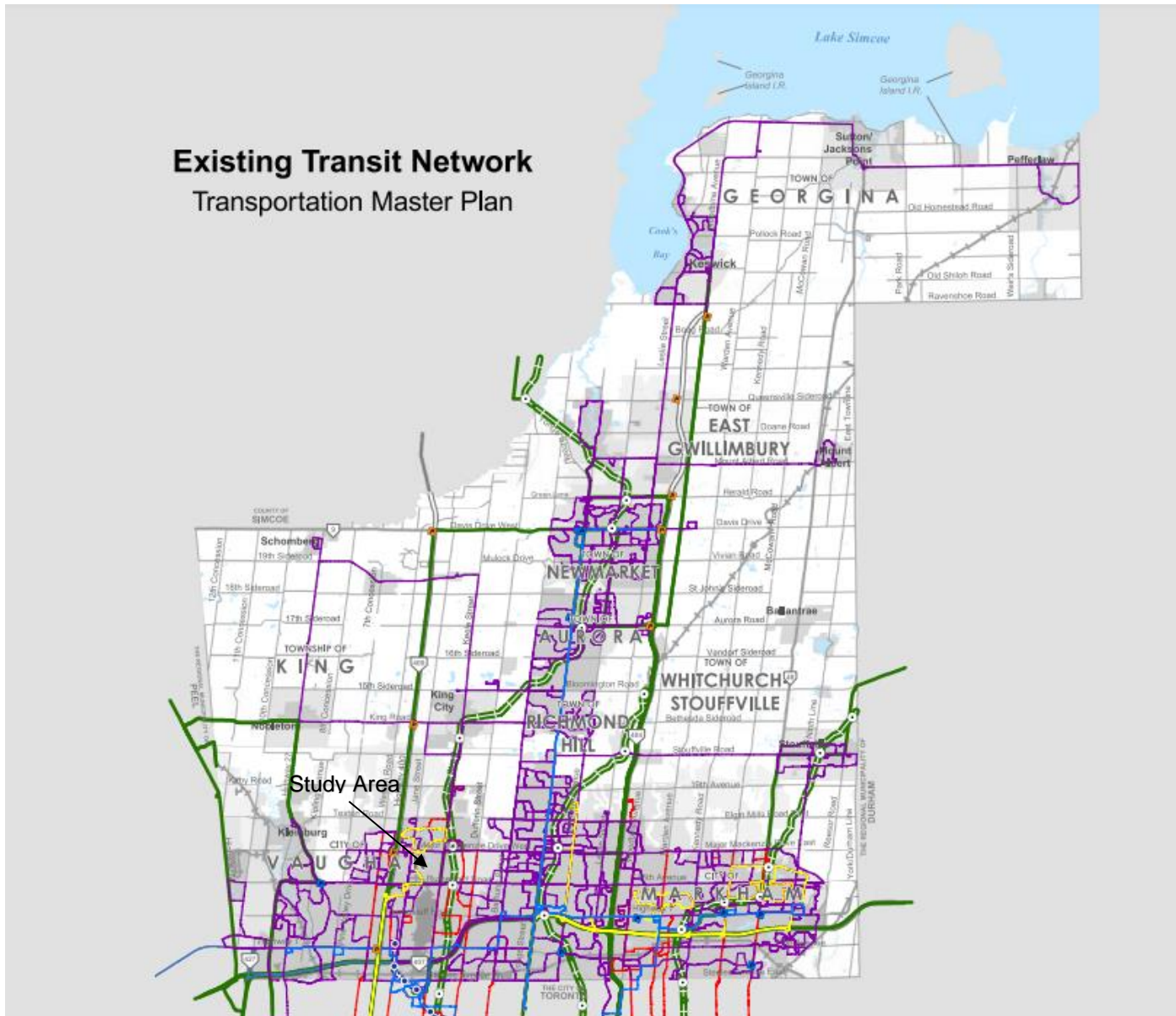
The York Region Transportation Master Plan (RTMP) provides a long-term vision for the Region’s mobility network. The TMP examines current and future conditions and plans for transportation network and infrastructure, outlining the policy and strategies needed to achieve this vision. It guides development and management of transit systems, cycling networks, road networks, and strategic goods movement. The TMP is designed to support an interconnected transportation system within the region and connected to the GTHA. It includes objectives for the Regional transportation network. One of the objectives of the TMP is to “integrate active transportation into urban areas” which includes walking, cycling, and rolling. The TMP is currently under review and the new TMP will be presented to Council in 2022

The Regional Transportation Master Plan (RTMP) also outlines a regional trails strategy in section 4, noting that the trail system in the region plays a dual role as a key transportation infrastructure element and as a place for recreation. Trails provide the opportunity to provide direct connections for both cyclists and pedestrians by cutting through the street network and natural barriers to link

major destinations and municipalities. The importance of a Regional network of trails throughout York Region has been emphasized throughout planning and policy documents.

Section 5 of the RTMP details policies that support the creation of walkable environments, noting that the ability to walk to destinations in York Region is fundamentally important to building an interconnected system of mobility. A Healthy Communities Practice Guide published by the Canadian Institute of Planners, highlights that walkable neighbourhoods promote physically active and sustainable lifestyle and the Region recognizes that beyond the public health benefits, improving pedestrian facilities and connectivity improves access to public transit.

Figure 7 illustrates the existing transit transportation network in York Region set out in the RTMP and Figure 8 shows the existing cycling network in York Region from the RTMP.



