

# SECONDARY MUNICIPAL PLAN BY-LAW # Z-122A



## VISION LANDS PLAN

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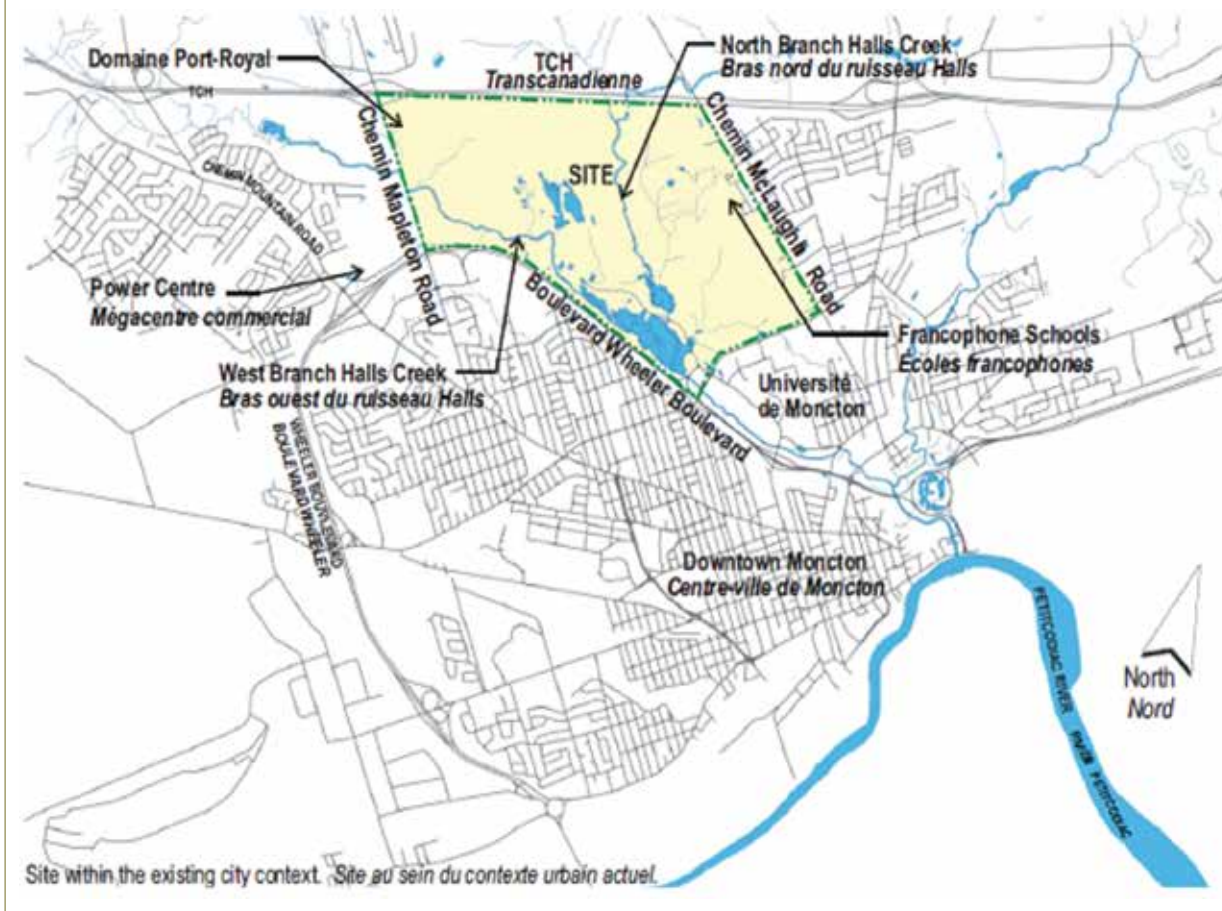
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## Vision Lands Plan

### Background

In March of 2004, the City of Moncton adopted a Development Vision for the 1,400 acre parcel of land North of Wheeler Boulevard bounded by McLaughlin Road, Trans-Canada Highway and Mapleton Road. Led by BDA Landscape Architects, Pierre Gallant Architects, Urban Strategies Inc. and ADI Ltd., a community planning exercise was undertaken with citizens and stakeholders to use sustainable planning principles to develop a

