

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 24, 2014.

**7**

**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**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, Interim Director of Planning/Director of Development Planning, and Manager of Policy Planning, dated June 17, 2014, be approved;**
- 2) That Confidential Communication C5 from the Director of Legal Services, dated June 16, 2014, be received;**
- 3) That the following deputations and Communication be received:**
  - 1. Dr. Malgosia Askanas, Rockview Gardens, Concord;**
  - 2. Dr. Paul Correa, Concord West Ratepayers, Rockview Gardens, Concord;**
  - 3. Ms. Josephine Mastrodicasa, Hillside Avenue, Concord; and**
  - 4. Mr. Philip Levine, IBI Group, Richmond Street West, Toronto and Communication C10, dated June 16, 2014; and**
- 4) That the coloured elevation drawings submitted by the applicant be received.**

**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).**

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 2

#### **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](http://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:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 3

- 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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 4

##### (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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 5

(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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 6

(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;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 7

- 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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 8

- *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:



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 9

##### (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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 10

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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 11

##### 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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 12

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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 13

##### 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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 14

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.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

#### Item 7, CW Report No. 30 – Page 15

##### 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 m<sup>2</sup>) 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:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 16

- 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:



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 17

- 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:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 18

- 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.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

#### Item 7, CW Report No. 30 – Page 19

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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 20

- 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.

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 21

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;

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 22

- 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:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 23

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.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

#### Item 7, CW Report No. 30 – Page 24

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:



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

#### **Item 7, CW Report No. 30 – Page 25**

- 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.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

#### **Item 7, CW Report No. 30 – Page 26**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014**

Item 7, CW Report No. 30 – Page 27

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

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)