# Existing Transit Network

## Transportation Master Plan

### MAP 3

Thursday, May 12, 2016

#### Bus Routes

- YRT**
- VIVA
- Express
- Regular
- Other Agency**
- Brampton
- TTC
- GO Bus

#### Existing Commuter Lots

- MTO
- YRT

#### Subway

- ▬▬▬ Spadina Subway Extension
- Spadina Subway Extension Station

#### GO Rail

- ▬▬▬ GO Train, Rush Hour Service
- Existing GO Station

#### BASE MAP INFORMATION

- ▬▬▬ Provincial Freeway
- ▬▬▬ Provincial Highway
- ▬▬▬ Road
- + + + + + Railway



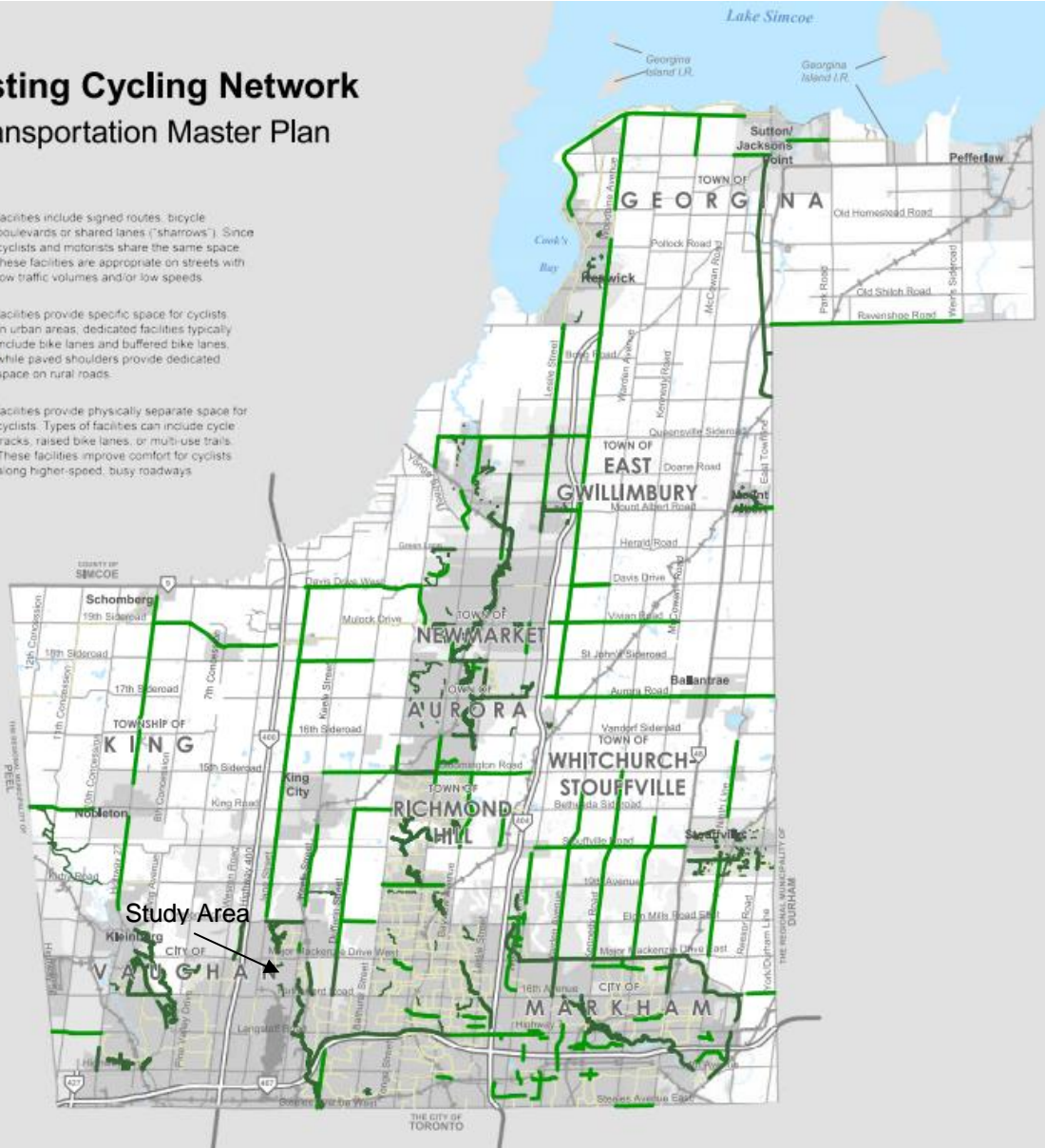
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Includes Greenbelt and Oak Ridges Moraine  
Boundaries and Water Features

Figure 7: York Region Transportation Master Plan Existing Transit Network

# Existing Cycling Network Transportation Master Plan

- Shared** facilities include signed routes, bicycle boulevards or shared lanes ("sharrows"). Since cyclists and motorists share the same space these facilities are appropriate on streets with low traffic volumes and/or low speeds.
- Dedicated** facilities provide specific space for cyclists. In urban areas, dedicated facilities typically include bike lanes and buffered bike lanes, while paved shoulders provide dedicated space on rural roads.
- Separated** facilities provide physically separate space for cyclists. Types of facilities can include cycle tracks, raised bike lanes, or multi-use trails. These facilities improve comfort for cyclists along higher-speed, busy roadways.



## MAP 4

Thursday, May 12, 2016

### Existing Cycling Network

- Shared Facility
- Dedicated Facility
- Separated Facility

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



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Boundaries and Water Features

Figure 8: York Region Transportation Master Plan Existing Cycling Network



## YORK REGION ACCESSIBILITY DESIGN GUIDELINES FOR YORK REGIONAL FOREST TRAILS

The York Region Accessibility Design Guidelines is a set of design guidelines to fulfill AODA requirements and establish best practices for the design, construction and maintenance of trails in York Region. The aim of the guidelines is: “to provide integrated recreational experiences for all visitors, with and without disabilities”.

The guidelines contain four sections to be considered and included in the design of trails:

1. General Design Guidelines
2. Accessible Parking Facilities
3. Accessible Trail Design
4. Signage Requirements

The contents of the accessibility guidelines apply to all trails, including the BSG. However, it is mentioned in the document that characteristics of the natural environment such as terrain, soils and hydrology could prevent compliance with some technical provisions provided in the guidelines.

The Accessibility Design Guidelines for York Region Forest Trails indicate that the specifications of trail design presented in sections 5.1 - 5.11 of the guidelines shall be met by any trails and connecting surfaces that are designated for pedestrian use, except where the following criteria for exceptions occur:

1. The requirements, or some of them, would likely affect the cultural heritage value or interest of a property identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value or interest.
2. The requirements, or some of them, would affect the preservation of places set apart as National Historic Sites of Canada by the Minister of the Environment for Canada under the Canada National Parks Act (Canada).
3. The requirements, or some of them, would affect the national historic interest or significance of historic places marked or commemorated under the Historic Sites and Monuments Act (Canada).
4. The requirements, or some of them, might damage, directly or indirectly, the cultural heritage or natural heritage on a property included in the United Nations Educational, Scientific and Cultural Organisation’s World Heritage List of sites under the Convention Concerning the Protection of the World Cultural and Natural Heritage.
5. There is a significant risk that the requirements, or some of them, would adversely affect water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values, whether the adverse effects are direct or indirect.
6. It is not practicable to comply with the requirements, or some of them, because existing physical or site constraints prohibit modification or addition of elements, spaces or features, such as where surrounding rocks bordering the recreational trail or beach access route impede achieving the required clear width.

In addition, where an exception is permitted, the exception applies solely:

- to the particular requirement for which the exception is allowed and not to any other requirement that applies to the trail;
- to the portion of the trail for which it is claimed and not to the trail in its entirety;
- to the shortest section of trail where trail cannot comply.

## PEDESTRIAN AND CYCLING MUNICIPAL PARTNERSHIP PROGRAM

The Pedestrian and Cycling Municipal Partnership Program is a Regional program designed to assist York municipalities and NGOs to encourage active transportation through the development of active transportation infrastructure projects. The Region will assist municipalities up to a value of 50 per cent of total eligible project construction costs. The proposed trail should contribute to the Region's network of walking and cycling infrastructure. The trail should also be aligned with Regional design guidelines and support the objectives and policies of the Region's OP and TMP. It should also help support active transportation connectivity in the Region.

## DESIGNING GREAT STREETS

The Designing Great Streets Guidelines provides guidance on the best practices for all elements of street design and how to plan for all road users. The purpose of the document is to streamline decision making and encourage the implementation of progressive roadways and urban design. The Guidelines include six different street typologies that reflect the vision of the Region for its mobility network:

- City Centre Street
- Avenue
- Main Street
- Connector
- Rural Road
- Rural Hamlet Road

Each of the street typologies have a different set of guidelines and recommendations. This is referred to as context-specific design.