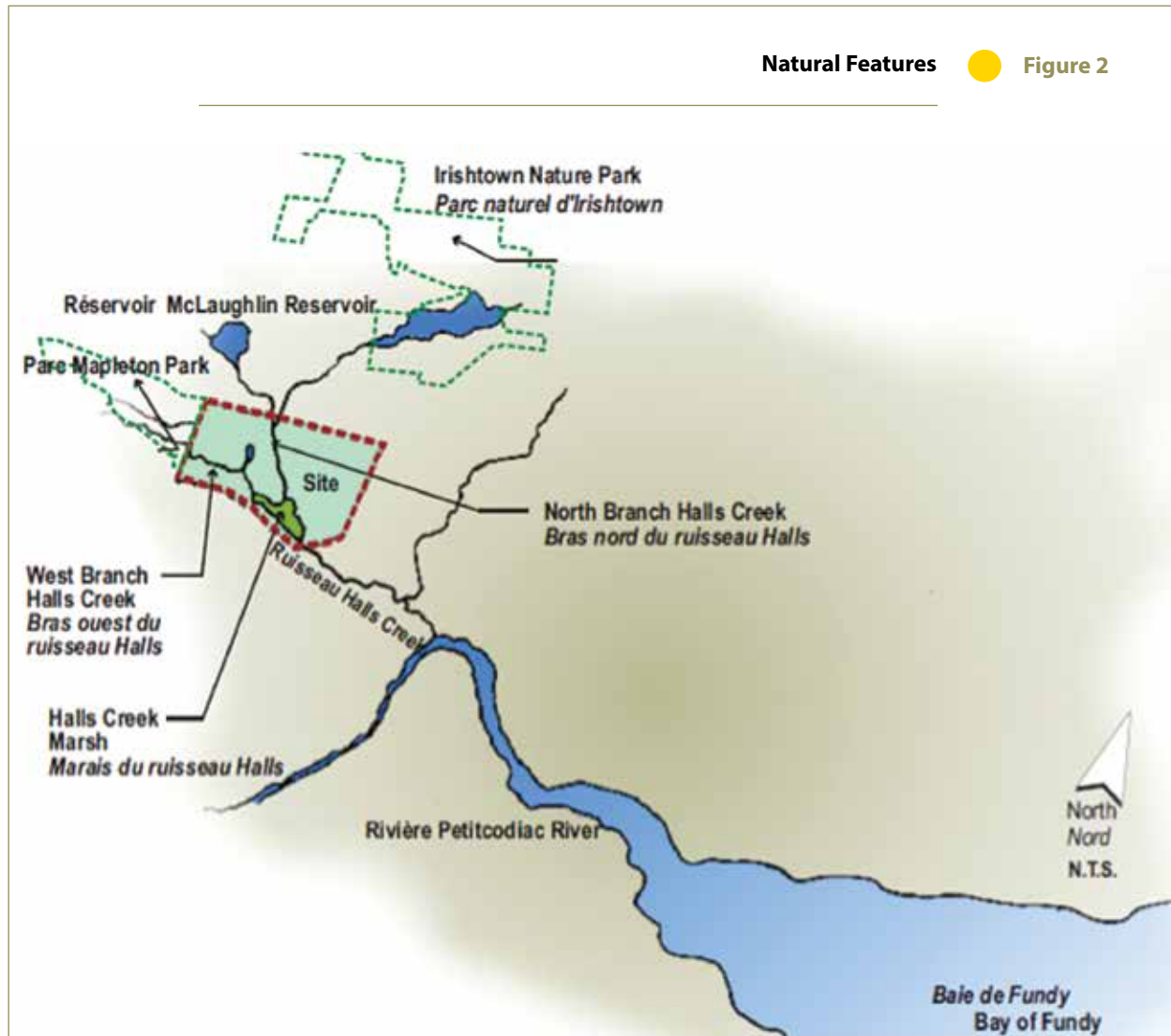
Site Location, Characteristics and Analysis ● Figure 1



Vision for the Lands North of Wheeler.

The Lands North of Wheeler Secondary was adopted into the City's Municipal Plan in 2006, and was subsequently reviewed and updated in 2011 as part of the Municipal Plan review process.

The Lands North of Wheeler Study Area is located between the Université de Moncton along Morton Avenue and the Moncton Power Centre (regional big box shopping) along Mapleton Road. The site is also within a 10 minute bicycle trip to the downtown. The majority of the 1,400 acres site is undeveloped.



## Natural Features

### Watershed Areas

The Lands North of Wheeler is part of the Halls Creek watershed. Halls Creek is a tributary of the Petitcodiac River estuary which extends up Halls Creek to form the Halls Creek Marsh at the confluence of the North and West Branch Creeks of the creeks. The watershed upstream from the site includes the 1,500 acre McLaughlin Reservoir area, the 2,200 acre Irishtown Nature Park and the 150 acre Mapleton Park.

## Surface Water

The site has a remarkable diversity of surface water features. The Halls Creek system includes a tidal marsh which is habitat for waterfowl, Great Blue Heron, Stickleback fish and other animals. The North Branch of Halls Creek is a deeply incised creek bed (10-12m) that includes old growth softwood and hardwood mixed forest. The West Branch traverses relatively flat topography and includes a number of wetlands. Unique features of the site are the ponds created from sandstone extraction operations. These ponds have naturalized and form an integral part of the surface water system. Water quality on the site is good, with the exception of silt laden run-off from quarry sites.

## Natural History

Little is known about the natural history of the site. The Moncton Naturalists Club have regular outings along a trail system they have developed along the North Branch and two Petitcodiac River watershed groups are actively involved in restoration and education in other areas of the watershed. An important first step will be to do an inventory of flora and fauna to determine the presence of any rare species.

## Vegetation

The ravine of the North Branch of Halls Creek and the University of Moncton forest are second growth mixed Spruce, Maple and Birch in good condition. The ravine includes a stand of old growth Hemlock. The riparian zone along the West Branch of Halls Creek includes Black Spruce, Red Maple, Willow and Alder. The balance of the site is disturbed. Areas have been recently cut-over and are in various states of regeneration. The two extraction pits (around the pond and off McLaughlin) are bare ground.

## Existing Development Surrounding the Site

Recent development initiatives on the western part of the site include Domaine Port-Royal Estates, a 22.6 acre site with an integrated development involving high density multiple residential, a hotel and various other commercial development along Mapleton Road.

On the eastern part of the study area, new francophone middle and high Schools have recently been constructed off McLaughlin Road to meet the demand of the growing regional population. In 2011, City Council approved the land use and structure pattern for Village One. Designed as a mixed use, compact neighbourhood, this proposed neighbourhood is designed in response to the principles, goals and objectives of the Neighbourhood Plan.

## Vision

The vision that has been developed for the Lands North of Wheeler is that of a series of urban villages that are integrated with the natural environment and include a mix of land uses that are designed to create a vibrant community. The area east of the north-south Halls Creek Environmental Corridor contains the new Francophone Schools and two urban village areas with higher density residential development along its major arterials. The area to the west of the Hall Creeks Environmental Corridor proposes four urban village areas developed around the area's ecological features (i.e., Marsh, Retention Pond, and Hilltop areas), along with Commercial development occurring at the north-east intersection of Wheeler and Mapleton, Domain Port Royal and near the Trans Canada and Mapleton intersection. A major east-west boulevard (parkway system) connects Mapleton Road to Morton Avenue along with a number of internal north south collector roads.

The vision calls for a completely integrated community containing housing, shops, work places, schools, parks and civic facilities all within easy walking distance. This will include a diversity of housing types supporting a wide range of economic levels and age groups. The development will be designed to ensure the ecological integrity of the site is retained ensuring a healthy environment and providing residents with access to abundant public spaces, squares, greens and parks. An emphasis will be placed on pedestrians and cyclists with vehicle circulation designed for slow speed and dispersed traffic patterns.

