

COMMITTEE OF THE WHOLE JUNE 17, 2014**CONCORD GO CENTRE SECONDARY PLAN - FILE 26.3
CITY OF VAUGHAN RESPONSE TO PUBLIC, GOVERNMENT,
AND AGENCY SUBMISSIONS
RELATED FILE: OP.07.013, 1834374 ONTARIO INC.
WARDS 4 AND 5****Recommendation**

The Commissioner of Planning, Interim Director of Planning/Director of Development Planning, and Manager of Policy Planning recommend:

1. THAT the "Track Changes" version of the draft Concord GO Centre Secondary Plan (June 2014), forming Attachment 10 to this report, reflecting the modifications set out in the section of the report entitled "Issues Resulting in Substantial Changes to the Plan" and in Attachment 9 "Response Table for Agency and Public Comments", BE APPROVED and be forwarded to a future Council meeting for adoption, subject to any further direction resulting from this meeting and final staff review.
2. THAT the adopted Secondary Plan be forwarded to York Region for approval as an insertion into Volume 2 of the Vaughan Official Plan 2010, being the incorporation of a new Section 11.12 "Concord GO Centre" as one of the "Secondary Plan Areas" identified on Schedule 14-A to Volume 1 of VOP 2010.
3. THAT staff be directed to initiate, for consideration through the Capital Budgeting process, the preparation of:
 - a) A Feasibility Study to establish whether an east-west street from Bowes Road north of Highway 7, extending over (or under) the GO Rail line, into the Concord GO Centre Secondary Plan Area (Area 1) is justified (Projected to Commence: 2015);
 - b) A Comprehensive Transportation Study to address the post-Phase 1 development of the Concord GO Secondary Plan Area for the purposes of identifying the level of development in subsequent phases and any concurrent transportation improvements (Projected to Commence: 2016).

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability and Environmental Master Plan, respecting Goal 2, to ensure sustainable development and redevelopment; and Goal 3, to ensure that Vaughan is a city that is easy to get around with a low environmental impact including:

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's consolidated Growth Management Strategy – 2031, and by ensuring that the strategy is subject to periodic review and renewal;
- Objective 2.2: To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth;
- Objective 2.3: To create a City with sustainable built form;
- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation;
- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Economic Impact

The Concord GO Centre Secondary Plan was funded through the Capital Budget PL-9024-11 in the amount of \$170,048. The budget was further increased by \$40,000 as a result of the Council direction of April 23, 2013, to expand the study area boundaries. The budget increase was funded from the City-Wide Development Charges (CWDC) – Management Studies (90%) and the Policy Planning Operating Budget – Professional Fees, 185001.7520 (10%).

Communications Plan

On June 6, 2014, Notice of the Committee of the Whole meeting was sent to those individuals who requested notification as a result of the Public Hearing on November 26, 2013 and/or by written correspondence along with the members of the Concord GO Centre Secondary Plan Steering Committee. This notice was also posted on the City's website at www.vaughan.ca, the City Page Online and the City's social media sites.

Purpose

To report on requested modifications and issues emerging from the November 26, 2013 Public Hearing arising from the review process and to obtain direction on further modifications to the Concord GO Centre Secondary Plan for the purpose of its finalization and ultimate adoption by Council.

Background – Analysis and Options

Public Consultation and Council Action

The Concord GO Centre Secondary Plan is the result of an extensive public and agency engagement and consultation process. A Steering Committee was also created, including the landowners from the initial study area and two representatives from the Concord West Ratepayers' Association. The consultation also included other City Departments and public agencies such as Metrolinx, the Ministry of Transportation, York Region and the Toronto and Region Conservation Authority through the creation of a Technical Advisory Committee. The following consultation meetings were held:

- October 3, 2012: Steering Committee Meeting 1 to introduce the project and team members;
- October 29, 2012: Steering Committee Meeting 2 to provide a project status update and project timeline;
- November 7, 2012 Public Meeting 1 (Visioning Workshop);
- January 23, 2013: Steering Committee Meeting 3 to provide a project status update and results from the Visioning Workshop;
- January 30, 2013: Public Meeting 2 to present and receive public input on four proposed land use concept options;
- October 29, 2013: Steering Committee Meeting 4 to provide a status update and results from Public Meeting 2.

On November 4, 2013, the draft Concord GO Centre Secondary Plan was made available for public review and was the subject of a Public Open House on that date. On November 26, 2013, staff brought forward a Public Hearing Report to Committee of the Whole presenting the draft Concord GO Centre Secondary Plan. The Public Hearing Report discussed the provisions of the Plan including: Key principles and objectives; and the general development framework, including policies respecting land use and urban design, the proposed transportation network, parks and open space framework, sustainable development measures, community service requirements and implementation policies. In addition, it included a preliminary land use plan. The recommendations of the Committee of the Whole were ratified by Council on December 10, 2013

thereby receiving the deputations and communications from the Public Hearing and approving the following recommendation of the Commissioner of Planning:

“THAT the Public Hearing report for File 26.3 (Concord GO Centre Secondary Plan – City of Vaughan) forming Attachment 9 hereto, BE RECEIVED; and, that any issues identified be addressed by Policy Planning in a comprehensive report to the Committee of the Whole.”

This report responds to the Council direction.

Location (Original and Expanded Study Area Boundary) and Existing Uses

On September 27, 2011, Council approved the Terms of Reference for the Concord GO Centre Secondary Plan to examine the development framework to 2031 for three quadrants of the intersection of Highway 7 and the Barrie GO Rail Line, as shown on Attachment 1. Also shown is the revised study area boundary that was subsequently approved by Council on April 23, 2013, which expanded the study area to include properties to the north up to Rivermede Road; to the northwest to Bowes Road and to the southeast to include the Hydro Corridor. The boundary at the southwest corner of the Study Area, within the Concord West Community remained the same. The existing land uses in the study area are shown on Attachment 1.

The Planning Context

The draft Concord GO Secondary Plan was prepared in response to the following Provincial, York Region and City of Vaughan policies and initiatives:

(i) The Provincial Policy Statement (PPS)

The PPS supports the efficient use of land, resources and infrastructure. It promotes land use patterns, densities and mixes of use that minimize vehicular trips and supports the development of plans that will support viable transportation networks. All Official Plans must be consistent with the PPS.

(ii) Ministry of Transportation (MTO)

The Plan area includes a station site for the MTO Highway 407 Transitway, higher order transit (Bus Rapid Transit) commuter line, which is planned to run parallel to the highway. If constructed, the Highway 407 Transitway would offer an alternative mode of transportation to the single occupant vehicle; and it could also contribute to the development of a multi-modal mobility hub. The Provincial Transitway Class Environmental Assessment was undertaken by the MTO and was filed for public review on December 23, 2010 and subsequently approved by the Province. As an EA approved Provincial facility, located within the Parkway Belt West Plan, it is not subject to regulation by the City. This Secondary Plan does not apply further regulation to the lands located within the Parkway Belt West Plan Area but does include guidance and policies to inform future studies and the design of transit infrastructure in the area to clearly articulate the City's preferences and objectives as the Province moves forward with the planning and design of these facilities.

(iii) Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2006

The Places to Grow Plan provides a vision and growth plan for the Greater Golden Horseshoe in Southern Ontario and is based on a set of principles for guiding decisions on how land is to be developed and public investments are to be managed. It supports the principles of building compact vibrant neighbourhoods, the protection and

conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

The Growth Plan identifies transit infrastructure as an important focus for intensification. “Major Transit Station Areas” are identified as the area surrounding any existing or planned higher order transit station. Higher Order Transit includes commuter rail, like the Barrie GO Rail Line and VivaNext Bus Rapid Transit service. The Growth Plan defines a Major Transit Station Area as the area within an approximate 500 metre radius of the transit station, representing about a 10-minute walk.

Section 2.2.5 “Major Transit Station Areas and Intensification Corridors” states the following:

- “1. *Major transit station and intensification corridors* will be designated in official plans and planned to achieve –
 - a) Increased residential and employment densities that support and ensure the viability of the existing and planned transit service levels.
 - b) A mix of residential, office, institutional, and commercial development wherever appropriate.
2. *Major transit station areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”

The proposed Concord GO Centre Secondary Plan supports both of these objectives by providing for the intensification of the area around the intersection of the proposed GO Rail station and the Highway 7 VivaNext Bus Rapid Transit (BRT) service, through the introduction of intensified residential and commercial uses and support for the provision of an integrated Rail-BRT station at Highway 7.

(iv) Metrolinx: The Big Move, Mobility Hub Guidelines

The Big Move identifies two types of Mobility Hubs being, Anchor Hubs and Gateway hubs. The subject lands are not currently identified as a mobility hub in *The Big Move Plan*, however, given the expected densities and the potential convergence of rapid transit infrastructure, there exists an opportunity to have the area designated as an Urban Transit Node or Gateway Hub through a future study by Metrolinx. The area currently has a mix of uses and a proposed high-density development occurring adjacent to transit infrastructure. The area also contains a large amount of strategically located developable land available for intensification.

(v) The York Region Official Plan (ROP)

The ROP designates Highway 7 as a Regional (Intensification) Corridor, which is to be planned to function as an urban main street with compact, mixed use, transit oriented built form. The Regional Plan also identifies Key Development Areas. These areas are defined as intensification areas on Regional Corridors, which are focused on existing and planned rapid transit facilities. These areas will have the highest densities and mix of uses in the Regional Corridor. The Key Development Areas are to be identified by the Local Municipalities which shall prepare secondary plans for the lands immediately adjacent to transit terminals, including GO Transit terminals.

Policy 5.4.6 of the York Region Official Plan identifies the issues that such secondary plans must address. These include:

- Minimum density requirements and targets;
- Establishing a fine-grained street grid that incorporates sidewalks and bicycle lanes;
- Urban built form that is massed and designed and oriented to people, creating active and attractive streets for all seasons with ground floor retail, human and personal services;
- A concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations;
- The provision of affordable housing;
- Development phasing coordinated with the provision of human services, transit and other infrastructure;
- Ensuring excellence in urban design;
- Addressing sustainability issues such as:
 - Green Roofs
 - Supporting urban greening targets
 - Stormwater management measures;
- Provision for an urban public realm, including passive and active parks and meeting places and the creation of a sense of place and clear identity;
- Ensuring natural and recreational connections and enhancements to and within local and Regional Greenlands Systems;
- A mobility plan and parking management strategies.

In Map 11 – “Transit Network” of the ROP, the Region also identifies Highway 7 as a Transit Corridor and identifies a Proposed GO Station within the Secondary Plan area in the general vicinity of Highway 7 and the Barrie GO Rail line. The Region’s Transportation Master Plan also identifies a potential GO Rail station at this location.

To-date, the York Region Official Plan 2010 has been substantially approved by the Ontario Municipal Board. The Concord GO Centre Secondary Plan is required to be in conformity with the Regional Plan.

(vi) Official Plan Amendment 660

OPA 660 was approved in 2008 and covers portions of the Highway 7 corridor including the Concord GO Centre. OPA 660 describes the Concord GO Centre as the area generally within a 400m radius of the intersection of the GO Rail line and Highway 7. It contains policies requiring more detailed development guidance through the preparation of a Tertiary Plan (by way of a further Official Plan amendment) and the implementing zoning amendment; a minimum overall density target of 3.5 FSI; a minimum density required for qualification for a development incentive program of 2.5 FSI; a maximum height for any building that would be established through a tertiary plan and may exceed 10 storeys subject to development compatibility with adjacent uses; an appropriate height transition between adjacent land use designations; and, the prohibition of drive through uses. City staff is of the view that the preparation of the Concord GO Centre Secondary Plan satisfies the requirement for a Tertiary Plan. It is noted that the owner of Area 1 in the Secondary Plan area has submitted an official plan amendment application for approval of a Tertiary Plan that is being reviewed concurrently by the Development Planning Division of the Planning Department.

(vii) Vaughan Official Plan 2010

On September 7, 2010 Vaughan Council adopted the Vaughan Official Plan 2010. In Volume 1, the plan identified a number of areas that required further examination through the preparation of individual Secondary Plans. These included “Intensification Areas”

and areas of large, vacant or underutilized land that warranted comprehensive planning. The Concord GO Centre Secondary Plan Area was one such area. It is shown as one of the “Required Secondary Plan Areas” on Schedule 14-A, “Areas Subject to Secondary Plans”.

The study area is designated as a “Local Centre” on Schedule 1, “Urban Structure”. Generally, Local Centres are to be planned to accommodate a wide range of uses that will serve the local community. They are to be predominantly residential in character but will also include a mix of uses to allow residents of the Local Centre and of the surrounding community to meet their daily needs in close proximity to where they live or work. Local Centres will be pedestrian-oriented places with good urban design and intensity of development that will be appropriate for supporting transit service.

Further guidance for the Concord GO Centre provides that: “Development of lands both north and south of Highway 7 will allow for the creation of a new mixed-use focus for the well-established Concord community, and will support the significant transit hub associated with the proposed Concord GO Rail station and the 407 Transitway station.” The Concord Centre may include mid-rise or high-rise buildings as appropriate.

Policy 2.2.5.7 of VOP 2010 provides that Local Centres be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;
- be predominantly residential in character but include a mix of uses including *retail*, office and community facilities intended to serve the local population and attract activity throughout the day;
- be the preferred location for locally-delivered human and community services;
- be the focal points for the expression of community heritage and character;
- develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre;
- have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community Areas;
- include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- encourage a pedestrian-friendly built form by locating active uses at grade; and,
- be designed and developed to implement an appropriate transition of intensity and use to surrounding neighbourhoods

Schedule 10 to VOP 2010 “Major Transit Network” identifies a “Proposed GO Station” in this location. Policies 4.2.2.11 and 4.2.2.12 encourage the implementation of new GO train stations along the Barrie GO Rail corridor and to plan areas around GO stations for higher density development and a mix of uses to take advantage of the regional transportation infrastructure.

(viii) Designations Applicable to Other Lands in the Amendment Area

With the expansion of the study area boundaries, additional lands within the Parkway Belt West Plan Area and the Prestige Employment and General Employment designations have been added. This Secondary Plan does not provide for any changes to the Land Use policies of VOP 2010 for these areas. This plan does recognize that this area (Area 5) adjacent to the intersection of the GO Rail Line and the VivaNext service may be considered in the future as an addition to the Potential Mobility Hub. If a significant development proposal is submitted for these areas, this might trigger the Comprehensive Transportation Study. Schedule 9 – Future Transportation Network to VOP 2010 will

also have to be amended to show the new Minor Collector Road through Area 1 and identify the potential Minor Collector link to Bowes Road, across the GO Rail line, as a Proposed New Road Link.

The Secondary Plan

The Concord GO Secondary Plan will form an amendment to the Vaughan Official Plan 2010, which will be incorporated into Volume 2 of the Plan. It relies on the underlying policies of Volume 1 and must be read in conjunction with it. Where the policies of Volume 1 conflict with the policies of Volume 2, the Volume 2 policies shall prevail.

Key Principles and Objectives

The Key Principles and Objectives were created with input from the public. These principles and objectives played a fundamental role in guiding the process, informing the emerging land uses and design of the plan and in establishing the long-term vision for the Concord GO Centre Secondary Plan. Further, agency comments have been provided. As a result a revised set of principles has been prepared. The staff recommended changes are reflected below, with additions to the November 26, 2013 draft of the plan underlined and with the deletions subject to strikeouts.

- *Principle 1: Create a cohesive Concord West Community*
Promote cohesive community development to provide for the integration of new and older development, in a manner that ensures the future social, environmental and economic sustainability of the Concord West community.
- *Principle 2: Support multi-modal transportation through integrated pedestrian, cycling, vehicular and transit networks*
The ease of movement for existing and future residents of the Concord West Community should be enhanced through integrating a series of accessible, safe, attractive and efficient pedestrian, cycling, vehicular and transit networks.
- *Principle 3: Improve the safety and accessibility of Highway 7*
Promote the safety and accessibility of Highway 7 for pedestrians, cyclists and drivers particularly with respect to providing for safe pedestrian/bicycle passage under the rail bridge, taking into consideration the presence of the known flood hazard.
- *Principle 4: Support the creation of a higher order ~~transit~~ mobility hub through intensification*
Support plans for a higher order mobility ~~transit~~ hub ~~at the junction of~~ integrating the Highway 7 VivaNext BRT system, and the future Barrie GO Rail line, and the future 407 Transitway, by intensifying areas around the potential transit ~~stations~~ hub through high-density and mixed-use development, as well as by providing good connections to and between the transit ~~stations~~ services.
- *Principle 5: Maintain and enhance existing natural heritage features, including the flood hazard areas, in the context of the greater natural heritage network*
Respect existing natural heritage features such as the Bartley Smith Greenway and West Don River valley by maintaining and/or enhancing their ecological functions and by identifying opportunities for public acquisition, remediation and restoration.
- *Principle 6: Create a high quality public realm*
Strengthen the quality of public spaces by promoting attractive and cohesive streetscapes, urban squares, public parks, natural landscapes and built form that reflect high quality urban and architectural design.

- *Principle 7: Future infrastructure investment should support good community development*
Identify critical infrastructure investments and ensure that future infrastructure decisions are consistent with good community design principles and the policies of this plan.
- *Principle 8: Ensure appropriate development phasing*
The timing of development needs to be coordinated with the availability of critical infrastructure such as transportation capacity and improvements in the stormwater management system including the implementation of Low Impact Development (LID) measures.

The Revised Development Framework - Land Use

The draft Concord GO Secondary Plan is composed of six parcels split by Highway 7 and the GO Rail line as shown on Attachment 2. Part of the area is currently designated as “Concord GO Centre” and is subject to a requirement for the preparation of a Secondary Plan. The lands have been organized into six sub-areas. The Areas 2, 4 and part of Area 1 will form the first phase of the Concord GO Centre Secondary Plan’s development. No changes in the land use designations for the remaining areas are planned at this time. The Secondary Plan accommodates approximately 44 hectares of potentially developable area. This will include lands designated for low, medium and high-rise mixed-use and employment uses. There are approximately 28 hectares of land identified for natural heritage, parks, open space and stormwater management. The six areas are described briefly as follows:

(i) Area 1: The Northeast Parcel

Location

Area 1 includes the lands at the north east corner of Highway 7 and the GO Barrie Rail Line, generally encompassing the lands owned by 1834374 Ontario Inc. (File OP. 07.013) The subject lands are currently undeveloped, and are the subject of a site specific OMB appeal of VOP 2010.

Proposed Land Use

The lands in this area are subject to the “High-Rise Mixed-Use” designation as shown on Attachment 3. Due to their proximity to the transit opportunities along Highway 7 and the Barrie GO Rail Line, Area 1 will have the highest density and tallest buildings in the Amendment area, with a maximum height of 22 storeys, and a maximum development potential of 353,000 sq. metres of mixed use development.

In addition to the uses permitted in Policy 9.2.2.6 of VOP 2010 (Volume 1), the “High-Rise Mixed-Use” designation will permit: High-Rise Buildings, Mid-Rise Buildings, Public and Private Institutional Buildings, Townhouses, Stacked Townhouses, Low-Rise Buildings, and transit-related facilities including public parking provided that such facilities are integrated into the community in an attractive and complementary way.

Retail, Office, Cultural Uses and Hotels are also permitted. At grade uses will predominantly consist of retail uses, including retail stores, restaurants, personal and business services, professional offices, community facilities and day care facilities. A minimum of 60% of the building frontages facing an arterial or collector street shall consist of at-grade retail uses.

Area 1 is subject to the provisions of policy 8.3 which provides for a detailed development phasing plan for the area over time. The first phase will be implemented on the basis of a Development Concept Report, and allow for a total of 950 residential units and 1,860 sq. metres of retail floor area. In order to move to subsequent phases, a Comprehensive Transportation Study must be undertaken, to the satisfaction of the City and York Region, to establish the transportation infrastructure required to support the subsequent phases of development in Area 1. The Comprehensive Transportation Study will determine the maximum amount of development permitted in Area 1.

Area 1 is also subject to specific height provisions, as set out in Policy 3.4, which provide for a transition of heights to reflect the proximity of sensitive residential uses and to achieve certain urban design objectives. Bonusing, up to five storeys, in exchange for community benefits through Section 37 of the Planning Act may be available if it is approved by Council through the site specific re-zoning process. This could allow for taller signature buildings and greater variation in the Centre's roofline. As such, maximum height of 27 storeys may be achieved on a limited basis, subject to the bonusing provisions of Section 37 of the Planning Act and the policies of VOP 2010.

(ii) Area 2: The Southeast Parcel

Location

Area 2 is located to the south east of the intersection of Highway 7 and the GO Barrie Rail Line and is composed of the developable area that is not immediately adjacent to the rail corridor.

Proposed Land Use

This area is proposed to be subject to the "High-Rise Mixed-Use" designation as shown on Attachment 3. The heights and densities in this area, consistent with Area 1, have a maximum building height of 22 storeys and densities of 3.5 FSI as shown on Attachment 4.

Area 2 is part of the Phase 1 development. In addition to the uses permitted in 9.2.2.6 of VOP 2010 (Volume 1), the "High-Rise Mixed-Use" designation will permit: High-Rise Buildings, Mid-Rise Buildings, Public and Private Institutional Buildings, Townhouses, Stacked Townhouses, Low-Rise Buildings, and Transit-Related facilities including Public Parking. The policies applying to Area 1 also apply to this area, except for matters relating to phasing beyond the first phase of development. The development potential for these lands will need to be determined through the development review process. The final development limits will be established through the finalization of the flood limits to the satisfaction of the TRCA and the City.

(iii) Area 3: The Southeast Parcel

Location

Area 3 is located at the south east corner of Highway 7 and the Barrie GO Rail Line, and is immediately adjacent to the rail corridor.

Proposed Land Use

Area 3 is proposed to be designated as "Mid-Rise Mixed-Use" and will be subject to a maximum density of 3.0 FSI, with maximum heights of 10 storeys, as per Attachment 4, reflecting a transition to the Concord West Community. This area is subject to Policy 3.1.10 of the Secondary Plan, which provides that the lands cannot be developed until

such time as the planning and required approvals for the GO Transit and/or Highway 407 Transitway facilities are finalized to the satisfaction of the City, York Region, and the Province, and that there are sufficient developable lands that have been declared as surplus to transit needs as provided for under Policy 3.3. Further, safe ingress and egress to the site must be approved by York Region, the TRCA and the City.

In addition to the uses permitted under 9.2.2.4(b) of the VOP 2010 the following uses shall be permitted: transit related infrastructure and facilities, including parking.

It is noted that Area 3 has been identified as a required component of the future transit facilities by the approved 407 Transitway EA. Staff have been advised that it will be included in a comprehensive Parkway Belt West Plan amendment in the near future which proposes to include these lands in the Parkway Belt Plan under an appropriate designation. Upon approval of the PWBW amendment, the Secondary Plan will be updated to reflect its new status without further amendment in accordance with Policy 3.3.5.

(iv) Area 4: The Southwest Parcel

Location

The lands that are identified as Area 4 comprise the lands immediately to the south west of the rail corridor at Highway 7. They are primarily served by access from Baldwin Avenue, with some parcels fronting directly onto Highway 7.

Proposed Land Use

The lands designated “Low-Rise Mixed-Use” are subject to a maximum density of 1.8 FSI and heights of up to 4 storeys as per Attachment 4. The Low-Rise Mixed Use designation permits all of the uses under Policy 9.2.2.3(b) and all building types under Policy 9.2.2.3(f) of the VOP 2010. Notwithstanding its status as one of the four quadrants of the “Potential Mobility Hub” designated around the junction of Highway 7 and the Barrie GO Rail Line, the primary function of Area 4 is to act as a transitional zone between the Concord West residential community and more intensive uses to the north and east.

A portion of Area 4 is designated as Natural Area, and as such will be subject to Chapter 3 of the VOP 2010, and policies 5.2 and 5.3 of the Secondary Plan for the purpose of confirming the developable area.

(v) Areas 5: The Northwest Parcel

Location

The lands that are identified as Area 5 comprise the existing Employment Area north of Highway 7 bounded by Bowes Road to the west and Rivermede Road to the north.

Proposed Land Use

VOP 2010 designates these lands “Employment Commercial Mixed-Use” (adjacent to Highway 7), “General Employment”, and “Prestige Employment”. Any changes to permit non-employment uses (e.g. residential and retail) will require a municipal comprehensive review and an adjustment to the City’s land budget. Area 5 includes a potential Future Road Connection that will be subject to further study as set out in the secondary plan.

(vi) Area 6: The Easterly Parcel

Location

The lands that are identified as Area 6 comprise the parcels of land that abut the north and south sides of the Highway 407 right of way extending north to Highway 7 through the valley system.

Proposed Land Use

These lands are predominantly located in the “Parkway Belt West Plan” area, being subject to the following designations: Inter-Urban Transit (the 407 Transitway), Road and Buffer Area (Highway 407), Utility (gas pipelines) and Electric Power Facility (Hydro One Transmission Corridor). No changes in land uses are proposed in Area 6 at this time.

Recommended Modifications to the Draft Concord GO Centre Secondary Plan (November 2013)

Staff has received submissions from a number of sources, which will be addressed in this report. For the purpose of responding to the comments and requested changes, two categories of revisions were identified. These include:

- a. Major Changes that would potentially have a substantive effect on the Secondary Plan; and
- b. Other issues that may be resolved through minor changes to the Plan or further clarification.

Issues that may result in a major change to the Concord GO Centre Secondary Plan are discussed in the staff report in the section entitled “Issues Resulting in Substantial Changes to the Plan”. More minor issues are identified and commented on in the “Response Table for Agency and Public Comments”, forming Attachment 9. Where warranted, modifications to the Secondary Plan have been recommended.

The Responses to Agency and Public Comments

Several objectives were considered in analyzing the submissions made by landowners, public agencies and residents regarding the Secondary Plan. This included ensuring that the principles of VOP 2010 were maintained, that the broader policy direction was considered (Regional Official Plan and Places to Grow) along with the application of sound planning principles.

The submissions were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to the Plan policies. The “Response Table for Agency and Public Comments” (Attachment 9) presents information (responses/concerns/requests), staff comments and any recommended policy and schedule changes. Summaries in Attachment 9 contain the following in tabular format:

- The Item number;
- The submission date;
- The content of the correspondence, as summarized by Staff;
- Staff comment on the submission; and
- Staff recommendation on the submission.

The issues resulting in substantial changes to the plan have broader implications for the Plan and are explained in greater detail.

The “Track Changes” Version of the Concord GO Centre Secondary Plan

The resulting changes to the version of the Secondary Plan that was received at the November 26, 2013 Public Hearing are reflected in the “Track Changes” version of the Plan which forms Attachment 10 to this report. It includes the changes identified in this staff report in the section entitled “Issues Resulting in Substantial Changes to the Plan”, in the “Response Table for Agency and Public Comments” (Attachment 9) and minor changes required to improve clarity and the readability of the Plan and ensure correct references to such matters as policy documents, agencies and dates. It is recommended that this version of the Plan be the basis for finalization and adoption, subject to any further direction resulting from this meeting and final staff review.

Ontario Municipal Board Appeal

The appeal relates to the lands owned by 1834374 Ontario Inc. on the north side of Highway 7 between the GO Rail Line and the river valley, constituting Area 1 to the Concord GO Centre Secondary Plan. This is an appeal of multiple sections of the Vaughan Official Plan 2010. Also, an Official Plan Amendment application has been submitted by the appellant (File: OP.07.013, 1834374 Ontario Inc.). It was submitted to fulfill the requirements of OPA 660 for the approval of a Tertiary Plan, by way of an Official Plan Amendment, to give more guidance to the development of the Concord GO Centre. Both the appeal and the site specific application (Area 1) remain active. Staff has been working with the appellant/applicant to settle matters associated with the appeal with a view to resolving the issues through the preparation of this Secondary Plan. Should this approach be successful, it would provide the basis for the withdrawal of the VOP 2010 appeal and the site specific official plan amendment application.

Issues Resulting in Substantial Changes to the Plan

A number of issues have been raised which have the potential to result in substantial changes to the plan. These have been reviewed and where warranted, changes to the November 2013 draft of the Concord GO Centre Secondary Plan have been recommended. These are discussed below.

a) Land Use

Modifications to the land use policies are being recommended. This change follows a request by the Area 1 landowner for consideration of a wider variety of residential land uses. The request was to permit Townhouses, Low-Rise Buildings, and Stacked Townhouses in the High-Rise Mixed-Use designation, in addition to High-Rise and Mid-Rise buildings. The High-Rise Mixed-Use policy 9.2.2.6 in VOP 2010 currently limits the potential to build townhouses, stacked townhouses, and low-rise buildings, in this designation.

Staff has assessed the requested modification and it is considered supportable. It allows for greater variety in built form for Area 1; and also the permission has been extended to Area 2. This greater flexibility will assist in developing the site in a manner that is appropriate for a Local Centre. It will also provide for a wider diversity of unit sizes and types, while providing for greater urban design opportunities, including a mix of streetscapes, building heights and massing.

On this basis, it is recommended that policy 3.4.4 be replaced with:

3.4.4 Notwithstanding Policies 9.2.2.6(f) and 9.2.2.6(g), the following uses shall be permitted:

- a) High-Rise Buildings
- b) Mid-Rise Buildings
- c) Public and Private Institutional Buildings
- d) Townhouses
- e) Stacked Townhouses
- f) Low-Rise Buildings

b) Building Heights and Density

Building heights and density are the two largest factors that influence the physical form and perception of any development. Review of the comments has resulted in a number of recommended changes that will largely be reflected in the High-Rise Mixed-Use designation. The changes in height and density provisions are discussed below, which will be followed by the recommended changes to Policy 3.4 "High-Rise Mixed-Use".

Building Heights

The draft Secondary Plan considered at the November 26, 2014 Public Hearing provided for a maximum building height for Areas 1 and 2 of 22 storeys in the High-Rise Mixed Use designation. The site specific application for Area 1 (OP.07.013) proposes a maximum building height of 38 storeys. Staff is recommending that the maximum building height of 22 storeys, as originally recommended, remain in place as shown on Attachment 4. The applicants/appellants in Area 1 have requested consideration for greater building heights for this site in the Secondary Plan.

As a matter of principle, staff concur that there should be a gradient in building heights to respond to the presence of more sensitive uses. In this case a rise in building heights from west to east would be appropriate to respect the lower density residential users to the southwest. Further, the proposed building heights for Area 1 in the private application are considered excessive given the role of the Local Centre in the structural hierarchy of VOP 2010. Primary Centres, except where they are in proximity to a planned subway station, typically have permitted heights on the order of 20-25 storeys.

Twenty-two storeys is considered an appropriate maximum building height for this Local Centre. However, staff recognizes the important role a variation in building heights can play as an urban design device. Providing for a variety of building heights contributes to attractive views and vistas and can create a defining sculptural presence on the horizon that serves to define the centre. For this reason, the opportunity for heights in excess of 22 storeys should be maintained to accommodate one or two signature buildings, in the context of a mixed-height complex. Such building(s) could be up to a maximum height of 27 storeys. Staff is not recommending any increase in the Building Heights in the Official Plan. The additional heights, up to a maximum of five storeys for two buildings, should only be permitted through the bonusing provisions of Section 37 of the Planning Act, in exchange for community benefits, and through a site specific analysis undertaken through the implementing Development Concept Report and Zoning By-law Amendment.

As a result, policies 3.4.6, 3.4.7, and 3.4.8 have been added to the secondary plan in the High-Rise Mixed Use section as follows:

- 3.4.6 It is a principle of this plan to provide for a variety of building heights that will contribute to the overall character of the area by:
- a) Creating attractive views and vistas;
 - b) Creating a distinctive skyline which serves to define the Concord GO Centre;

- c) Providing for a transition of building heights that respects the presence of existing residential built form and sensitive uses by directing the highest buildings away from such uses; and,
- d) Reflecting the Centre's functional role in the City's structural plan.

3.4.7 The maximum permitted building heights for Areas 1 and 2 is 22 storeys. Notwithstanding this restriction, there may be instances where it is appropriate to consider opportunities for higher buildings which will serve to achieve the following:

- a) The objectives of policy 3.4.6 above;
- b) A signature building(s) or complex that can be a defining element of the Centre; and,
- c) Maximum building heights not to exceed 27 storeys.