## YORK REGION PEDESTRIAN AND CYCLING PLANNING AND DESIGN GUIDELINES, 2018

The Pedestrian and Cycling Planning and Design Guidelines provides clear direction on how to plan and design for active transportation facilities in the Region. Active transportation facilities are defined by the Region as: "pieces of infrastructure that support travel by pedestrians, including those using mobility aids or devices, cyclists, and other forms of self-propelled transportation". This document is to be considered in conjunction with the Designing Great Streets Guidelines and the Transportation Master Plan. This set of Guidelines is also context-specific and contains different approaches for different street typologies (identified in the Designing Great Streets Guidelines) and including multi-use trails.



In addition to this, the Guidelines also provide for network amenities such as street furniture, bicycle parking and signage, railings, barriers and fences.

## **MUNICIPAL POLICY FRAMEWORK**

The municipal policy planning framework is the primary source of direction for land use designations and guides development by identifying where and under what circumstances specific types of land uses can be located. High level parent policies dictating elements such as the urban structure, road classifications, and natural heritage features are supported further by Secondary Plans and other more area-specific plans, guides, policies and by-laws.

## **CITY OF VAUGHAN OFFICIAL PLAN 2010**

The Vaughan Official Plan (VOP) 2010 was adopted by City Council on September 7, 2010, and was subsequently modified by City Council on September 27, 2011, March 20, 2012 and April 17, 2012. The City is currently undertaking a statutory review of its Official Plan to conform with new Provincial policies and plans and 2051 growth targets for people and jobs, to conform with the York Regional Official Plan, the latter which is being updated through a Municipal Comprehensive Review, and better meet the needs of current and future citizens in Vaughan.

As outlined in section 7.3 of the VOP, parks support active and passive recreation, along with open spaces that support passive recreational uses and ecological functions, such as trails, sensitive wetlands, valley lands and forests, cemeteries, the Don and Humber river systems, the casually tended landscapes around stormwater management ponds and greenways. Creating and enhancing the full spectrum of open spaces and parkland is essential in developing a system that connects both significant and minor destinations, encouraging citizens to enjoy a range of recreational activities.

As defined in the VOP, woodlands are comprised of Natural Areas of vegetation in the landscape and their associated wildlife populations, with the variety of available woodland resources influencing the range of native biodiversity in Vaughan. The City is to support the maintenance of important environmental functions, attributes and linkages of woodland resources, recognizing that this will lead to more stable, resilient systems of vegetation and wildlife.

Section 3.3.3. sets out the policies of Council regarding woodlands, noting it is policy to protect and enhance woodlands, by:

- prohibiting development or site alteration in woodlands and their minimum vegetation protection zones except as permitted per the provisions of policy 3.2.3.7 and, in the case of significant woodlands and their vegetation protection zones, the appropriate Regional or Provincial policies shall apply;
- encouraging that minimum vegetation protection zones be restored using a diversity of native tree species that are sensitive to the realities of the impact of invasive species and invasive destructive pests in new development;
- seeking public ownership of woodlands and their ecological buffers through the development process; and,
- using sound woodland management practices that will maintain or enhance existing functions, attributes and linkages, including entering into heritage conservation and other easement agreements, where woodland resources remain in private ownership.

Section 3.3.3.2. describes that an application for development or site alteration on lands adjacent to woodlands will not be considered by Council unless:

- the precise limits of any woodland within the area of the application have been established to the satisfaction of the City; and
- an evaluation is carried out to determine that the required minimum vegetation protection zone between the woodland and the proposed development is sufficient to maintain or enhance existing functions, attributes and linkages of the woodland.

The VOP also sets out policies to encourage the accommodation of all modes of travel in the City of Vaughan, accommodating the different modes in an integrated and linked fashion. Improvements in the networks that support active transportation helps to increase mobility alternatives, which contributes to the establishment of healthy communities.

Section 4.2.3 includes policies that promote City-wide active transportation through the provision of appropriate infrastructure, such as sidewalks, trails and bicycle lanes.

Natural Heritage Networks including watercourses, woodlands, wetlands and related open spaces and agricultural lands each have an important function in maintaining ecological vitality and diversity in the City. The City establishes policies that support Vaughan’s network of Natural Heritage Areas as a defining characteristic of the City by protecting and enhancing the Core Features, Enhancement Areas, Built-Up Valley Lands, and the other lands that comprise the Natural Heritage Network, and, specifically; securing wherever possible, through the development process, such lands for public purposes; and, actively seeking, through the development process, to connect Natural Areas with existing parks, open spaces, pedestrian trails, greenways and bicycle routes. As set out in Schedule 13, illustrated below in Figure 9, the land use designation of this area is Natural Areas. Policies regarding Natural Areas and Countryside are detailed in Section 2.2.2. of the VOP. The Natural Heritage designations in the City of Vaughan are key features on the landscape and contribute to the overall environmental health of the City and wider region, as they form part of the larger Regional Greenlands system. The Urban Structure identifies these areas and is designed to protect them in a manner that allows them to continue to provide vital ecosystem functions.

The VOP notes that a significant number of features in the Natural Areas and Countryside are protected by the Provincial Greenbelt and Oak Ridges Moraine Conservation Plans. Therefore the VOP carries forward these policies, that it is the policy of Council that Natural Areas shall be protected and their ecological functions preserved through maintenance, restoration or, where possible, improvement through additional linkages or corridors between features to facilitate the connectivity of the overall network.

Schedule 2 shown in Figure 10 exemplifies that the study area is designated as Core Features in the Natural Heritage Network, Core Features include valley and stream corridors; woodlands; wetlands; fish and wildlife habitat; significant habitat of endangered and threatened species; and Environmentally Significant Areas and Areas of Natural and Scientific Interest. Core Features also include key natural heritage features and key hydrological features within the Greenbelt and Oak Ridges Moraine Conservation Plan Areas. Development and/or site alteration will not be permitted in such areas unless specifically set out in the VOP.



Schedule 10 in Figure 11 is the Major Transit Network in the City of Vaughan's OP. As illustrated on Figure 11, the study area is located along both a Regional Rapid Transit Corridor and the Regional Transit Priority Network.