# Goals

The goals of this secondary plan for the Lands North of Wheeler involve encouraging a Smart Growth approach to development; involves maintaining the Ecological Integrity of the area; involves a Village style Mixed Use approach to development; new approach to the Circulation Network; and Village Design as shown below. Construction of the development's first phase is underway.

## Goal 1

### To adopt a 'Smart Growth' Approach to Development

A smart growth approach to development will be taken where communities have mixed uses including varying housing forms and densities, they have a strong neighbourhood identity that is focused on a public square or centre that often includes stores and services, and they are characterized by the presence of the natural environment and a linked system of walking and cycling trails. Conservation of energy, water and other resources are inherent in the design of these neighbourhoods.

The Smart Growth approach to development will endeavour to:

- Create a village atmosphere with mixed land uses
- Facilitate a more sustainable approach to development by encouraging more compact building design
- Create a range of housing opportunities and choices
- Preserve open space and protect the natural environment
- Create walkable communities
- Foster distinctive, attractive communities with a strong sense of place
- Provide a variety of transportation choices
- Make development decisions predictable, fair and cost effective
- Encourage community and stakeholder collaboration in development decisions

## Goal 2

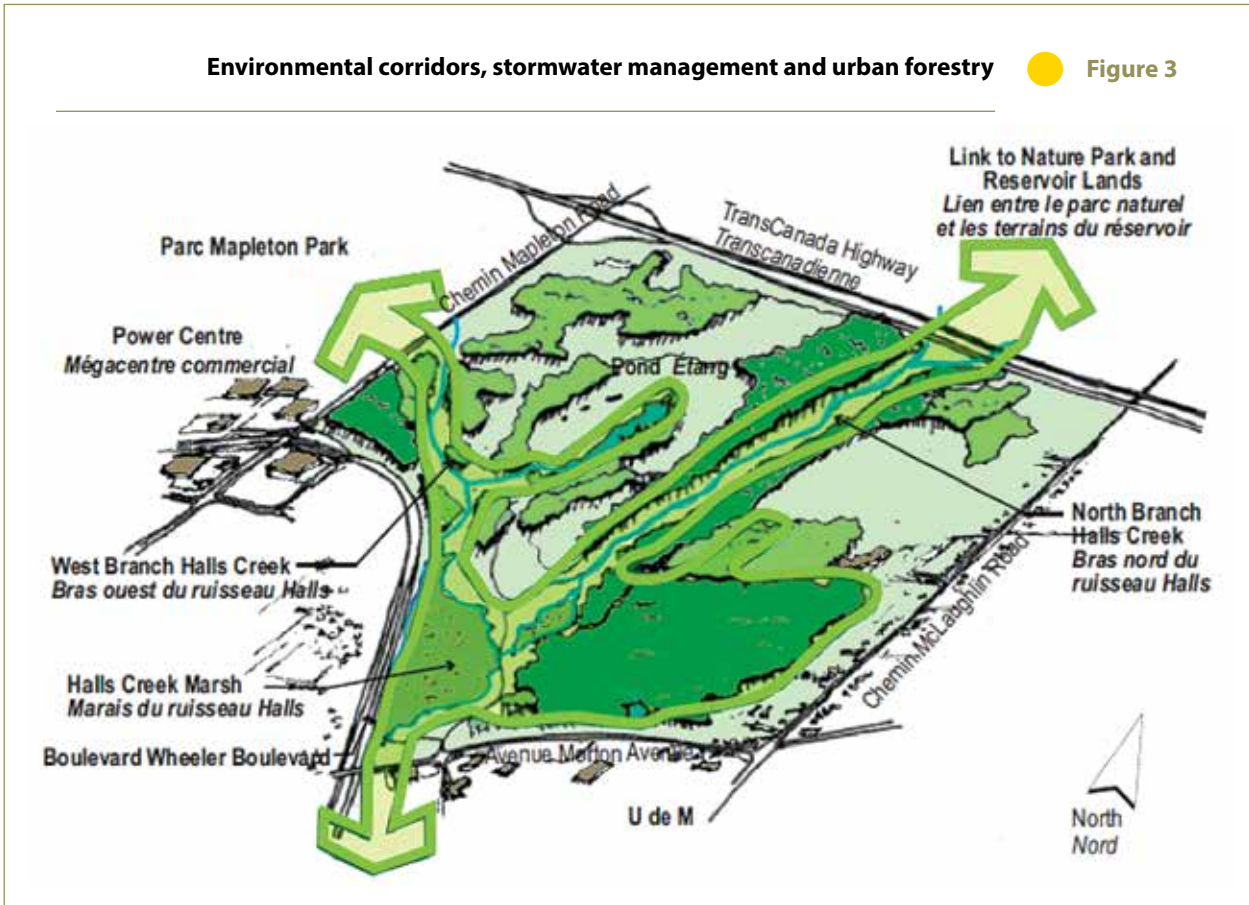
### To maintain the ecological integrity of the Hall's Creek Watershed

One of the guiding principles of sustainable development is to design with nature, a design approach of integration not mitigation. The environmental vision statements developed during the visioning process stressed the importance of maintaining the ecological integrity of the site. The first step in this process is to understand the basic ecological systems. The second step is to identify the valued or critical landscapes and set them aside for protection as conservation lands and potential recreation areas. The third step is to identify the development parcels and establish a series of best practices for development such as habitat protection and storm water management.

### **Environmental corridors and best practice stormwater management and urban forestry are key to maintaining ecological integrity of the Hall's Creek watershed.**

Environmental corridors that follow the water courses and link forest patches have been identified as the essential elements of an ecological system required to maintain the integrity of the site. This system will be conserve land for water quality and wildlife habitat. The balance of the site will be developed following best practices for storm water management and urban forestry.