3.4.8 The detailed identification and distribution of building heights will be implemented through the Development Concept Report and zoning by-law amendment. Assessment of proposals for building heights in excess of 22 storeys shall be considered through the application of the bonusing provisions of Section 37 of the Planning Act and Policy 10.1.2 of VOP 2010 associated with site specific rezoning applications.

Density

In the original version of the secondary plan, densities in the High-Rise Mixed-Use designation were assigned by individual blocks, each at 3.5 FSI. This approach is satisfactory for Area 2, which is made up of distinct parcels, likely to be developed as individual units. However, this was found to be too rigid a structure for Area 1, given that some blocks may be developed at lower densities and others at higher densities, notwithstanding the overall density would average out. Under the approach in the original version of the Secondary Plan, the unused density from one block could not be transferred to an adjoining block. The need for greater flexibility was reinforced by the emerging phasing plan for Area 1.

Phase 1 in Area 1 provides for 950 residential units and 20,000 sq. ft. (1,860 m²) of retail uses. The extent of each of the subsequent phases will be determined through the completion of a Comprehensive Transportation Study. The Comprehensive Transportation Study will determine the amount and type of floor space that would be permitted in the subsequent phases and the types of transportation improvements that would be required to support each phase.

At this level of detail it would be difficult to use an individual FSI number, given that there might be a variety of different uses (e.g. residential, office, retail) in each block that have different traffic generation rates. In order to maintain the flexibility to allocate floor space and uses to blocks, it was decided to convert the 3.5 FSI set out in the draft secondary plan to a maximum gross floor area for Area 1. This was determined to be 353,000 sq. metres (3.8 million sq. ft.).

Whether the maximum gross floor area is met over the life of the Plan will primarily depend on the ability of the site to support that level of development from an infrastructure perspective. Therefore, the prescribed development levels (reflected in Units and/or Gross Floor Area) resulting from the transportation study will take precedence over the numerical maximum of 353,000 sq. metres.

In order to implement this approach to the evolution of Area 1, the secondary plan has been modified to:

- Maintain the original High-Rise Mixed-Use designation, without the prescribed Floor Space Index of 3.5.
- Identify an upset maximum Gross Floor Area for Area 1 at 353,000 sq. metres for planning purposes.
- Identify the development limits for Phase 1 at 950 residential units and 1,805 sq. m (20,000 sq. ft.) of retail for Area 1.
- Conduct a Comprehensive Transportation Study to determine the density of development in Area 1 beyond Phase 1, including consideration of the amount to be developed in each phase and any corresponding improvements to the transportation network.
- Provide that the maximum development potential will be determined based on the capacity of the site, resulting from the Comprehensive Transportation Study.
- The development will be implemented through the Development Concept Report, the draft plan of subdivision, zoning by-law amendment – including the use of Holding Zones under section 36 of the Planning Act and the site plan applications.

As a result of these changes, Policies 3.4.9, 3.4.10, 3.4.11, 3.4.12, and 3.4.13 have been added to the Secondary Plan in the High-Rise Mixed-Use section. They provide as follows:

- 3.4.9 The phasing policies governing Areas 1 and 2 are set out in policy 8.3 of this plan.
- 3.4.10 Area 2 is in Phase 1 and provides for a maximum density of 3.5 FSI on the two sites flanking the southerly leg of the signalized intersection at Highway 7.
- 3.4.11 Area 1 will be the subject of a multi-phase development program as set out in policy 8.3. The implementation of development in Area 1 will be undertaken on the following basis:
- a) The maximum gross floor area permitted in Area 1 shall not exceed 353,000 sq. metres, which includes the Phase 1 component.
 - b) The first phase of development shall provide a maximum of 950 residential units and 1,860 sq. metres of retail uses.
 - c) In order to proceed to the subsequent phases of development in Area 1, a Comprehensive Transportation Study shall be completed to the satisfaction of the City and York Region.
 - d) The Comprehensive Transportation Study will establish the maximum amount of supportable gross floor area and mix of uses that will be permitted in Area 1 and any required transportation infrastructure improvements required to support each of the subsequent phases.
 - e) Notwithstanding a) above, should the results of the Comprehensive Transportation Study indicate that the maximum gross floor area of 353,000 sq. metres cannot be met, then the results of the Transportation Study shall prevail in respect of the maximum gross floor area and mix of uses.
- 3.4.12 Phase 1 implementation will take place on the basis of a Development Concept Report which will specifically address that phase of development. Implementation of the Development Concept Report will take place through the draft plan of subdivision, zoning by-law amendment, and site plan processes. Applications of the Holding Zone provisions of the Planning Act and VOP 2010 may be applied to portions of Phase 1 as required.

3.4.13 The implementation of subsequent phases, after the completion of the required Comprehensive Transportation Study, shall take place on the basis of a new Development Concept Report or an amended Phase 1 report, which will address the new phases. The new phases will be implemented through the draft plan of subdivision, zoning by-law amendment, and site plan approval processes. Holding Zones may be applied to each phase and may be removed once the required conditions have been met to allow development to proceed.

c) Development Phasing

The draft Secondary Plan included policies to provide for the phasing of development in the Secondary Plan area based on matters such as infrastructure needs. Further review of the plan in conjunction with York Region, has allowed for determination of a first phase of development, which can now be reflected in the Secondary Plan. Based on an assessment of road network capacity and the availability of certain improvements, the following development would be permitted in Phase 1:

- Area 2 at 3.5 FSI and Area 4 at 1.8 FSI.
- The development of 950 residential units and 1,860 sq. m (20,000 sq. ft.) GFA of retail in Area 1, subject to the following measures:
 - Access to the public road system, satisfactory to the City and York Region, in respect of their number, location and design;
 - A VivaNext Bus Rapid Transit Stop being provided on Highway 7 to serve development in the Secondary Plan area;
 - Transportation Demand Measures, through the development approvals process, designed to support transit use.

A key consideration will be establishing the basis for proceeding to further phases of development in Area 1. The new policies require the preparation of a Comprehensive Transportation Study, which will identify the level of development in subsequent phases (i.e. residential and non-residential GFA) and indicate the timing of further infrastructure improvements that will be required to support the additional density provided in each subsequent phase.

It is anticipated that this study would be conducted by the City in consultation with York Region with the participation of and input by the applicants and owners in the study area. This approach would entail two phases: the first phase would examine the feasibility of providing a third access to Area 1 and to Ortona Court from Bowes Road across the GO Rail line. The study should be budgeted for, with an approved terms of reference, to permit its commencement in 2015. The feasibility study could be incorporated into a Class Environmental Assessment for a GO Rail crossing, if it is warranted. The second phase would be the Comprehensive Transportation Study that would take place commencing in 2016. It would deal specifically with the phasing for Area 1 and the post-Phase 1 development, taking into consideration any other development initiatives proposed for the Secondary Plan area. The exact nature of the study will be further refined in consultation with York Region, with the benefit of the outcome of the feasibility study. The budgeting for such studies should be considered as part of the capital budget process for the affected years, including the consideration of the apportionment of costs.

This policy also applies to the areas west of the GO Rail line for any major redevelopment or change of land use. As such, the following has been added to the secondary plan as Policy 8.3.6 in the Implementation section of the Secondary Plan:

8.3.6 In order to ensure the availability of transportation related infrastructure to support the long-term development of the Secondary Plan area it will be necessary to phase development. The following policies shall apply:

- a) Phase 1 of development includes Areas 2 and 4 as shown on Schedule A. Development applications within these areas shall be supported by comprehensive transportation studies, satisfactory to the City and York Region, which will confirm among other things, the impact on the local and Regional road network, access locations and designs and any required mitigation, such as Transportation Demand Management measures.
- b) Phase 1 of development shall also include portions of lands fronting onto the north side of Highway 7 within Area 1, as shown on Schedule A. The detailed location and limits of Phase 1 development within Area 1 will be determined through the implementing development applications and Development Concept Report. Within Area 1, the maximum number of residential units permitted in Phase 1 shall be 950, and maximum amount of retail floor area shall be 1,860 sq. metres. Development within Area 1 will also be predicated on the provision of the following:
 - i. Accesses to the public road system, satisfactory to the City and York Region, in respect of their number, location and design;
 - ii. A VivaNext Bus Rapid Transit Stop on Highway 7 to serve development in the Secondary Plan area;
 - iii. Transportation Demand Measures, through the development approvals process, designed to support transit use.
- c) Further phases of development in Area 1 will not be permitted to proceed until such time as a Comprehensive Transportation Study has been completed for the Secondary Plan area, to the satisfaction of the City of Vaughan and York Region, which shall identify the number of residential units and gross floor area (all uses) to be permitted in any subsequent phase(s). Any infrastructure improvements required to support the subsequent phases of development, such as an additional public street access to Area 1, either in the north/south and/or east/west direction, or transit improvements (e.g. a GO Rail station) shall be identified and implemented prior to or in conjunction with each corresponding phase(s). The Terms of Reference for this study shall be prepared in consultation with the City of Vaughan, York Region and owners/applicants.
- d) The initiation of the Comprehensive Transportation Study for the Secondary Plan area, referenced in c) above, may also be triggered by an application proposing significant redevelopment within Area 5. Other triggers for the comprehensive Transportation Study may include the statutory five year Official Plan review, the initiation of an Environmental Assessment for a transit/transportation improvement directly affecting the area or an update to the City's Transportation Master Plan.
- e) The revised development phasing resulting from the outcome of the study referenced above shall be reflected in any subsequent Development Concept Report on any affected lands. For lands where an existing Development Concept Report has been approved, it will be amended accordingly.

This policy will be implemented through draft plan of subdivision/zoning by-law amendment applications as supported by a Development Concept Report. The Phase 2 development will not take place until the required transportation study has been approved by the City and York Region, and the zoning by-law has been amended to permit Phase 2 to proceed.

It is noted that the proponent in Area 1 has requested that the amount of retail floor space in Phase 1 be increased from 1,860 sq. m. to 5,574 sq. m. Subject to the concurrence of York Region, staff would not object to a Regional modification to this effect. This would ensure the mix of uses envisioned for the Centre and increase the self sufficiency of the Phase 1 development.

d) Future Use of Area 3

Area 3 is designated Mid-Rise Mixed Use with a maximum building height of 10 storeys and a maximum density of 3.0 FSI. The area is located within the boundaries of the approved Highway 407 Transitway Station Environmental Assessment area. The Ministry of Municipal Affairs and Housing and the Ministry of Transportation have advised that the Ministry of Transportation will be submitting an application to the Ministry of Municipal Affairs and Housing to amend the Parkway Belt West Plan to bring Area 3 and other affected areas into the Parkway Belt West Plan Area under an appropriate Parkway Belt land use designation.

The application to amend the Parkway Belt West Plan has not been submitted as yet. As such, staff does not recommend a change in the land use designation, height and density for Area 3 at this time. However, a new Policy 3.3.5 has been added as follows, to accommodate the forthcoming change:

3.3.5 The Ministry of Transportation intends to submit a comprehensive Parkway Belt Plan amendment to the Ministry of Municipal Affairs and Housing in the near future. The purpose of this amendment is to align the Inter-Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design resulting from the approved Highway 407 Transitway Environmental Assessment. As Area 3 has been identified as a required part of the Highway 407 Transitway Station facilities, it will be subject to this amendment, which will bring it under the jurisdiction of the Parkway Belt West Plan and provide for its redesignation to Inter-Urban Transit. Upon approval of such Parkway Belt West Plan amendment, this Plan will be modified accordingly without further amendment.

e) Adjustments to the Road Pattern

Several changes to the proposed road pattern from the November 26, 2013 draft of the Plan are being recommended. The dashed line on the Schedules showing the potential for a "Future Road Connection" from Bowes Road to the east over the GO Rail Line, to a potential link between Ortona Court to the north to the proposed development in Area 1 to the south has been maintained. However, a fourth leg showing a potential connection over the Don River Valley to North Rivermede Road has been eliminated. It was removed because it entailed a crossing of an environmentally significant area and the Bartley Smith Greenway. This should not be encouraged as a response to the connectivity challenges in this area. This valley/forest area is valued by the community as an amenity and a natural heritage feature. While it is recognized that any future Environmental Assessment may take an alternative route through this area into consideration, such an alignment should only be considered after other alternatives have been explored. This change has been made on all affected schedules.

Schedules A to G originally showed a road pattern for Area 1 consisting of a Minor Collector road extending to the north from Highway 7, complemented by a local loop road extending from right in - right out connections at Highway 7 to the east and west of the minor collector road intersection with Highway 7. These schedules have been amended to remove the local road system while maintaining the Minor Collector road. The Minor Collector road has also been curved to show a better conceptual connection to lands in

the north. The road pattern as shown in the November 26, 2013 draft secondary plan was based on the detailed development concept that formed part of the site specific (Tertiary Plan) application for Area 1. It is more precise than would typically be provided at the secondary plan level. Schedule D – Transportation Network retains the conceptual public street pattern, with minor adjustments. However, other than the Minor Collector Street, the other elements of the public road network are conceptual and may be adjusted as required.

A new policy 4.2.19 has been added to reflect the conceptual nature of the local road pattern which will be finalized through the Development Concept Report and the Draft Plan of Subdivision(s) as follows:

4.2.19 The Local Street network shown on Schedule D in Area 1 is conceptual. It may be modified without amendment to this plan, subject to the finalization of the local road network established through the Development Concept Report and the Draft Plan of Subdivision.

f) Replacing the Term “Potential Transit Hub” with “Potential Mobility Hub”

Policy 3.6 of the November 26, 2013 draft of the Secondary Plan identified the area around the intersection of Highway 7 and the GO Rail line as a “Potential Transit Hub”. This reference relates solely to infrastructure, whereas the vision for a “Mobility Hub” as identified by Metrolinx in the Big Move, speaks to both infrastructure and the need for complementary land uses that will support the transit investment, with intensified mixed-use development.

While not meeting the immediate requirements for designation as a “Gateway Hub”, the Concord GO Centre Secondary Plan area already possesses many attributes that are consistent with a mobility hub as defined by the Metrolinx Regional Transportation Plan. Designated a Local Centre in VOP 2010, the Secondary Plan area is identified as an “Intensification Area”. There is currently an active Official Plan amendment application for Tertiary Plan approval, to permit high density mixed-use development, under OPA 660 for the lands defined as Area 1.

Surrounded and bisected by three separate transit corridors (GO Rail, VivaNext and the Highway 407 Transitway) the area has immense potential to provide strong multi-modal connectivity, which is a characteristic of a Mobility Hub. Completion of the VivaNext BRT segment from Bowes Road to the VMC subway station is scheduled for completion in 2019-2020. It has been a long term City/York Region objective to secure a GO Rail station at this location. Prior to the Concord GO Centre Secondary Plan, OPA 660 identified the area as a Local Centre and the intersection of the GO Rail line and Highway 7 as an opportunity for a GO Rail station. In addition, the City and York Region Official Plans and Transportation Master Plans call for the construction of a GO Rail station at this location.

Metrolinx refers to these areas as Mobility Hubs – a location where people can move from one mode of transit to another with ease. As areas that are easily accessible by two or more forms of transit, they can facilitate a higher density of residential, employment, and retail uses. Mobility Hubs vary in size, but generally comprise a transit station(s) and a surrounding area that can be accessed by foot, roughly 800m in radius. Mobility hubs in the GTHA exhibit many different stages of development; some are currently underutilized lands, while others are already vibrant destinations. What ties them together is the presence of major transit station infrastructure that is or will be significant to the regional rapid transit system. The Big Move defines two types of mobility hubs: Anchor hubs and Gateway hubs. A Gateway Hub is defined as:

“[a] key node in the regional transportation system located where two or more current or planned regional rapid transit lines intersect and where there is expected to be significant passenger activity (4,500 or more forecasted combined boardings and alightings in 2031 in the morning peak period). In addition, these areas are generally forecasted to achieve or have the potential to achieve a minimum density target of approximately 50 residents and jobs combined per hectare.”

The Concord GO Centre Secondary Plan area has the potential to evolve into a Gateway Hub. Through the Secondary Plan, the City is working towards this goal by facilitating the development of compatible and complementary land uses and infrastructure to support a mobility hub and the desired urban environment. As such, replacing the term “Potential Transit Hub” with “Potential Mobility Hub” better reflects the functional and land use intent for the Secondary Plan Area. While not fully meeting the criteria to be a Mobility Hub at this time, the change will clearly signal the City’s intention to other levels of government and transit agencies, consistent with previously adopted policy directions. This change in terminology has been made throughout the Plan.

g) The Highway 407 Transitway Station and Alignment

One of the issues of continuing importance to the community is the presence and effect of the Transitway Station on such matters as the availability of and access to the open space and the valley system and on the traffic it would generate. Through the EA process, the community provided alternative configurations to the Ministry of Transportation for its consideration, which identified solutions that would generally, relocate the station elsewhere and/or make adjustments to the alignment of the transitway. Ultimately, these were analyzed and rejected through the EA process and the preferred station location and configuration was approved. On November 26, 2013, an alternative community vision was presented at the Public Hearing for the Secondary Plan in support of a plan that relocated the station to the east, moved the transitway alignment to the south side of Highway 407 and included the construction of a walkway or “skywalk” from the Transitway station to the north side of Highway 7, where pedestrians could access the potential GO Rail Station.

The approach taken to the Transitway Station in the draft Secondary Plan was to look for opportunities to review the role or function of the station at the EA approved location and/or reduce its impact on the immediate area. This approach involved examining a reduction in the station and parking area footprint, to provide for more open space. This approach also recognized that the City could not compel change in the Provincial position but could attempt to persuade it to undertake an alternative approach. Also, given that the provincial approval of the Transitway Station took place recently, it would be unlikely that the Province would reopen or reverse its decision. As such, the policies were directed to identifying and responding to opportunities to investigate alternatives or improvements to the current Transitway Station Plan and identifying the criteria that would need to be considered in the future planning and design processes.

The draft Secondary Plan was circulated to the Ministry of Transportation and other agencies for comment after the November 26, 2013 Public Hearing. A number of responses were provided, which have been addressed in the matrix forming Attachment 2 to this report. Many of the responses from the Ministry speak to the need to recognize the fact that the Highway 407 Station is approved in its current location and the Secondary Plan will need to provide additional guidance on how it would be integrated with the other potential transit services (VivaNext and GO Rail).

Of particular concern to the Ministry was Policy 8.2.3.6 of the Implementation section, which provides “City Guidance on Future Transit Studies and Planned Investments”. As set out in the November 26, 2013 draft, the policy states:

- 8.2.3. It is expected that a number of transit related studies will be forthcoming to take full advantage of the transit opportunities in the future. This will include feasibility studies, Environmental Assessments, detailed design studies and possibly periodic reviews of previously approved EAs. This will give the City an opportunity to provide comment and make the proponent(s) aware of the City's objectives as set out in this Plan or as stated in any other document. Therefore, the affected agencies are advised that the City supports:
6. When the Highway 407 Transitway enters detailed design or the approved EA is subject to a further review, it is requested that the Ministry of Transportation:
- a) Review the ridership and mode transfer numbers to ensure that the Transitway Station continues to be warranted at the location identified in the approved Environmental Assessment;
 - b) Consider an alternative route alignment south of Highway 7 and a potential station relocation to Centre Street and Highway 7 to mitigate environmental impacts and provide for a more direct connection to the Viva System and more accessible commuter parking;
 - c) Take into account the findings of the City's Natural Heritage Network Study;
 - d) Take the policies of this Secondary Plan into consideration, with a view to reducing the footprint of the transit facilities in favour of more urban forms of development;
 - e) Explore opportunities for connecting the Bartley Smith Greenway Trail to the surrounding community; and
 - f) Explore with the City, the opportunity for acquiring tableland community amenity space contiguous to the valley system within the Parkway Belt West Plan Area, should any such lands be deemed surplus by the Province.

The Ministry of Transportation provided the following comments.

The Secondary Plan policies imply that at the Transitway Detail Design stage, the location of the Transitway alignment and supporting facilities will be reopened for change. The approved EA examined all possible alignment and station locations at this location and completed additional analysis of options proposed by the Concord West Senior Club. The EA confirmed the final design and MTO does not anticipate any reason to re-open and re-examine the design. The purpose of the Detail Design phase is to finalize details such as internal station layout, building materials, signing etc. The Secondary Plan needs to acknowledge these facts to ensure public understanding of the Transitway and its status.

Policies 6a), b) and c) (cited above) discuss MTO in future reviewing the justification for the station location, moving the Transitway into the 407 right of way and relocation of the station. MTO through the EA process has finalized the plans for the Transitway at this location and does not plan further review of the matters identified in this policy.

The Ministry's position is stated clearly in the comments above. However, City staff recommend that Policy 8.2.3.6 be maintained with minor modifications. They are phrased

as a request to the Ministry and pertain to both detail design and any future review of the approved EA. It is recognized that the scale of analysis at the detail design stage is more confined than what would be undertaken during a review of the EA. To provide clarity, as requested by the Ministry, it is recommended that the Ministry's commitment in the EA, to actions to be undertaken at the Detail Design stage, be replicated in the policy. Therefore the introductory paragraph of Policy 8.2.3.6 should be modified to read as follows:

6. ~~When the Highway 407 Transitway enters detailed design or the approved EA is subject to a further review, it is requested that the Ministry of Transportation:~~ During the Detail Design Stage of the 407 Transitway the Ministry of Transportation has committed to: "Review and adjust, where necessary, the conceptual and preliminary design of all facilities that form part of this undertaking, following any new municipal development plan, transit operational changes and new infrastructure development occurring after the conduct of this TPAP (Transit Project Assessment Process)" In addition, the approved EA may also be subject to further review at some point in the future. In consideration of either process, it is requested that the Ministry of Transportation review:

Based on the comments of the Ministry, it is unlikely to be open to change at this point in the project's evolution. Staff is of the opinion that the approach set out in the Secondary Plan is most appropriate to this situation. Circumstances change over time and there will be opportunities to review various components of the transportation network as time passes. In addition it is possible that work by Metrolinx and other agencies will prompt a need for design changes to match with implementation priorities. The ultimate objectives should be to optimize the rapid transit services available to the City, while working to improve the living and working environment of the residents. City staff will continue to advocate for design changes at every opportunity to reflect the policy.

- h) Extent of the Parkway Belt West Plan and Area's 3 in 6.

The City of Vaughan has been informed by the Ministry of Municipal Affairs and Housing that subject to appropriate approvals, the Parkway Belt West Plan (PBWP) is proposed to be amended in the coming year. The amendment will bring additional lands, which are now in the Concord GO Centre Secondary Plan area under the jurisdiction of the Parkway Belt West Plan, to reflect the outcome of the Transitway Environmental Assessment. This amendment, if approved, will change the land-use designation of said lands in the secondary plan. One response has been identified in paragraph e) above in respect of the "Future Use of Area 3". The secondary plan has also been updated to include a more general policy that allows for the approved PBWP amendment to be incorporated into the secondary plan, beyond Area 3, without a further Official Plan Amendment. It is added as policy 3.1.16 as follows:

- 3.1.16 The Ministry of Transportation intends to submit a comprehensive Parkway Belt West Plan amendment in the near future. The purpose of this amendment is to align the Inter-Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design for the 407 Transitway EA. Any areas subject to this amendment will be brought under the jurisdiction of the Parkway Belt West Plan, providing for their re-designation to Inter-Urban Transit or other Parkway Belt West designation. Upon approval of the Parkway Belt West Plan amendment, this Plan will be modified accordingly without further amendment.

i) Ecosystem Services Compensation

There is a 0.13 ha woodlot located adjacent to the west side of the Don River Valley in Area 1, north of Highway 7. It was identified as an “Area Subject to Further Environmental Studies” on various schedules to the draft Secondary Plan. This area has also been designated as “Natural Areas” in VOP 2010. Generally, it is preferred that such areas be maintained. However, in this context, consideration of its removal is supportable in order to implement the internal road network and provide for a regular block structure. However, removal should only occur subject to the implementation of measures designed to mitigate the effects of the removal of the feature, by compensating for the loss of ecosystem function. In this case the aforementioned area is most closely related to the Don Valley to the east. Removal of this feature would require compensation for the lost ecosystem services, within or adjacent to the valley system.

The draft secondary plan has been updated to include policies that will provide a process for identifying the compensation measures, including the means of implementation. Compensation can include the dedication of alternative lands, in-kind planting on public land, and cash contributions to public agencies for the acquisition or enhancement of natural areas. In this instance, the compensation should be provided locally, within the Secondary Plan area; and ideally, it should support and enhance the Don River Valley and its role in the Natural Heritage Network.

As such, the new policies provide the opportunity to assess a variety of measures to determine the appropriate compensation. In addition, the policies identify the process which will be used. This would involve making compensation for removed woodlots a condition of development approval at the draft plan of subdivision stage or the site plan approval stage. It is recommended that the following provision be added to the Secondary Plan as policy 5.6:

5.6 Ecosystem Services Compensation

Compensation for the loss of Natural Areas and Natural Features is not appropriate for the majority of planning or permitting applications, however, there are occasions when compensation may be a legitimate option in the planning process. Compensation is considered when there is a compelling rationale and public interest, where mitigation techniques are not available or are unlikely to be successful, or where the impact on the proposed urban development far outweighs the ecosystem services and values of the feature. Should removal be warranted, as determined through the development review process, the following mitigation options will be considered for implementation through the draft plan of subdivision or site plan approval processes, to the satisfaction of the City in consultation with any affected agency:

- a) Conveyance of lands or conservation easements to a public agency at a ratio, satisfactory to the City, which will maintain or exceed the level of ecosystem service provided by the removed feature;
- b) In-kind planting on public land at ratios that improves overall ecosystem function, taking into consideration such matters as appropriate species; age and composition of the original feature and biomass equivalence;
- c) A cash contribution to a public authority for the purposes of land acquisition, planting or other measure designed to enhance or reinforce the ecosystem function elsewhere, where such contribution is based on an ecological evaluation and monetary valuation of the removed feature and compensation for the removed feature;
- d) Any combination of the above.

It is further recommended that the Symbol and Legend item “Subject to Further Environmental Studies” be removed from Schedules B through G; and that Schedule F “Open Space Network” retain the Symbol with the following revised Legend notation: “Subject to Further Assessment/Policy 5.6 and Policy 5.1.2”. As a collateral change, it is recommended that policy 5.1.2 be amended, as follows:

5.1.2 An existing feature within the City’s natural heritage system is identified on Schedule F: Open Space Network as “Area Subject to Further Assessment/Policy 5.6 and Policy 5.1.2.” This area will be evaluated through the development review process to determine its significance for the purposes of preservation or the application of policy 5.6 Ecosystem Services Compensation.

j) Parkland Requirements for Area 1

Discussion with the Parks Development Department indicates that there will be a need for 3 ha (7.4 acres) of active parkland within Area 1, not including buffers and linear open spaces. This land will be divided between a Neighbourhood Park and a Public Square, whose approximate locations have been shown on Schedule F – Open Space Network. A new Policy 5.4.3 has been added to articulate the City’s needs, as follows:

5.4.3 It is the objective of the City to provide for a minimum of 3 ha of parkland in Area 1, generally distributed between the Neighbourhood Park and the Public Square. Such Public Square should range in size from 0.5 ha to 1ha in area, with the remainder devoted to a Neighbourhood Park facility. At a minimum, the Public Square will be constructed concurrently with the development of Phase 1.

The location of the Neighbourhood Park will need to be confirmed through the resolution of a number of issues. To finalize the location it will be necessary to confirm the impacts of the potential infrastructure on the northerly part of Area 1, in the context of the City’s criteria for the location of Neighbourhood Parks. In response, it is recommended that a new policy 5.4.4 be added as follows:

5.4.4 The location of the Neighbourhood Park shown on Schedule F is conceptual. The final location of the park will be determined through an analysis that will take place during the preparation and approval of the Development Concept Report for the Phase 2 development of Area 1. The following criteria will be applied in establishing the final location of the Neighbourhood Park:

- a) Achieving an understanding of the implications of the extension of the north-south Minor Collector and the potential east-west road connection across the GO Rail line;
- b) Ensuring that the park site is centrally located, easily accessible and is unencumbered by adjacent infrastructure;
- c) Ensuring a regularly shaped park site that can be programmed to accommodate a range of facilities that can respond to community needs over time.

Relationship to Vaughan Vision 2020/Strategic Plan

The proposed Concord GO Centre Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 2020 Plan. The following initiatives are of particular relevance to the Concord GO Centre Secondary Plan:

- Support and coordinate land use planning for high capacity transit at strategic locations in the City
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow)

Regional Implications

The Concord GO Centre Secondary Plan has been prepared in consultation with York Region staff to ensure it is in conformity with the new Regional Official Plan. Regional staff participated in the process through the Technical Advisory Committee with follow-up consultation occurring throughout the finalization of this Plan. As the approval authority for the Vaughan Official Plan, this report will be forwarded to York Region upon its adoption by Council in accordance with the requirements of the Planning Act.

Conclusion

The draft Concord GO Centre Secondary Plan was made available for public review and was presented at a public Open House on November 4, 2013. This was followed by the statutory Public Hearing held on November 26, 2013. At the Public Hearing, the Committee received deputations and written submissions from the public and other government agencies and directed that any issues be addressed in a Technical Report to a future Committee of the Whole meeting. This decision was ratified by Council on December 10, 2013. The draft Plan was submitted to affected municipal departments and public agencies for further review after the Public Hearing.

Written submissions received from private citizens/landowners, development interests, governments and government agencies, have been analyzed and recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment 9. The approach taken to some of the key policy areas has also been addressed in the main body of the report as set out in the section entitled "Issues Resulting in Substantial Changes to the Plan".

The Concord GO Centre Secondary Plan process has resulted in the development of an implementing Official Plan Amendment which reflects the policy regime established by the Province (e.g. Places to Grow, the Big Move), the York Region Official Plan, and VOP 2010. It provides complementary secondary plan level policies that further articulate the policies of Volume 1 of VOP 2010 in order to respond to the unique needs of this area. As such, the plan includes provisions that provide for:

- The evolution of a mixed-use Residential-Commercial "Local Centre".
- A wide range of building forms and policies designed to accommodate height and density variations throughout the Centre, with special regard for sensitive uses.
- Densities consistent with the previously approved Official Plan Amendment 660 (3.5 FSI) and consistent with those that would be expected for a Local Centre with access to rapid transit services.
- For population/employment growth over the life of the Plan that would support a potential Mobility Hub (8,000-10,000 persons/employees within 800 metres).
- The identification of key infrastructure improvements necessary to implement the Plan, which includes the mitigation of existing problems, such as the lack of pedestrian connectivity along Highway 7 and the long-term evolution of the valley and trail system.
- The identification of opportunities to provide input on approved, planned or future infrastructure projects.
- Guidance to pertinent agencies as to the City's position on priorities and objectives for such infrastructure investments.
- The co-ordination of infrastructure work amongst agencies with a view to creating comprehensive solutions, with reduced disruptions when such improvements take place.
- Builds in policies that will set the conditions for the potential development of a multi-use "Mobility Hub", which would support a GO Rail Station, integrated with a VivaNext BRT station.
- Implementation of a rigorous phasing program for the development of the Secondary Plan Area, which provides for a first Phase with a hard development cap, with

subsequent phases requiring the completion of a Comprehensive Transportation Study that would identify the amount of development to take place in each phase and any required improvements in transportation infrastructure.

- The completion/enhancement of the City's internal street network, through a minor collector road connection to Ortona Court to the north and for the examination of the potential for a third connection, east-west across the GO Rail line to Bowes Road.
- Recognizes the potential role of the lands on the east side of Bowes Road as a contributor to a Mobility Hub and identifies this area for potential consideration in the Comprehensive Transportation Study.

Therefore, it is recommended that the draft Concord GO Centre Secondary Plan (November 26, 2013) be modified in accordance with the recommendations contained in this report, along with any further direction resulting from this meeting and final staff review, and that the revised Plan proceed to Council for adoption.