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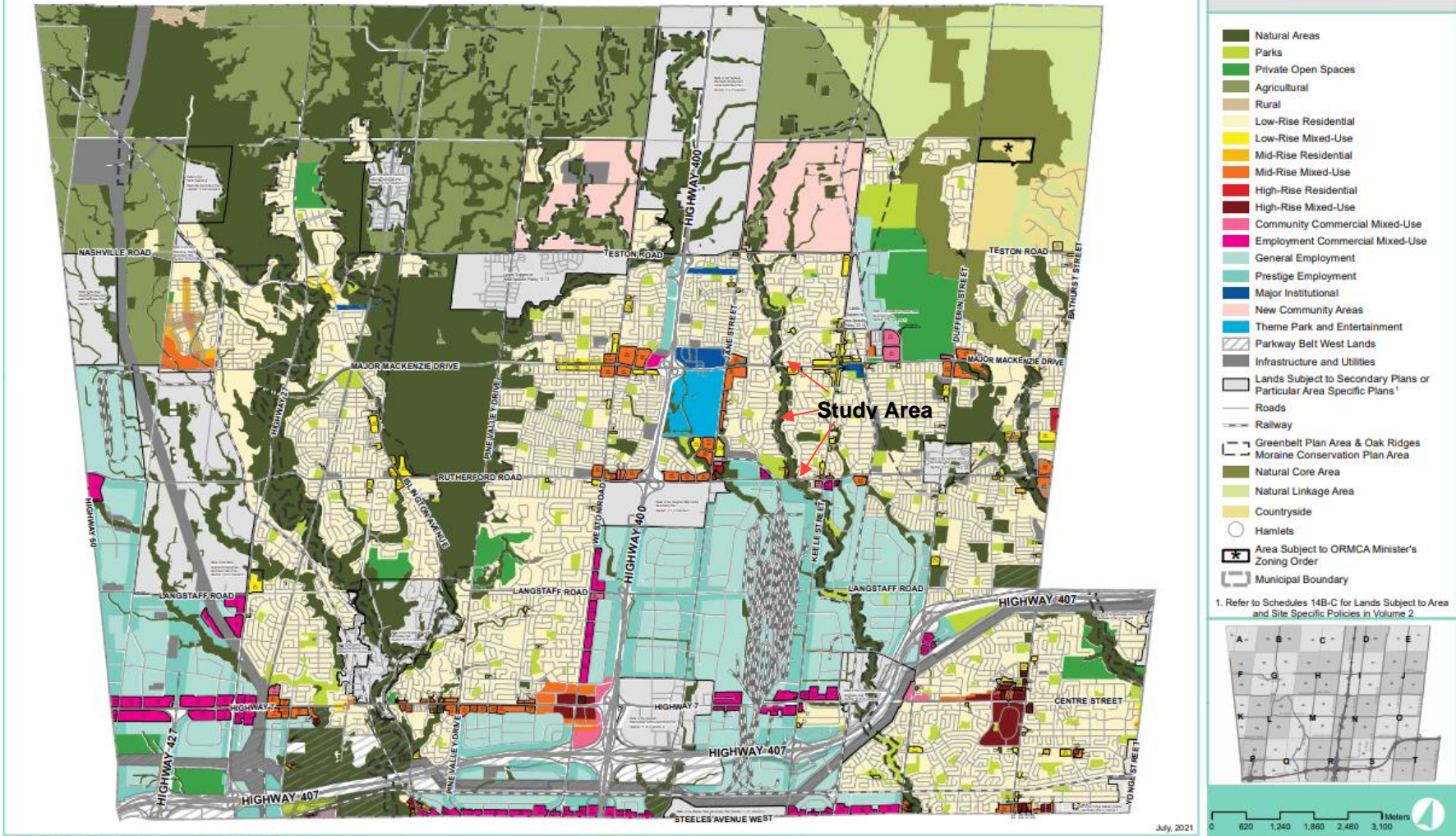
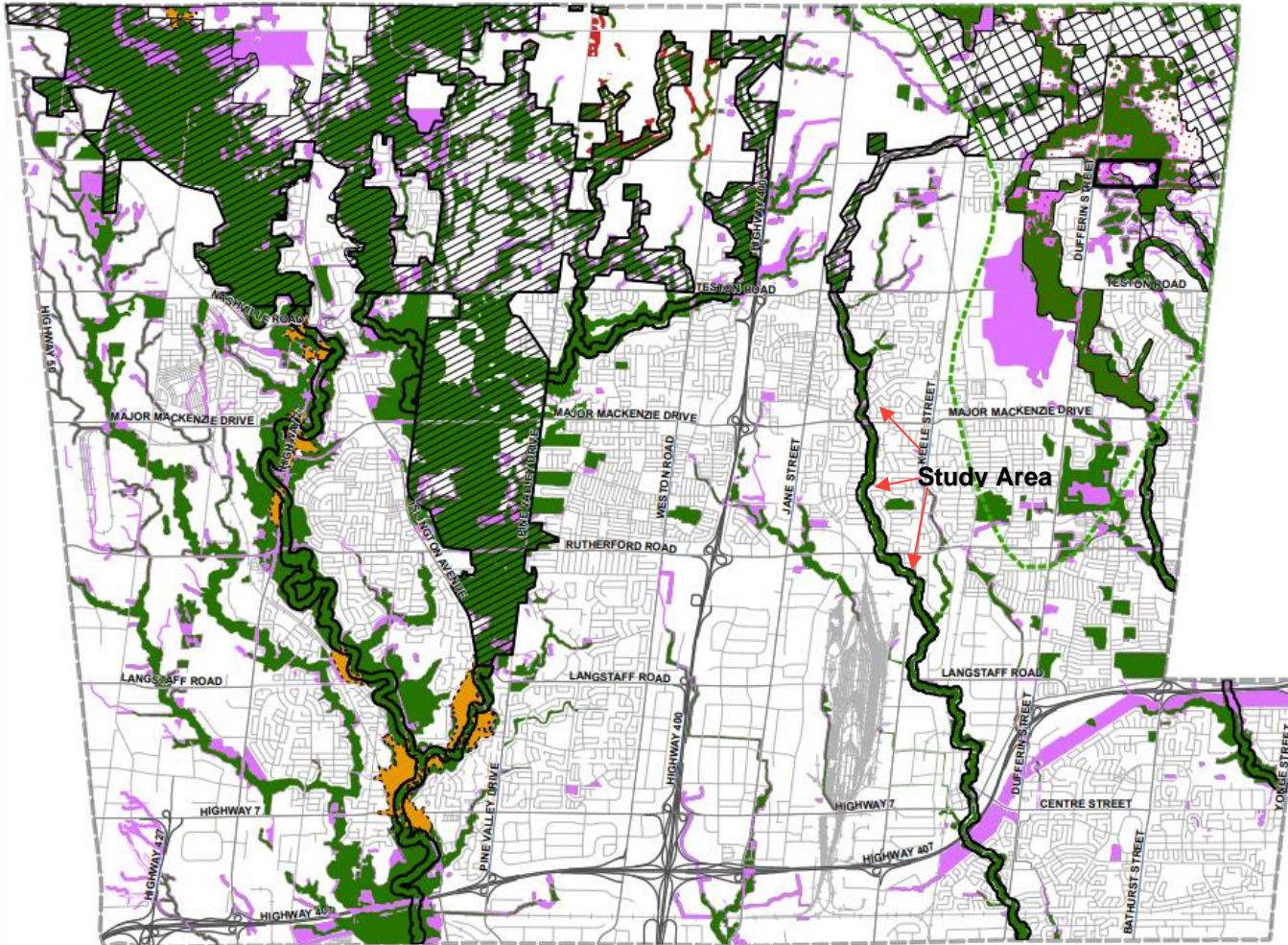