Storm water will be treated as a site asset and will be incorporated into the design of each neighbourhood. A design standard will need to be established to to Storm water will be treated as a site asset and will be incorporated into the design of each



neighbourhood. A design standard will need to be established to ensure the post-development runoff volumes will not exceed the pre-development volumes. The land has been cut-over for timber and is in succession, but has significant tree groupings that will be incorporated into the development. These can be set aside as parkland or as landscape features in residential neighbourhoods. The existing vegetation will be protected as a minor corridor that will be connected to the major environmental corridors.

The creek system passes through a culvert at the TransCanada Highway and Mapleton Road forming a barrier to wildlife movement isolating the site from the nature parks and reservoir lands. These culverts should be replaced with structures to allow wildlife passage and recreation trails.

The environmental corridors will provide an outstanding nature-based open space and recreation amenity for the development. A greenway trail is proposed along both branches of Halls Creek. This

trail will also be part of a city-wide trail system linking the existing neighbourhoods to the nature park.

The Petitcodiac River tides and estuary are one of the defining physical characteristics of the Moncton Area. Halls Creek Marsh is an excellent representative example of this estuary system. An interpretive/educational centre operated as a partnership between the City of Moncton, Université de Moncton and Ducks Unlimited is proposed. The centre would be the focus of the Petitcodiac River studies and research.

The environmental corridors are the backbone of the development vision. They ensure protection of water quality, provide wildlife habitat and provide open space to support recreation trails and opportunities for residents to observe nature. Planning within the larger ecological context will be essential to ensuring a sustainable approach to development is taken.



## Goal 3

### **To create mixed use urban villages that will meet residents needs well into the future**

The approach to planning the Lands North of Wheeler is to create a community that will attract people to live in Moncton, not just build a subdivision. A top priority in purchasing a home is to locate in a neighbourhood that combines low traffic volume, slow street speeds and minimal noise. People also seek neighbourhoods with parks, schools, corner stores and work places within walking or bicycling distance of their residence. Many 'baby boomers' are seeking a new lifestyle neighbourhood with a downsized residence in an active neighbourhood with sidewalks, trails, greenways and open space and access to amenities such as cafés, post office and a corner store.

These are the types of neighbourhoods that are proposed for Moncton North. They are village-style, or traditional neighbourhoods sometimes referred to as sustainable or new urbanist neighbourhoods. These are the types of neighbourhoods that were being built at the turn of the 20th Century. They can be found in the older parts of Moncton.

The development vision for Moncton North is to design a village in each of the nine development parcels. The layout of each village will be based on the following principles of New Urbanism and Sustainable Development.

- Each village will have a central focus that includes services for daily needs such as shops, café, etc. This will be the village common/meeting area.
- All residential units are within a five-minute walk (300-400 meters+/-) of the village common reinforcing the walkable community.
- The villages will include a range of housing densities and types to accommodate the full range of age groups and social mix.
- Higher density units and institution uses are to be located around the

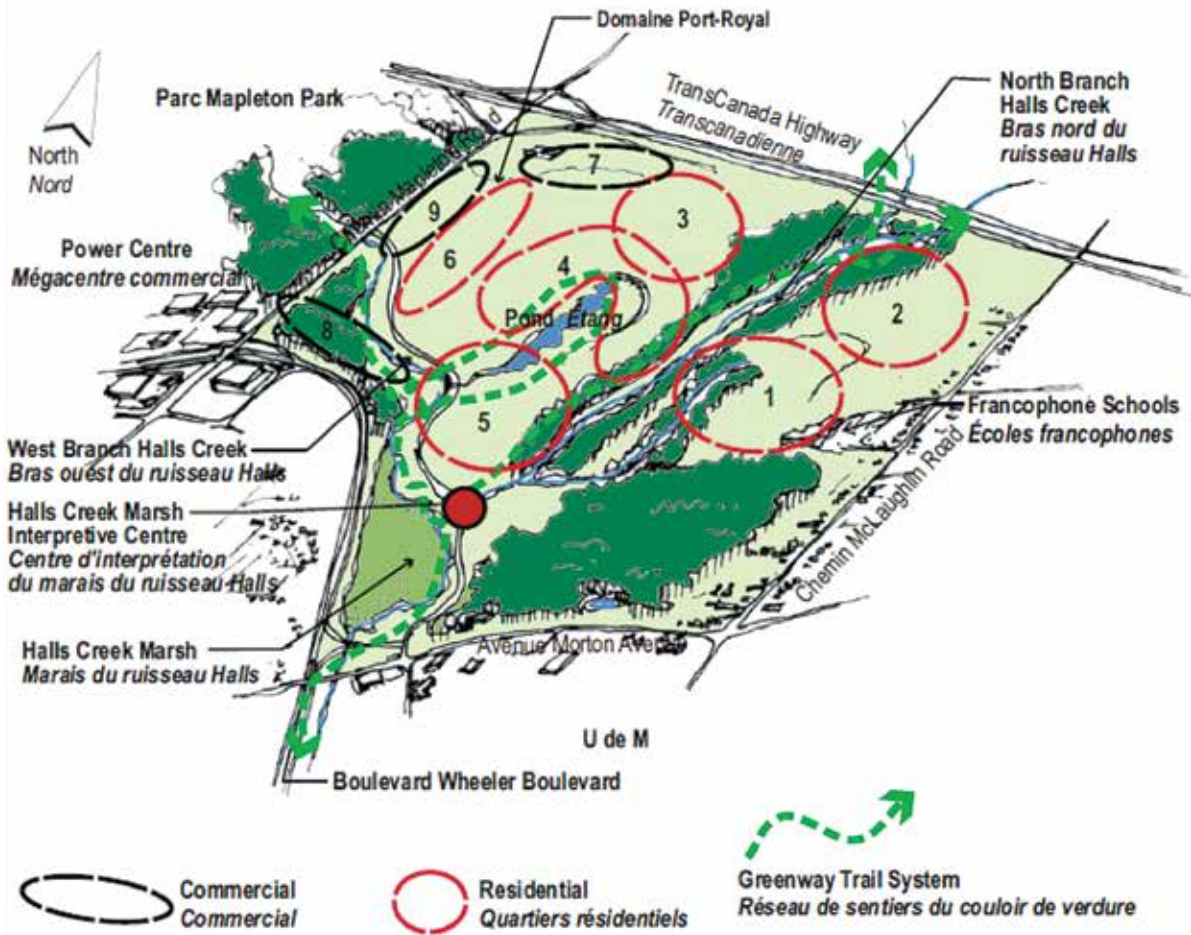
common area to reinforce this as the focus of community activity.