Attachments

1. Location Map: Original Study Area and Expanded Study Area Boundary & Existing Uses
2. Schedule A – Secondary Plan Area Boundary
3. Schedule B - Land Use
4. Schedule C - Height and Density
5. Schedule D - Transportation Network
6. Schedule E - Transit Network
7. Schedule F - Open Space Network
8. Schedule G - Pedestrian and Cycling Network
9. Response Table for Agency and Public Comments
10. Draft Concord GO Centre Secondary Plan - March 2014 (*Annotated*)

Report prepared by:

Kyle Fearon, Planner 1, ext. 8776

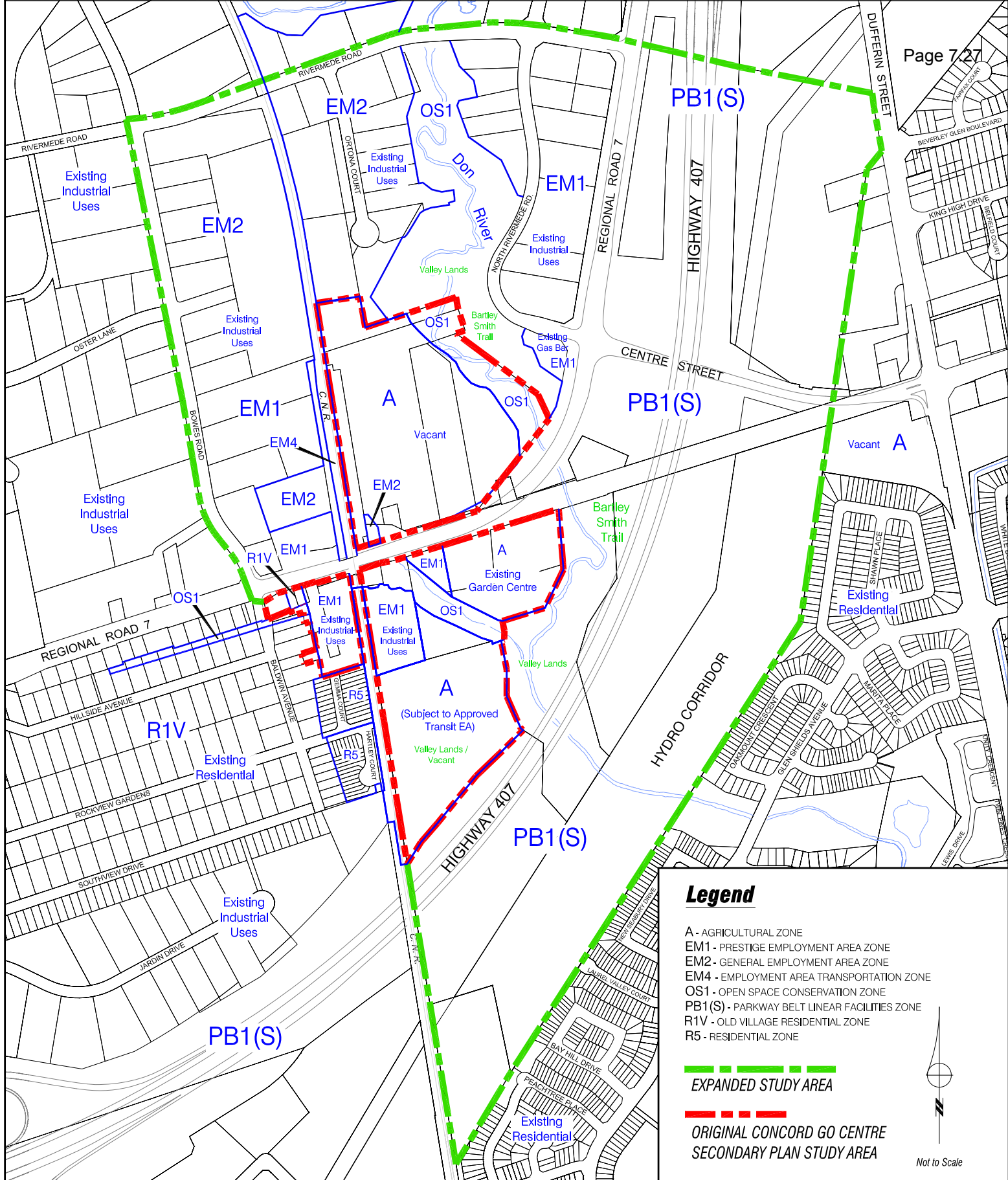
Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEYAMA
Interim Director of Planning, and
Director of Development Planning

ROY MCQUILLIN
Manager of Policy Planning

/lm



Location Map: Original Study Area and Expanded Study Area Boundary & Existing Uses



Attachment 1

APPLICANT:
City of Vaughan

LOCATION:
Part of Lots 5 & 6, Concession 3

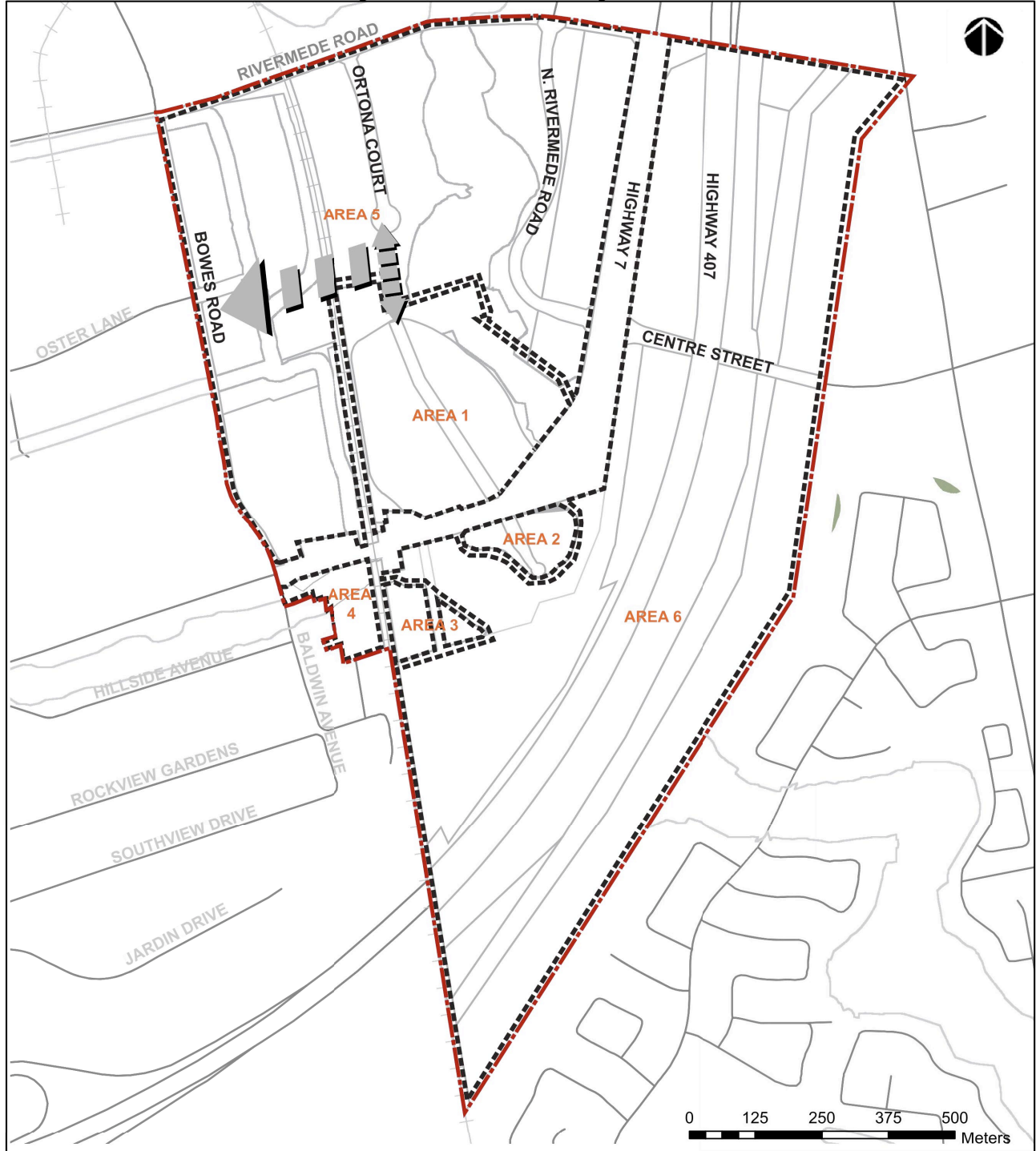
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Schedule A - Secondary Plan Boundary

June 2014



- - - - - Concord GO Centre Secondary Plan Boundary
- - - - - Sub-Area Boundary

Schedule A - Secondary Plan Area Boundary



Attachment

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DATE:
June 17, 2014

2

APPLICANT: City of Vaughan
LOCATION: Part of Lots 5 & 6, Concession 3

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Concord GO Centre Secondary Plan
Schedule B - Land Use

June 2014



- | | | |
|---|-------------------------------------|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
| Low-Rise Mixed Use | Prestige Employment | Road and Buffer Area
(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed Use
(Refer to Policy 3.3) | Open Space | Utility |
| High-Rise Mixed Use | Natural Area
(Subject to Change) | Electric Power Facility |
| Employment Commercial Mixed-Use | Neighbourhood Park | Proposed New Road Link (Conceptual) |
| | | Public Square |

Schedule B -
 Land Use

APPLICANT:
 City of Vaughan

LOCATION:
 Part of Lots 5 & 6, Concession 3



Attachment

FILE:
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DATE:
 June 17, 2014

3

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- | | | |
|---|--------------------------------------|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
| Low-Rise Mixed Use | Prestige Employment | Road and Buffer Area
(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed-Use
(Refer to Policy 3.3) | Open Spaces | Utility |
| High-Rise Mixed Use | Natural Areas
(Subject to Change) | Electric Power Facility |
| Employment Commercial Mixed-Use | Subject to policies 3.4
and 8.3.6 | Proposed New Road Link (Conceptual) |
| Public Square | | Neighbourhood Park |

Schedule C -
 Height and Density



Attachment

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DATE:
June 17, 2014

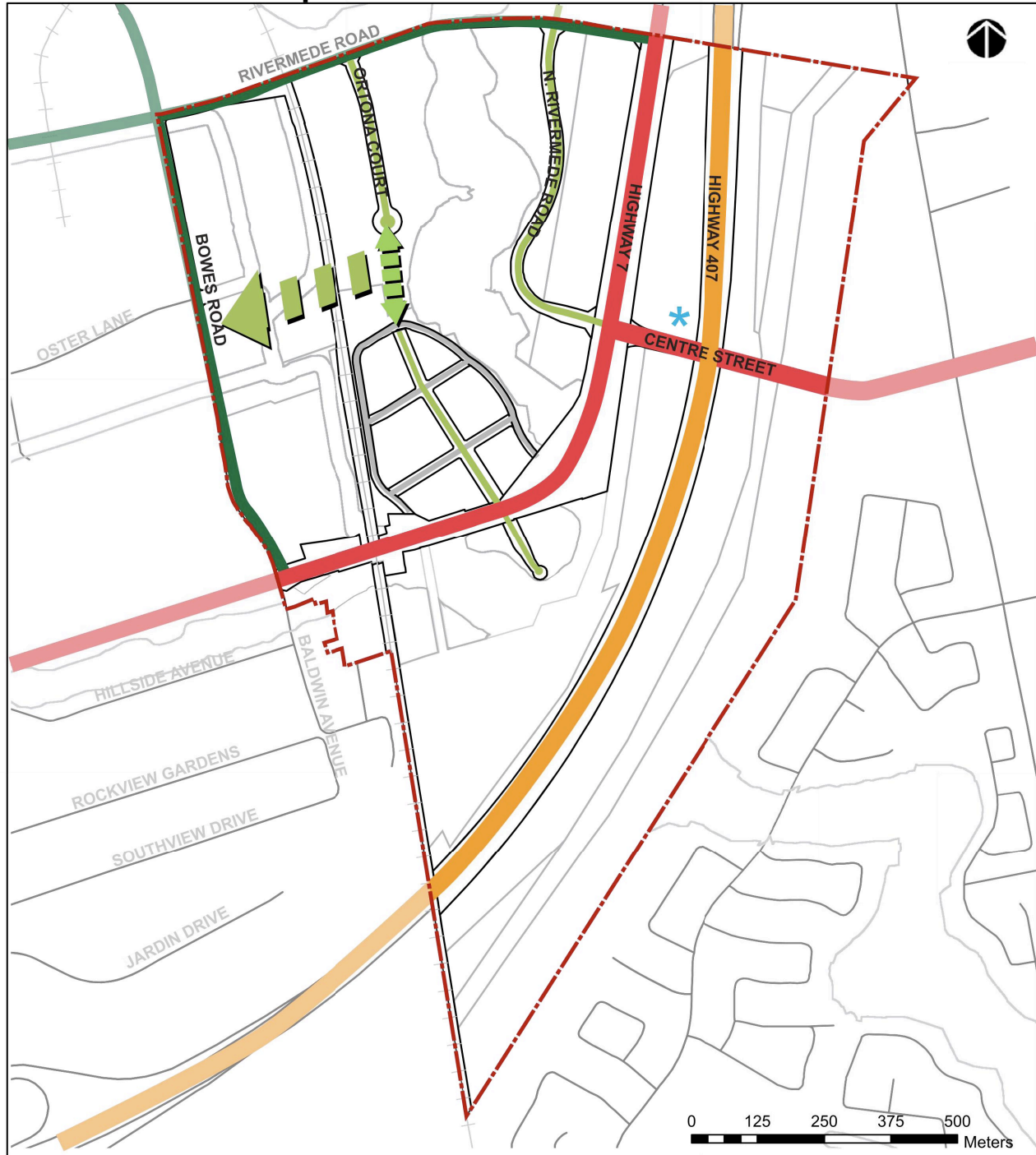
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APPLICANT: City of Vaughan
 LOCATION: Part of Lots 5 & 6, Concession 3

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Concord GO Centre Secondary Plan
Schedule D - Transportation Network

June 2014



- | | | | | | |
|---|----------------------------|---|-----------------|---|-------------------------------------|
|  | Concord GO Centre Boundary |  | Major Collector |  | Proposed New Road Link (Conceptual) |
|  | Freeway (Provincial) |  | Minor Collector |  | Railway |
|  | Regional Arterial |  | Local Street |  | Potential Highway 407 Ramps |

Schedule D -
 Transportation Network

APPLICANT:
 City of Vaughan

LOCATION:
 Part of Lots 5 & 6, Concession 3

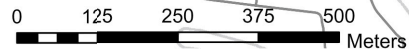
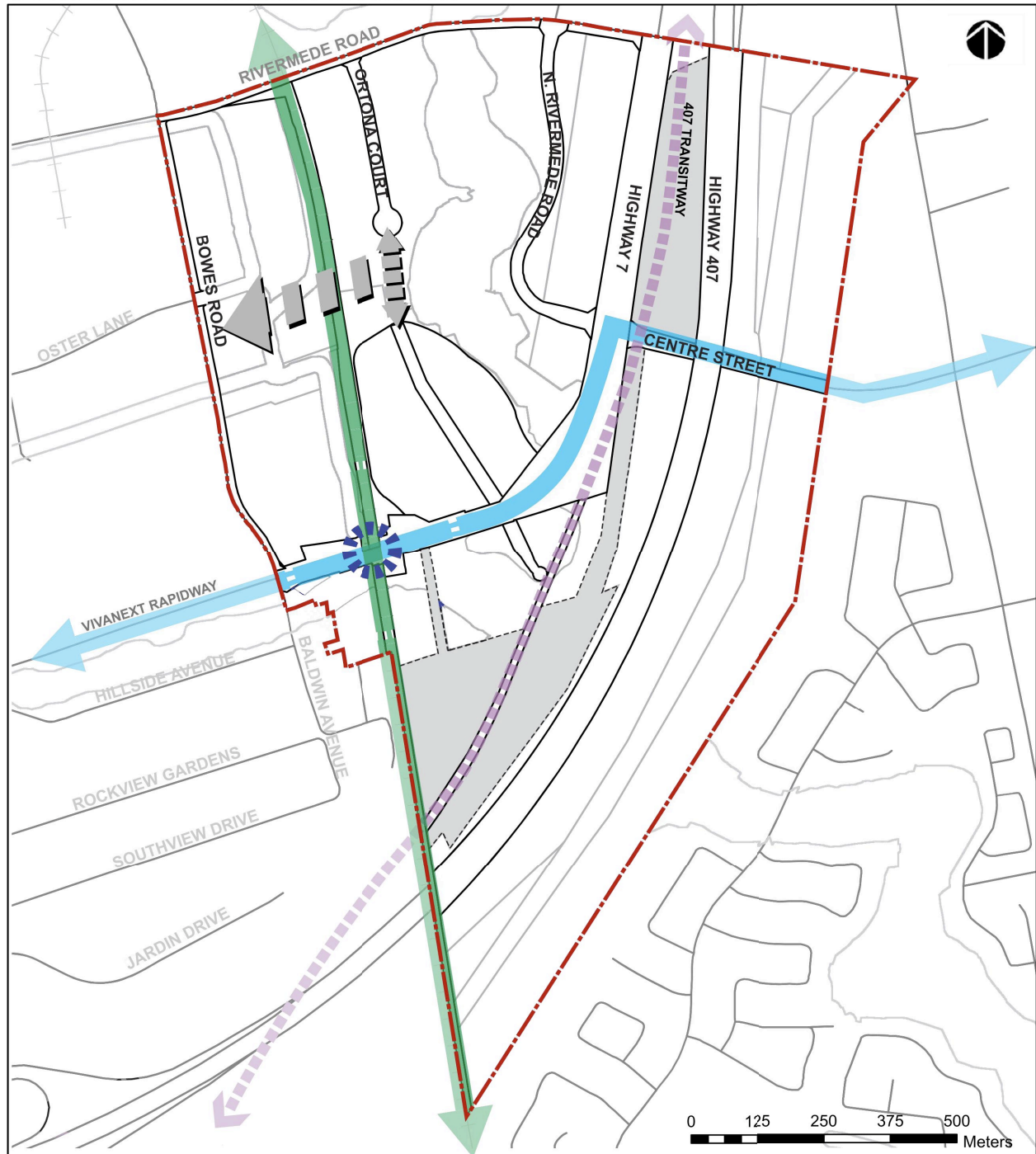


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 June 17, 2014

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- Concord GO Centre Boundary
- VivaNext Rapidway/YRT Route 77
- GO Transit
- 407 Transitway Alignment (Approved Transitway EA)
- Inter-Urban Transit (Subject to the Parkway Belt West Plan)
- Railway
- Potential Mobility Hub (could include integrated transit facilities such as transit stops, parking areas and pedestrian connection enhancements.)
- Proposed New Road Link (Conceptual)

Schedule E -
 Transit Network

APPLICANT:
 City of Vaughan

LOCATION:
 Part of Lots 5 & 6, Concession 3



Attachment

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 26.3

DATE:
 June 17, 2014

6

Concord GO Centre Secondary Plan
Schedule F - Open Space Network

June 2014



- Concord GO Centre Boundary
- West Don River
- Natural Areas
- Open Space
- NP Neighbourhood Park
- PS Public Square
- * Area Subject to Further Assessment/ Policy 5.6 and Policy 5.1.2
- Proposed New Road Link (Conceptual)

Schedule F -
 Open Space Network



Attachment

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DATE:
June 17, 2014

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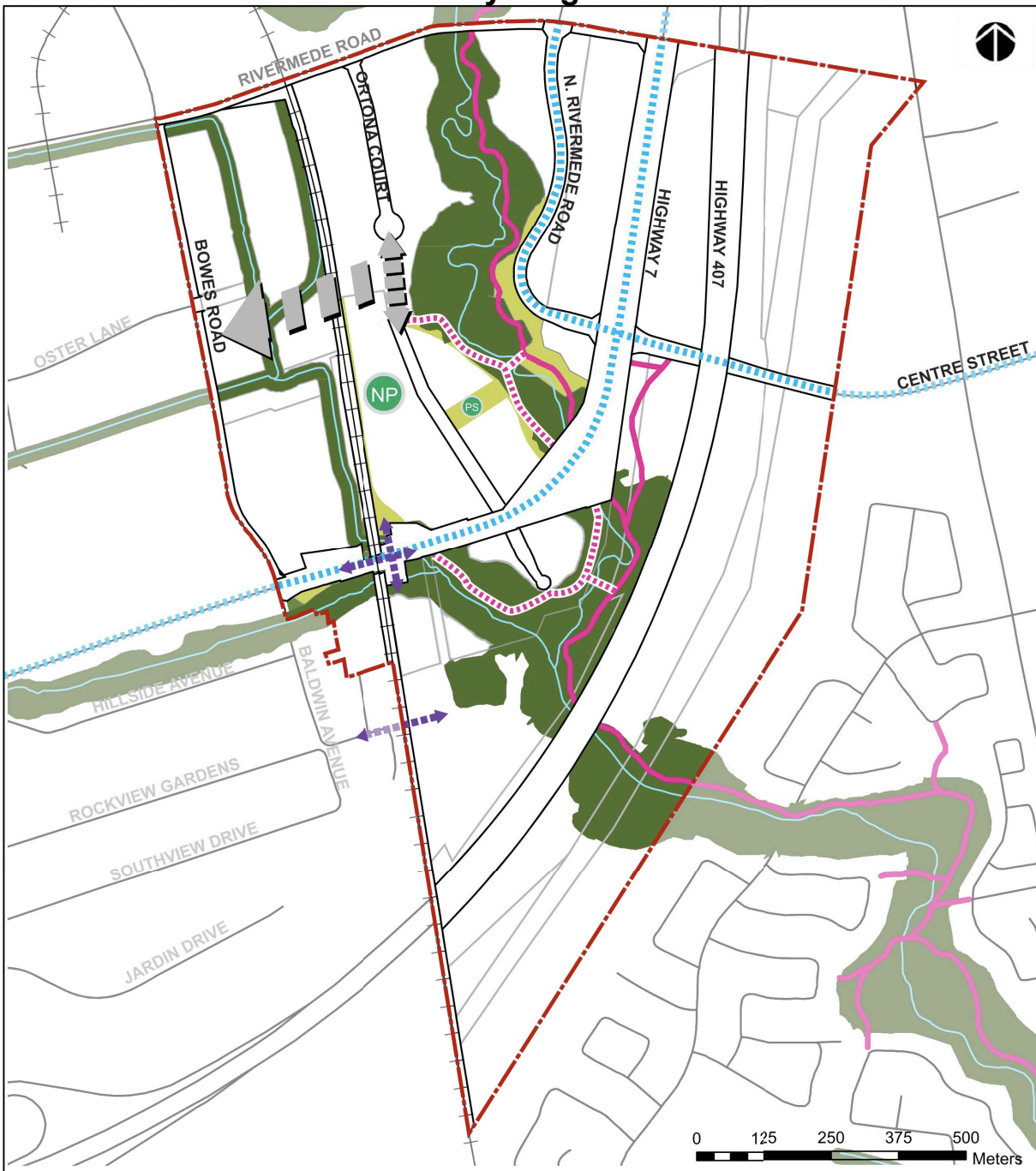
APPLICANT: City of Vaughan
 LOCATION: Part of Lots 5 & 6, Concession 3

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Concord GO Centre Secondary Plan

Schedule G - Pedestrian and Cycling Network

June 2014



- Concord GO Centre Boundary
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Future Community Bike Lane
- Potential Pedestrian Crossings
- West Don River
- Natural Areas
- Open Space
- NP Neighbourhood Park
- PS Public Square
- ⇄ Proposed New Road Link (Conceptual)

Schedule G - Pedestrian and Cycling Network



Attachment

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DATE:

June 17, 2014

APPLICANT:
City of Vaughan

LOCATION:
Part of Lots 5 & 6, Concession 3

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Item	Respondent	Issue	Comments	Recommendation
1	<p>DATE: November 21, 2013</p> <p>RESPONDENT: Rose Super 48 Sales</p> <p>LOCATION: 215 Rivermede Rd.</p>	<p>a. That the proposed development will increase traffic and gridlock in the area, particularly in the surrounding side streets. Believes access to the Liberty site should come from the north, and that the intersection at Highway 7 is not feasible.</p>	<p>a. Through the study process it has been determined that there will be the need to introduce a phasing program to permit the orderly development of the area over the long term, which will provide for coordination of transportation improvements with subsequent phases, beyond phase 1. Phasing of development, particularly in Area 1, will be necessary to allow for improvements to be implemented to respond to the increased demand on the road network. Phasing policies for Area 1 are set out in the main body of the report under the section “Issues Resulting in Substantial Changes to the Plan”, subheading c) “Development Phasing”. Certain improvements will be required through Phase 1, including:</p> <ul style="list-style-type: none"> - Provision of accesses to the public road system, satisfactory the City and Region in respect of their number, design and location. (e.g. a road connection to the north to Ortona Court) - A VivaNext BRT stop to serve the Secondary Plan area; - Transportation Demand Measures to support transit use. <p>The subsequent phases will be subject to a more detailed study. It is recommended that this be carried out by the City, in consultation with York Region, which will establish the maximum amount of supportable gross floor area and mix of uses that will be permitted to support each</p>	<p>a. It is recommended that the changes identified in the main body of the report, under the section “Issues Resulting in Substantial Changes to the Plan” in paragraphs b) “Building Heights and Density” and c) “Development Phasing” be approved.</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>b. Where will the parking for all of the residential and office uses go? There appears to be substantial need given the densities proposed in the application.</p> <p>c. City should confirm ownership of the bridge in question.</p> <p>d. Wants to see a pedestrian connection from the Liberty site to the proposed Transitway station.</p>	<p>subsequent phase, including the coordination of the necessary transportation improvements. The resulting phasing plan will be implemented through the development review process, including a Development Concept Report, the draft plan of subdivision and implementing zoning by-law. It is recognized that a range of improvements to the local road network and the transit network will be required over time. The phasing provisions of the Plan provide the basis for timing growth to improvements in the Transportation system.</p> <p>b. Parking on the Liberty Development site (Area 1) will be determined through the development approval process and zoning. These will be guided by parking policies included in the plan (Section 4.5) and City standards, as contained in the zoning by-law. It is the intention that the majority of parking in the High-Rise Mixed Use area will be underground or in parking structures.</p> <p>c. The Bridge is owned by Metrolinx.</p> <p>d. Schedule G, "Pedestrian and Cycling Network" shows a pedestrian crossing over Highway 7, from Area 1 on the north to the south side of Highway 7, which would provide direct pedestrian</p>	<p>b. No change is recommended.</p> <p>c. No change is required.</p> <p>d. No change is recommended.</p>

Item	Respondent	Issue	Comments	Recommendation
			access to the Transitway station to the south.	
2	<p>DATE: November 22, 2013</p> <p>RESPONDENT: Concord West Ratepayers Association</p> <p>LOCATION: 18 Southview Drive</p>	<p>a. The separation of the Transitway element from GO and VivaNext facilities will not be a viable strategy.</p> <p>b. That the Technical Advisory Committee meetings did not provide clear guidance from Metrolinx on a number of matters: removal of the rail bridge, which is interpreted here as a heritage bridge; timing of the Transitway; restricting the double-tracking of the Go rail line from the south side of Highway 7.</p>	<p>a. The Concord GO Centre Secondary Plan provides direction to the relevant transit agencies as to the City's preference for transit connections in the Secondary Plan Area. Schedule E of the Secondary Plan provides for a Potential Transit Hub (modified to a Mobility Hub in the latest version) centred on Highway 7. While the approved 407 Transitway EA establishes the location of the potential Transitway, the location of a GO Rail platform still must be established by an EA. The plan clearly supports the central location of the Mobility Hub at Highway 7 and the Rail line intersection. If the Transitway Station is maintained at the current location, there will be the need to ensure that there are good pedestrian connections between each of the three modes of transit.</p> <p>b. Through the Technical Advisory Committee, the City raised these issues and others communicated through public meetings with Metrolinx and other pertinent authorities. It is noted that many of these issues are process driven. The location of the GO Rail station and the Twin Tracking of the line will be the subject of Metrolinx Environmental Assessment(s). It has been determined that the existing bridge is</p>	<p>No additional recommendations have been provided in respect of these responses. Many of the issues raised here have been addressed in the main body of the report in the section entitled "Issues Resulting in Substantial Changes to the Plan".</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>c. That the greenspace located south of Highway 7 is not shown in green on the final 5 schedules of the draft plan.</p> <p>d. That the City is not being compensated with amenities in proportion to the amount of High-Rise Mixed Use east of the GO rail line.</p>	<p>not a “Heritage Bridge”. Metrolinx advised that the timing of the EA for the full Twin-Tracking (to permit 2-way, all day service) and the Station has not been determined as yet. Also, the timing of the Transitway has not been determined as yet. It will need to be budgeted, and go through detail design, permitting and construction. Therefore, it is well into the future.</p> <p>c. The greenspace referred to in area 6 is located in lands that are properly identified as Parkway Belt West lands, which is consistent with VOP 2010. It is noted that notwithstanding the Parkway Belt West designations, the schedules show the Natural Area designations that are consistent with VOP 2010. This is shown on Schedules B, C, F and G.</p> <p>d. The Parkland Dedication policies in the Concord GO Centre Secondary Plan are consistent with the objectives of VOP 2010. The Plan has been amended to provide for a Neighbourhood park and public square, totalling 3 hectares. Other public amenities can be determined through the development review process. Policy 10.1.1.9 provides that the City may require the preparation of additional studies including a community services needs assessment and/or a public art delivery strategy as part of the Development Concept Report, or in</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>e. Want to see the 407 Transitway B5 trajectory shown in the draft plan.</p> <p>f. There needs to be a rationale for a Transit Hub designation, given an unclear timeline for the GO station, if development is to proceed.</p>	<p>the case of an individual application, as determined through the pre-consultation meeting. Application of Section 37 of the Planning Act is also a potential tool for securing public benefits.</p> <p>e. That option was considered and rejected through the Environmental Assessment Process. The recent comments of MTO have also rejected further consideration of any alternatives to the currently approved EA. Staff continues to recommend that the further consideration of routing and station alternatives take place in conjunction with related EA processes and, should they occur, reviews of the EA.</p> <p>f. The designation of this area as a Transit Hub has been in existence since OPA 660 (approved in 2008), as a part of Vaughan’s urban structure hierarchy. The Plan has been amended to change the Potential Transit Hub to a Potential Mobility Hub. This is discussed in the main body of the report “Issues Resulting in Substantial Changes to the Plan”, paragraph f) “Replacing the Term “Potential Transit Hub” with “Potential Mobility Hub”. While there has not been an EA completed for the GO Rail station component of the hub, VivaNext services are already in the construction phase along Highway 7, in addition to the approved EA for the</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>g. The policies provided in the draft plan's implementation section are too mild and should be reflected in the schedules.</p>	<p>407 Transitway station. The Transit Hub is further supported by VOP 2010 which designates this area as a Local Centre, building on policies already in force through OPA 660 allowing for high density development and facilitating investment in transit infrastructure. This is also consistent with the intent of the provincial Growth Plan and the Metrolinx Big Move plan.</p> <p>g. This plan reflects a fundamentally different approach to how change should occur. Schedule E of the Concord GO Centre Secondary Plan is a reflection of the vision of the City for the area, and also incorporates approved plans that are beyond the jurisdiction of the City. While the City cannot compel higher levels of government to change course, as is the case for the current transitway approval, it has the opportunity to provide a compelling land use vision for the area. Imbedded in this Plan are the indications of the City's intent for the future. Substantial portions of this vision and the preferences for the future are reflected in text. The means of achieving these objectives would be through emerging processes that would normally take place over time. . Section 8.2 of the Secondary Plan identifies the City's priorities and vision for transit facilities and infrastructure, while Section 8.3 outlines that phasing of development must be tied to the provision of transit</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>h. Policy 8.2.3.3.e of the draft plan discourages commuter parking, but it is not clear where parking for the Liberty site will be located.</p> <p>i. Wants policy 8.2.3.2.a to assert that the GO rail double tracking will not occur south of highway 7.</p>	<p>and transportation infrastructure.</p> <p>h. Parking on the Liberty Development site (Area 1) will be determined through the development approval process and zoning. These will be guided by parking policies included in the plan (Section 4.5) and City standards, as contained in the zoning by-law. It is the intention that the majority of parking in the High-Rise Mixed Use area will be underground or in parking structures.</p> <p>i. GO Rail has indicated that it will be double tracking in this area. This project is not under the jurisdiction of the City. It is expected that there will be two EA's pertaining to double-tracking. The initial study, which is underway, pertains to a twin tracking to achieve short term operating improvements. A broader Twin-Tracking study will take place as part of the introduction of the two-way, all-day service. It would be inappropriate to take a position on this matter without knowing the impact of not supporting twin tracking in this area. It is understood that these improvements will be critical to establishing the long term upgrades leading to two-way all-day service. Supporting a restriction on twin tracking in this area could be something that that has system-wide impacts which may affect this important long-term goal.</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>j. Wants policies 8.2.1, 8.2.3.1, 8.2.3.2.b, 8.2.3.3.i, and 8.2.3.5.b to refer to the GO rail station as being built on the north side of Highway 7</p> <p>k. Wants policies 8.2.3.6.f and 8.2.3.6.g to include the greenspace located in the Parkway Belt, as well as a connection to this space for the Concord West Community</p>	<p>j. The Plan provides for the refocussing of the potential GO Rail station on Highway 7, with Policy 8.2.5 b) providing for the station to potentially straddle Highway 7. It does not preclude the station going farther north, if warranted to achieve an appropriate level of connectivity to other transit and road network elements and the surrounding land uses. This is discussed further in the main body of the report in "Issues Resulting in Substantial Changes to the Plan" under paragraph i) Location of the potential GO Rail station.</p> <p>k. The greenspace being referred to is currently in the Parkway Belt West Plan, and is not under the jurisdiction of the City. It is noted that this space is designated as Inter-urban Transit under the Parkway Belt West plan. Nor can the City compel the province to release this greenspace from its planned transit project. However, policy 8.2.3.6.f indicates that the City has an interest in acquiring this land for open space and green infrastructure purposes should any such lands be deemed surplus by the province. A "Potential Pedestrian Crossing" of the Rail Line, west of Rockview Gardens has been identified, as well, in the long-term, subject to bridge improvements, a connection from the west along Highway 7, to a future connection into</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>i. The draft plan does not include the original configuration for the 407 Transitway GO Barrie station</p> <p>m. Schedule E shows the Transitway trajectory and GO station that are proposed by MTO despite the draft plan's modification of the Transit Hub</p> <p>n. The community was not in favour of the proposed Highway 7 intersection at the January 30, 2013 Public Meeting, however it is still shown in the draft plan schedules</p>	<p>the valley system, through a "Multi-Use Trail".</p> <p>i. While it is shown on the Transitway Study, it would still be subject to a separate EA process which would actually determine its location, which would be conducted at a later date.</p> <p>m. The Transitway alignment and station are subject to an approved Environmental Assessment and can be reflected as a transit facility in the plan. The schedules have been modified to only show the approved transitway alignment on Schedule E – Transit Network. It is noted that the MTO will be making an application to amend the Parkway Belt West Plan, to the Ministry of Municipal Affairs, to reflect any changes to the Plan resulting from the approval of the plan. This is discussed further in the main body of the report in "Issues Resulting in Substantial Changes to the Plan" under paragraph g) The Highway 407 Transitway Station and Alignment.</p> <p>n. This matter was discussed with the Region of York, the Province, and the study teams' transportation consultant, it was confirmed that this location is the only place along Highway 7 that provides safe sightlines and access to the north and south sides of Highway 7. It is also noted that the provisions for second</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>o. The potential east-west connection shown over the Liberty site crosses over an ecologically sensitive pinetree woodlot</p> <p>p. Prefer residential uses southwest of Highway 7 and the GO Rail line; disagrees with the "Low-Rise Mixed Use" designation</p>	<p>access to Area 1 on the north side of Highway 7 will be addressed through the phased development policies recommended in this plan.</p> <p>o. The Future Road Connections shown in the Secondary Plan are conceptual in nature and will require an EA to determine the best and most ecologically sensitive alignment. Staff concur that the crossing of the valley with a bridge structure should not be a priority consideration. For this reason, the schedules have been amended to delete the easterly leg of the "Proposed New Road Link".</p> <p>p. Area 4 is seen as a transition area in the plan between the higher density uses to the northeast and has a maximum height of 4 storeys and density of 1.8 FSI, which represents a transition into the Low Rise Area, which typically have building heights of 9 m. The intention for this area is stated in Policy 3.2.5 which provides: "Notwithstanding its status as one of the four quadrants of the "Potential Mobility Hub" designated around the junction of Highway 7, the Barrie GO Rail Line and the Highway 407 Transitway, the primary function of this area is to act as a transitional use between the surrounding, and potentially more intensive uses to the north and north east."</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>q. Disagrees with the “High-Rise Mixed Use” designation east of the GO rail line on both sides of Highway 7</p> <p>r. The proposed heights in the Liberty application (32, 33, and 38) are too high and encroaches into public and natural spaces</p> <p>s. The draft plan does not refer to the MTO lands as being a part of the Upper West</p>	<p>q. The heights and density shown in the secondary plan have been spread evenly over each site, and do not prescribe how these must be arranged. The provision of density and heights is managed through the development approval process, in accordance with the policies of this plan. There is precedent for High-Rise Mixed-Use from the currently in-force OPA 660, which designates the area as a Local Centre and provides for densities of a minimum of 3.5 FSI. This has been maintained in the recommended plan. However, it will be allocated in accordance with a phasing plan. These matters are discussed in the main body of the report under the section “Issues Resulting in Substantial Changes to the Plan”, subheadings b) “Height and Density” and c) “Development Phasing”.</p> <p>r. The heights noted are taken from the development application for Area 1, The Secondary Plan maintains a 22 storey maximum heights with the potential additional height up to 27 storeys, with bonusing for community benefits under Section 37 of the Planning Act. See main body of report in “Issues Resulting in Substantial Changes to the Plan” under Paragraph b) Building Height.</p> <p>s. The valley system through this area is a part of the Natural Heritage Network</p>	