Figure 9: City of Vaughan Official Plan Schedule 13

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**SCHEDULE 2** **Natural Heritage Network**

- Core Features
  - Built-Up Valley Lands<sup>1</sup>
  - Unapproved<sup>2</sup>
  - To be Determined Through Future Development<sup>4</sup>
- Greenbelt**
- Greenbelt Plan Area Boundary<sup>2</sup>
  - Greenbelt Natural Heritage System
- ORM Conservation Plan**
- Oak Ridges Moraine (ORM) Conservation Plan Boundary<sup>2</sup>
  - Natural Core Area
  - Natural Linkage Area
  - Area Subject to ORMCA Minister's Zoning Order
  - City of Vaughan Boundary

The policy text in Chapter 3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. Core features shall be precisely delineated on a site-by-site basis through the approval of the Planning Act Applications supported by appropriate technical studies. Refinements to the N-HN may occur through Secondary Plan or development approval processes and shall be reflected on this schedule without the need for an Official Plan Amendment. Where the schedule does not accurately reflect an existing development approval, the schedule may be updated without the need for an Official Plan Amendment.

For watercourses and waterbodies outside of well-defined valleys, the vegetation protection zone is to be established according to the policies in Chapter 3.

Enhancement areas are identified conceptually on Schedule 2 and the text shall be consulted to determine the final location and design.

- 1) Data provided by Urban Strategies.
- 2) See Schedule 4 for limits and the land use information of the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area.
- 3) Sites under consideration for Core Feature additions, Core Feature deletions, or classification as an Enhancement Area.
- 4) Sites under consideration for Core Feature additions, or classification as an Enhancement Area to be determined through appropriate technical studies during the secondary plan and/or the development approval process.



Document Path: N:\GIS Archive\GISResources\MXD\Policy\Schedule2.mxd

July, 2021

Figure 10: City of Vaughan Official Plan Schedule 2

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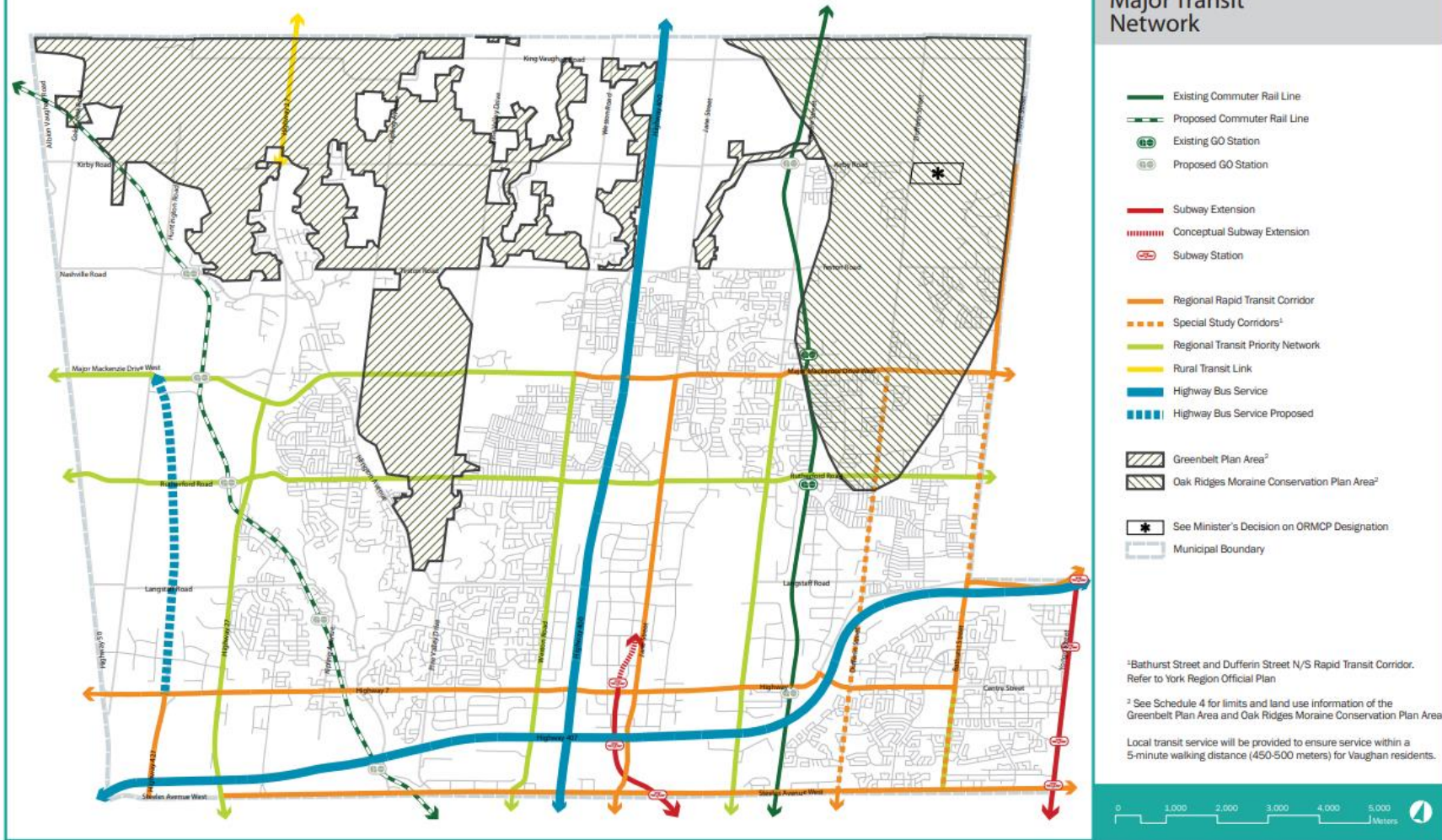