- The urban layout will respond to the current and future needs of society. Buildings and lots should be designed to be adaptable in order to accommodate either changes in land use or additions over time.
- The development will promote neighbourhood sustainability with efficient use of infrastructure and the promotion of affordable and energy efficient housing.

Successful communities of the future will be energy efficient and conservation conscious. This development will be designated as an energy efficient community. As a basic requirement, performance standards for energy use will be established. Other opportunities such as district heating, orientation for passive solar gain, thermal energy storage and other energy saving ideas will be incorporated. The project will be open for new technology and ideas for smart energy management.

- The vehicle circulation system will be designed on a grid pattern with short blocks to disperse traffic, reduce volumes and provide better connectivity throughout the village.
- The roadways will incorporate appropriate traffic calming techniques such as narrow lane widths, on street parking, streetscaping, curb radius, roundabouts and medians.
- An integrated system of walkways trails and bicycle ways will be designed to establish a walkable community and reduce private car travel and the attendant energy consumption and emissions.
- All residents will have access to parks and natural areas for recreation and wildlife viewing.

Conceptual Village Locations ● Figure 4



## Goal 4

### To develop a village Circulation Network

The circulation plan for the Moncton North Villages is to be developed as a system of roadways and walkways designed for people, not just motorized vehicles. The streets will be designed to disperse traffic resulting in low traffic volume, low noise, easy access and multiple routes to destinations. A system of active transportation including sidewalks and trails for walking and designated cycle lanes and routes will be integrated into the circulation plan.

Walkable streets are the basis of creating friendly, interactive neighbourhoods in the villages. People out walking slows traffic and as people meet and make friends, a sense of community is developed which enhances neighbourhood security. Parents feel more secure about letting their children walk or cycle to their destinations. The villages will be developed so parks and daily shopping are found at a 'walkable' distance from each residence. A primary goal of the circulation plan for Moncton North is to reduce automobile trips by providing clear walking, cycling or transit alternatives. This reduces pollution and promotes a healthy lifestyle through Active

Transportation. The average family in a suburb typically takes 10-12 trips per day driving children to school and parks, going to work or shopping. A well designed village with pedestrian sidewalks, trail systems and transit can cut the trips by half.

### 1. Village Circulation

A circulation system within the villages will include: A) Trails, B) Back Streets, C) Lanes, and D) Streets.

A). Trails are non-motorized routes through the villages that can connect destinations such as parks, schools or commercial districts and provide a link to natural areas. A major trail system in Moncton North follows the environmental corridors along Halls Creek. These connect villages to each other and offer a recreation amenity for wild-life watching or exercise.

A series of bridges are proposed to cross the North Branch of Halls Creek to provide strong trail links between the villages. An internal village trail system is required to provide short-cut routes to major destinations such as schools, commercial centres and parks.

A key to the success of this project will be establishing a traffic calmed roadway network. This will require careful attention to roadway widths, length of blocks, addition of street trees, sidewalks and bicycle lanes.

B). Back Streets are roadways that run behind buildings to provide rear yard access and off street parking. It is proposed that development along the Boulevard and some Avenues be serviced from back streets to avoid traffic conflict. These roadways will require careful design to accommodate emergency, service vehicles and snow removal.

C). Lanes are a desirable residential address. These are narrow roadways with two way traffic, one

lane of parking with sidewalks and trees on both sides. Lanes are short (100m-150m) and run 2-4 blocks before they terminate. The narrow road surface, street trees, on street parking and short blocks will keep traffic speed low. Bicycles travel in the vehicle lanes.

D). Streets are the other main travel-way in the villages. This roadway is two way traffic with parking on both sides, sidewalks and street trees along both sides. As with the lanes, the street blocks are short and run only 2-4 blocks before they terminate. Bicycles use the vehicle travel-way. Streets and lanes should have regular terminating vistas or prominent features where they end.

### 2. Village Avenues

Avenues connect villages and carry larger volumes and more diverse traffic than streets. Avenues also serve as transit routes; include separate bicycle lanes, with on-street parking optional.

Avenues have sidewalks on both sides and should be richly landscaped since they are civic spaces and serve as gateways to the villages. Corner bulb-outs (widen sidewalks that extend into the roadways) at intersection and roundabouts at major intersections are recommended as traffic calming techniques. The Avenues that run parallel to the North Branch of Halls Creek are to be single loaded with developments facing the Halls Creek Linear Park. The park side of the Avenues will be a public amenity. The developments on the opposite side of the Avenue will be serviced (parking, etc.) from a back street.