Item	Respondent	Issue	Comments	Recommendation
		<p>Don River sub-watershed, while it is referred to as “Existing Natural Cover” and “Terrestrial Natural Heritage System” in the Don River Watershed Plan</p> <p>t. The open space shown on the Liberty site in Schedule F abuts the rail line and is unsafe.</p>	<p>as shown on Schedule 2 – Natural Heritage Network of VOP 2010. The Natural Heritage Network is made up of a number of core features including valley and stream corridors. The limits of such areas are determined in consultation with the TRCA.</p> <p>t. Such lands will only be considered as a buffer and would not be programmed as Public Park space or be eligible to be considered for dedication as parkland. It is noted that all buildings must respect building setbacks from the rail tracks being 30m where a berm is provided.</p>	
<p>3</p>	<p>DATE: November 23, 2013</p> <p>RESPONDENT: Dan McDermott Sierra Club Ontario</p> <p>LOCATION: 550 Bayview Ave.</p>	<p>a. Would like to see transportation hub infrastructure built north of Highway 7</p> <p>b. Requests that the Don headwaters be given the Urban River Valley designation</p>	<p>a. The final design and layout of the proposed transit hub will be the result of future feasibility studies, Environmental Assessments, detailed design studies, and reviews of previous EA's, carried out by respective transit agencies – Metrolinx, MTO, and VivaNext. The City of Vaughan will be able to provide further input on transit hub design at these stages.</p> <p>b. Staff have reviewed the Greenbelt Plan Amendment No. 1, which provides policies and direction for the designation of Urban River Valleys. Currently there is not sufficient rationale to seek to have the lands within the secondary plan area designated as Urban River Valley.</p>	

Item	Respondent	Issue	Comments	Recommendation
			<p>The Urban River Valley designation would not provide any additional policy protection to the Natural Areas within the secondary plan. Existing VOP 2010 and TRCA policies meet or exceed the External Connections policies that would apply. It is noted that the Don River in Vaughan is already designated as a River Valley Connection in the Greenbelt Plan on Schedule 1: Greenbelt Plan Area. Further, VOP 2010 policy 3.3.1.6 provides enhanced protection to river valleys that are connected to the Greenbelt but not properly in its boundaries, striving to increase the width of vegetative protection zones in these areas.</p> <p>Land ownership in river valleys also poses an issue, which is fragmented with both public and private ownership. Greenbelt Urban River Valley designations can only be applied to public lands. Therefore, it would be impossible to designate a contiguous river valley system within Vaughan. This may also create a misconception that only designated segments are important.</p> <p>Finally, any addition to the Greenbelt would have to show that it does not impede the Growth Plan or undermine other provincial Initiatives such as the Big Move plan. Given that a portion of Area 6 south of Highway 7 are lands under the</p>	

Item	Respondent	Issue	Comments	Recommendation
			<p>Parkway Belt West Plan as Inter-urban Transit, the addition of these lands to the Greenbelt may be questionable.</p>	
4	<p>DATE: November 25, 2013</p> <p>RESPONDENT: Philip Levine IBI Group</p>	<p>a. Requests that OPA 660 be recognized as the in effect OPA.</p> <p>b. Does not want a Transit Hub to be shown straddling and/or north of Highway 7. Applicant does not want any of their lands or internal infrastructure associated with the Transit Hub</p>	<p>a. Staff has added a reference to the current status of OPA 660 in the covering staff report. It will also be noted in the secondary plan in Part A.</p> <p>b. The reference to Transit Hub is being deleted. It will be changed to a Mobility Hub, which is a defined term in the Metrolinx Mobility Hub Guidelines. The circle has been reduced in size to focus on the intersection of the rail line and Highway 7 as being the centre of the mobility hub and the expression of a preference for the location of the transit facilities as close to Highway 7 and the rail line as possible. This would be the approximate centre of the mobility hub which includes a mixed-use development component within walking distance of the transit infrastructure. The current policy recommendation reflects a strategic position that the transit services should be the focus for the Local Centre. It is intended that this policy provide guidance to the transit authorities when considering and implementing alternative station locations and the interconnection between modes. This is critical to the location of the potential GO Rail</p>	<p>a. The reference can be found in the planning context section of the staff report. No further action is required.</p> <p>b. To enhance the position it is recommended that the term “Potential Transit Hub” be replaced by “Potential Mobility Hub”. Mobility Hub is a defined term in the “Big Move” plan. It reflects the need to link supportive levels of development at locations surrounding areas where two or more rapid transit services intersect. This is consistent with OPA 660, the draft secondary plan, and previous Council comments to Metrolinx on future mobility hub/GO station locations.</p>

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		<p>c. Requests confirmation that a Development Concept Report is not required for these lands</p> <p>d. Requests that the 3.5 FSI maximum FSI shown on the applicants lands be</p>	<p>platform, as shown in the approved MTO 407 Transitway EA, as it would be subject to a separate EA undertaken by Metrolinx. This policy would provide that direction. It is agreed that such station facilities should have as little impact on the adjacent development as possible. As such, there is no objection to reducing the size of the Potential Transit Hub circle to focus on Highway 7.</p> <p>c. A Development Concept Report is required for this site. It is an important phasing tool that will be necessary to ensuring the long term evolution of the Area 1 portion of the plan. However, the greater concern was that the Development concept report constituted a further amendment to the official plan. The Development Concept Report does not constitute a further amendment to the Official Plan. Under VOP 2010 it is a supporting document provided at the time of submission of the implementing development application (e.g. subdivision, zoning). Its primary focus is on development phasing and confirming conformity with the Official Plan. The requirements for the Development Concept Report would be determined at the Pre-Application Consultation stage.</p> <p>d. These matters are discusses in the main body of the report in the section</p>	<p>c. To provide greater clarity it is recommended that the following be added at the end of Policy 8.3.1: "The Development Concept Report does not constitute an amendment to this plan. Detailed content of the DCR will be established through the Pre-application Consultation Process based on the criteria set out in Policy 10.1.1.7 of VOP 2010".</p> <p>d. That this issue be addressed in the main body of the report.</p>

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		<p>expressed as an overall maximum and not divided into individual parcels</p> <p>e. Requests that the secondary plan allow for mid-rise heights to a maximum of 12 storeys and tower heights averaging 28 storeys to a maximum of 38 storeys</p> <p>f. The parkland requirements are consistent with the 1 ha for 300 units policy that is currently under appeal by the applicant. Would like to see language that defers to the City's adopted policy.</p>	<p>"Issues Resulting in Substantial Changes to the Plan" under paragraph b) Building Heights and Density.</p> <p>e. These matters are discussed in the main body of the report in the section "Issues Resulting in Substantial Changes to the Plan" under paragraph b) Building Heights and Density.</p> <p>f. There are a number of appeals to Section 7.3 "Parks and Open Space", particularly Section 7.3.3 "Parkland Dedication" of VOP 2010 as it affects cash-in-lieu and parkland dedication in Intensification Areas. These appeals will be resolved through the Volume 1 OMB hearing process. Ultimately the resulting policies would have to be applied to the Concord GO Secondary Plan. The affected section, 5.4 "Parkland Dedication", of the Concord GO Secondary Plan largely replicates the current policy in VOP 2010. Therefore it would be appropriate to refer back to VOP 2010 policies which would ultimately reflect the OMB decision. Specific policies have been added to the secondary plan to specify the required types of park, their</p>	<p>Recommendations addressing these matters are contained in the section "Issues Resulting in Substantial Changes to the Plan" under paragraph b) Building Heights and Density.</p> <p>e. That this issue be addressed in the main body of the report. Recommendations addressing these matters are contained in the section "Issues Resulting in Substantial Changes to the Plan" under paragraph b) Building Heights and Density</p> <p>f. That policies 5.4.2 and 5.4.3 be deleted and that a new Policy 5.4.2 be added: "That Parkland shall be dedicated in accordance with the policies of VOP 2010."</p> <p>Policies addressing further parkland requirements have been discussed in the section "Issues Resulting in Substantial Changes to the Plan" under paragraph k) Parkland requirements for Area 1 resulting in the addition of new policies 5.4.4 and 5.4.5.</p>

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		<p>g. Requests that open space buffers on site be referred to as Neighbourhood Park so that they may be eligible for parkland credit.</p> <p>h. Requests that the space labeled Urban Square by the draft plan in Schedule G to be designated as a Public Square to be eligible for parkland credit under Policy 7.3.1.4.</p> <p>i. Requests confirmation that affordable housing policies of VOP 2010 do not apply and that the applicants submission is viewed as a Tertiary Plan under OPA 660 instead.</p> <p>j. Wants confirmation that built form policies of VOP 2010 do not apply and that the applicants submission is viewed as a Tertiary Plan under OPA 660 instead.</p>	<p>conceptual location, and the total parkland required.</p> <p>g. Such lands are not accepted as parkland dedication.</p> <p>h. The Secondary Plan will need to reflect the terminology used in VOP 2010 for the parkland hierarchy. The term used in VOP 2010 is "Public Square". Schedule G and F show an "Urban Square". Therefore the Secondary Plan should be so amended.</p> <p>i. Places to Grow and the York Region Official Plan require the provision of affordable housing. Any official plan amendment by way of a Tertiary Plan or a Secondary Plan will be required to address this issue. This would be established in detail through the development approval process. At the time of the Pre-Application Consultation the City has the ability to ask for the submission of a Housing Options Statement that would establish how this requirement is fulfilled.</p> <p>j. Any such guidelines will provide higher level guidance ensuring that development will be coordinated through the entire Secondary Plan</p>	<p>g. No change is recommended.</p> <p>h. That the term "Urban Square" be replaced with "Public Square" wherever it may appear.</p> <p>i. No change is recommended.</p> <p>j. That the following sentence be added to Section 3.7.1: "However, more detailed Urban Design Guidelines, drawing on the broader policy regime will be</p>

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		<p>k. The location of the proposed pedestrian crossing cannot be determined prior to an EA by GO Transit. The crossing should be identified as a community facility in Section 6 of the plan so it can be counted for bonusing. Only the Open Space lands adjacent to Highway 7 and the GO corridor within the applicant's lands should be protected for a possible pedestrian crossing.</p>	<p>area. It is expected that the implementing draft plan of subdivision application will be supported by a more detailed brief which will provide more detailed guidance which takes into consideration the character and opportunities of the site. This will be implemented through the Pre-Application Consultation process and will inform the preparation of the implementing streetscape and site plans. From a longer term perspective, this may form part of the Development Concept Report which will guide the evolution of the site through multiple phases.</p> <p>k. Section 4.2.12.a identifies a number of opportunities for the protection of an overhead pedestrian crossing of Highway 7. It is expected that it would be located in close proximity to the rail line and would probably have vertical connections to Highway 7 and, where feasible, to the adjacent development lands. The policy identifies the potential role of the Environmental Assessment process and the opportunity for partnerships between the public and private sectors. In addition, such facilities are considered to be a community benefit under the City's section 37 policies in VOP 2010. Therefore, contributions from developers may be the basis for a bonusing agreement.</p>	<p>required through development approval to reflect the character and context of the individual development areas. Such guidelines may form part of the Development Concept Report as may be established through the Pre-Application Consultation process."</p> <p>k. No change is recommended.</p>

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		<p>i. Wants the proposed pedestrian crossing over the Bartley Smith trail identified as a community facility so that it can count toward bonusing as per VOP policy 10.1.2.9.</p> <p>m. Policy 4.5.5 states that a portion of the parking provided for office uses on the Applicant's lands (Area 1) is to be available for public parking for visitors with the number of parking spaces required and location to be determined through the development review process; the Applicant's position is that it does not wish to have to provide facilities if these are for a the Transit Hub function as it may be relocated or possibly even not be developed.</p> <p>n. Requests that reference to "an existing feature" be removed from policy 5.1.2 and replaced with "Area Subject to Further Environmental Studies". Applicant does not want an amendment of the plan to be required if it is determined that this area is not of significance.</p>	<p>i. Developer contributions to the construction of a pedestrian or bike crossing of the West Don River to the Bartley Smith trail would be considered as a community benefit and would be eligible for bonusing as per VOP 2010 policy 10.1.2.9.m.</p> <p>m. The general intent of policy 4.5.5 is to encourage shared parking in instances where mixed-use development is taking place and different uses have different peaking periods. In addition, it is not intended to provide parking to meet the needs of transit facilities. That would be addressed through other processes. Policy 4.2.3 of VOP 2010 provides sufficient overall guidance as to the City's objectives for the provision of parking.</p> <p>n. The City's interest is to allow for appropriate study of the identified area. Should it be determined that the area is of no environmental significance, an amendment to the secondary plan will not be required and development may proceed in accordance with the underlying land use. This area is discussed further in the section "Issues Resulting in Substantial Changes to the Plan" under paragraph j) Ecosystem Services Compensation.</p>	<p>i. No change is recommended.</p> <p>m. That policy 4.5.5 of the Secondary Plan be deleted.</p> <p>n. That the following sentence be added to policy 5.1.2: "An existing feature within the City's natural heritage system is identified on Schedule F: Open Space Network as "Area Subject to Further Assessment/Policy 5.6 and Policy 5.1.2." This area will be evaluated through the development review process to determine its significance for the purposes of preservation or the application of policy 5.6 Ecosystem Services Compensation".</p> <p>Policies relating to Ecosystem</p>

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		<p>o. Requests that policy 5.2.5 be more specific so that it is clear that farmed fields are not considered to be a wildlife habitat.</p> <p>p. Policy 5.2.6 calls for watercourses to be protected. The CA definition of watercourse is any depression in the landscape in which water flows at some time. The applicant requests that the removal of a drainage swale be permitted.</p> <p>q. Requests clarification on policy 7.3.2 of the plan that requires Master Servicing Plans for Plan of Subdivision or Site Plan Applications. The applicants' understanding is that MSP's are an element of block plans or secondary plans only.</p>	<p>o. This is intended to be a general policy as it applies to the entire secondary plan area. The primary focus will be on ensuring the appropriate rehabilitation and restoration of the valley lands to enhance wildlife habitat and movement.</p> <p>p. This issue would be addressed through the development review process.</p> <p>q. Policy 7.3.2, in addition to requiring a Master Servicing Plan, specifies that such a plan shall identify the technical requirements to provide the following services to support urban development to the satisfaction of the City: wastewater collection, water supply, and stormwater management. Such a submission would be scaled to the requirements of the application and the nature of the site and its servicing needs. Further guidance would be provided through the Pre-Application Consultation process as</p>	<p>Services Compensation have been added as policy 5.6 as set out in the main body of the report under paragraph j) Ecosystem Services Compensation.</p> <p>o. No change is recommended.</p> <p>p. No change is recommended.</p> <p>q. It is recommended that the following sentence be added to policy 7.3.2: "Further guidance on the submission requirements will be provided through the Pre-Application Consultation process as set out in policy 10.1.3 of VOP 2010."</p>

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			<p>provided for in policy 10.1.3 of VOP 2010. Therefore, a further qualification identifying the PAC process would be of assistance.</p>	
5	<p>DATE: November 25, 2013</p> <p>RESPONDENT: Alfredo Mastrodicasa</p> <p>LOCATION: 43 Hillside Ave.</p>	<p>a. Concern that the proposed development will increase traffic congestion and create a bottleneck at the Metrolinx bridge. Objects to the proposed development and believes it is excessive.</p>	<p>a. Through the study process it has been determined that there will be the need to introduce a phasing program to permit the orderly development of the area over the long term, which will provide for coordination of transportation improvements with subsequent phases, beyond phase 1. Phasing of development, particularly in Area 1, will be necessary to allow for improvements to be implemented to respond to the increased demand on the road network. Phasing policies for Area 1 are set out in the main body of the report under the section “Issues Resulting in Substantial Changes to the Plan”, subheading c) “Development Phasing”. Certain improvements will be required through Phase 1, including:</p> <ul style="list-style-type: none"> - Provision of accesses to the public road system, satisfactory the City and Region in respect of their number, design and location. (e.g. a road connection to the north to Ortona Court) - A VivaNext BRT stop to serve the Secondary Plan area; - Transportation Demand Measures to support transit use. <p>The subsequent phases will be subject to a more detailed study. It is</p>	

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			<p>recommended that this be carried out by the City, in consultation with York Region, which will establish the maximum amount of supportable gross floor area and mix of uses that will be permitted to support each subsequent phase, including the coordination of the necessary transportation improvements. The resulting phasing plan will be implemented through the development review process, including a Development Concept Report, the draft plan of subdivision and implementing zoning by-law. The phasing policies will determine the amount of development that can be accommodated on High-Rise Mixed Use sites, which will be guided the provision of adequate transportation.</p>	
6	<p>DATE: November 26, 2013</p> <p>RESPONDENT: Keith MacKinnon</p> <p>LOCATION: 1931 Highway 7</p>	<p>Requests that the land use designation in Area 4 be changed from Low-Rise Mixed Use to Mid-Rise Mixed Use. VOP 2010 identifies the area as Mid-Rise Mixed Use on Schedule 13; Mid-Rise Mixed Use policies in VOP 2010 address integrated Mid-Rise with surrounding low rise residential areas; Mid-Rise Mixed Use would make all corners of the GO rail line/ Highway 7 intersection consistent; believes the Low-Rise Mixed Use designation would prohibit office uses; the close proximity of the subject site to Highway 7 should allow for higher order uses up to 8-10 storeys.</p>	<p>The land use designation on this parcel was proposed after extensive public consultation, which provided staff with a reasonable justification for tapering development near the residential community. In addition, the Low-Rise Mixed Use designation that is proposed does allow for office uses up to a maximum height of 4 storeys.</p> <p>Area 4 is seen as a transition area in the plan between the higher density uses to the northeast and has a maximum height of 4 storeys and density of 1.8 FSI, which represents a transition into the Low Rise Area, which typically have building</p>	<p>No change is recommended.</p>

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			<p>heights of 9 m. The intention for this area is stated in Policy 3.2.5 which provides: "Notwithstanding its status as one of the four quadrants of the "Potential Mobility Hub" designated around the junction of Highway 7, the Barrie GO Rail Line and the Highway 407 Transitway, the primary function of this area is to act as a transitional use between the surrounding, and potentially more intensive uses to the north and north east.</p>	
7	<p>DATE: February 14, 2014</p> <p>RESPONDENT: Toronto and Region Conservation Authority</p>	<p>a. Requests that a policy amendment be added for Sections 7.0 and 8.3 that require an Urban Master Environmental Servicing Plan and consideration of Low Impact Development and at-source stormwater treatment measures on a comprehensive basis for the entirety of the Concord GO Centre study area.</p> <p>b. Requests policy amendments that provide stronger wording to indicate that development and redevelopment in Areas 1, 2, and 3 be contingent upon the resolution of safe ingress/egress and flood plain considerations.</p>	<p>a. Policies 7.2.4 and 7.2.6 both address Low Impact Development. Given the size of the secondary plan area and the varying timing of development it will be impossible to create a developers group that would be capable of undertaking an Urban MESP. However, it may be appropriate that some aspects of the broader stormwater system be taken into consideration. This can be undertaken through the development review process.</p> <p>b. The recommended policy amendments strengthen requirements that all areas that are affected by flooding in the secondary plan area will require safe ingress and egress before development and redevelopment are permitted.</p>	<p>a. A new policy "8.3.5": Stormwater management reports submitted in support of the implementing development applications will take into consideration the broader system-wide conditions in order to ensure that future stormwater needs are identified and addressed at the site-specific level. The extent of such examination will be determined through the pre-application consultation process with input from the Toronto and Region Conservation Authority.</p> <p>b. The following changes will be made:</p> <ul style="list-style-type: none"> - Policy 3.1.10 will be amended to the following: "Development and redevelopment within Areas 1-4, as identified on Schedule A, in accordance with policies 3.2, 3.3, and 3.4, shall not be permitted until such time:" - Policy 3.3.2 will be modified to be included in policies 3.2 and 3.4 to allow for consistency in its

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		<p>c. Requests that Schedule B be amended to indicate the Regional Storm Flood Plain in Area 4, and to also show the extent of the flood plain along Highway #7.</p> <p><u>Table</u></p> <ol style="list-style-type: none"> 1. Principle 3 of the Secondary Plan: would like to see recognition of the Regional Storm Flood Plain along the Highway #7 corridor. 2. Principle 5 of the Secondary Plan: recognition should also be given to the flood hazard lands and provide for opportunity to enhance these areas. 3. Principle 8 of the Secondary Plan: Principle 8 should include wording that includes Low Impact Development. 	<p>c. Schedule's B, C, F, and G contain areas defined separately as Natural Areas and Floodplain. The Natural Areas boundaries currently shown roughly identify areas of flooding in conjunction with those areas designated as Floodplain. However, Floodplain is not a designation that is consistent with VOP 2010. In addition, VOP 2010 defines Natural Areas as including floodplains.</p> <p><u>Table</u></p> <ol style="list-style-type: none"> 1. The safety and accessibility of Highway 7 is affected by the potential for flooding, and it is taken into consideration throughout this plan. 2. As the maintenance and enhancement of existing natural features also affects flood hazard areas, it is appropriate to include flood hazard areas in this principle. 3. Low Impact Development will be an important aspect of stormwater management infrastructure in the secondary plan area. 	<p>application across all development areas.</p> <p>c. For consistency with VOP 2010, the Floodplain designation will be removed and those areas will be designated appropriately as Natural Areas. Further delineation of these areas will be consistent with TRCA mapping.</p> <p><u>Table</u></p> <ol style="list-style-type: none"> 1. Wording to Principle 3 has been added that recommends, "taking into consideration the presence of the known flood hazard". 2. Wording has been added so that Principle 5 now states, "Maintain and enhance existing natural heritage features, <u>including the flood hazard areas</u>, in the context of the greater natural heritage network". 3. Principle 8 has been amended to now state, "The timing of development needs to be coordinated with the availability of critical infrastructure such as transportation capacity and improvements in the stormwater

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		<p>4. Section 3.1 – General Land Use Policies should include policy that no new development will be permitted in flood prone areas and/or natural heritage features. Similar to subsection 3.1.10.b, the development of areas 1 and 2 shall not be permitted until safe ingress/egress has been effectively demonstrated</p> <p>5. Development in Area 5 should be restricted according to Regional Storm Plain delimitation.</p> <p>6. Requests that stronger wording be provided which reflect that Area 3 is flood prone and that safe ingress/egress must be demonstrated before development is approved.</p> <p>7. Requests that stronger wording be provided which reflect that Areas 1 and 2 are currently accessed in the Regional Storm Flood Plain and that safe ingress/egress must be demonstrated before development is approved.</p> <p>8. Prior to the development of Area 3 and Area 6 where the transit hub is located, the limits of development</p>	<p>4. Refer to comment C of this item.</p> <p>5. Refer to comment B of this item.</p> <p>6. Refer to comment B of this item.</p> <p>7. Refer to comment B of this item.</p> <p>8. The City is in agreement with this position.</p>	<p>management system <u>including the implementation of Low Impact Development (LID) measures.</u>”</p> <p>4. Refer to recommendation C of this item.</p> <p>5. Refer to recommendation B of this item.</p> <p>6. Refer to recommendation B of this item.</p> <p>7. Refer to recommendation B of this item.</p> <p>8. The proposed additional wording has been added as Policy 3.6.5:</p>

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		<p>must be established as there are significant natural heritage features located on or near the site.</p> <p>9. Wording change to policy 5.1.1.</p> <p>10. Requests wording change to policy 5.3.5 to clarify types of roadways that TRCA will accept.</p> <p>11. Requests that wording be changed in policy 7.2.1 to clarify the regulatory boundary of the TRCA.</p>	<p>9. Wording change to Policy 5.1.1 is grammatical.</p> <p>10. Policy 5.3.5 is intended to refer to road crossings of the watercourse.</p> <p>11. This wording change has been requested to maintain consistency with TRCA jurisdiction.</p>	<p>“Prior to the development of the transit infrastructure associated with the Mobility Hub and/or development of Area 3, the limits of the natural features will be identified and established. Further technical reports on these features will also be required in order to aid in determining the limits of development. The scope of these studies and requirements will be established by the City of Vaughan and the TRCA.”</p> <p>9. Correction has been made to Policy 5.1.1.</p> <p>10. Policy 5.3.4 has been amended to clarify that it is referring to “road crossings” and not roads that run adjacent to a watercourse within the floodplain.</p> <p>11. The recommended change has been made. Policy 7.2.1 now states: “The Toronto and Region Conservation Authority (TRCA) regulates the West Don River. <u>Such regulatory area includes the adjacent valley slopes and setbacks from the greater of the top of bank, the regulatory floodline and areas of significant vegetation.</u> Any development within <u>or adjacent</u> to the TRCA regulated area will be subject to the requirements of the TRCA”.</p>

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		<p>12. Requests that wording be changed in policy 7.2.2 to include TRCA Stormwater Management Criteria.</p> <p>13. Requests that wording be changed in policy 8.2.3.3.g with respect to restoration of tributaries.</p> <p>14. Request that wording be changed to include consultation with TRCA when stormwater management for the proposed 407 Transitway is being considered.</p> <p>15. 8.6 Conveyance of Lands – Requests that wording be included</p>	<p>12. This wording change has been requested to maintain consistency with TRCA jurisdiction.</p> <p>13. The City agrees that the restoration of the tributaries of the Don River include stormwater management designs to the satisfaction of the City and the TRCA.</p> <p>14. Stormwater management, as with any other design consideration relating to the 407 Transitway, will be in consultation with relevant agencies in accordance with the 407 Transitway EA, as per Section 9.2 of the 407 Transitway EA Executive Summary.</p> <p>15. The request identifies a standard procedure for conveyance of hazards lands and/or natural</p>	<p>12. The requested wording has been added.</p> <p>13. The requested wording has been added.</p> <p>14. Policy 8.2.3.6 has been replaced with the following wording: “During the Detail Design Stage of the 407 Transitway the Ministry of Transportation has committed to: “Review and adjust, where necessary, the conceptual and preliminary design of all facilities that form part of this undertaking, following any new municipal development plan, transit operational changes, and new infrastructure development occurring after the conduct of this TPAP (Transit Project Assessment Process)”. In addition the approved EA may also be subject to a further review at some point in the future. In consideration of either process, it is requested that the Ministry of Transportation”.</p> <p>15. No change is recommended.</p>

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		<p>that zones hazards lands and/or natural heritage feature lands into an "appropriate open space zoning category and conveyed into public ownership".</p> <p>16. Requests inclusion of a monitoring program targeted at evaluating downstream effectiveness of SWM practices relating to downstream erosion.</p> <p>17. Comments relating to Schedule B</p> <p>a. Request that Asterisk on map be identified as it is on subsequent schedules.</p> <p>b. Requests that flood plain area be correctly shown. Currently much of the flood plain is shown as Natural Area.</p>	<p>features into public ownership provided in policy 3.2.3.10 in VOP 2010.</p> <p>16. A monitoring program as proposed could only be undertaken on a system wide basis, taking into consideration all upstream areas. It is inappropriate to include such a requirement in a local secondary plan. No change recommended</p> <p>17. Schedule B</p> <p>a. The asterisk on Schedule B has been removed and now only appears on Schedule F- Open Space Network, and is now referred to as "Area subject to further assessment/ Policy 5.6 and policy 5.1.2".</p> <p>b. The Natural Area designation is consistent with VOP 2010 and includes floodplains. All reference to a separate floodplain designation has been removed to maintain consistency with VOP 2010. It is noted that up to date flood limits will be established through the development review process and will serve</p>	<p>16. No change is recommended.</p> <p>17. Schedule B</p> <p>a. No change is recommended.</p> <p>b. No change is recommended</p>