Figure 11: City of Vaughan Official Plan Schedule 10

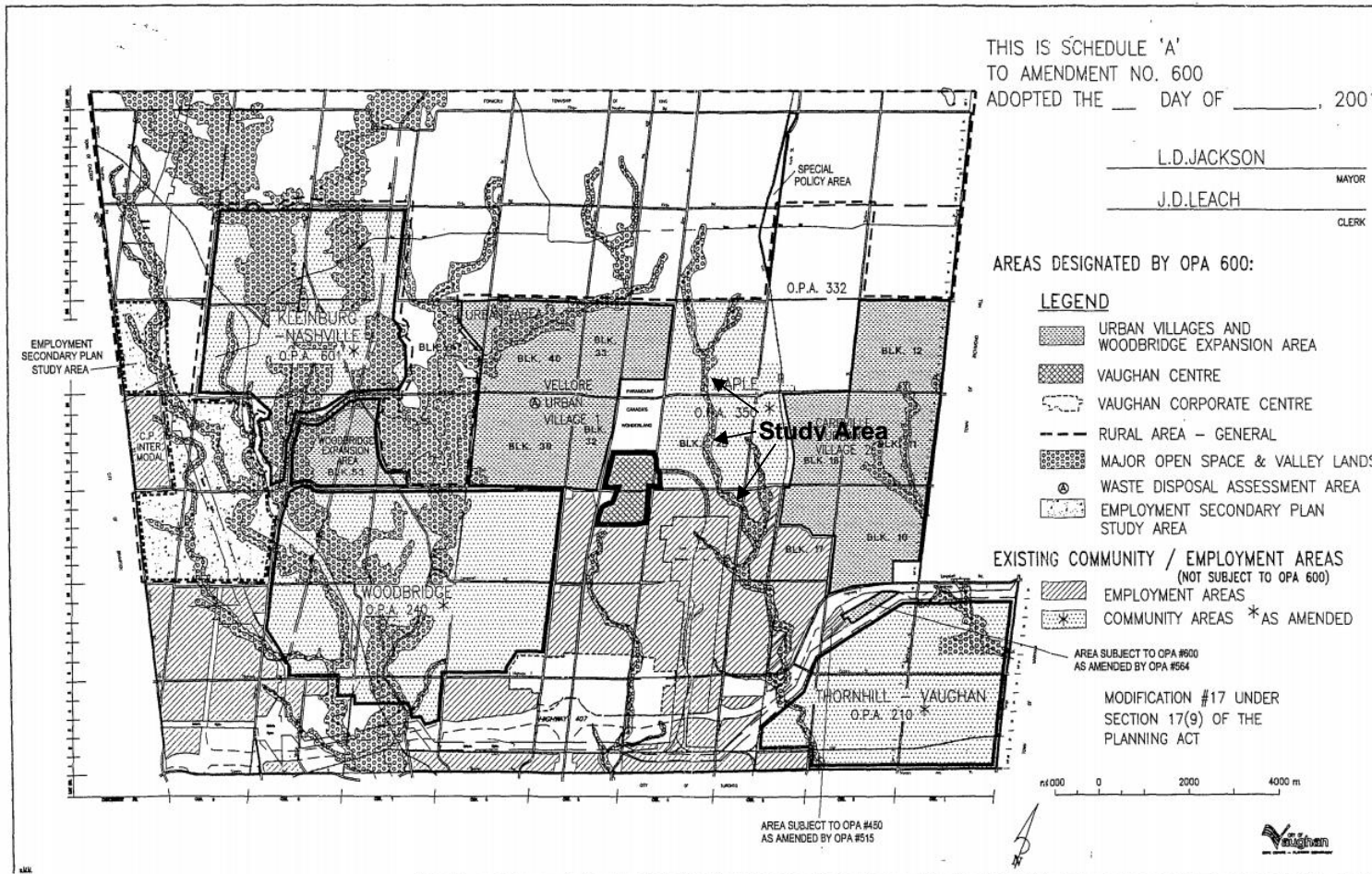


Figure 12: OPA 600 Area Designations



## CITY OF VAUGHAN OPA 600

The designations and policies of OPA 600 are a refinement of OPA 400 and are based upon the findings of the OPA 400 Review Process undertaken by the City in response to the *Planning Act*'s requirements for review of local official plans on a 5-year basis. The policies of this amendment are intended to guide the future land use and development decisions of the City into the 21<sup>st</sup> Century. The designations of OPA 600 are shown in Figure 12, with the study area located within the Maple Community designation.

In section 8.3.2 of OPA 600, transportation policies encourage the provision of higher order transit, along with the provision of additional transit service, as required, on major east-west roads, such as Highway 7, Rutherford Road and Major Mackenzie Drive, and heavy demand north-south roads, such as Weston Road, Jane Street, Keele Street, Dufferin Street and Bathurst Street.

## ZONING BY-LAW

By-law 1-88, as amended, is the Comprehensive Zoning By-law of the City of Vaughan. At this time, the City of Vaughan has presented the third draft of the new City-wide Comprehensive Zoning By-law.

As a result of the size of the study area, there are multiple zones noted. These zones include Open Space (OS1), Environmental Protection (EP) Agricultural (A), Commercial (C4), and Residential (R2, R3, R4). Figure 13 is the City's Zoning Map highlighting the study area.

In the zoning by-law Recreational Uses are defined as the use of land for parks, playgrounds, racquet courts, lawn bowling greens, skating and curling rinks, athletic fields, picnic areas, swimming pools, day camps, community centres, snow skiing, walking trails and all similar uses, together with necessary and accessory buildings and structures; but does not include a track for the racing of animals, motor vehicles, snowmobiles, motorcycles, golf driving ranges, miniature golf courses, or golf courses. Passive recreational uses are permitted in Environmental Protection zones, with Passive recreational uses defined as outdoor recreational facilities including walking or hiking trails, interpretative or educational signage, lookouts, boardwalks, benches, shade structures, bicycle paths, and associated parking areas, but shall not include trails for use by motorized vehicles, formalized play fields, or buildings.

Recreational uses are permitted within the OS1 zone and are listed as additional permitted uses in all Residential zones under section 4.1.7., and in all Commercial zones under section 5.1.4. Recreational uses are limited to bowling greens, curling rinks, private or municipal swimming or wading pools, skating rinks and tennis courts within the Agricultural zone.



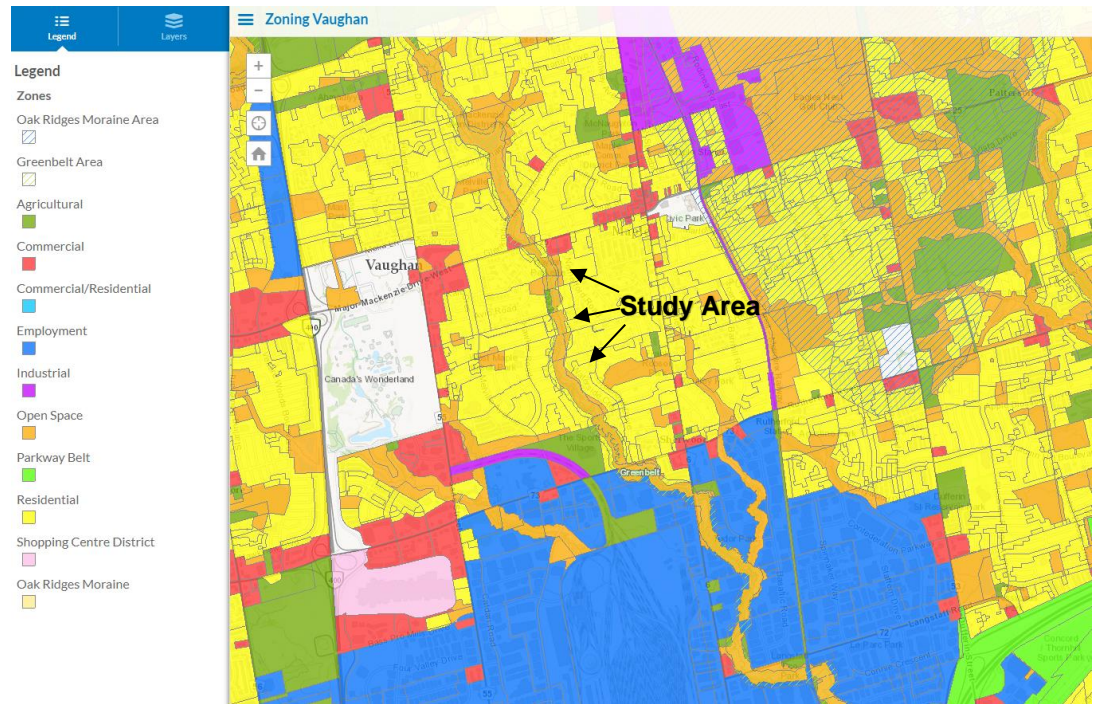


Figure 13: City of Vaughan Zoning Map

## CITY OF VAUGHAN URBAN DESIGN GUIDELINES

The City of Vaughan’s Urban Design Guidelines (UDG) provide direction for building and site design. Urban Design Guidelines establish a consistent level of design in the City. An approach to extending green networks has been developed to direct the character of the City’s streets, public spaces and communities.