### 3. Boulevards

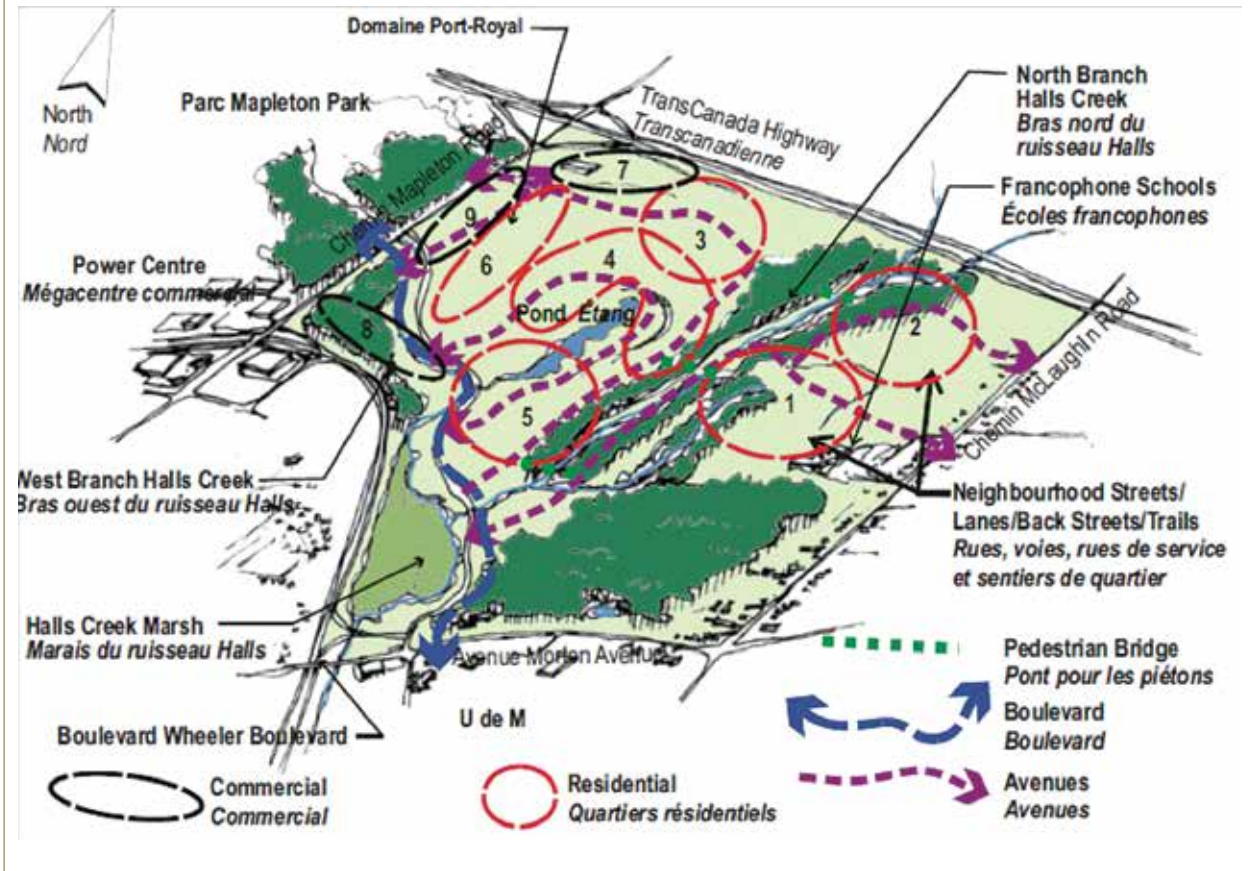
Boulevards are the roadways that connect the villages to the Greater Community. The Moncton North Vision includes a Boulevard running parallel to the West Branch of Halls Creek from Morton Avenue to Mapleton

Road. This Boulevard would branch off the Crowley Farm Road before the residential area. This Boulevard is a signature gateway to the villages and will be the most traveled roadway in the development. The design of this roadway must provide the appropriate aesthetic considerations and traffic calming techniques. The design is to include a treed median, on street bicycle lanes, tree lined green strip and sidewalk on the north side of the Boulevard and a greenway trail along the south side. A curvilinear design following the Halls Creek corridor, roundabouts at intersections with Avenues and the treed median are the proposed traffic calming techniques. The building development along the Boulevard will be single loaded with medium density development on the north side and park and open space on the south side. These developments will not have driveways or access onto the Boulevard but will be serviced from a back street.

Roadway naming will be an important aspect of the project to engender the unique character and establish a sense of place. The circulation network of Boulevards, Avenues, Streets, Lanes and Back Streets will be the basis of naming. (I.e. Oak Avenue, Spruce Street, Azalea Lane, etc.). Retaining this lexicon will simplify way-finding by identifying the character of the various roadways.

#### **Design for a Winter City**

Many of the village style vehicle circulation concepts include reduced roadway widths and building setbacks. The design of these streets will require careful consideration for snow storage and removal.



## Goal 5

To create distinctive villages based on more detailed study and design

The land use vision for the Moncton North Villages is to establish a mix of land uses that will create a vibrant community.

The village developments will contain a mix of land uses including housing, shops, work places, parks and civic facilities all within easy walking distance. The villages will include a variety of housing types and densities arranged around a central focus of corner store, post



office, cafés, park and other neighbourhood services.

A quality urban design plan for the village centre is an essential factor in creating a successful village. The village centres need to be considered as outdoor rooms, they need a sense of containment, terminating vistas, areas of shade and sun, areas for people to sit, opportunities to meet. The village centres must be designed to be a strong social focus for the community.