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		<p>c. Requests that the flood plain area be correctly shown in Area 4.</p>	<p>to determine the developable area. c. Staff concur.</p>	<p>c. Area 4 has been amended to show the flood plain as Natural Area.</p>
8	<p>DATE: February 18, 2014 RESPONDENT: York Region Transit</p>	<p>Request that YRT Route 77 be shown on Schedule E.</p>	<p>Agreed.</p>	<p>Schedule E has been amended to add a reference to "YRT Route 77" in the Legend, in conjunction with the "VivaNext Rapidway".</p>
9	<p>DATE: February 19, 2014 RESPONDENT: Metrolinx</p>	<p>1. Section 4.3 Transit Network a. Requests change in wording of paragraph one of section 4.3 paragraph 1 to clarify the relationship between the secondary plan and the proposed and planned transit facilities.</p>	<p>1. Section 4.3 Transit Network a. Staff concur with the suggested changes for the first paragraph.</p>	<p>1. Section 4.3 Transit Network a. Paragraph one of section 4.3 has been amended as follows: A defining feature of the <u>transit network</u>, as identified on Schedule E, <u>is the proposed GO station and the planned York Region Rapid Transit facilities along Highway 7.</u> The local Centre designation and the implementing secondary plan is <u>predicated on the provision of higher order transit services based on its location along the Highway 7 Regional Corridor and the potential for other complementing transit services.</u> The Plan is predicated on the future construction of a GO station, the planned York Region</p>

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		<p>b. Requests change in wording of paragraph one of section 4.3 paragraph 2 to provide clarity on City and York Region goals and appropriate agency jurisdiction.</p> <p>2. Section 8.2 City Guidance on Future Transit Studies and Planned Investments</p> <p>a. Requests the removal of policy 8.2.3.5.c. Policy 8.2.3.5.c refers to the agencies that may be referred to in consultation of the replacement of</p>	<p>b. Staff concur with the suggested changes of the second paragraph.</p> <p>2. Section 8.2 City Guidance on Future Transit Studies and Planned Investments</p> <p>a. Staff concur with the deletion of policy 8.2.3.5.c subject to the insertion of language which reflects the need to consider the impacts of</p>	<p>Rapid Transit facilities along Highway 7, and the EA-approved Highway 407 Transitway station. The integration of these modes of transit with the adjacent developments and the broader community will be a key driver of this Secondary Plan and the foundation for a Potential Mobility Hub. The City of Vaughan will continue to cooperate with York Region and the relevant transit agencies to expedite the planning, design and construction of the proposed transit infrastructure.</p> <p>b. Paragraph three of section 4.3 has been amended as follows: However, both York Region and the City of Vaughan Transportation Master Plans have identified a desire for a station in this area. Both the twinning of the tracks and a station site selection would require either a combined Environmental Assessment or individual Environmental Assessments, which would be conducted by Metrolinx.</p> <p>2. Section 8.2 City Guidance on Future Transit Studies and Planned Investments</p> <p>a. A new policy 8.2.3.5.c has been added which provides for the following:” Any required stormwater management</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>the rail bridge crossing Highway 7 and its design, specifically to the necessity of including stormwater management that is required to mitigate flooding</p>	<p>the bridge structure on stormwater management measures in the area.</p>	<p>measures will be considered as part of any EA process required to replace or modify the Highway 7 railroad bridge “.</p>
<p>10</p>	<p>DATE: February 6, 2014</p> <p>RESPONDENT: Ministry of Transportation</p>	<ol style="list-style-type: none"> 1. Request a rewording of Principle 4 to state: “Support plans for a higher order transit hub integrating the future 407 Transitway with the GO Barrie Rail line, by intensifying areas adjacent to the potential transit hub through high-density and mixed-use development, as well as by providing good connections to and between the transit service.” 2. Policy 3.1.10.a – Request that 407 Transitway be acknowledged as having received EA approval. 3. Policy 3.2.4 – Request the addition of the 407 Transitway to the “Potential Transit Hub”. 4. Section 3.6 – Requests the addition of the 407 Transitway to this policy. 	<ol style="list-style-type: none"> 1. The inclusion of the 407 Transitway in principle 4 and other changes are acceptable. 2. It is acknowledged that the 407 Transitway EA has received Ministerial approval. 3. No change is recommended in the context of this policy. The use of the Highway 7 / GO Barrie Line junction in this policy is being used as a location descriptor of Area 4, and it is therefore inappropriate to include the 407 Transitway in this policy. 4. A reference has been added to section 3.6. 	<ol style="list-style-type: none"> 1. Principal 4 has been amended to reflect the request of MTO. 2. Policy 3.1.10.a has been amended to reflect the 407 Transitway EA’s approval. 3. No change is recommended. 4. The following wording has been added to paragraph 1 of section 3.6: “In addition, the station area is bolstered by the presence of the EA-approved Highway 407 Transitway station which is located to the south

Item	Respondent	Issue	Comments	Recommendation
		<p>5. Policy 4.2.3 – Requests acknowledgement of 407 Transitway EA in determining the intersection alignment.</p> <p>6. Section 4.3 – Requests inclusion of 407 Transitway in policy.</p> <p>7. The Ministry has indicated that the GO Rail station will be dependent on the implementation of the Transitway station, and that this should be recognized in the third paragraph of policy 4.3.</p>	<p>5. Staff concur that policy 4.2.3 should be amended to reflect the EA intersection location. Policy 4.2.18 refers specifically to Area 1.</p> <p>6. Staff concur. Wording has been added to section 4.3 paragraphs 1 and 2.</p> <p>7. Staff are of the opinion that the basis for the interdependency between the Transitway and the GO Rail service, based on the mode transfer projections for 2031 from the 407 Transitway EA should be updated over time.</p>	<p>within this radius.”</p> <p>5. No change has been made to policy 4.2.18. In policy 4.2.3 wording has been added to confirm the status of the Highway 7 access as determined by the 407 Transitway EA as follows: “Access to the Highway 407 Transitway station will be maintained consistent with the Minor Collector road location shown in the EA-approved station configuration.”</p> <p>6. Section 4.3 paragraph 1 has been modified to include the following: “The Plan is predicated on the future construction of a GO station, the planned York Region Rapid Transit facilities along Highway 7, and the <u>EA-approved Highway 407 Transitway station.</u>” Paragraph 2 has been modified to include: “The 407 Transitway EA provided two options for the VivaNext station. One includes platforms on Highway 7 and the other (should demand warrant) is to provide platforms inside the Transitway station.”</p> <p>7. No change is recommended at this time.</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>8. Policy 4.3.3 – Requests acknowledgement of integration of the Transitway station and Go Rail station.</p> <p>9. Policy 4.3.7 – Requests the inclusion of the grade-separated pedestrian crossing that was committed to in the 407 Transitway EA.</p> <p>10. Policy 8.2.1- Requests that the 407 Transitway be included in this policy.</p> <p>11. Policy 8.2.3.3.a, 8.2.3.5.b – Requests that the 407 Transitway be included as one of the rapid transit facilities in policy 8.2.3.3.a. Request that policy 8.2.3.5.b include reference to the 407 Transitway.</p>	<p>8. Staff concur, there is a need for convenient access from the GO Rail platform to the 407 Transitway station.</p> <p>9. Staff concur, the grade separated crossing will be an important component of the Transitway. In addition, the crossing is shown on Schedule G of the secondary plan.</p> <p>10. Staff concur, a reference has been added.</p> <p>11. Staff concur. Policy 8.2.3.3.a has included a reference to maintaining convenient access between the Transitway and other modes. Policy 8.2.3.5.b now includes reference to the 407 Transitway.</p>	<p>8. Policy 4.3.3 has been amended with the addition of the following sentence: “However, in considering the location of the future GO Rail station, there will also be the need to provide for convenient access to the EA-approved 407 Transitway station.”</p> <p>9. Policy 4.3.7 has been amended with the addition of the following sentence: “The 407 Transitway Environmental Assessment also included the commitment to provide a grade separated pedestrian crossing of the GO Rail Line south of Highway 7.”</p> <p>10. Policy 8.2.1 has been amended with the following: “The intent is that the lands in the immediate area be developed in manner that supports and complements rapid transit investments in the Highway 7, <u>Highway 407</u>, and GO Rail corridors.”</p> <p>11. Policy 8.2.3.3.a has been amended with addition of the following sentence: “Maintaining convenient access between these modes and the 407 Transitway station will also need to be taken into consideration.” Policy 8.2.3.5.b has been amended with the following: “It be able to accommodate a GO Rail station, potentially straddling Highway 7, with the necessary connection points to the</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>12. Policy 8.2.3.6 – Request that reference to a review of the 407 Transitway during the Detailed Design stage be removed.</p> <p>13. Schedule A, B, and C – Request that Area 3 be removed from the Mid-Rise Mixed-Use designation.</p> <p>14. Schedules B, C, and D – Requests that the Inter-urban Transit area designation be replaced with the 407 Transitway EA site plan shown on plate 39 of the EA.</p>	<p>12. Policy 8.2.3.6 has been modified to include Section 9.3 – Detail Design Stage and Construction Issues of the 407 Transitway EA. This is discussed in the main body of the report under “Issues Resulting in Substantial Changes to the Plan”, subsection g) The Highway 407 Transitway Station and Alignment.</p> <p>13. This issue is discussed in the main body of the report under “Issues Resulting in Substantial Changes to the Plan”, subsection g) The Highway 407 Transitway Station and Alignment.</p> <p>14. This issue is discussed in the main body of the report under “Issues Resulting in Substantial Changes to the Plan”, subsection g) The Highway 407 Transitway Station and</p>	<p>VivaNext facilities, <u>the Highway 407 Transitway</u>, and other pedestrian access points.”</p> <p>12. Policy 8.2.3.6 has been amended with the addition of the following: “During the Detail Design Stage of the 407 Transitway the Ministry of Transportation has committed to: “Review and adjust, where necessary, the conceptual and preliminary design of all facilities that form part of this undertaking, following any new municipal development plan, transit operational changes, and new infrastructure development occurring after the conduct of this TPAP (Transit Project Assessment Process)”. In addition the approved EA may also be subject to a further review at some point in the future. In consideration of either process, it is requested that the Ministry of Transportation:”</p> <p>13. This issue has been addressed in the body of the report. No change is recommended at this time.</p> <p>14. This issue has been addressed in the body of the report. No change is recommended at this time.</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>15. Schedule G – Requests that the grade separated pedestrian crossing over the GO Rail line be shown as per the 407 Transitway EA.</p>	<p>Alignment. In addition, plate 39 of the 407 Transitway EA shows the Bathurst station site plan.</p> <p>15. Staff concur.</p>	<p>15. Schedule G has been modified to reflect the pedestrian crossing as shown in the 407 Transitway EA.</p>
<p>11</p>	<p>DATE: February 19, 2014</p> <p>RESPONDENT: Region of York</p>	<p>1. Principle 8 – Ensure appropriate development phasing – execution of this principle should be supported by a comprehensive transportation assessment for the secondary plan area.</p> <p>2. Section 3.0</p> <p>a. Fourth paragraph, makes reference to "objectives described in Part A". Part A was not provided to York Region at the time of review.</p> <p>b. Requests that City consider a range of housing types in the secondary plan in policy 3.1.4.</p> <p>c. The final bullet of policy 3.1.12 conflicts with policy 3.1.9. Policy 3.1.12 may permit development within 70 metres but would not conform with policy 3.1.9.</p>	<p>1. Staff concur with this comment. The requirement for a comprehensive transportation study has been included in policy 8.3.6.</p> <p>2. Section 3.0</p> <p>a. Part A will consist of a background and review of relevant plans and policies that help inform the secondary plan process.</p> <p>b. Staff concur. The City supports family sized units and a range of dwellings through VOP 2010 policy 7.5.1.3.</p> <p>c. Policy 3.1.12 specifically addresses the requirement for noise and vibration studies when residential or other sensitive uses are considered within 70 metres of a railway line. This does not nullify the requirement</p>	<p>1. No action is required.</p> <p>2. Section 3.0</p> <p>a. Section A will form part of the adopted version of the plan which will be submitted to the Region.</p> <p>b. That policy 3.1.4 of the Secondary Plan be amended to read: "A diverse mix of dwelling units and <u>unit sizes</u> in the Concord GO Centre Secondary Plan area are encouraged."</p> <p>c. No change is required.</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>of policy 3.1.9 to setback any residential development by 75 metres from railway lines where there is no berm.</p> <p>d. Policy 3.6 should make reference to the approved 407 Transitway EA.</p> <p>e. Suggest that policies 3.2.2 and 3.2.3 be replaced with a policy that is consistent with all sections of policy 9.2.2.2 in VOP 2010.</p> <p>f. Policy 3.4.3 – replace reference to policy 9.2.2.4 with policy 9.2.2.6.</p> <p>g. Policy 3.6.1 should make reference to the approved 407 Transitway EA.</p> <p>3. Section 4.0</p> <p>a. The Secondary Plan should be supported by a comprehensive Transportation Assessment which should include a detailed development phasing plan and development thresholds tied to the implementation of transportation infrastructure.</p>	<p>d. Staff concur.</p> <p>e. Staff concur.</p> <p>f. Staff concur.</p> <p>g. A reference has been included to acknowledge the need for a convenient pedestrian connection to the Transitway station.</p> <p>3. Section 4.0</p> <p>a. A new policy 8.3.6 has been added to address phasing.</p>	<p>d. Reference to the 407 Transitway has been added.</p> <p>e. The policy has been amended to reflect the reference to VOP 2010 policy 9.2.2.2.</p> <p>f. The policy has been amended to reflect the reference to VOP 2010 policy 9.2.2.6.</p> <p>g. A reference to pedestrian connections to the 407 Transitway station has been added to this section.</p> <p>3. Section 4.0</p> <p>a. See section c) of Issues Resulting in Substantial Changes to the Plan in the staff report.</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>The Plan should also incorporate policies emphasizing the need for the north-south connection to Ortona Court and an east-west road linkage within Area 5 within the initial phase of development.</p> <p>b. Policies 4.1.2, 4.1.3, 4.2.5, 4.2.6 - These sections reference the need for site-specific Traffic Impact Studies at the time of individual development applications. However, these policies should not substitute the need for a detailed transportation assessment for the entire secondary plan. Accordingly, the Secondary Plan should be supported by a comprehensive Transportation Assessment which should include a detailed development phasing plan and development thresholds tied to the implementation of transportation infrastructure.</p> <p>c. Policy 4.2.13 - Last sentence should be revised to read as follows "Any proposed access to Highway 7 is subject to review and approval by York Region."</p>	<p>b. Wording has been added to policy 4.2.5 to include a number of processes by which transportation needs will be determined.</p> <p>c. Staff concur.</p>	<p>b. Policy 4.2.5 has been modified to read: "Final determination of need, location and design of these streets will be determined through <u>a number of processes, including the Comprehensive Transportation Study, a feasibility study, examining the crossing of the GO Rail line</u>, the review of development applications or through an Environmental Assessment process."</p> <p>c. The last sentence of 4.2.13 has been deleted and replaced by the following: "Any proposed access to Highway 7 is subject to review and approval by York Region."</p>

Item	Respondent	Issue	Comments	Recommendation
		<p>d. Policy 4.3 - Insert reference to the approved 407 Transitway EA.</p> <p>4. Section 8.0</p> <p>a. Policy 8.3.2 should reference the need for a detailed phasing plan that will be developed to the satisfaction of the City and Region prior to any development in phase 1.</p> <p>b. The city should not wait for the preparation of a Development Concept Report to outline a phasing plan for secondary plan area. The relevant phasing policies should form part of this secondary plan.</p> <p>5. Schedules</p> <p>a. On Schedules B, C, D, E, F, and G, "Future Road Connections" should be referred to as "Road Connections".</p> <p>b. On Schedules B, C, D, E, F, and G, the road network south of Highway 7 should be consistent with the approved 407 Transitway EA.</p>	<p>d. References have been included at the request of other agencies.</p> <p>4. Section 8.0</p> <p>a. A phasing plan has been set out in policy 8.3.6.</p> <p>b. A phasing plan has been set out in policy 8.3.6.</p> <p>5. Schedules</p> <p>a. Wording has already been changed to "Proposed New Road Link (Conceptual)" to reflect VOP 2010 policies.</p> <p>b. The minor collector road south of Highway 7 reflects the approved 407 Transitway EA.</p>	<p>d. No action required.</p> <p>4. Section 8.0</p> <p>a. No action required.</p> <p>b. No action required.</p> <p>5. Schedules</p> <p>a. No change is required.</p> <p>b. No change is required.</p>

DRAFT

CONCORD GO CENTRE SECONDARY PLAN

COMMITTEE OF THE WHOLE – June 17, 2014
TRACK CHANGES VERSION

Draft Concord GO Centre Secondary Plan

June 2014

Prepared for The City of Vaughan by:

planningAlliance and Meridian Planning Consultants

With assistance from:

Poulos & Chung

The Municipal Infrastructure Group

Dougan & Associates

Unterman McPhail

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Part A: Preamble

1. Introduction

1.1 Purpose and Objectives

The *Concord GO Centre Secondary Plan* (the Plan) was initiated by the City of Vaughan in July 2012. The purpose of the Study is to establish appropriate land use planning and urban design policies to guide the development in the Concord GO Centre Secondary Plan Study Area (the Study Area) to the 2031 horizon.

The Plan addresses the objectives established at the initiation of the planning process and in the Vaughan Official Plan 2010. The Secondary Plan intends to:

- Elaborate on the Vaughan Official Plan 2010 policies, with the aim of refining the Concord GO Centre's functional role as a Local Centre in the City's Urban Structure;
- Evaluate the Study Area's future potential to the 2031 horizon while maintaining a long-term vision that will result in a "complete community" that fosters a high quality of life;
- Closely examine and address the opportunities and constraints imposed by the current situation, such as: the existing policy framework established by the City and other government and/or agencies; the current land uses and density; the natural heritage features; natural hazards; adequacy of infrastructure; road connectivity, capacity and access; access to transit; pedestrian and cycling connectivity; and the provision of recreational facilities;
- Recognize the emerging influences such as the short- and long-term transit initiatives proposed by the Provincial and Regional governments and provide a basis for guiding development to coincide with the provision of transit infrastructure, as well as provide recommendations to relevant government and/or agencies regarding transit development within the Study Area;
- Address the integration of the planned transit facilities with the surrounding land uses including the treatment of street and pedestrian connections including north-south and east-west connections involving Highway 7, the potential transit facilities, and the Bartley Smith Greenway;
- Consider and address issues pertaining to the functional, aesthetic and land use integration of the parcels that make up the Study Area;
- Establish the optimal mix of land uses, densities and their distribution
- Develop a suitable mix of housing types

- Obtain a full understanding of the natural environment and built heritage features and functions in the Study Area and provide the means of protecting and enhancing such features;
- Determine the requirements for parks, recreational services, and other community facilities;
- Establish the environmental measures pertaining to the provision of services, including sustainability; and
- Conduct a comprehensive public consultation process.

1.2 Structure of the Document

This report consists of two parts. Part A provides the basis for the Secondary Plan, including the planning background and context for the Plan, including the process, the existing policy framework and related initiatives, the physical conditions, and the community consultation that took place over the course of the Study.

Part B contains the Secondary Plan provisions. It begins with an introduction of the vision and principles established collectively through this planning process by the City, stakeholders and the community. The Secondary Plan includes sections setting out policies addressing land use, open space, transportation, transit, servicing and urban design. Finally, the last section of the Plan sets out the implementation measures and tools needed to realize the provisions in the Plan.

2. Study Area

At the initial stages of the Secondary Plan process, the Concord GO Centre Plan Study Area was composed of three parcels split by Highway 7 and the former Canadian National Railway line (now GO Rail). The northeast parcel, which is approximately 13.19 hectares, is bordered by the rail line to the west, the West Don River to the east, Highway 7 to the south and extends north up to the rear lots of the properties on Ortona Court. This lot is currently empty with a development application in place for a residential mixed-use development.

The southeast area has an size of approximately 18.16 hectares and is bounded by the rail line to the west, Highway 7 to the north, Highway 407 to the south and the West Don River to the east. The lots immediately adjacent to Highway 7 consist of existing commercial uses with frontage and access onto Highway 7. The most southern portion of the area is owned by the Ministry of Transportation (MTO) that largely consists of vacant open space. It is the approved location of a Highway 407 Transitway Station identified in an approved MTO Environmental Assessment.

The southwest area has a size of approximately 1.81 hectares and is bordered by the rail line to the east, Highway 7 to the north, Gemini Court to the south and wraps around the existing low rise residential area east of Baldwin Street.

On April 23, 2013, Council approved an expansion to the study area to include the employment areas north of the original study area and south of Rivermede Road, as well as part of the Highway 407 corridor. The expanded Study Area boundary is bounded by Rivermede Road to the north, the hydro corridor to the east and south, the GO Rail line and Bowes Road to the west. It also includes several properties immediately adjacent to the GO Rail corridor, north of Gemma Court and south of Highway 7. The entire expanded Study Area is approximately 162 hectares.

A portion of the site is characterized by natural features that are part of a larger Natural Heritage Network in the City of Vaughan which consists of the West Don River and its associated ravine system. There is the existing Bartley Smith Trail that connects the site to the Glen Shields community to the south and the Langstaff Ecopark to the north.

In addition, the Study Area has numerous attributes that can benefit both the local community as well as the City as a whole. These include:

- It is located along Highway 7, which is identified by the City and the Region of York as a major east-west, cross regional arterial corridor. It is also a Regional Rapid Transit Corridor with the VivaNext Bus Rapid Transit System expected to be reach completion by 2015;
- The GO Barrie Rail line currently runs through the Study Area, Metrolinx is conducting an Environmental Assessment to twin the tracks. There is potential for a GO Rail Station within the Study Area and for two-way all-day service on this line;
- It is located within close proximity to interchanges to Highway 407 to the northeast at Dufferin Street and to the southwest at Keele Street that provide excellent east-west highway connectivity to the GTA and beyond. MTO will also be examining the potential for a partial interchange at Centre Street and Highway 407, commencing in 2015;
- It is the location of a proposed Ministry of Transportation higher order transit commuter line along Highway 407. The resulting station facility will create a multi-modal transit hub that will offer an alternative modes of transportation to the single occupant vehicle.

3. Study Process

The Concord GO Centre Secondary Plan Study commenced in July 2012. The preparation of the Secondary Plan is the result of the 2010 VOP, where a number of areas were identified requiring further examination through the preparation of individual Secondary Plan. The Concord GO Centre Secondary Plan Area was one such area. The study was led by planningAlliance with City staff, with continuous input from stakeholders and the community in the form of team meetings, Technical Advisory Committee meetings, Steering Committee meetings and Public Information Sessions. The study process consisted of three phases of work:

Phase One: Background Study

This phase consisted of the review and analysis of all relevant background material, field analysis, identification of opportunities and constraints with a focus on transit and servicing infrastructure, as well as initial kick-off meetings focused on establishing a set of principles that are the basis for the Secondary Plan.

Phase Two: Plan Development and Testing

Phase two focused on developing options for the concept plan, as well as developing the draft Secondary Plan policies. The options were presented to the public, stakeholders and the consultant team for comments and analysis, which led to the selection of a preferred alternative.

Phase Three: Approvals

The Secondary Plan policies and urban design guidelines were further refined and finalized in this phase and presented to Council for approval.

4. Consultation and Engagement

The public was consulted throughout the Secondary Plan process. Council established a Steering Committee, which consisted of members from the Concord West Ratepayers Association and landowners within the Study Area. A Technical Advisory Committee (TAC) was also created and consisted of City staff and representative from a range of external agencies. Additionally, three Public Information Sessions were held. The following is a summary of each public engagement session:

October 3, 2012: Steering Committee Meeting #1 – Kick-off Meeting

This meeting focused on a presentation and a discussion of the project process and the purpose of the Steering Committee.

October 29, 2012: Steering Committee Meeting #2 – Background Review

This meeting was held to review the background analysis as well as a draft outline for the first Public Information Session with the Steering Committee prior to the Public Information Session. The Concord West Ratepayers Association, who are members of the Steering Committee, also gave a presentation regarding their concerns and input on the opportunities for the area.

November 7, 2012: Public Information Session #1 – Visioning Workshop

The first public meeting was held to explain the purpose of the study as well as the overall process. A summary was also given of the background information that had been collected to date. The public was asked to participate in an active session following the presentation. The group developed and refined the visions and principles for the study area and additional comments on the overall process and area were collected.

January 23, 2013: Steering Committee Meeting #3 – Option Development

The purpose of this meeting was to review progress to date and to discuss emerging options for the plan area by individual elements (e.g. land use, transportation, parks, and open space) as well as potential layered conceptual options.

January 30, 2013: Public Information Session #2 – Options Development

The options by individual plan element, as well as potential conceptual options, were presented to the public, followed by a workshop to allow the public to provide feedback on and to further refine the options. The public was also asked for their input on a preferred alternative.

May 24, 2013 – Study Area Boundary Expansion Landowners Information Session

During an earlier Committee of the Whole meeting, Council recommended that staff investigate the potential need to expand the study area and following their investigations. As a result, staff recommended that the study area boundary expanded beyond the original limits of the Secondary Plan area, and an additional meeting with the landowners in the new study area lands was conducted on May 24, 2013. This meeting was held to inform the affected landowners within the expanded Study Area boundary of the study process and the work complete for the project to date.

October 29, 2013 – Steering Committee Meeting #4 – Option Review

This meeting provided a status update on the Secondary Plan process and reviewed the results from Public Information Session #2. Emerging preferred concepts were presented in addition to the draft Secondary Plan policies that would be presented at the Public Information Session #3.

November 4, 2013 – Public Information Session #3

A Public Information Session was held towards the end of the study process to present the draft preferred plan, policies and guidelines for the Secondary Plan area. Input was received from participants at this meeting that was integrated into the final plan where possible.

The Community Vision

An important aspect of the Secondary Plan process was to work with the members of the community to establish a long-term vision for the Study Area. Below is a summary of the vision and principles that were developed for the Study Area:

Density and Built Form

- Concentrate high-density development around transit;
- Architecture of all buildings, station infrastructure and landscape should be of high quality design and indicative of best practices in sustainable design and construction;
- The urban and architectural character - including height, massing, and relationship with street - should be responsive to where the site lies in relation to existing neighbourhoods, Regional Road 7, valleylands and publicly accessible open spaces, transit, and active transportation infrastructure; and

- The architecture of the buildings and stations should have a common design style to create a sense of cohesion in the study area but should not be monotonous or distinguish it excessively from the character of existing neighbourhoods.

Land Use Compatibility

- Promote compatible land uses, especially with respect to existing uses, including stable residential areas;
- Provide appropriate transitions between different land use types; and
- Respect privacy of existing residents.

Environment

- Maintain and enhance natural heritage/valley land functions;
- The secondary plan should incorporate the maximum amount of green space for the benefit of all residents, transit users, and citizens;
- Use environmental areas (rivers, ponds, etc.) as central features in the development of the area; and
- Ensure triple bottom line approach to the development of the community.

Public Realm

- Substantially improve walkability and connectivity in and beyond the study area;
- Create an attractive and pedestrian-oriented public realm that includes the following elements: streets, public parks & open spaces, natural areas, trails and bikeways, transit stations and stops, publicly accessible private spaces, shared & common driveways, walkways and gardens associated with condominium developments; and
- supports the development of public art

Transportation

- Plan for and maximize the benefit of proximity to transit and transportation infrastructure;
- Provide safe places to walk in the community, especially along and across Highway 7;
- Address the relationship between the timing of transit projects and future development (phasing);
- Create efficient, strong, safe and desirable pedestrian connections to transit stations;
- Create a hub where interconnections and access between modes are seamless; explore transfer levels between transit nodes;
- Coordination among various transportation and transit authorities;
- Use space efficiently; consider rationale for no commuter parking;

- Explore possibilities for the widening of Highway 7 (e.g. replacement of the rail bridge); and
- Development should not be permitted without existing transit capacity.

Accessibility and Connectivity

- Improve access and connectivity to and across Highway 7 for existing residents;
- Improve access to green spaces;
- All forms of transportation must be accessible to residential or commercial developments;
- Improve connectivity between existing communities and the secondary plan area (including north-south connectivity) through roads streets and trails including walking and bike trails leading to the existing trail system; and
- Examine various options for pedestrian connections.

Complete Communities

- Create a complete community with a mix of uses, including residential and retail, that has the ability to be a standalone neighbourhood;
- Provide amenities that will better serve nearby communities, including retail services that could serve both the existing neighbourhood and the new community;
- Establish a design that is mutually beneficial to the existing and new communities; and
- Determine the need for and integrate community facilities and services, such as schools and parks, where required.

Servicing and SWM

- Address deficiencies in stormwater management and integrate it with other amenities such as parks and open spaces;
- Infrastructure, such water and wastewater, should be allocated in an equitable manner to all landowners; and
- Integrate retention ponds with green spaces.

Planning Process

- Ensure that constraints are communicated to stakeholders (built and cultural heritage, natural heritage, as well as provincial, regional and city plans);
- Inform and consult with landowners in the study area of decisions that have been made with regards to the study area in a timely manner when possible; and
- Consult with and engage the broader community throughout the planning process.

5. Policy Context

The Concord GO Centre Secondary Plan policies are developed within an existing framework of planning policy established by the Province of Ontario, York Region and the City of Vaughan. The following section provides an overview of the existing policy framework.

Provincial Policy Statement

The *Provincial Policy Statement* (2005) (PPS) was issued under Section 3 of the Planning Act and provides policy direction on matters of Provincial interest related to land use planning and development. It provides strong, clear policy direction on land use planning to promote strong communities, a clean and healthy environment and a strong economy.

On land use matters, the PPS promotes an efficient use and management of land and infrastructure through intensification and development of more compact, transit-supportive land use patterns. In addition, the PPS addresses other key issues including the provision of an appropriate range of housing types and densities required to meet projected requirements of future residents, the protection of employment lands, the protection of the environment and resources, among other key policies.

The Concord GO Centre Study Area is one of those areas that is situated within a settlement area and presents an ideal opportunity to support intensification and a more compact urban form given its proximity to existing and planned transit initiatives.

Places to Grow

The *Growth Plan for the Greater Golden Horseshoe* (2006) (the Growth Plan) is a provincial level policy document that sets growth forecasts that guide planning and growth management across the region. The policies within the plan have a significant impact on growth management in the City of Vaughan and the Concord GO Secondary Plan Study Area. It emphasizes intensification within existing built-up areas; the preservation of designated Employment Areas for future economic opportunity; conservation of natural heritage areas; and multiple modes of safe and efficient transportation to move around.

The Concord GO Centre Study Area has been identified as an intensification area by the City of Vaughan because it is situated within a built-up area adjacent to a major Regional arterial corridor. The Study Area also has attributes that the Growth Plan has identified to be crucial to building a complete community including employment lands, natural heritage features, and opportunities for integration of multi-modal transportation. The policies of this Secondary Plan will be consistent with the goals, objectives and policies of the Growth Plan.

The Big Move

The Big Move is a regional transportation plan (RTP) adopted in 2009 by Metrolinx and identifies transit projects across the Greater Toronto and Hamilton Area (GTHA) that will improve the overall transportation and transit network within the GTHA. The RTP contains 10 strategies that aim to implement the visions, goals and objectives identified in the plan. These strategies include building a comprehensive regional rapid transit network and improving the efficiency of the road and highway network.