As the City is made up of almost forty percent Natural Areas, the UDG has set out policies that support a Green City Approach which focuses on linking the natural areas together. This supports a priority identified by the City in section 3.1, the importance of a well-connected network that is safe, comfortable and accessible. This priority provides direction for the establishment of a network of connections, designed to provide safety and visibility, prioritize active modes of movement and provide access to sunlight and generous landscape, particularly for pedestrians and cyclists.

An additional priority set out in Section 3.1 is enhancing Vaughan’s natural heritage network through the extension of tree canopies that provide ecological services, enhancing trail systems, and creating wildlife eco-passages.

## VAUGHAN ACCESSIBILITY PLAN (2021)

The City of Vaughan strives to meet the needs of people with disabilities in a timely manner by preventing and removing barriers to accessibility and supporting the goals of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). An update to the Vaughan Accessibility Plan was updated and approved in February 2021. The Accessibility Plan and the Accessibility Policy are

tools to help identify how the City will create a barrier-free community with universal access to its programs, services and facilities.

The Vaughan Accessibility Guidelines advises that the design of parks and trails will be undertaken with accessibility and barrier free Universal Accessibility Design Principals as a forefront requirement in all areas.

## LOCAL SECONDARY PLANS

### VILLAGE OF MAPLE HERITAGE CONSERVATION DISTRICT PLAN 2007 AND UPDATE

Part V of the Ontario Heritage Act R.S.O. 1990, O.18 provides for the designation of heritage conservation districts.

A Heritage Conservation District Study and Plan for the town of Maple was prepared in 2007 by Philip Carter and Paul Oberst. In February 2020, the City of Vaughan commenced a comprehensive update to the 2007 Maple Heritage Conservation District ('MHCD') Plan. The project is being undertaken in two phases. The first phase is an update to the MHCD Study. Phase two is comprised of the update to the 2007 MHCD Plan, including the design guidelines. The final MHCD Plan is expected to be completed in Q4 2021.

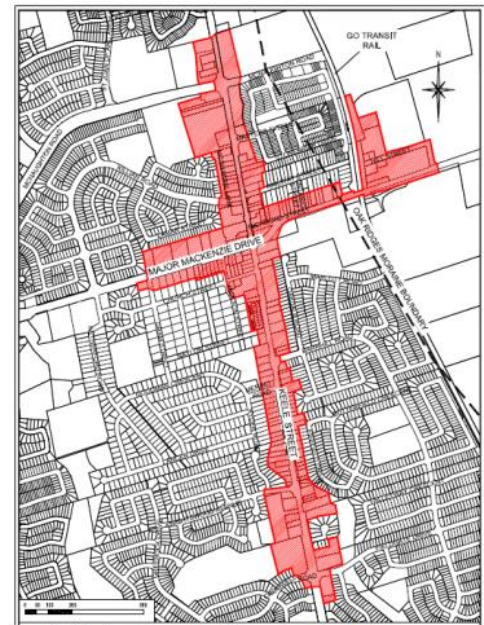
The MHCD notes that the character of Maple consists of elements that include natural features such as park space, a small tributary of the West Don River, the open spaces of the cemeteries and church yards, and the mature urban forest.

Figure 14 illustrates the boundary of the Village of Maple Heritage Conservation District. The study area is not included in the boundary of the MHCD at this time.

### ACTIVE TOGETHER MASTER PLAN (2018)

The 2018 Active Together Master Plan Review & Update was approved by City of Vaughan Council on May 23, 2018. The Active Together Master Plan (2018) provides an overview of the needs and priorities for parks and recreation facilities and spaces in Vaughan.

Section 6.1 of this plan outlines policies for recreational trails, noting that trails are a valued part of Vaughan's open space system and a sustainable active transportation network is a key principle of the Vaughan Official Plan, which refers to the use of "Greenways" as a part of the proposed green infrastructure. Trails provide opportunities for physical activity, social interaction and



Map 3. The Boundary of the Village of Maple Heritage Conservation District. The District provides protection for the heritage resources in the old village, and controls the appearance of future development that will form their setting.

*Figure 14: Conservation District Boundary from the 2007 Village of Maple Heritage Conservation District Plan*

environmental sustainability. In Vaughan, trail planning is directed by the Transportation Master Plan (2012) and Pedestrian and Bicycle Master Plan (PBMP, 2020).

This section of the Active Together Master Plan puts forward recommendations regarding recreational trails in the City. These recommendations are shown in Figure 15.

<b>Recreational Trails – Recommendations</b>	
26.	Regularly update the <b>Pedestrian and Bicycle Master Plan</b> and accompanying Implementation Strategy.
27.	Ensure that implementation of the City’s <b>proposed recreational trail network</b> – including the Vaughan Super Trail – is reflected as a <b>high priority</b> through the proper allocation of capital and maintenance funding and resources.
28.	Work with the development community, TRCA and other landowners to enhance <b>connectivity of the recreational trail network</b> by linking woodlots, open spaces, parks, schools, civic destinations, transit hubs, and residential and employment areas. The development of a comprehensive map identifying potential synergies may assist in this regard.
29.	Evaluate trail and pathway requirements through the <b>planning and development process</b> . Encourage the conveyance of corridors of land (over and above parkland dedication, where applicable) using the various tools available to the City.
30.	Seek opportunities to establish <b>trail loops for walking and running</b> (as well support amenities such as seating, shade, etc.) within new and redeveloped parks and open spaces.
31.	Work with the TRCA and other City departments to explore options for addressing <b>trail maintenance</b> (e.g., management agreement) and opportunities for program and facility integration.
32.	Continue efforts to improve the quality and quantity of <b>signage (wayfinding and environmental education), mapping and promotion</b> of recreational trails in Vaughan.

*Figure 15: Active Together Master Plan (2018) Recreational Trails Recommendations*

## TRANSPORTATION MASTER PLAN (2012)

The 2012 Transportation Master Plan (TMP) identified key transportation issues and provided strategic direction on options to set the stage for development of a long-range transportation vision. At this time, the City is currently completing a new Vaughan Transportation Plan study that will build upon the 2012 TMP.