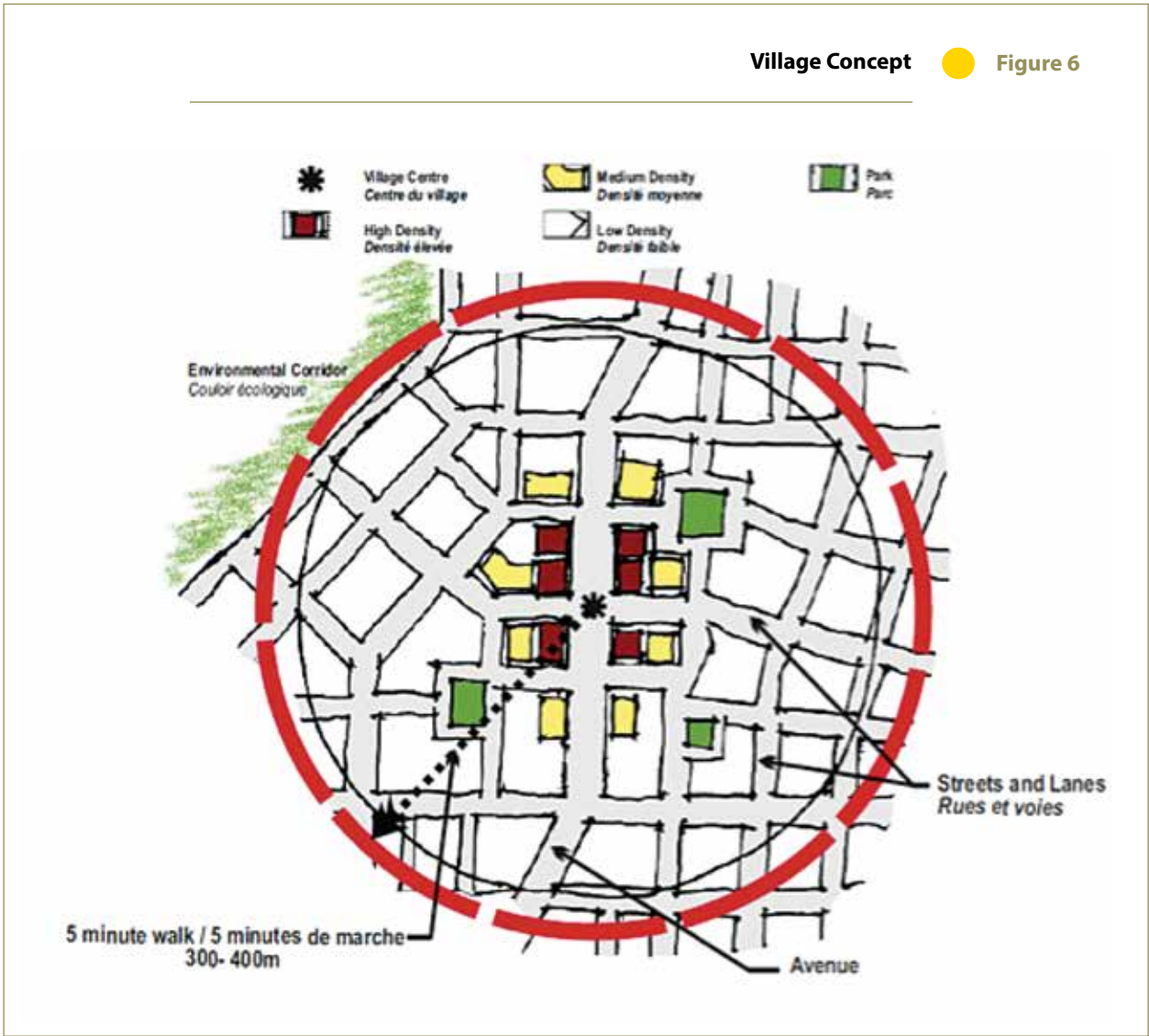
The lot layout in the villages will include a variety of lot sizes to offer choice and affordability, lots in appropriate locations for mixing compatible uses, lot design for climate responsive buildings (i.e. passive solar) and development fronting the Avenues and public open space to support safety and surveillance.

The layout of each village will be determined with more detailed study. Each village will be unique with its own character and identity. This could be achieved by incorporating the existing natural features and environment into the design. An example of incorporating the natural features into a development is the parcel around the borrow pit ponds. These ponds will be the focus of this village. A wall of medium and higher density residential projects will overlook the ponds. The ponds will be enriched with a trail system connecting the buildings. The lower floors would include the village amenities such as shops, cafés, etc. The ponds will be a year round recreation focus including wildlife watching in the spring and fall, skating in the winter, etc. The ponds will also play a role in the village storm water management strategy. This village has been referred to as the 'Upper Lake Village'.

Another opportunity to establish a strong sense of village identity that is tied to the natural environment is the site overlooking

the marsh. 'Marsh View Village' is the eastern gateway along the new Boulevard and is across from the Halls Creek Marsh Interpretive Centre. This location requires careful urban design consideration to include a proper termination of this entrance vista and an appropriate relationship with the Marsh Interpretive Centre.

Quality architecture will be a signature of the villages. Architecture based on local design vernaculars will ensure the distinctive character of the villages.





## Policies

### By-law # Z-122a: Vision Lands Plan

Despite any policies to the contrary, the following policies prevail and apply to the lands affected by the Vision Lands Plan area:

- h) the development includes the provision of collector or arterial street connections, as required.

## General Policies

VL-1 Proposed development in the Neighbourhood Plan area shall be developed in accordance with the following policies:

- a) the development is comprehensively planned at subdivision and zoning application stage;
- b) that the comprehensive plan takes into consideration the policies of Lands North of Wheeler Neighbourhood Plan;
- c) the development is logically phased to minimize development costs for the developer and the municipality;
- d) site grading, storm water management, and municipal services are satisfactorily planned to serve the development and any future development shall require servicing by way of infrastructure passing through the subject property;
- e) the proposed development includes, where possible and feasible, pedestrian connections to the linear trail systems, major parks and open spaces, recreation facilities, and schools;
- f) that the environmental impact on the surrounding natural environment is minimized;
- g) the internal road system for the proposed development is designed to meet with the objectives of the Village Circulation Network contained in the Vision for Lands North of Wheeler to adequately accommodate the land uses proposed as part of the subject application and any future off-site development that is projected to utilize streets in the development; and





## Policies

By-law # Z-122a: Vision Lands Plan

### Residential Policies

- VL-2 A variety of housing types shall be provided including single dwelling, two family dwelling, duplex, semi-detached, townhouse, apartment, and condominium development subject to the property obtaining the appropriate zoning classification.
- VL-3 High density development in the Plan Area shall be designed to:
- a) be adjacent to or in close proximity to arterial or collector streets;
  - b) be located at the periphery of lower density residential neighbourhoods unless suitably integrated into the design of a neighbourhood through the development of a comprehensive plan;
  - c) be in locations where all necessary water and sewer services, parks and recreation services, schools and community facilities and protective services can be readily and adequately provided;
  - d) provide sufficient on-site parking and green space;
  - e) incorporate site design features that adequately address such matters as safe access, buffering and landscaping, site grading, storm water management and the aesthetic impact of development; and
  - f) be designed so as to contribute positively to the physical appearance of the municipality.