A few of the projects identified by the RTP have contributed to the changing context of the Concord GO Centre Secondary Plan area. For example, the Viva services will be upgraded to a Bus Rapid Transit service along Highway 7, which forms the main east-west spine across the Secondary Plan Area. In the long-term, the southern edge of the Secondary Plan area will be impacted by the

proposed Highway 407 Transitway, which aims to provide rapid transit service through York Region. Finally, the RTP identified an improved and expanded GO Transit network that will enhance service in the Secondary Plan area in the long term. The policies within this plan will integrate the proposed transit initiatives and ensure development within the Secondary Plan area will be transit-supportive.

Parkway Belt West Plan

The Parkway Belt West Plan (PBWP) was approved by the Ontario Cabinet in 1978 for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system. There are two general land use categories in the plan, the Public Use Area and the Complementary Use Area. Public Use Areas are areas to be used in the future for mainly infrastructure and open space related uses, and could include Public Open Space and Buffer Area, Utility, Electric Power Facility, Road and Inter-Urban Transit. The plan has since undergone over 100 amendments, including amendment No. 147 which designated the southern portion of the Secondary Plan area as Inter-urban Transit and associated facilities. The Secondary Plan will ensure that the land use designations for the subject area are not in conflict with the policies of the PBWP.

York Region Official Plan

The York Region Official Plan (YROP) has been updated to recognize recent Regional initiatives and to bring it into conformity with recent Provincial planning changes, including the Growth Plan. This plan has been approved by the Minister of Municipal Affairs and Housing in September 2010 and appealed to the Ontario Municipal Board (OMB). It has been substantially approved.

The updated YROP is rooted in the concept of sustainability. The YROP policies will protect important natural features with an emphasis on enhancing the natural systems that shape and support the region, while also managing the growth of the rapidly urbanizing region with a shift toward greater intensification of the already built-up areas. The YROP sets intensification targets for each of the local municipalities.

Community building policies support this shift with a new policy focus on integrated city-building to create sustainable communities with a pedestrian-friendly, transit-supportive, transportation system that will reduce reliance on automobiles.

The YROP was under review while the Vaughan Official Plan was under development. Consequently, and in accordance with provincial policy, the two documents are well aligned and share a coordinated policy basis and approach to growth management.

This Secondary Plan has been developed in accordance with the YROP, especially with policies related to Key Development Areas as focal points for residential, human services, commercial and office activities for the surrounding community, as well as the long-term provision of employment lands.

City of Vaughan Official Plan Amendment 660

Official Plan Amendment 660 (OPA 660) is one of five amendments to the City of Vaughan Official Plan that seeks to implement a vision for the future urban structure along the Highway 7 corridor that is multi-purpose, vibrant and supports higher-order transit. Generally, OPA 660 applies to the lands located adjacent to Highway 7 and includes the parts of the Secondary Plan area.

In OPA 660, Concord GO Centre is defined as an area within 400 metres distance from the intersection of the CN line and Highway 7. The Concord GO Centre is subject to Deferral Policy

No. 1 in OPA 660, which defers “high density residential” uses on the identified lands. This deferral can be lifted upon the completion of a municipal comprehensive review addressing the criteria of employment land conversions. The 2010 Vaughan Official Plan, which has been approved by Vaughan Council and is before the Region of York for approval, represents the municipal comprehensive review outlined in Deferral No. 1 and permits high density residential uses in the Concord GO Centre.

OPA 660 also states that the Concord GO Centre shall be subject to a Tertiary Plan, which will be implemented as a further amendment to OPA 660. This Secondary Plan represents the Tertiary Plan outlined in OPA 660, and will establish policies for the Concord GO Centre and surrounding lands in greater detail.

The Vaughan Official Plan – 2010 (VOP 2010)

As a part of the City’s overall growth management strategy, the City prepared a new Official Plan to address the City’s long-term planning requirements to the year 2031 and to consolidate all former land use policy into one document. On September 7, 2010 Vaughan Council adopted the Vaughan Official Plan 2010. The plan was approved by the Region in 2012, but appealed to the OMB in its entirety.

Through extensive visioning and consultation process, several goals have been established to guide the development of Official Plan policies and land-use planning decisions. As outlined in section 1.5 of the VOP 2010, these goals include:

- Strong and Diverse Communities
- A Robust and Prominent Countryside
- A Diverse Economy
- A Vibrant and Thriving Downtown
- Moving Around without a Car
- Design Excellence and Memorable Places
- A Green and Sustainable City
- Directing Growth to Appropriate Locations

In Volume 1, the plan identified a number of areas that required further examination through the preparation of individual Secondary Plans. These included "Intensification Areas" and areas of large, vacant or underutilized land that warranted comprehensive planning. The Concord GO Centre Secondary Plan area is one of those areas. It is shown as one of the "Required Secondary Plan Areas" on Schedule 14-A, "Areas Subject to Secondary Plans".

Some of the lands within the Secondary Plan area are designated as "Local Centre" on Schedule 1, "Urban Structure". As stated in section 2.2.5 of the VOP 2010, Local Centres are to be planned to be predominantly residential in character but will also include a mix of uses to allow residents of the Local Centre and of the surrounding community to meet their daily needs in close proximity to where they live or work. Local Centres will be pedestrian oriented places with good urban design and intensity of development will be appropriate for supporting transit service. Policies related specifically to the Concord GO Centre state that development will support the significant transit hub associated with the proposed Concord GO Rail station and the 407 Transitway station and may include mid-rise or high-rise buildings as appropriate.

Overall, section 2.2.5.7 of the VOP 2010 provides that Local Centres be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;

- be predominantly residential in character but include a mix of uses including retail, office and community facilities intended to serve the local population and attract activity throughout the day;
- be the preferred location for locally-delivered human and community services;
- be the focal points for expression of community heritage and character;
- develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre;
- have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community Areas;
- include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- encourage a pedestrian-friendly built form by locating active uses at grade; and,
- be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods.

The lands north of the Local Centre and south of Rivermede Road are designated as “Employment Areas” on the VOP’s Schedule 1, “Urban Structure.” Employment Areas are intended for the use of economic activities related to industrial, manufacturing, warehousing and some office uses. Under the VOP 2010, Employment Areas are to be protected in order to attract economic activity and maximize the City’s full economic potential. The conversion of Employment Areas to non-employment uses would require a municipal comprehensive review. As discussed above, some of the lands in the Secondary Plan area were identified as Employment in OPA 660 were changed to mixed use in VOP 201, following the studies that represented the municipal comprehensive review.

Other Documents:

Other documents and studies were also reviewed as a part of the Secondary Plan process, including:

- Concord West Urban Design Streetscape Master Plan Study
- Active Together Master Plan (2008)
- Green Directions Vaughan – Community Sustainability and Environmental Master Plan (2009)
- Where and How to Grow – Directions on Future Growth in the City of Vaughan to 2031 (2009)
- Pedestrian and Bicycle Master Plan Study (2007)

6. Existing Conditions and Opportunities

Existing Land Use

The northeastern portion of the Secondary Plan area is bound by Highway 7 to the south and east, CN Rail to the west and Rivermede Road to the north. The West Don River and surrounding natural areas run north-south bisecting this area. The parcel adjacent to the corner of Highway 7 and CN Rail is largely vacant. The northern portion of the area is mainly characterized by employment uses with connections onto Highway 7 and Rivermede Road through Orthona Court and North Rivermede Road. The employment uses continue onto the northwestern portion of the Secondary Plan area with access to Bowes Road to the west, Rivermede Road to the north and Highway 7 to the south.

The properties on the southwest corner of Highway 7 and the CN Rail are mainly characterized by low-density residential and retail uses all with access from Highway 7. There is also a small

tributary running parallel to Highway 7. On the southeast corner of Highway 7 and the CN Rail, there are small retail establishments along Highway 7. The West Don River and related natural areas traverses the eastern portion of this area. The southern portion of the area is owned by the Ministry of Transportation and is largely vacant. It is also the location of a future station in support of the 407 Transitway as identified in a 2011 approved Ministry of Transportation Environmental Assessment, Environmental Project Review Report.

Under the currently enforced OPA 660, the lands within 400m from the intersection of Highway 7 and the CN rail, as well as lands approximately 200m north and south of Regional Road 7 are designated as “Prestige Areas – Centres and Avenue Seven Corridor.” This land use designation allows for a mix of uses including office, business, retail, high density residential, institutional and civic uses. As mentioned in the previous section, the high density residential use has been deferred until a municipal comprehensive review is completed addressing the criteria of employment land conversions. VOP 2010 represents the municipal comprehensive review outlined in OPA 660.

As established by VOP 2010, the Secondary Plan area consists of a mix of land use designations:

- Low-Rise Mixed-Use
- High-Rise Mixed-Use
- Mid-Rise Mixed-Use
- Employment Commercial Mixed-Use
- General Employment
- Prestige Employment
- Natural Areas
- Parkway Belt West Lands

Overall, given the low-intensity nature of the existing uses in the Plan area, both OPA 660 and VOP 2010 recognize and provide the opportunity for the Secondary Plan area to intensify over time as a vibrant local centre that is mixed-use, higher density and transit-supportive.

Natural Heritage

The Secondary Plan area is bisected by the West Don River and its associated riparian corridor. The corridor is a part of the Don watershed and Upper West Don subwatershed under the jurisdiction of the Toronto and Region Conservation Authority (TRCA). The YROP indicates that the riparian corridor is part of the Regional Greenland System, and the VOP 2010 designates the riparian corridor and a portion of the treed area in the south end as Core Features within the Natural Heritage System. Core Features are intended to be protected and enhanced and the significance of the woodlands are to be evaluated based on the City of Vaughan’s Official Plan Amendments. There is a portion of a woodlot within Area 1 (refer to Schedule A: Study Area Boundary) that is currently under further study and analysis to determine its significance within the greater Natural Heritage system.

Currently, the corridor functions mainly as a migratory and landscape linkage. Due to the disturbed condition of the existing system, restoration and enhancement would improve the overall system and diminish cultural community impacts.

Transportation and Transit

The Concord GO Centre Secondary Plan Study Area is divided by three significant transportation corridors - Highway 7, Highway 407 and the Barrie GO Rail line. Highway 7 has been identified by the YROP as a Regional Corridor as well as a part of the vivaNext Bus Rapid Transit System that

is currently under construction. As a result, Highway 7 is expected to develop with higher density land uses in support of the existing and planned transit routes. However, the existing infrastructure and traffic volume on Highway 7 are not suitable for pedestrian and cycling circulation.

Highway 407 as well as the southeastern portion of the Secondary Plan area has been identified by the Ministry of Transportation (MTO) as the 407 Transitway as well as an associated station facility. MTO has also identified a potential GO Rail station in the same area abutting the east side of the track, providing a vision for this area as a multi-modal transit hub that will offer alternative modes of transportation to the single occupant vehicle.

Finally, the Barrie GO Rail line currently runs through the Secondary Plan area, taking commuters from Barrie to Union Stations in Toronto with two stops near the Secondary Plan area – Rutherford Station to the north and York University stop to the south. GO Transit is currently undertaking an Environmental Assessment to twin the rail tracks. As a result, there is a large potential for another GO Rail station to be located in the Secondary Plan area. However, a part of the rail line currently sits on a bridge as it crosses Highway 7. This bridge presents a significant barrier for future transit integration as well as pedestrian and cycling circulation along and across Highway 7.

Given the existing transportation barriers and significant transit investments in the Secondary Plan area, the Secondary Plan will provide the framework and policies needed to influence the development of an integrated and cohesive transit system in order to maximize the potential of this envisioned transit hub. Additionally, the Plan will also ensure that development will occur in tune with the provision of adequate transportation infrastructure needed to accommodate future population growth in this area.

Servicing

There are currently existing water and sewer lines that could potentially provide service to the Study Area. There are three sewer lines that run through the Study Area, including one running east-west along Oster Lane, and two running north-south along Baldwin Avenue and adjacent to the West Don River ravine system. The trunk running along the ravine is a regional sewer trunk that is the most viable option for the sanitary servicing for the Study Area.

There are also three watermains that may potentially provide service to the Study Area. One of them runs east-west along Oster Lane, which may potentially provide servicing for the northern portion of the Study Area. There is also a north-south watermain along Baldwin Avenue as well as an east-west watermain on Highway 7 that may also provide servicing to the Secondary Plan Area. Future sanitary flow as well as water demand should be estimated based on City of Vaughan's design criteria.

In terms of stormwater, observations of nuisance flooding have been noted in the vicinity of Highway 7 towards the western limit of the study area. The source of the flooding is subject to additional studies and analysis, and has been address in the Secondary Plan policies. Generally, stormwater management within the Study Area is subject to the requirements of the City of Vaughan, the TRCA and the Ministry of Environment (MOE). In addition, drainage in proximity to provincially operated transportation infrastructure can be subject to the review and approval of the Ministry of Transportation (MTO). Stormwater management criteria are in place to ensure that changes in land use do not increase flood risk or exacerbate erosion potential, provide water quality treatment, and management balance.

Part B: Concord GO Centre Secondary Plan

1.0 Introduction

This Secondary Plan forms part of the City's Official Plan 2010 (VOP 2010) VOP 2010 is composed of two volumes. Volume 1 contains city-wide policies and the Volume 2 policies are derived from area specific land use planning studies or from the processing of site specific development applications. As such, they provide for more specific policy direction than Volume 1. The Concord GO Centre is shown as a "Required Secondary Plan Area" on Schedule 14-A to VOP 2010.

This Secondary Plan forms part of Volume 2 of the Official Plan. It builds upon Volume 1 of the Official Plan and provides the planning framework and policies specific to the Concord GO Centre Secondary Plan area. The Secondary Plan should be read in conjunction with Volume 1 of the Official Plan for general policies application to the area. Where the policies of this Secondary Plan conflict with those in Volume 1 of the Official Plan, the policies of this plan shall prevail.

The following schedules and text constitute the Concord GO Centre Secondary Plan:

- Schedule 'A' – Concord GO Centre Secondary Plan Area
- Schedule 'B' – Land Use Plan
- Schedule 'C' – Height and Density
- Schedule 'D' – Street Network
- Schedule 'E' – Transit Network
- Schedule 'F' – Open Space Network
- Schedule 'G' – Pedestrian and Cycling Network

2.0 Vision and Principles

The Concord GO Centre is a Local Centre in the City of Vaughan that will provide opportunities for a mix of uses that will be developed around a multi-modal transportation network. The centre will be integrated into the surrounding community and will provide places for living, working, recreation and gathering. The area will provide a number of services and amenities through a variety of retail, commercial and community spaces and will provide safe connections for pedestrians and cyclists throughout the area. Access and views to open space will be an important feature of the community.

The following principles were developed in consultation with the community and relevant stakeholders, resulting from the consolidation of a longer list of more detailed principles. These principles were used to guide the development of the Secondary Plan policies and must be used to guide the future planning-related decisions within the Concord GO Centre Secondary Plan area:

Principle 1:

Create a cohesive Concord West Community

Promote cohesive community development to provide for the integration of new and older development, in a manner that ensures the future social, environmental and economic sustainability of the Concord West community.

Principle 2:

Support multi-modal transportation through integrated pedestrian, cycling, vehicular and transit networks

The ease of movement for existing and future residents of the Concord West Community should be enhanced through integrating a series of accessible, safe, attractive and efficient pedestrian, cycling, vehicular and transit networks.

Principle 3:

Improve the safety and accessibility of Highway 7

Promote the safety and accessibility of Highway 7 for pedestrians, cyclists and drivers particularly as it respects providing for safe pedestrian/bicycle passage under the rail bridge, taking into consideration the presence of the known flood hazard.

Principle 4:

Support the creation of a higher order transit-mobility hub through intensification

Support plans for a higher order mobility transit-hub at the junction of integrating the Highway 7 VivaNext BRT system, and the future Barrie GO Rail line, and the future 407 Transitway, by intensifying areas around the potential transit stations-hub through high-density and mixed-use development, as well as by providing good connections to and between the transit stations services.

Principle 5:

Maintain and enhance existing natural heritage features, including the flood hazard areas, in the context of the greater natural heritage network

Respect existing natural heritage features such as the Bartley Smith Greenway and West Don River valley by maintaining and/or enhancing their ecological functions and by identifying opportunities for public acquisition and remediation.

Principle 6:

Create a high quality public realm

Strengthen the quality of public spaces by promoting attractive and cohesive streetscapes, ~~urban~~ public squares, public parks, natural landscapes and built form that reflect high quality urban and architectural design.

Principle 7:

Future infrastructure investment should support good community development

Identify critical infrastructure investments and ensure that future infrastructure decisions are consistent with good community design principles and the policies of this plan.

Principle 8:

Ensure appropriate development phasing

The timing of development needs to be coordinated with the availability of critical infrastructure such as transportation capacity and improvements in the stormwater management system including the implementation of Low Impact Development (LID) measures.

3.0 Land Use, Density and Built Form

The following section of the Secondary Plan provides direction on the permitted uses, the intensity of development and the built form. In keeping with Volume 1 of the Official Plan, the objectives of developing a Local Centre have been addressed through the policies for the Secondary Plan area through the provision of a mix of uses, including higher densities in close proximity to transit surrounded by existing employment and lower density residential uses. The design of new development will be sensitive to the surrounding uses while creating new vibrant spaces.

The Secondary Plan accommodates approximately 44 hectares of potential developable area within the full expanded Secondary Plan area including the mixed use areas and employment lands, as shown on Schedule A. There are approximately 28 hectares of land identified for natural heritage, parks, open space and stormwater management however, it should be noted that the precise delineation of developable and non-developable areas will be determined through more detailed studies in future planning work.

The land use designations identified on Schedule B implement the vision for the Concord GO Centre as a diverse, mixed-use area that will accommodate a broad range of land uses. The following land use designations apply within the Concord GO Centre:

- 1 Low-Rise Mixed-Use
- 2 Mid-Rise Mixed-Use
- 3 High-Rise Mixed-Use
- 4 Employment Commercial Mixed-Use
- 5 General Employment
- 6 Prestige Employment
- 7 Natural Area
- 8 Floodplain Area
- 9 Open Space Area
- 10 Parkway Belt West Plan (including ~~Road and~~ Buffer Area + Inter-Urban Transit)

The policies in this section support the objectives described in Part A of this document. Further, the intent of the policies includes:

- Define the functional role of the area as a Local Centre in the City's Urban Structure
- Establish an optimal mix of land uses, densities and their distribution that is sensitive to the surrounding context
- Provide appropriate transitions between different land use types
- Incorporate the results of the Concord West Urban Design Streetscape Master Plan in formulating urban design and land use policies
- Concentrating density and a mix of uses in close proximity to higher order transit facilities
- Providing active streets lined with animated ground floor areas and built forms that frame the street and open spaces
- Promote high quality design indicative of best practices and sustainable design

3.1 General Land Use Policies

- 3.1.1 The land use designations which apply to lands in the Concord GO Centre are shown on Schedule B: Land Use. Policies for these designations are set out in this section.
- 3.1.2 The Concord GO Centre Secondary Plan is intended to accommodate approximately 2050 to 4000 units and 4000 to 8000 people in order to accommodate a portion of the projected population growth in the City of Vaughan.
- 3.1.3 A minimum of 35% of new housing units shall be affordable. The affordable housing shall comprise a range of housing forms and tenures and include affordable units for low and moderate income households. As set out in Policy 7.5.1.2 of Volume 1 of the Official Plan, the City shall work with York Region to develop an affordable housing implementation framework.
- 3.1.4 A diverse mix of dwelling units and unit sizes in the Concord GO Centre Secondary Plan area are encouraged.
- 3.1.5 The Concord GO Secondary Plan area is intended to accommodate approximately 8,000 to 10,000 jobs at full build-out for jobs from General Employment, Prestige Employment, Employment Commercial- Mixed Use, as well as jobs generated from the mixed use areas as retail and office. In Areas 1 and 2, in the High-Rise Mixed Use, office uses are encouraged and permitted. In addition, new retail and service jobs are anticipated and are required and permitted on the ground floors of mixed use buildings. Single-storey commercial uses shall not be permitted in the mixed use areas.
- 3.1.6 Notwithstanding any of the policies of this section, previously approved and existing uses in the Concord GO Centre shall be permitted, subject to Policy 9.2 of the VOP 2010. Any future redevelopment or expansion is subject to the policies of this plan. Where existing uses are not consistent with the vision and objectives of this Plan, redevelopment shall be encouraged.
- 3.1.7 Schedule C identifies the maximum densities in the Concord GO Centre (expressed as Floor Space Index (FSI)) and maximum building heights (in storeys). The term Floor Space Index is defined in Section 10.2.2 “Definitions” of VOP 2010.
- 3.1.8 The City may use the bonusing provisions under Section 37 of the Planning Act to secure a range of public benefits in the Concord GO Centre. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the VOP 2010, that may qualify for bonusing, the City shall determine the required community benefit at the time of the development application process.
- 3.1.9 All residential development on lands adjacent to the railway line shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres from the railway right-of-way where a safety berm has been provided.
- 3.1.10 Development and rRedevelopment within Areas 1-43, as identified on Schedule A, in accordance with Policies 3.2, 3.3, and 3.4 shall not be permitted until such time:

- a) As the planning and required approvals for the GO Transit and/or Highway 407 Transitway facilities, as shown in the approved 407 Transitway EA, are finalized to the satisfaction of the City, York Region and the Province and sufficient developable lands have been declared surplus to the transit needs to support development as provided for under Policy 3.3, applicable to Area 3 only.
- b) As safe ingress and egress to ~~the Areas 1-43 development site~~ has been approved by York Region, the TRCA and the City of Vaughan.
- 3.1.11 Development of residential and other sensitive land uses within 500 m of existing Employment Areas shall have regard for the potential noise and vibration impacts from the adjacent Employment Uses in accordance with Policy 5.2.1.2 of VOP 2010 to demonstrate compatibility and mitigation of the impact of the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all provincial and municipal guidelines.
- 3.1.12 Applications for residential development and other sensitive land uses shall have regard for potential noise and vibration impacts from existing uses, major streets and transportation infrastructure and facilities within and in proximity to the Concord GO Centre. Applications for residential and other sensitive land uses within the zones defined below shall include a noise and vibration study to the satisfaction of the City in consultation with CN and transit agencies, to identify appropriate measures to mitigate adverse impacts from the source of noise and vibration:
- Within 1000 metres of the MacMillan Rail Yard
 - Within 300 metres of an industrial use
 - Within 300 metres of Highway 407
 - Within 100 metres of Highway 7
 - Within 70 metres of a railway line or within 30 metres of a railway line with a berm
- 3.1.13 In addition to Policies 9.2.2.10(d) and 9.2.2.11(e) of the VOP 2010, new development should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provides recommendations to ensure that sensitive land uses are appropriately designed, buffered and/or separated from each other.
- 3.1.14 Development along Highway 7, a Regional Intensification Corridor and a future rapid transit line identified on Schedule D of this Plan, development adjacent to the future potential mobility transit hub, shall have regard to the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines through the development approvals process.
- 3.1.15 In accordance with Policy 2.2.6 of the VOP 2010, certain lands in the Secondary Plan area, identified on Schedule B, are subject to the Provincial Parkway Belt West Plan, as amended. These lands are reserved by the Province for Provincial Infrastructure and complementary uses. Where the Parkway Belt West lands serve the functions intended by that Plan, the Parkway Belt West Plan and any associated land use designation will continue to apply. At such time as any Parkway Belt West parcels are declared surplus, an amendment to the VOP 2010 will be required to redesignate the lands to permit alternative uses.

3.1.16 The Ministry of Transportation intends to submit a comprehensive Parkway Belt West Plan amendment in the near future. The purpose of this amendment is to align the Inter-

Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design for the 407 Transitway EA. Any areas subject to this amendment will be brought under the jurisdiction of the Parkway Belt West Plan and providing for their re-designation to Inter-Urban Transit or other Parkway Belt West designation, . Upon approval of the Parkway Belt West Plan amendment, this plan will be modified accordingly without further amendment.

3.2 Low-Rise Mixed-Use

3.2.1 The Low-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and west of the railway line, identified as Area 4 on “Schedule A: Study Area Boundary”, adjacent to the existing Low-Rise Residential area. This area is intended to provide a transitional low-rise built form between the existing residential development and the development area to the west, Highway 7 and redevelopment to the north.

3.2.2 Redevelopment of these Low-Rise Mixed Use lands in accordance with the polices of this designation will not be permitted until the conditions set out in Policy 3.1.10 are fulfilled regarding the confirmation of the availability of sufficient lands for development purposes and for safe access to the site.

~~3.2.23~~3.2.3 The Low-Rise Mixed Use designation permits all the uses under Policy 9.2.2.23(b) of the VOP 2010.

~~3.2.33~~3.2.4 The Low-Rise Mixed-Use designation permits all building types under Policy 9.2.2.23(f) of the VOP 2010.

~~3.2.43~~3.2.5 Notwithstanding its status as one of the four quadrants of the “Potential Mobility Transit-Hub” designated around the junction of Highway 7 and the Barrie GO Rail Line-, the primary function of this area is to act as a transitional area between the surrounding, and potentially more intensive uses to the north and north east.

3.3 Mid-Rise Mixed-Use

3.3.1 The Mid-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and east of the Barrie GO Rail Line, identified as Area 3 on “Schedule A: Study Area Boundary”.

3.3.2 Redevelopment of these Mid-Rise Mixed Use lands in accordance with the polices of this designation will not be permitted until the conditions set out in Policy 3.1.10 are fulfilled regarding the confirmation of the availability of sufficient lands for development purposes and for safe access to the site.

3.3.3 In addition to the uses permitted under 9.2.2.4(b) of the VOP 2010 the following uses shall be permitted: transit related infrastructure and facilities, including parking.

3.3.4 The Mid-Rise Mixed-Use designation permits all building types under 9.2.2.4(e) and 9.2.2.4(f) of the VOP 2010.

~~3.3.4~~

3.3.5 The Ministry of Transportation intends to submit a comprehensive Parkway Belt West Plan amendment in the near future. The purpose of this amendment is to align the Inter-Urban Transit designation in the Parkway Belt West Plan with the approved Route Planning and Preliminary Design for the 407 Transitway EA. As Area 3 has been identified as a required part of the 407 Transitway facilities, it will be subject to this amendment which will bring it under the jurisdiction of the Parkway Belt West Plan and provide for its re-designation to Inter-Urban Transit. Upon approval of the Parkway Belt West Plan amendment, this plan will be modified accordingly without further amendment.

3.4 High-Rise Mixed-Use

General Provisions

3.4.1 The High-Rise Mixed Use designation corresponds to the lands located north of Highway 7 and immediately east of the railway line, as well as the lands south of Highway 7, identified as Areas 1 and 2 on “Schedule A: Study Area Boundaries”. This designation is intended to provide for higher density and mixed-use development that is pedestrian oriented in close proximity to future modes of transit. The highest densities are focused along Highway 7 east of the railway corridor.

3.4.2 Redevelopment of these High-Rise Mixed Use lands in accordance with the polices of this designation will not be permitted until the conditions set out in Policy 3.1.10 are fulfilled.

~~3.4.23.4.3~~ In addition to the uses permitted in 9.2.2.6(b) of the VOP 2010, the following uses shall be permitted:

- Transit related facilities including parking
- Public parking

~~3.4.4 The High-Rise Mixed-Use designation permits all building types under 9.2.2.4(f) and 9.2.2.4(g) of the VOP 2010. Notwithstanding policies 9.2.2.6(f) and 9.2.2.6(g), the following uses shall be permitted:~~

- ~~a) High-Rise Buildings~~
- ~~b) Mid-Rise Buildings~~
- ~~c) Public and Private Institutional Buildings~~
- ~~d) Townhouses~~
- ~~e) Stacked Townhouses~~

~~3.4.3 f) Low-Rise Buildings~~

~~3.4.43.4.5~~ At grade uses shall predominantly consist of retail uses, including retail stores, restaurants, personal and business services, professional offices, community facilities and day care facilities. A minimum of 60% of the building frontage facing an arterial or collector street shall consist of at-grade retail uses, except where a specific provision of this plan limits the amount of retail or commercial floor area within a defined area.-

Building Heights

3.4.6 It is a principle of this plan to provide for a variety of building heights that will contribute to the overall character of the area by:

- a) Creating attractive views and vistas;
- b) Creating a distinctive skyline which serves to define the Concord GO Centre;
- c) Providing for a transition of building heights that respects the presence of sensitive uses by directing the highest buildings away from such uses; and,
- d) Reflecting the Centre’s functional role in the City’s structural plan.

3.4.7 The maximum permitted building heights for Areas 1 and 2 is 22 storeys. Notwithstanding this restriction, there may be instances where it is appropriate to consider opportunities for higher buildings which will serve to achieve the following:

- a) The objectives of policy 3.4.6 above;
- b) A signature building(s) or complex that can be a defining element of the Centre; and,

c) Maximum building heights not to exceed 27 storeys.

3.4.8 The detailed identification and distribution of building heights will be implemented through the Development Concept Report and zoning amendment. Assessment of proposals for building heights in excess of 22 storeys shall be considered through the application of the bonusing provisions of Section 37 of the Planning Act and policy 10.1.2 of VOP 2010.

Density

3.4.9 The phasing policies governing Areas 1 and 2 are set out in policy 8.3 of this plan.

3.4.10 Area 2 is in Phase 1 and provides for a maximum density of 3.5 FSI on the two sites flanking the southerly leg of the signalized intersection at Highway 7.

3.4.11 Area 1 will be the subject of a multi-phase development program as set out in policy 8.3. The implementation of development in Area 1 will be undertaken on the following basis:

- a) The maximum gross floor area permitted in Area 1 shall not exceed 353,000 sq. metres, which includes the Phase 1 component.
- b) The first phase of development shall provide a maximum of 950 residential units and 1860 sq. metres of retail uses.
- c) In order to proceed to the subsequent phases of development in Area 1, a Comprehensive Transportation Study shall be completed to the satisfaction of the City and York Region.
- d) The Comprehensive Transportation Study will establish the maximum amount of supportable gross floor area and mix of uses that will be permitted in Area 1 and any required transportation infrastructure improvements required to support each of the subsequent phases.
- e) Notwithstanding a) above, should the results of the Comprehensive Transportation Study indicate that the maximum gross floor area of 353,00 sq. metres cannot be met, then the results of the transportation study shall prevail in respect of the maximum gross floor area and mix of uses.

3.4.12 Phase 1 implementation will take place on the basis of a Development Concept Report which will specifically address that phase of development. Implementation of the Development Concept Report will take place through the draft plan of subdivision, zoning by-law amendment, and site plan processes. Applications of the Holding Zoning provisions of the Planning Act and VOP 2010 may be applied to portions of Phase 1 as required.

3.4.13 The implementation of subsequent phases, after the completion of the required Comprehensive Transportation Study, shall take place on the basis of a new Development Concept Report or an amended Phase 1 report, which will address the new phases. The new phases will be implemented through the draft plan of subdivision, zoning by-law amendment, and site plan approval processes. Holding Zones may be applied to each phase and may be lifted once the required conditions have been met to allow development to proceed.

3.5 The Employment Area

3.5.1 The Employment Area is made up of the Employment Commercial Mixed-Use, Prestige Employment and General Employment designations. They apply to the lands generally located north of Highway 7, east of Bowes Road and south of Rivermede Road, shown

on “Schedule A: Land Use Boundary” as Area 5. The southerly- part of this area, between Bowes Road and the Rail line,- is part of a Regional Intensification Corridor.

3.5.2 The policies of VOP 2010 in respect of the Employment Area and the Employment Commercial Mixed-Use, Prestige Employment and General Employment designations continue to apply.

3.6 The Potential Transit-Mobility Hub

The Concord GO Local Centre has the potential to become a Major Transportation Station Area as a result of the opportunities presented by the presence of the planned VivaNext Bus Rapid Transit Service and the Barrie GO Rail Line. The Provincial Growth Plan defines a Major Transit Station Area as the area within an approximate 500 m radius of a transit station, representing about a 10 minute walk. In addition, the station area is bolstered by the presence of the EA-approved Highway 407 Transitway station which is located to the south within this radius. Major Transit Station Areas are defined in the Growth Plan as intensification areas. They are intended to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels and a mix of residential, office, institutional and commercial development wherever appropriate.