Section 3.3.3 sets out details regarding future active transportation and Transportation Demand Management (TDM), as the City made a commitment to expand walking and cycling provisions for residents and workers will provide active transportation benefits as well as support transit by enabling easier access to the transit network.

This is expanded upon in Section 5.3 the City’s Transit First approach, noting that walking and cycling links to transit stops are critical to transit use and success and a sustainable transportation system provides for trips from door-to-door. Planning for walking and cycling includes implementing sidewalks and bike facilities and ensuring that access to transit is direct and well maintained.

Section 2.2.3 of the TMP advises how the City’s Natural Heritage Network serves as a guide for the development of solutions to address Vaughan’s potential long-term transportation needs, supporting a balanced transportation system that seeks to avoid negative impacts to its natural heritage system.

Sustainable transportation principles and goals are detailed in policies in section 4.2 of the TMP, noting that these principals and goes are to guide the direction of the TMP. A goal set out by the City is to avoid impacts to the natural environment to the extent possible when expanding its transportation infrastructure.

Both Major Mackenzie Drive West and Keele Street are identified as transit priority corridors in section 4.4 of the TMP. Additionally, as detailed in the TMP one GO Transit rail line serves the City: the Barrie line provides stops at Major Mackenzie Drive (“Maple”); Rutherford Road (“Rutherford”); and York University.

## PEDESTRIAN AND CYCLING MASTER PLAN (2020)

The 2007 Pedestrian and Bicycle Master Plan (PBMP) was progressive for its time, setting the City on a path towards becoming a more walkable and bikeable community. The updated plan builds on the original plan, 2010 Vaughan Official Plan and 2012 Transportation Master Plan, as the Vaughan Official Plan 2010 (VOP 2010) calls for a transportation transformation in how people move around Vaughan. It is set out that this is to be done by establishing a comprehensive transportation network that allows a full range of mobility options, including walking, cycling and transit. The 2012 Transportation Master Plan further indicates that it will take more than just large investments in transit infrastructure to cope with future transportation demand. The PBMP update outlines a strategic plan to grow walking, rolling and biking in Vaughan through the development of supportive municipal processes, policies and programs as well as a plan for the implementation of more comfortable infrastructure and connected network. Figure 16 illustrates the City’s Priority Cycling and Multi-Use Recreational Trail Networks.

Section 3 of the PBMP outlines the implementation framework, noting that any pedestrian, cycling and multi-use recreational trail infrastructure gaps along key corridors that has not been addressed through routine accommodation should be identified, prioritized and incorporated into the annual active transportation planning and implementation programs and confirmed through the budget approval process. The active transportation planning and implementation programs allow flexibility in responding to active transportation needs and gaps within the pedestrian, cycling and multi-use recreational trail networks as they are identified.

Section 4 provides guidance on the PBMP’s pedestrian network, encouraging connectivity through the pedestrian, cycling and multi-use recreational trails network.

Additionally, section 5 of the PBMP details recommendations for the City to support the planning and design of future cycling facilities in the City of Vaughan.

Section 6 of the PBMP sets out details for the City’s Multi-Use Recreational Trail (MURT) Network and Policies. The Vaughan Super Trail is outlined in section 6.2, which was first endorsed by Council through the Cycling and Pedestrian Advisory Task Force recommendations in April 19, 2017. The development of the planned multi-use recreational trail network had broad input from the public and during the engagement process there was strong support for the Vaughan Super Trail concept as a multi-use recreational trail network recreational



opportunity/destination was noted as being valuable. As a result of this feedback, the key guiding principles for the multi-use recreational trail network are as follows:

- Promote the Vaughan Super Trail as a signature project
- Enhance the existing multi-use recreational trail network and support the proposed pedestrian and cycling network
- Provide connections to well established trail networks in surrounding municipalities
- Maximize continuous pedestrian and cycling routes in Primary and Secondary loops
- Provide safe pedestrian and cycling routes and crossing locations

The Vaughan Super Trail will be integrated with existing land use patterns optimizing the use of utility and transportation corridors, existing trail facilities, and the cycling network.

Proposed additions to the trail network will connect the missing links in order to achieve a continuous network. The Vaughan Super Trail is shown in Figure 17.



## GREEN DIRECTIONS VAUGHAN (2019)

This document was created to establish sustainability goals for the City of Vaughan which will assist in guiding the development towards achieving a healthy and natural environment, vibrant community, and strong economy. This document was developed in response to Vaughan Vision 2020 and provides a series of recommended actions applicable to all corners of the municipal governing body. The action items in Green Directions Vaughan include the following:

- What We Use: Goal 1 – To significantly reduce waste and the use of our natural resources.
- How and Where We Grow: Goal 2 – To ensure sustainable development and redevelopment.
- How We Get Around: Goal 3 – To ensure that the City is easy to get around with a low environmental impact.
- How We Live: Goal 4 – To create a vibrant community where citizens, businesses and visitors thrive.
- How We Lead: Goal 5 – To be leaders in advocacy and education on sustainability issues.
- How We Operate: Goal 6 – To ensure a supportive system for the implementation of Green Directions Vaughan.

Further, Green Directions acts as Vaughan Integrated Community Sustainability Plan, to provide sustainable community direction regarding social, environmental, cultural, and economic objectives.



Figure 18: Green Directions Vaughan (2019) goals, objectives, and actions

## DEVELOPMENT APPLICATIONS IN THE LOCAL AREA

### 10 BEVAN ROAD

The City received a Zoning By-law Amendment to amend Zoning By-law 1-88, with the intent to rezone a portion of the subject lands shown located at 10 Bevan Road from a Resident Zone (R1) Attachments #1 and #2 from R1 Residential, subject to site-specific Exception 9(96), and OS1 Open Space Conservation Zone to Resident Zone (R2) and Open Space Conservation Zone (OS1).

A Draft Plan of Subdivision was submitted to facilitate a development proposal at this municipal address that would consist of the following:

- Single Detached Residential
- Stormwater Management Easement
- Environmental Protection
- Future Residential
- Future Public Road (Street “A”)



*Figure 17: 10 Bevan Road*

### 7 BEVAN ROAD

The City received a Zoning By-law Amendment to amend Zoning By-law 1-88, to permit site-specific zoning exceptions to the existing Residential Zone (R1) on the property to implement a related Draft Plan of Subdivision and to maintain the existing single-detached dwelling located at this municipal address.

The application sets out to rezone a portion of the subject lands (7 Bevan Road) from Residential Zone (R1) to Open Space Conservation Zone (Valleylands)(OS1).





Figure 18: 7 Bevan Road

## NEXT STEPS

As an outcome of the policy and land use review, we have identified a series of next steps for the Bartley Smith Greenway Trail project:

- Further review of alternative trail alignment plans for the subject area in order to determine the preferred alignment.
- Perform the opportunities and constraints analysis to inform design decisions and understand the surrounding context.
- Undertake an impact assessment to identify any potential risks and help establish mitigation approaches.
- Develop a master plan and mapping of the study area to visualize the design concepts being proposed.
- Conduct a detailed review of the planning framework within the study area and investigate any potential land use processes or policy tools required to implement the preferred trail alignment.