## Policies

By-law # Z-122a: Vision Lands Plan

### Commercial Policies

VL-4 The City supports the mixed use vision of the Lands North of Wheeler that integrates commercial activities within residential urban village environment.

Convenience stores, local convenience centres, cafes, and small personal service shops shall be permitted to be located within the residential urban village environment, provided that:

- a) the proposed use are located on a collector or arterial roadway as outlined in the Village Design section for the Vision for the Lands North of Wheeler;
- b) adequate buffer planting or fencing is provided between the commercial use and adjacent residential areas;
- c) the development is sited in a way that minimizes its effects on any adjoining residential areas; and
- d) an amendment to the Zoning By-law is obtained zoning the property to Neighbourhood Commercial or other suitable zone, which will ensure that the urban design and development of commercial uses can be effectively integrated into a neighbourhood context and help to achieve the urban design goals for village centres.

VL-5 This Plan recognizes the importance of Mapleton Road as an important mixed use corridor. Developments along this corridor are subject to both the policies of Plan Moncton and the policies of the Vision Lands Neighbourhood Plan. In reviewing proposals within these areas, a key focus will be on ensuring that good urban design principles are used to properly integrate and transition between development on Mapleton Road and the Vision lands community.



## **Policies**

By-law # Z-122a: Vision Lands Plan

### **Institutional Policies**

- VL-6 A wide range of institutional uses such as educational institutions, places of worship, nursing homes, libraries, police and fire facilities shall be permitted within the Plan Area subject to the property obtaining the appropriate zoning classification.



## Policies

By-law # Z-122a: Vision Lands Plan

### Recreation and Open Space Policies

- VL-7 An appropriate mix of active and passive recreation amenity areas shall be provided in locations that are convenient to residents of the Plan Area and surrounding neighbourhoods.
- VL-8 A Greenway Trails system shall be provided for along the north and west branches of Halls Creek Watershed environmental corridors. These environmental corridors shall be designated as Community Use in the Municipal Plan and zoned Open Space and Conservation Zone in the Zoning By-law.
- VL-9 Pedestrian linkages shall be provided for through greenway trails and / or sidewalks to connect neighbourhoods to commercial facilities, parks, schools, public transit stops and other residential areas within the Lands North of Wheeler.
- VL-10 Proposed development shall include, where possible and feasible, pedestrian connections to the linear trail systems, major parks and open spaces, recreation facilities, and schools.
- VL-11 The City shall support the development of a Marsh Interpretive / Educational Centre along Halls Creek Marsh.



## **Policies**

By-law # Z-122a: Vision Lands Plan

### Urban Policies

- VL-12 the Village Design strategy outlined in the Vision for the Lands North of Wheeler document shall be used when designing the mixed use areas that involve higher density development.
  
- VL-13 The Urban Design policies contained in this Municipal Plan shall apply to the Vision Lands area.



## Policies

By-law # Z-122a: Vision Lands Plan

### Environment Policies

- VL-14 Development proposals that require a rezoning shall be required to demonstrate that the environmental impact on the surrounding natural environment is minimized;
- VL-15 To assist in maintaining the bio-diversity, wildlife habitat and ecological integrity of the Halls Creek watershed, environmental corridors shall be protected through appropriate zoning within the Zoning By-law.
- VL-16 The City shall establish Conservation areas within the Halls Creek Marsh area in cooperation with land owners and the Province of New Brunswick.
- VL-17 The City shall encourage the retention of mature, natural tree growth when development is undertaken.



## Policies

By-law # Z-122a: Vision Lands Plan

### Transportation Policies

- VL-18 The City shall require the development of the Village Circulation Network based on a system of roadways and walkways designed to create a more 'Walkable Community'.
- VL-19 The City shall require the development of a major east-west arterial Boulevard linking Morton Avenue to Mapleton Road which would be accessed by controlled intersections. Where feasible, the Boulevard will be single loaded with developments facing the Halls Creek Linear Park. The park side of the Boulevard will be a public amenity. The developments on the opposite side of the Boulevard will be serviced from back streets.
- VL-20 The City shall require the development of north-south collector (Avenues) routes on both sides of Hall Creeks that would be accessed by controlled intersection. Where feasible, these collector routes will be single loaded with developments facing the Halls Creek Linear Park. The park side of the Avenues will be a public amenity. The developments on the opposite side of the Avenue will be serviced from back streets.
- VL-21 Development proposals shall provide for collector or arterial street connections, as required, when considered under the zoning or subdivision by-laws.



## **Policies**

By-law # Z-122a: Vision Lands Plan

### **Municipal Services**

- VL-22 Prior to any large area subdivision development being approved in the Plan area, a comprehensive Master Plan shall be prepared to demonstrate how the proposed development area will be serviced with such facilities as streets, water, sanitary sewer and storm water .
  
- VL-23 Site grading, storm water management, and municipal services shall be satisfactorily planned to serve the development and any future development which may require servicing by way of infrastructure passing through the subject property;





## Proposals

By-law # Z-122a: Vision Lands Plan

### Municipal Services

The following is a proposal of Council:

- vi-1 To assist with implementing Policy VL-22 and VL-23, prior to any large area subdivision development being approved in the Plan area, a comprehensive Master Plan shall be prepared to demonstrate how the proposed development area will be serviced with such facilities as streets, water, sanitary sewer and storm water.



## **Policies**

By-law # Z-122a: Vision Lands Plan

### Phasing and Implementation

- VL-24 The success of the Lands North of Wheeler Secondary Plan requires consultation, collaboration and cooperation between the city, community stakeholders and landowners to make the Vision work.
  
- VL-25 The City will continue to work with landowners and the community at large to implement the Vision Lands Plan.
  
- VL-26 The City will monitor in the development of the Visions to ensure that the goals of the plan are being achieved.