The Metrolinx Regional Transportation Plan, the “Big Move”, classifies Major Transit Stations Areas into two types of Mobility hubs: “Gateway Hubs”, which are located at the interchange of two or more current or planned rapid transit lines, or-and “Anchor Hubs” that are located within Urban Growth Centres. Given its proximity to two rapid transit lines, this area has the potential to qualify as a Gateway Hub, subject to the addition of the station function. The Big Move, in Policy 7.1.6, states that municipalities may identify areas in their Official Plans and Transportation Master Plans that have the potential to meet one of the Mobility Hub definitions in the future and plan for this future role. This intent has been recognized by the designation of this area as a Local Centre in the VOP 2010. This will facilitate the objective of the Potential Mobility Hub to provide an attractive, intensive concentration of employment, living, shopping, and enjoyment around a major transit station.

In order to build on this opportunity, the following policies shall apply to the Potential Transit-Mobility Hub Area.

3.6.1 The City of Vaughan supports the location of a higher order transit interchange at Highway 7 through the provision of stations serving the Barrie GO Rail Line and the VivaNext Bus Rapid Service; with convenient pedestrian connections to the 407 Transitway station.

3.6.2 It is the intention of the City to support and plan for the creation of a Transit-Potential-Mobility Hub through the provision of Transit Oriented Development that:

- a) Establishes Transit Supportive Densities consistent with a Local Centre;
- b) Will secure an attractive mixed-use, pedestrian oriented environment through good urban design and architecture consistent with the policies of VOP 2010;
- c) Integrates transit infrastructure into the community in an attractive and complementary way, consistent with the needs of an evolving centre; and,
- d) Addresses the Metrolinx Mobility Hub Guidelines.

3.6.3 The Potential Mobility-Transit Hub Area will generally-encompass the following areas as shown on Schedule A: Study-Area-Secondary Plan Boundary:

- Area 1 – Northeast quadrant;
- Areas 2 and 3 – Southeast quadrant;
- Area 4 – Southwest quadrant;
- Area 5 – Northwest —~~northerly~~ northerly extent to be determined, but should be guided by the location of any -future public road.

3.6.4 Matters pertaining to the implementation of the Potential Mobility Transit Hub will be addressed through the submission of Development Concept Reports and implementing, development applications in accordance with Section 10.1.1 of VOP 2010.

~~3.6.4~~ 3.6.5 Prior to the development of the transit infrastructure associated with the Mobility Hub and/or development of Area 3, the limits of the natural features will be established. Further technical reports on these features will be also be required in order to aid in determining the limits of development. The scope of these studies and requirements will be established by the City of Vaughan and the TRCA.

3.7 Built Form

3.7.1 The policies of VOP 2010 with respect to Built Form continue to apply. However, more detailed Urban Design Guidelines, drawing on the broader policy regime will be required through development approval to reflect the character and context of the individual development areas. Such guidelines may form part of the Development Concept Report as may be established through the Pre-Application Consultation process.

4.0 Streets, Transportation and Mobility

The transportation framework for the Concord GO Centre provides for a range of transportation modes within the Secondary Plan area, including pedestrian movements, cycling and transit. The intent of the Secondary Plan is to plan for improvements to existing network and the public realm with particular focus on the pedestrian environment, as well as to establish the hierarchy of streets and connections to accommodate new development in the Secondary Plan area. The Plan also addresses the integration of proposed transit facilities into the community and supports a shift towards multi-modal transportation. The following policies address the objectives of the Secondary Plan, as described in Part A, and specifically address the objective to address the integration of the planned transit facilities with the surrounding land uses including the treatment of street and pedestrian connections including north-south and east-west connections involving Highway 7 and Mobility Hub, the Bartley Smith Greenway etc.

4.1 General Streets, Transportation and Mobility Policies

- 4.1.1 The transportation system for the Concord GO Centre, including public transit facilities, the street network and other elements of the pedestrian realm, shall be planned and designed for universal accessibility.
- 4.1.2 The City may require with applications for development, the submission of a traffic impact study and pedestrian and bicycle circulation plan that assesses the impacts of the proposal on the street network and how it facilitates access and circulation by transit users, cyclists and pedestrians. The impact study must demonstrate that available modes (vehicular, transit, pedestrian and bicycle) have sufficient capacity to serve the development phase being studied.
- 4.1.3 VOP 2010 Policy 4.3.3 recognizes the important role of Travel Demand Management (TDM) efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use, walking and cycling and the potential to permit reduced parking requirements. TDM refers to a wide range of policies, programs, services and products that influences how, why, when and where people travel as a means of making travel more sustainable. In Concord GO Centre, one objective should be to shift the timing of travel from peak periods and minimizing the use of personal vehicles by shifting to other transportation modes.
- 4.1.4 Pursuant to Policy 4.3.3.8 of the VOP 2010, the City shall require the preparation of a Travel Demand Management Program for all site plan and draft plan of subdivision applications for office uses greater than 2000 square meters or residential apartment or mixed-use buildings with greater than 50 residential units.

4.2 The Street Network

- 4.2.1 A network of public streets for pedestrians, cyclists, transit, cars and trucks is established in the Secondary Plan area to create a connected framework for future growth. The street network is identified on Schedule D: Transportation Network and outlines a hierarchy of

streets. New arterial and collector streets identified on Schedule D will require an amendment to Schedule 9, Future Transportation Network, of VOP 2010.

- 4.2.2 The design of streets is intended to enhance the pedestrian environment and the public realm. Improvements and additions to the existing network should be generous in terms of space dedicated to the pedestrian and cycling allocations.
- 4.2.3 The final location, configuration, width or alignment of public streets shall be determined with the City at the time of application for development subject to a Traffic Impact Study, prepared by the applicant to the satisfaction of the City and where applicable York Region. Changes to the location, configuration, width or alignment of new streets identified on Schedule D will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained. Access to the Highway 407 Transitway station will be maintained consistent with the Minor Collector road location shown in the EA-approved station configuration.
- 4.2.4 The future street network should be designed to create a block system that provides permeability and improved access throughout the Secondary Plan area.
- 4.2.5 As identified on Schedule D, the Plan identifies a potential east-west street connection and a potential north-south street connection in the northern section of the Secondary Plan area that would generally connect North Rivermede Road to Bowes Road with the potential to protect for a possible ultimate extension to Keele Street. The potential north-south connection would be from Highway 7 to or to Ortona Court to the north. Final determination of need, location and design of these streets will be determined through a number of processes, including the Comprehensive Transportation Study, a feasibility study, examining the crossing of the GO Rail line, the review of development applications or through an Environmental Assessment processes.
- 4.2.6 Provision of the network capacity provided by these new streets may be required in order to permit new development. Capacity needs will be established through the processing of individual development applications. If it is determined that the completion of one or both of these connections is required to allow new development, as permitted by this secondary plan, development may be phased. Until such time as the availability of the required capacity has been confirmed to the satisfaction of the City of Vaughan and York Region, the City may phase development through the use of such measures as the Holding Zone provisions under Section 36 of the Planning Act or phased draft plan approvals and registrations.
- 4.2.7 All new streets shall be landscaped in a manner which is attractive, provides amenity, facilitates pedestrian and cycling movement and provides on-street parking.
- 4.2.8 Streetscape elements and materials should be of high quality, including paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others. These elements should be coordinated along streets to create a well-designed cohesive and legible public realm consistent throughout the Concord GO Centre. Streetscape elements should be located to minimize clutter and create clean and legible streetscapes.
- 4.2.9 The hierarchy of Local Streets identified in Schedule D includes the following classifications and right-of-way widths:

- Major Collector Streets (28-30m)
 - Minor Collector Streets (23-26m)
 - Local Streets (13.5 - 20m)
 - Public Lanes (minimum 8m)
- 4.2.10 Within the Secondary Plan area, Highway 7 and Centre Street are Regional Arterial Roads. Both streets are planned to accommodate rapid transit alignments and related station infrastructure within the right-of-way and to carry high volumes of traffic. These streets are also planned to provide more comfortable pedestrian and cycling environments through the provision of broad sidewalks with street trees as well as the inclusion of cycling lanes.
- 4.2.11 Planned improvements to Highway 7 include the integration of rapid transit within the right-of-way. Based on the current configuration and right-of-way width of the road and the limitations associated with the width of the railway bridge crossing, the rapid transit is planned to be in mixed traffic in this section of the road. It shall be a priority of the City to coordinate with the transit authorities, including Metrolinx, as well as the Region, to explore improvements to the bridge structure. These improvements could include short term enhancements to improve east-west pedestrian movements along Highway 7 as well as longer term improvements to widen the bridge resulting in an increased right-of-way width that could address improvements to the pedestrian and cycling environment as well as provisions for rapid transit facilities in the centre of the street.
- 4.2.12 Improvements to the pedestrian network in terms of north-south movements across Highway 7 should also be addressed in conjunction with development applications and improvements to the right-of-way as well as transit infrastructure improvements. Consistent with the Concord West Urban Design Framework and Streetscape Plan, improvements to the intersection of Baldwin Avenue/Bowes Road and Highway 7 shall be designed to facilitate walking and street life including clearly demarcated pedestrian and cycling amenities within the right-of-way such as crosswalk patterns, intersection ramps, street furniture and street tree improvements. Similar identification of pedestrian infrastructure should be integrated into the proposed intersection on Highway 7 to be located to the east of the railway bridge and west of the Centre Street intersection. In conjunction with upgrades to the railway line, including improvements to the existing line as well as the construction of a new GO train station if required, and/or in conjunction with development applications for the lands adjacent to Highway 7, an overhead pedestrian crossing is shall be encouraged by the City through either the development application process or an Environmental Assessment process.
- 4.2.13 Direct vehicular access from Highway 7 should not be permitted for new areas of development. Access to development will be directed to public streets and/or private streets or lanes. ~~Any access opportunities are subject to the requirements and conditions of York Region and VIVA.~~ Any proposed access to Highway 7 is subject to review and approval by York Region.
- 4.2.14 Future development along Highway 7 should be designed to frame the street and contribute to an attractive public realm.
- 4.2.15 Development adjacent to Highway 7 should contribute to an enhanced pedestrian environment along the Regional Road through coordination with the Region.

~~4.2.16~~ The potential construction of a Highway 407 ETR partial interchange improvements at Centre Street, ~~in terms of a partial interchange,~~ has been supported by both the Region and City. Until a decision to proceed with this project is approved by MTO/407 ETR, lands in the Secondary Plan area shall be protected for. ~~These ramps would be accommodated within existing Parkway Belt West lands. Under the terms of the Concession and Ground Lease Agreement (CGLA) between MTO and 407 ETR, the construction of the Centre Street interchange has been deferred until 2020, and MTO is responsible for acquiring and protecting the lands necessary for a full interchange at 407 ETR / Centre Street. The CGLA does not recognize a partial interchange at this location and until MTO and 407 ETR undertake a new study in 2015 to determine the technical and financial viability of whether the construction of the interchange should be further deferred, the secondary plan should continue to protect for the full interchange. Notwithstanding the study to be initiated in 2015, MTO cannot compel 407 ETR to construct prior to 2020.~~

4.2.17 4.2.16 Major and Minor Collector Streets are located throughout the Secondary Plan area as shown in Schedule D. Collector Streets are designed to collect and distribute traffic to provide a supportive role to Arterial Streets. Collector Streets may be served by local transit and should support active ground floor uses. Bowes Road and Rivermede Road are Major Collectors that border the northwest corner of the Plan area, through the employment lands. North Rivermede Road is a Minor Collector Road. The proposed north-south road in Area 1 is planned as Minor Collector Road with a right-of-way width of 23 to 30 meters. This proposed Minor Collector Road will facilitate the majority of the vehicular and pedestrian circulation and movements within Area 1 and should be designed to accommodate on-street parking, bicycle and transit circulation and create a strong urban environment supported by a mix of uses, high quality streetscaping including broad sidewalks lined with street trees and street furniture and 3 to 5 metre build to setbacks. The intersection of Highway 7 and this Minor Collector Road is intended to function as a signalized intersection.

4.2.18 4.2.17 A number of local streets are proposed for the Concord GO Centre, primarily in Area 1, north of Highway 7. These streets are designed in a grid-like pattern to provide a highly connected block pattern. Local streets are designed to provide access to properties and provide circulation at low operating speeds. In this plan the local roads have a designed right-of-way width of 18 to 20 metres, except where the Local Streets is a single loaded road, where 13.5m is the proposed right-of-way width. Local Streets will generally include two travel lanes. These streets function as neighbourhood streets, have narrower roadways, with on-street parking and connected sidewalks, discouraging heavy traffic flow and higher speeds. The intersection of the north-south local roads with Highway 7 is anticipated to provide right-in and right-out access however, the status of these intersections, including need, will need to be planned and designed in conjunction with the Region. Local Streets should include sidewalks with a single row of street trees on each side of the street and dedicated cycling lanes for some of the streets. Along the two proposed north-south Local Streets in Area 1, the location of cycling lanes should be explored through the development application process and is encouraged to be integrated with the adjacent open space areas.

4.2.18 The local road network shown on Schedule D in Area 1 is conceptual. It may be modified without amendment to this plan, subject to the finalization of the local road network established through the Development Concept Report and the Draft Plan of Subdivision(s).

4.3 Transit Network

A defining feature of the ~~future transit network Concord GO Centre Secondary Plan is the planned and proposed transit facilities in the Plan area identified on Schedule E is the potential for a GO Station and the planned York Region Rapid Transit facilities along Highway 7. The Local Centre designation and the implementing Secondary Plan is predicated on the provision of higher order transit services- based on its location along the Highway 7 Regional Corridor and the potential for other complementing transit services.~~ The Plan is predicated on the future construction of, a GO station, ~~and the planned York Region Rapid Transit facilities along Highway 7, and the EA-approved Highway 407 Transitway station.~~ The integration of these modes of transit ~~at this proposed Transit Hub~~ with the adjacent developments and the broader community ~~is will be~~ an key driver of this Secondary Plan ~~and the foundation for a Potential Mobility Hub.~~ The City of Vaughan will continue to cooperate with York Region and the relevant transit agencies to expedite the planning, design and construction of the proposed transit infrastructure.

Highway 7 will be serviced by VivaNext-, which will provide Bus Rapid Transit service between the Regional Centres in Markham, Richmond Hill and Vaughan and beyond, ultimately serving the full length of Highway 7 across south York Region. While the opportunity for a station at the junction of the Barrie GO Line has been acknowledged in the Highway 7 and Vaughan North-South Link Environmental Assessment, it does not provide a specific location for a Viva station in the Plan area-, ~~it has not been acted upon.~~ ~~The 407 Transitway EA provided two options for the VivaNext station. One includes platforms on Highway 7 and the other (should demand warrant) is to provide platforms inside the Transitway station.~~ The VivaNext buses will run in mixed traffic between Bowes Road on Highway 7 to the intersection of Centre and Dufferin Streets. This is primarily because of the presence of the GO Rail bridge, which is of insufficient width to accommodate dedicated rights of way for the exclusive use of the buses or provide for safe pedestrian connections on Highway 7 under the bridge.

The Barrie GO Rail line currently provides morning and afternoon peak service between Union Station and Barrie. The longer-term plan is to move to two-way all day service subsequent to the double tracking of the line. At this time a GO Rail Station is not planned at this site. However, both York Region and the City of Vaughan Transportation Master Plans have identified ~~a desire for a station in~~ this area ~~as a potential station location.~~ Both the twinning of the tracks and a station site selection would require either a combined Environmental Assessment or individual Environmental Assessments, which would be conducted by ~~Metrolinx-GO Transit.~~

The Ministry of Transportation has completed an Environmental Assessment for the Highway 407 Transitway. The approved EA provides for a Bus Transit Service that will run parallel to Highway 407. ~~The Environmental Assessment for this project, entitled -----, was approved by the Minister of the Environment on -----.~~ It provides for a Transitway Station approximately 400m south of Highway 7, immediately to the east of the rail line, a potential site for a GO Rail Station (which would be subject of a specific EA if it were to proceed) a road connection from Highway 7 to the station area which includes a bus loop, a passenger pick-up and drop-off, a commuter parking lot and associated stormwater management facilities. The majority of this facility is on lands owned by the Province of Ontario, which are located in the Parkway Belt West Plan area. Design work on the Transitway has not been initiated and its budgeting or time of construction has not been confirmed.

It is the policy of this Secondary Plan that:

- 4.3.1 The City supports measures taken by York Region Rapid Transit and Metrolinx to advance the planning for a VivaNext -GO Rail interchange at the Potential ~~Transit~~ Mobility Hub identified on Schedule E – Transit Network;
- 4.3.2 This plan does not prevent or obstruct the development of the Highway 407 Transitway and its related station facilities in accordance with the approved Environmental Assessment.
- 4.3.3 The City's preferred location for the GO Rail station is at the Highway 7 crossing with the station located either straddling the bridge or north of Highway 7 because of the potential to direct transfers to and from the Highway 7 Rapid Transit Line, as well as the proximity to the future intensification of the blocks north of Highway 7. However, in considering the location of the future GO Rail station, there will also be the need to provide for convenient access to the EA-approved 407 Transitway station.
- 4.3.4 The precise locations for the GO Rail Station will be dependent on GO Transit's feasibility analysis and Environmental Assessment. Therefore the location may vary from what is shown on Schedule E without amendment to this plan.
- 4.3.5 York Region Rapid Transit Corporation's Highway 7 and Vaughan North-South Link Environmental Assessment will require a future station for the Viva rapid transit line that is located at the GO Rail line if a GO station is constructed. The location of the station has not yet been determined but the any future development along Highway 7 should protect for either a curbside or typical median station/canopy.
- 4.3.6 The City shall continue to cooperate with relevant transit agencies on the planning for future rapid transit facilities and associated infrastructure within Concord GO Centre. The City will encourage the minimization of the footprints of transit infrastructure including recommendations for structured parking.
- 4.3.7 Development should also protect for a grade-separated pedestrian and cycling crossing of Highway 7 to interface with the Viva and a GO Rail station. The 407 Transitway Environmental Assessment also included the commitment to provide a grade separated pedestrian crossing of the GO Rail Line south of Highway 7.

4.4 Pedestrian and Cycling Network

- 4.4.1 Development in the Concord GO Centre Secondary Plan will contribute to the City's overall Pedestrian and Cycling Network. All streets in the Concord GO Centre shall be designed for the safety, comfort and convenience of pedestrians and cyclists. Future cycling facilities are intended to be built as existing streets and open spaces are improved and new streets and open spaces are built. Temporary facilities may be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 4.4.2 The Pedestrian and Cycling Network is designed to complement the City's Pedestrian and Bicycle Master Plan, which identifies a future Community Bike Lane with formal pavement

marking and signage along Highway 7 and Centre Street as well as the existing Community Multi-Use Recreational Pathway (the Bartley Smith Greenway).

- 4.4.3 The Plan proposes new multi-use trails to be integrated into valleyland features with connections across the tributary of the Don River to Bartley Smith Greenway. These proposed trails will require pedestrian and cycling crossings of the tributary that would need to be planned in conjunction with the City and the Conservation Authority, as part of the development applications process.
- 4.4.4 Changes to the requirements, location or alignment of active transportation elements identified in Schedule G will not require an amendment to this Plan provided that the general intent and purpose of the Plan is maintained.
- 4.4.5 Potential Pedestrian Crossings are identified on Schedule G to indicate that grade-separated crossings north-south across Highway 7 and across the railway line should be encouraged as part of future development and transportation planning processes to provide safe access for pedestrians and cyclist. The Plan also indicates that a pedestrian crossing along Highway 7 where it crosses the railway should be encouraged as part of future planning processes for improvements to Highway 7 and/or the railway corridor.

4.5 Parking and Loading

- 4.5.1 Further to Policy 4.3.2.2. of the VOP 2010 and guided by the City Parking Standards, the City shall require as a condition of development that adequate parking and loading facilities be provided. Such parking may include on-street parking or the use of municipal parking facilities.
- 4.5.2 Within the Concord GO Centre Secondary Plan area, parking facilities will take many forms, including underground and above ground parking structures, on-street parking and surface lots where applicable, particularly in Prestige and General Employment areas.
- 4.5.3 Transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate and encourage non-automobile travel.
- 4.5.4 Further to Policy 4.3.2.3 of Volume 1 of the VOP 2010, the City shall consider adopting a cash-in-lieu-of-parking by-law for the Concord GO Centre that would permit development applicants proposing office or retail-commercial uses to contribute funds towards public parking facilities in lieu of some or all of the on-site parking spaces required for commercial uses.
- ~~4.5.5 The City shall encourage a portion of the parking provided for office uses in Area 1 to be available for public parking for visitors. Generally these shall be office spaces used by office tenants during the day but not in the evening or on weekends. The number of parking spaces required for public use and their location will be determined as part of the development application process.~~

5.0 Parks and Open Space

The Concord GO Centre Secondary Plan Area is characterized by the West Don River riparian corridor that extends across the City as a part of the City's natural heritage system. A key structural element of this chapter is to ensure that new open spaces within the Secondary Plan Area will enhance the existing natural heritage features and that the community has access to the parks and open spaces areas. The policies will also provide guidance on creating open spaces that will meet high quality design and accommodate both active and passive recreational uses.

5.1 General Parks and Open Space Policies

5.1.1 The open space network is shown on Schedule F: Open Space Network. The boundaries of the open space areas are approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the intent and policies of this Plan are maintained to the satisfaction of the City.

~~5.1.2—An existing feature within the City's natural heritage system is identified on Schedule F: Open Space Network as "Area Subject to Further Environmental Studies." This area is subject to additional on-site assessment and studies to determine the environmental significance of this feature;~~

5.1.2 An existing feature within the City's natural heritage system is identified on Schedule F: Open Space Network as "Area Subject to Further Assessment/Policy 5.6 and Policy 5.1.2." This area will be evaluated through the development review process to determine its significance for the purposes of preservation or the application of policy 5.6 Ecosystem Services Compensation.

5.1.3 Schedule F identifies the general locations for park locations including Neighbourhood Parks and Public Squares. The precise location, size, shape and characteristics of these parks shall be determined to the satisfaction of the City during the review of development applications.

5.1.4 The public park system within the Secondary Plan Area shall conform to Section 7.3 of the VOP 2010, except where further refined by this Secondary Plan.

5.1.5 Lands designated as Open Spaces are intended to achieve a linked system that consists of accessible, continuous, safe and well maintained parks, open space, trails, private landscapes and other active and passive recreational facilities.

5.1.6 Where possible, Open Spaces shall protect and enhance the existing Natural Areas through high quality and sustainable design practices, and provide additional opportunities for passive recreational uses.

5.1.7 A range of park types shall be provided to ensure both passive and recreational opportunities are accessible to the surrounding neighbourhoods and have flexibility to accommodate a range of users and interests.

- 5.1.8 The City of Vaughan' *Active Together Master Plan* shall serve as a framework for the future planning and development of an integrated Open Space Network throughout the Secondary Plan Area and the City.
- 5.1.9 The Open Space Network within the Secondary Plan Area is scaled to appropriately reflect proposed development densities.

5.2 Natural Heritage Network

- 5.2.1 The lands designated as Natural Areas are part of the Natural Heritage Network defined in Chapter 3 – Natural Heritage System of the VOP 2010 and are subject to the policies under Chapter 3.
- 5.2.2 Development and site alteration shall be required to demonstrate consistency with the applicable policies of the Provincial Policy Statement and Chapter 3 of the VOP 2010. In the event of a conflict between this Secondary Plan and any of the plans described above, the policy that provides the greater protection to the natural heritage feature shall prevail.
- 5.2.3 Minor alterations and additions to existing developed lands located within the Natural Areas may be permitted subject to the policies of this Plan and Chapter 3 of the VOP 2010 and may include consultation with the Toronto and Region Conservation Authority (TRCA), York Region, or Province as required.
- 5.2.4 New development and/or site alterations within Natural Areas are prohibited. Permits may be issued if the proposed development and/or site alteration has minimal impacts on the natural heritage features and identify enhancements and/or restoration opportunities.
- 5.2.5 Existing wildlife habitat and linkages for wildlife movement will be maintained and enhanced.
- 5.2.6 Existing watercourses will be protected, improved, and where they have been channelized underground, should be restored as part of redevelopment applications, where practical.
- 5.2.7 Opportunities for enhancing and restoring natural heritage features as part of the Open Space System will be implemented were appropriate.

5.3 Floodplain Area

~~5.3.1 All lands designated as Floodplain are subject to Section 3.6.4 of the VOP 2010; (VOP 3.9.2, 3.3.1.3,)~~

~~5.3.25.3.1~~ Development, redevelopment and site alteration within the regulated fFloodplain area, lands shall be subject to the Natural Hazards provisions of the Provincial Policy Statement, in accordance with the guidelines established in the Natural Heritage Technical Guide prepared by the Ministry of Natural Resources, and shall not be permitted unless prior written approval is received from the TRCA.

~~5.3.35.3.2~~ Existing non-conforming uses within the regulated fFloodplain area designation are ~~recognized and are~~ encouraged to be brought into closer conformity with the applicable

Floodplain and Hazard Lands policies of the Provincial Policy Statement and provincial regulations and guidelines. Any replacement, expansion, addition or alteration to existing uses shall not be permitted unless prior written approval is received from the TRCA.

~~5.3.45.3.3~~ Where new buildings or the expansion of an existing building may be permitted in accordance with this section, such buildings shall be designed in a manner that does not obstruct flood flows and/or contribute to upstream or downstream flooding.

~~5.3.55.3.4~~ Any proposed new road crossing within the regulated fFloodplain area shall be designed in such a manner to ensure safe access is provided outside the floodplain and demonstrate to the satisfaction of the TRCA that the flood flow and flood storage capacity is maintained.

5.3.5 Lands within the regulated floodplain area will be designated Natural Area. The precise limits of the floodplain will be determined through the development application process, subject to the requirements of the TRCA and VOP 2010.

5.3.6 Lands within the regulated fFloodplain area lands are not eligible for parkland dedication.

5.4 Parkland Dedication

5.4.1 It is a goal of this plan to develop a network of parks to serve residents in Concord GO Centre. The City shall monitor the use and demand for parkland as Concord GO Centre develops and may adjust the target without amendment to this plan. To meet or exceed the target, the City may require the dedication of additional parkland to that identified in Schedule F, in accordance with the Planning Act. The additional parkland may constitute additions to the parks in Schedule F or may take the form of a Neighbourhood Park, Urban-Public Square or other usable accessible open space.

~~5.4.2— Parkland shall be conveyed in accordance with VOP 2010 Sections 7.3.3.1-7.3.3.5, on the basis of 5% of the gross residential land areas and 2% for commercial and employment areas, or 1.0 hectare for each 300 dwelling units, or a combination, whichever is greatest as provided for in Section 42 of the Planning Act. Lands to be conveyed for parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule F.~~

~~5.4.35.4.2 That Parkland shall be dedicated in accordance with the policies of VOP 2010. Cash-in-lieu of parkland dedications, or a combination of cash-in-lieu and parkland, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the Active Together Master Plan.~~

5.4.3 It is the objective of the City to provide for a minimum of 3 ha of parkland in Area 1, generally distributed between the Neighbourhood Park and the Public Square. Such Public Square should range in size from .5 ha to 1ha in area, with the remainder devoted to a Neighbourhood Park facility. At minimum, the Public Square will be constructed concurrently with the development of Phase 1.

5.4.4 The location of the Neighbourhood Park shown on Schedule F is conceptual. The final location of the park will be determined through an analysis that will take place during the preparation and approval of the Development Concept Report for the Phase 2

development of Area 1. The following criteria will be applied in establishing the final location of the Neighbourhood Park:

- a) Achieving an understanding of the implications of the extension of the north-south Minor Collector and the potential east-west road connection across the GO Rail line;
- b) Ensuring that the park site is centrally located, easily accessible and is unencumbered by adjacent infrastructure;
- c) Ensuring a regularly shaped park site that can be programmed to accommodate a range of facilities that can respond to community needs over time.

5.5 Open Space Typologies

Neighbourhood Parks

- 5.5.1 Neighbourhood Parks shall be designed to include active and passive uses in accordance with the *Active Together Master Plan*;
- 5.5.2 The location and design of Neighbourhood Parks shall be consistent with Sections 7.3.2.4 and 7.3.2.5 of the VOP 2010.
- 5.5.3 Neighbourhood Parks should generally be between a minimum of 1 hectare up to 5 hectares to balance the needs between the community within the Secondary Plan Area and the City as a whole.
- 5.5.4 Notwithstanding Policy 5.5.3 (above) and at the discretion of the City, Neighbourhood Parks may be designed to be smaller and accommodate less land-intensive activities in order integrate better into the desired planned context of the Secondary Plan Area and take advantage of available land resources.
- 5.5.5 The intended park site shall be situated in a location that is uninterrupted by arterial and collector streets, rail lines, and major physical barriers that restrict access.
- 5.5.6 Where possible, the Neighbourhood Parks will be integrally connected to trails throughout the community and within the Natural Heritage Network.
- 5.5.7 Neighbourhood Parks, if designed and built in accordance with City standards, shall be accepted as part of the required parkland dedication.

Public Squares

- 5.5.8 Public Squares shall be designed to accommodate a range of neighbourhood-oriented social activities and larger city-wide entertainment and cultural events depending on their size and locations.

5.5.9 The location and design of Public Squares shall be consistent with Sections 7.3.1.2 (d), 7.3.2.4 and 7.3.2.5 of the VOP 2010.

5.5.10 Public Squares should generally be up to 1 hectare in size but smaller sites may be considered at the discretion of the City if a greater integration with the context of the Secondary Plan Area can be achieved.

5.5.11 The intended park site shall be situated in a location that is uninterrupted by arterial and collector streets, rail lines, and major physical barriers that restrict access.

5.6 Ecosystem Services Compensation

Compensation for the loss of Natural Areas and Natural Features is not appropriate for the majority of planning or permitting applications, however, there are occasions when compensation may be a legitimate option in the planning process. Compensation is considered when there is a compelling rationale and public interest, where mitigation techniques are not available or are unlikely to be successful, or where the impact to the proposed urban development far outweighs the ecosystem services and values of the feature. Should removal be warranted, as determined through the development review process, the following mitigation options will be considered for implementation through the draft plan of subdivision or site plan approval processes, to the satisfaction of the City in consultation with any affected agency:

- a) Conveyance of lands or conservation easements to a public agency at a ratio, satisfactory to the City, which will maintain or exceed the level of ecosystem service provided by the removed feature;
- b) In-kind planting on public land at ratios that improves overall ecosystem function, taking into consideration such matters as appropriate species; age and composition of the original feature and biomass equivalence.
- c) A cash contribution to a public authority for the purposes land acquisition, planting or other measure designed to enhance or reinforce ecosystem function elsewhere, where such contribution is based on an ecological evaluation and monetary valuation of the removed feature.
- d) Any combination of the above.

6.0 Community Services and Facilities

Community facilities such as schools, day care, public libraries, community centres and other community services and facilities are crucial as the population grows and the Concord GO Centre develops into a dynamic local centre. These facilities and services contribute to a higher quality of life through providing places and opportunities for recreation as well as civic and social activities. The policies within this chapter will ensure that necessary community services and facilities are provided as Secondary Plan Area develops into a vibrant community.

6.1 General Community Services and Facilities Policies

- 6.1.1 The policies of this plan shall be consistent with Section 7.2 of the VOP 2010 and support the recommendations of the *Active Together Master Plan* regarding community services and facilities.
- 6.1.2 The City shall work with the relevant agencies to continue monitoring population growth and available capacity of existing community services and facilities, as well as to identify additional community services and facilities needed for anticipated population growth.
- 6.1.3 All **proponents of** residential development within the Secondary Plan Area shall consult with the City and relevant agencies to review the capacity of existing community services and facilities in accommodating the proposed new development and identify any new community services and facilities needed for anticipated population growth.
- 6.1.4 The City shall ensure that new community services and facilities resulting from new development are secured as a part of the development approvals process and appropriately phased in accordance with the proposed development.
- 6.1.5 Community facilities will be encouraged to provide multi-functional and shared-use facilities and services and to achieve capital and operating cost efficiencies.
- 6.1.6 Where appropriate, community facilities are encouraged to be incorporated within both public and private development, and where incorporated into private development, will be considered for bonusing provisions in accordance with Section 10.1.2.9 of the VOP 2010.

7.0 Water, Stormwater and Wastewater Services

7.1 General Water, Stormwater and Wastewater Policies

7.1.1 Servicing infrastructure shall be planned on a comprehensive basis, having regard for the long-term development potential for the Concord GO Centre.

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

7.2 Stormwater

7.2.1 The Toronto and Region Conservation Authority (TRCA) regulates the West Don River. Such regulatory area includes the adjacent valley slopes and setbacks from the greater of the top of bank, the regulatory floodline and areas of significant vegetation. Any development ~~located~~ within or adjacent to the TRCA regulated area will be subject to the requirements of the TRCA.

~~7.2.2~~—Development on lands adjacent to the West Don River will be subject to stormwater quality and quantity controls in accordance with the Ministry of Environment’s requirements, the and TRCA Stormwater Management Criteria, and enhanced landscaping measures using native species, where required, This will be to the satisfaction of the City of Vaughan and the TRCA.

~~7.2.3~~ 7.2.2 Stormwater management measures, on-site landscaping and streetscape elements shall be designed to minimize stormwater run-off and the impact on the downstream environment. These stormwater management strategies shall be guided by the provisions in the City-Wide Drainage/Stormwater Management master Plan Class Environmental Assessment and designed and implemented to the satisfaction of the City and the TRCA. Refinements to the location and size of stormwater management facilities will be required to be supported by detailed designs and appropriate technical studies completed to the satisfaction of the TRCA, the City and where provincial regulatory requirements are triggered, the Province of Ontario.

~~7.2.4~~ 7.2.3 Development in the Concord GO Centre Secondary Plan area is encouraged to incorporate “Low Impact Development” measures to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

~~7.2.5~~ 7.2.4 Comprehensive stormwater management plans will be required for all development. Each site should disconnect from the municipal stormwater system to the greatest extent possible. This could be achieved through the extensive use of rain gardens, bioretention basins, stormwater detention ponds in new landscaping areas, permeable paving for all internal access roads and parking lots and green roofs. The aim should be to maintain the pre-development annual runoff volume.

7.2.67.2.5 To satisfy the City and demonstrate consistency with the Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria, innovative stormwater management approaches must be implemented and designed in accordance with the Ministry of Environment Stormwater Management Practices Planning and Design Manual and with reference to TRCA's Low Impact Development Stormwater Management Planning and Design Guide (2010), as may be updated from time to time. For all development, a treatment train approach to stormwater must be considered consisting of source controls (for example, green roofs, permeable paving, improved urban tree canopy), conveyance controls (for example, bioswales and permeable pipes), and end of pipe treatment (for example, wetlands and ponds). Consideration of the suitable treatment train approach will be determined by local studies. Such studies should also include direction regarding the short and long term maintenance needs for the recommended source controls, conveyance controls, and/or end of pipe treatment.

7.3 Water and Wastewater

7.3.1 Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.

7.3.2 Prior to the approval of new urban development with the exception on an interim basis of expansions to existing uses approved by the City, a Master Servicing Plan shall be prepared in conjunction with any Plan of Subdivision or Site Plan application. A Master Servicing Plan shall identify the technical requirements to provide the following services to support urban development to the satisfaction of the City: wastewater collections; water supply; stormwater management. Further guidance on the submission requirements will be provided through the Pre-Application Consultation process as set out in policy 10.1.3 of VOP 2010.

7.3.3 Consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater for use where appropriate in industrial processes, wetland flow stabilization and irrigation.

8.0 Implementation

The purpose of this section is to guide and facilitate the implementation of the Secondary Plan.

8.1 General Provisions

8.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the Concord GO Centre Secondary Plan Area. Except as otherwise provided herein, the policies of this plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.

8.1.2 Development within the Concord GO Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the VOP 2010. These implementation tools include:

- Zoning By-laws
- Temporary Use By-laws
- Holding By-laws
- Bonusing for Increases in Height or Density (Section 37 of the Planning Act)
- Community Improvement Plans
- Legal Non-conforming Uses
- Site Plan Control
- Plans of Subdivision
- Consents (Severances)

8.2 City Guidance on Future Transit Studies and Planned Investments

8.2.1 The land use vision for this Secondary Plan provides for the development of a **Potential Transit-Mobility** Hub located around the intersection of Highway 7 and the Barrie GO Rail line. The intent is that the lands in the immediate area be developed in manner that supports and complements rapid transit investments in ~~both~~ the Highway 7, Highway 407, and GO Rail corridors.

8.2.2 For the City to pursue the vision of a **Transit-Mobility** Hub it will be necessary to ensure that the transit services most critical to its success, focus their service at the area around the intersection of the GO Rail Line and Highway 7. This will ensure the efficient transfer of passengers between modes and encourage walk-in customers from the existing residents, businesses along Highway 7, and new residents in the planned higher density areas to the east of the rail line.

8.2.3 It is expected that a number of transit related studies will be forthcoming to take full advantage of the transit opportunities in the future. This will include feasibility studies, Environmental Assessments, detailed design studies and possibly, periodic reviews of previously approved EAs. This will give the City an opportunity to provide comment and make the proponent(s) aware of the City's objectives as set out in this Plan or as stated in

any other document. Therefore, the affected agencies are advised that the City of Vaughan supports:

1. The development of a Transit-Mobility Hub around the intersection of the GO Rail Line and Highway 7, as part of the Local Centre, which would accommodate the respective transit stations and Transit Supportive Development in an urban setting.
2. The early initiation of the approval processes for transit initiatives that would advance the following:
 - a) The Twin Tracking of the Barrie Go Rail Line;
 - b) Establishing a GO Rail Station within the study area; and,
 - c) Approval for a connecting VivaNext Station.
3. In conducting these studies the following design and functional matters be taken into consideration:
 - a) Ensuring that the GO and VivaNext facilities are in close proximity to ensure quick and convenient transfers between modes, taking into consideration opportunities for vertical integration, with such transfers taking place within the planned road allowance to as great an extent as possible. Maintaining convenient access between these modes and the 407 Transitway station will also need to be taken into consideration. ;
 - b) That station entrances and facilities are located in such a manner that pedestrians originating from Highway 7 and the adjacent quadrants have safe and convenient access to the stations;
 - c) That all station and related facilities and infrastructure are attractively designed to integrate into an intensifying urban centre;
 - d) Ensure that all transit infrastructure provided with or adjacent to the Highway 7 road allowance considers and accommodates the Concord Streetscape Guidelines;
 - e) That Commuter Parking in Surface Lots is strongly discouraged;
 - f) Encroachment into Natural Areas is strongly discouraged;
 - g) That transit facilities and private development serve to upgrade and restore the tributaries of the Don River with stormwater management designs, to the satisfaction of the City of Vaughan and the TRCA;
 - h) Incorporation of transit facilities and amenities into private development is encouraged and the provision of such facilities may be recognized as a community benefit and be subject to the bonusing provisions of Section 37 of the Planning Act; and,
 - i) In order to minimize any potential impacts on private development, the transit facilities and infrastructure should be compact in form and dispersed throughout the quadrants.
4. Where the projects of different agencies are interlinked, the undertaking of concurrent processes (e.g. Environmental Assessments) is encouraged to ensure comprehensive and timely planning;

5. The replacement or modification of the existing Highway 7 railroad bridge, either as result of a Transit EA or other process such as a capital renewal program, is strongly encouraged, with the intention that:
 - a) The structure be widened to accommodate safe pedestrian sidewalks on both the north and south sides of Highway 7;
 - b) It be able to accommodate a GO Rail station, potentially straddling Highway 7, with the necessary connection points to the VivaNext facilities, the Highway 407 Transitway, and other pedestrian access points;
 - ~~c) It is designed in consultation with York Region, the City of Vaughan and the Toronto and Region Conservation Authority to incorporate Any required stormwater management measures required will be considered as part of any EA process required to replace or modify the Highway 7 railroad bridge to support the mitigation of flooding and to restore the ecological functions of the Don River in this location.~~
 - ~~d) Any required stormwater management measures will be considered as part of any EA process required to replace or modify the Highway 7 railroad bridge.~~

6. During the Detail Design Stage of the 407 Transitway the Ministry of Transportation has committed to: "Review and adjust, where necessary, the conceptual and preliminary design of all facilities that form part of this undertaking, following any new municipal development plan, transit operational changes and new infrastructure development occurring after the conduct of this TPAP (Transit Project Assessment Process)". In addition the approved EA may also be subject to a further review at some point in the future. In consideration of either process, it is requested that the Ministry of Transportation: When the Highway 407 Transitway enters detailed design or the approved EA is subject to a further review, it is requested that the Ministry of Transportation:
 - a) Review the ridership and mode transfer numbers to ensure that the Transitway Station continues to be warranted at the location identified in the approved Environmental Assessment;
 - b) Consider an alternative route alignment south of Highway 7 and a potential station relocation to the Centre Street and Highway 7 to mitigate environmental impacts and provide for a more direct connection to the Viva System and more accessible commuter parking;
 - c) Take into account the findings of the City's Natural Heritage Network Study;
 - d) Take the policies of this Secondary Plan into consideration, with a view to reducing the footprint of the transit facilities in favour of more urban forms of development;
 - e) Explore opportunities for connecting the Bartley Smith Greenway Trail to the surrounding community; and,
 - f) Explore with the City, the opportunity for acquiring tableland community amenity space contiguous to the valley system within the Parkway Belt West Plan area, should any such lands be deemed surplus by the Province.

8.3 Development Applications

8.3.1 In accordance with Section 10.1.1.7 of VOP 2010, where a Secondary Plan has been prepared, to provide context for coordinated development, and to demonstrate conformity with the policies of the Secondary Plan, each development application, in particular those applications intended to develop over a number of phases, shall include a Development Concept Report, providing a detailed description of the proposed development and the manner in which it addresses the policies of the Secondary Plan. The Development Concept Report does not constitute an amendment to this plan. Detailed content of the Development Concept Report will be established through the Pre-Application Consultation Process based on the criteria set out in Policy 10.1.1.7 of VOP 2010.

8.3.2 In accordance with Section 10.1.1.11 of VOP 2010, Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements where applicable: a. components of the local and primary road network; bus-rapid transit; subway; and public and community services. In the Concord GO Secondary Plan, a phasing plan shall be required through the Development Concept Report which will address in particular the planned future transportation infrastructure improvements including potential east-west and north-south road connections, transit improvements, pedestrian sidewalks, trails and path connections in the area and the balance of modal capacity capable of satisfactorily serving development demands.

8.3.3 In accordance with Section 4.3.3.8 of VOP 2010, a comprehensive Travel Demand Management (TDM) plan shall be prepared as a part of the required Transportation Impact Study, to the satisfaction of the City and the Region of York. Section 4.3.3.8 of VOP 2010 provides the requirements for the travel demand management program.

8.3.4 The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure:

- a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater, transportation and transit facilities;
- b) the development satisfies all requirements regarding the provision of parkland and community facilities; and
- c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.

8.3.5 Stormwater management reports submitted in support of the implementing development applications will take into consideration the broader system-wide conditions in order to ensure that future stormwater needs are identified and addressed at the site-specific level. The extent of such examination will be determined through the pre-application consultation process with input from the Toronto and Region Conservation Authority.

~~8.3.4 The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure:~~

- ~~a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater, transportation and transit facilities;~~

- ~~b) the development satisfies all requirements regarding the provision of parkland and community facilities; and,~~
- ~~c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.~~

8.3.6 In order to ensure the availability of transportation related infrastructure to support the long-term development of the Secondary Plan area it will be necessary to phase development. The following policies shall apply:

- a) Phase 1 of development includes Areas 2 and 4 as shown on Schedule A. Development applications within these areas shall be supported by comprehensive transportation studies, satisfactory to the City and York Region, which will confirm among other things, the impact on the local and Regional road network, access locations and designs and any required mitigation, such as Transportation Demand Management measures.
- b) Phase1 of development shall also include portions of lands fronting onto the north side of Highway 7 within Area 1, as shown on Schedule A. The detailed location and limits of Phase 1 development within Area 1 will be determined through the implementing development applications and Development Concept Report. Within Area 1, the maximum number of residential units permitted in Phase 1 shall be 950, and maximum amount of retail floor area shall be 1,860 sq. metres. Development within Area 1 will also be predicated on the provision of the following:
 - i. Accesses to the public road system, satisfactory to the City and York Region, in respect of their number, location and design;
 - ii. A VivaNext Bus Rapid Transit Stop on Highway 7 to serve development in the Secondary Plan area;
 - iii. Transportation Demand Measures, through the development approvals process, designed to support transit use.
- c) Further phases of development in Area 1 will not be permitted to proceed until such time as a Comprehensive Transportation Study has been completed for the Secondary Plan area, to the satisfaction of the City of Vaughan and York Region, which shall identify the number of residential units and gross floor area (all uses) to be permitted in any subsequent phase(s). Any infrastructure improvements required to support the subsequent phases of development, such as an additional public street access to Area 1, either in the north/south and/or east/west direction, or transit improvements (e.g. a GO Rail station) shall be identified and implemented prior to or in conjunction with each corresponding phase(s). The Terms of Reference for this study shall be prepared in consultation with the City of Vaughan and York Region and owners/applicants.
- d) The initiation of the Comprehensive Transportation Study for the Secondary Plan area, referenced in 3 above, may be triggered by an application proposing significant redevelopment within Area 5. Other triggers for the Comprehensive Transportation Study may include the statutory five year Official Plan review, the initiation of an Environmental Assessment for a transit/transportation improvement directly affecting the area or an update to the City's Transportation Master Plan.

e) The revised development phasing resulting from the outcome of the study referenced above shall be reflected in any subsequent Development Concept Report on any affected lands. For lands where an existing Development Concept Report has been approved, it will be amended accordingly.

8.4 Infrastructure

8.4.1 The City will continue to cooperate with the Region of York and provincial transit authorities during the planning, design and construction of the planned transit initiatives within the Secondary Plan Area;

8.4.2 The City shall assist the Region of York and provincial transit authorities in protecting and obtaining lands required for right-of-ways, street widening and other facilities for the provision of public transit services through the development approval process;

8.5 Zoning By-Law

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

- a) a phasing plan has not been submitted and finalized to the Town’s satisfaction;
- b) public infrastructure and community facilities, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
- c) the existing street network does not have the capacity or is inadequately designed for the anticipated traffic from development and/or the access it requires; and/or,
- d) technical studies are required on matters that City considers necessary.

8.6 Conveyance of Lands

8.6.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.

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

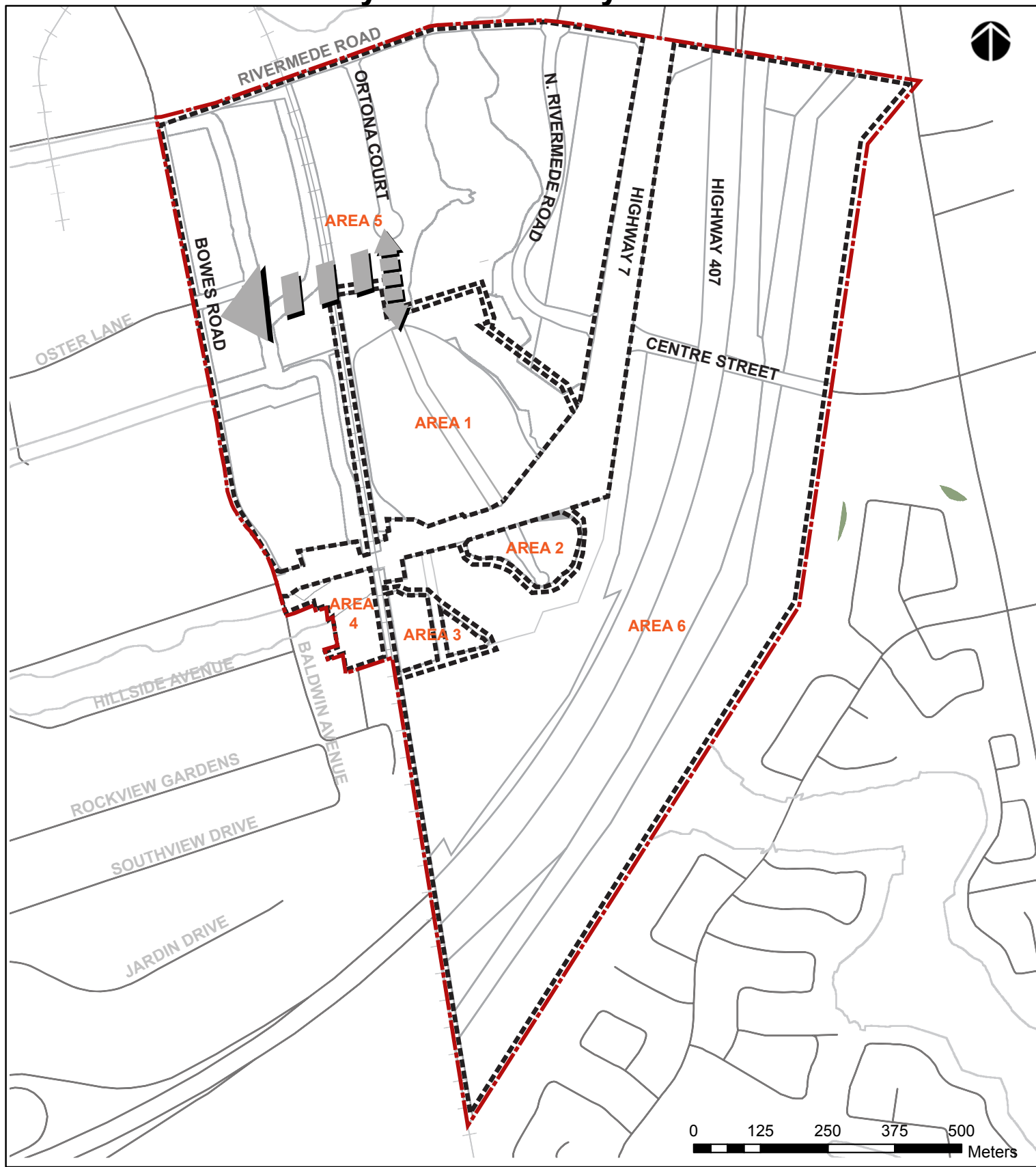
to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.

8.7 Monitoring

8.7.1 Pursuant to Section 26 of the Planning Act, the City shall review the Secondary Plan every five years as a part of the City's regular review of its Official Plan, including an evaluation of the goals, policies and schedules of this Plan in the context of the changing built environment such as:

- population and employment generated by both existing and proposed development
- pace of development
- implementation of planned infrastructure or infrastructure enhancements
- road and servicing capacities, especially traffic volumes on key routes and at key intersections
- changes in modal split and travel behaviour as infrastructure is implemented
- the effectiveness of Travel Demand Management strategies

Schedule A - Secondary Plan Boundary



--- Concord GO Centre Secondary Plan Boundary

--- Sub-Area Boundary



- Concord GO Centre Boundary
- Low-Rise Mixed Use
- Mid-Rise Mixed-Use
(Refer to Policy 3.3)
- High-Rise Mixed Use
- Employment Commercial Mixed-Use

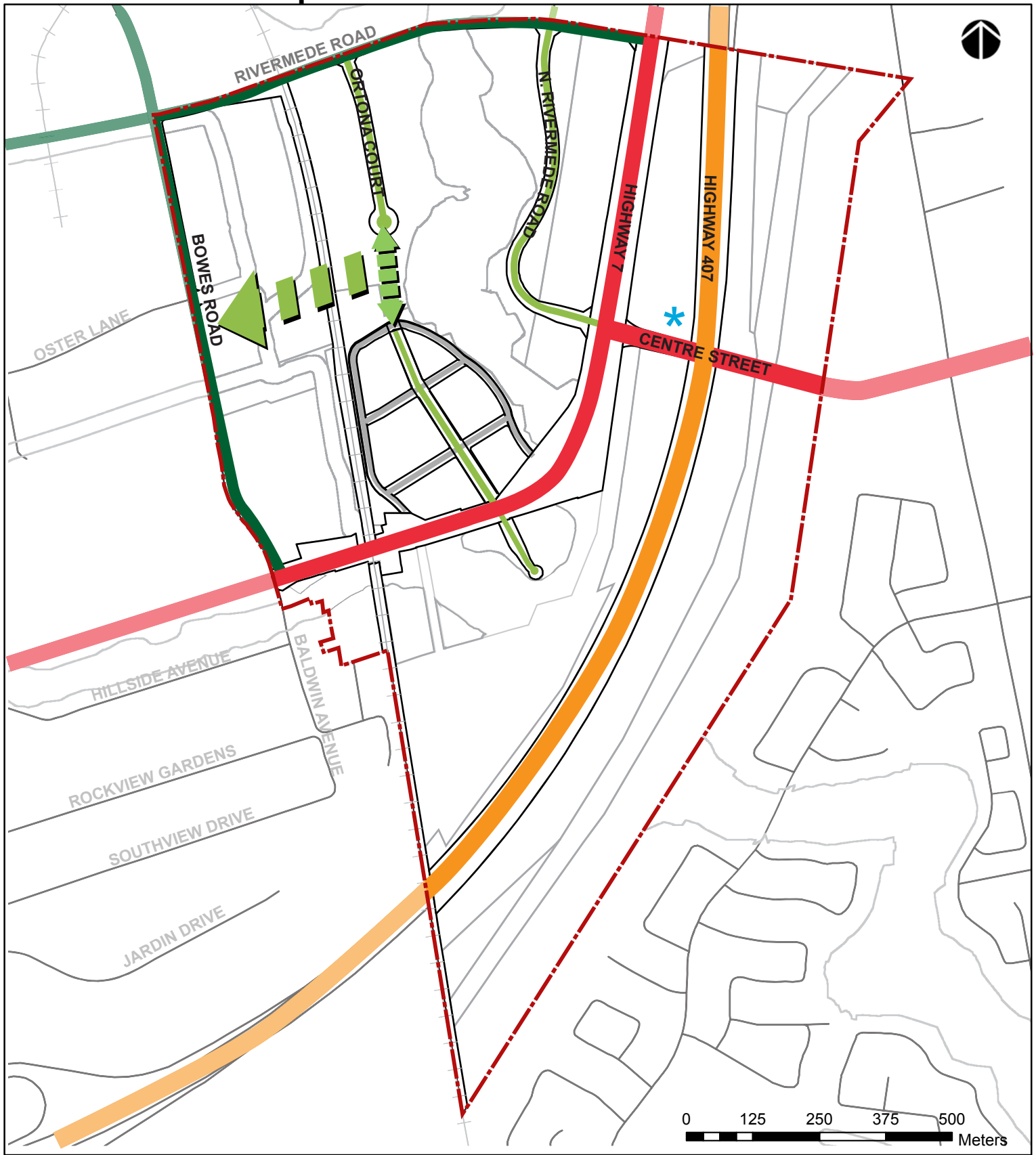
- General Employment
- Prestige Employment
- Open Space
- Natural Area
(Subject to Change)
- NP Neighbourhood Park










- Inter-Urban Transit
(Subject to the Parkway Belt West Plan)
- Road and Buffer Area
(Subject to the Parkway Belt West Plan)
- Utility
- Electric Power Facility
- Proposed New Road Link (Conceptual)
- PS Public Square

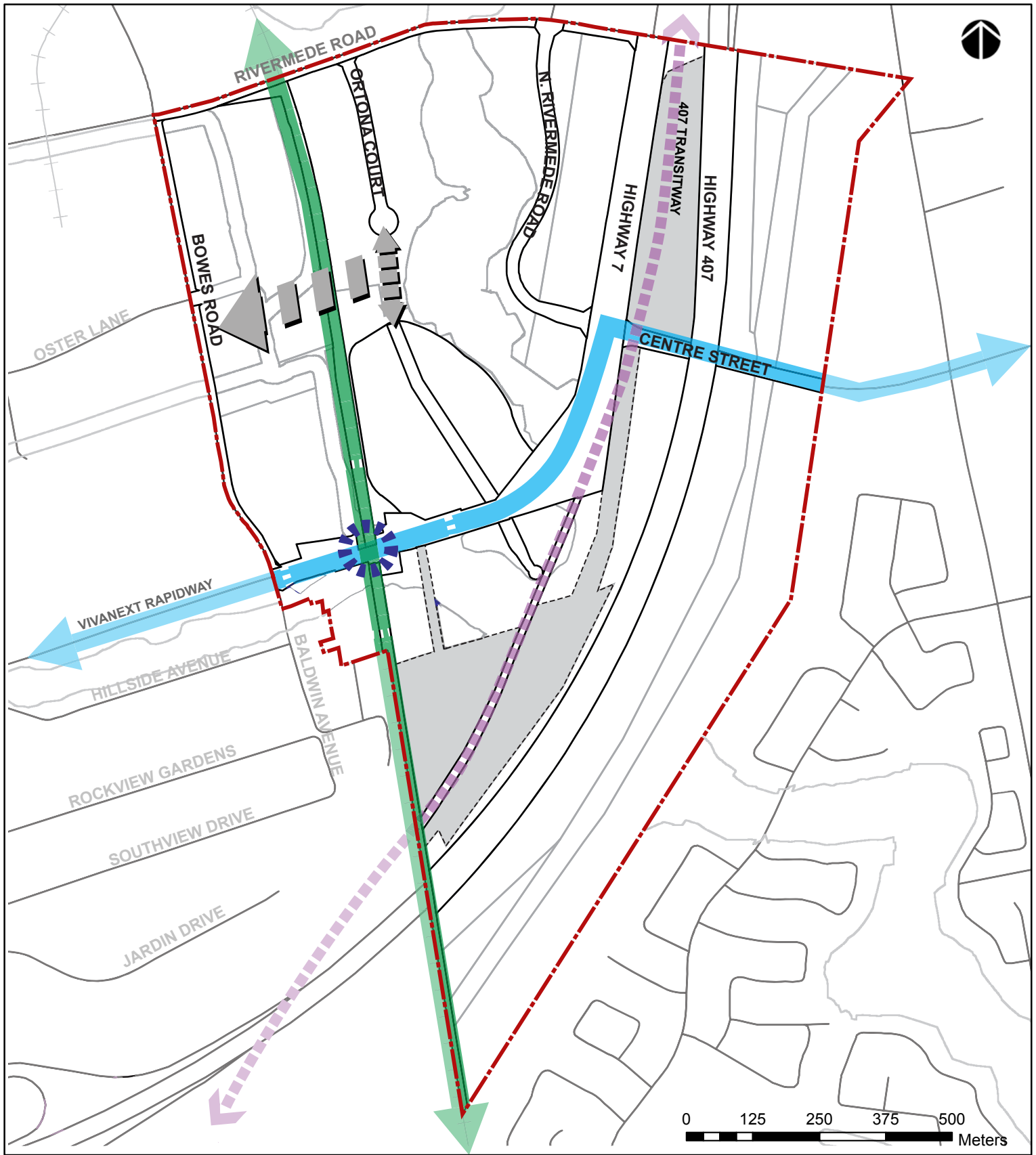










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|---|--------------------------------------|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
| Low-Rise Mixed Use | Prestige Employment | Road and Buffer Area
(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed-Use
(Refer to Policy 3.3) | Open Spaces | Utility |
| High-Rise Mixed Use | Natural Areas
(Subject to Change) | Electric Power Facility |
| Employment Commercial Mixed-Use | Subject to policies 3.4 and 8.3.6 | Proposed New Road Link (Conceptual) |
| Public Square | | Neighbourhood Park |

Schedule D - Transportation Network



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|---|----------------------------|---|-----------------|---|-------------------------------------|
|  | Concord GO Centre Boundary |  | Major Collector |  | Proposed New Road Link (Conceptual) |
|  | Freeway (Provincial) |  | Minor Collector |  | Railway |
|  | Regional Arterial |  | Local Street |  | Potential Highway 407 Ramps |

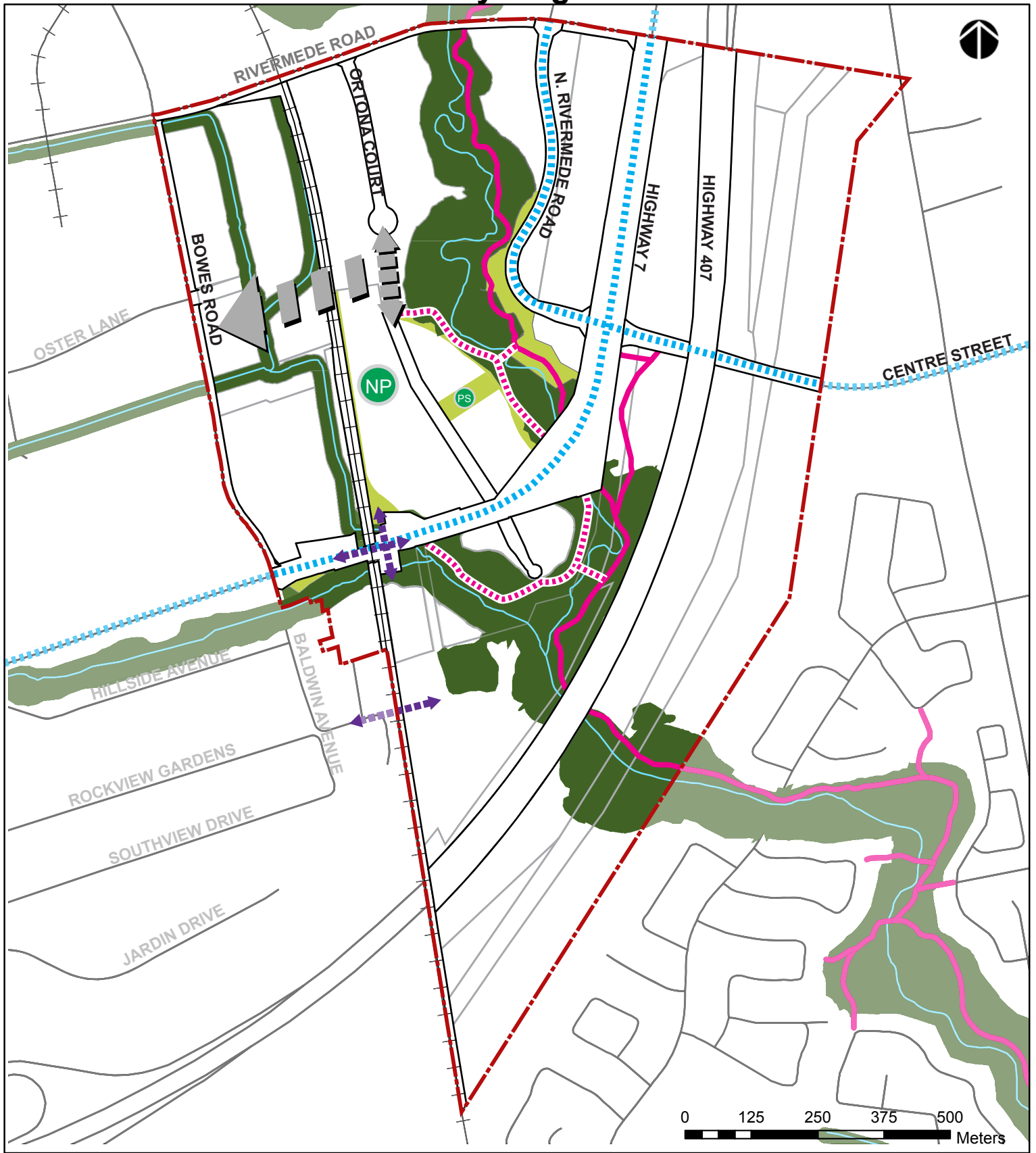











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|--|--------------------------------|---|--|---|--|
|  | Concord GO Centre Boundary |  | 407 Transitway Alignment
(Approved Transitway EA) |  | Potential Mobility Hub
(could include integrated transit facilities such as transit stops, parking areas and pedestrian connection enhancements.) |
|  | VivaNext Rapidway/YRT Route 77 |  | Railway |  | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
|  | GO Transit |  | Proposed New Road Link (Conceptual) | | |



- Concord GO Centre Boundary
- West Don River
- Neighbourhood Park
- Open Space
- Area Subject to Further Assessment/ Policy 5.6 and Policy 5.1.2
- Public Square
- Natural Areas
- Proposed New Road Link (Conceptual)

Schedule G - Pedestrian and Cycling Network



- | | | | | | |
|--|----------------------------|---|-------------------------------------|---|--------------------|
|  | Concord GO Centre Boundary |  | Potential Pedestrian Crossings |  | Open Space |
|  | Existing Multi-Use Trail |  | West Don River |  | Neighbourhood Park |
|  | Proposed Multi-Use Trail |  | Natural Areas |  | Public Square |
|  | Future Community Bike Lane |  | Proposed New Road Link (Conceptual) | | |