

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, Report No. 54, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2013, as follows:

By approving the following:

That the following Communications be received:

- C2. Mr. Paul Mondell, Brookvalley Developments, Bowes Road, Concord, dated November 26, 2013; and***
- C6. Ms. Lezlie Phillips, Liberty Developments, Steelcase Road, Markham, dated December 2, 2013.***

2

CONCORD GO CENTRE SECONDARY PLAN
RELATED FILE: OFFICIAL PLAN AMENDMENT APPLICATION OP.07.013
1834374 ONTARIO INC.
FILE 26.3
WARDS 4 AND 5

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 26, 2013 be approved;**
- 2) That the following deputations and communications be received:**
 - 1. Ms. Emma West, Principal, PlanningAlliance, Adelaide Street East, Toronto, on behalf of the City of Vaughan;**
 - 2. Dr. Paulo Correa, Concord West Ratepayers Association, Southview Drive, Concord, and Communication C5, dated November 22, 2013;**
 - 3. Ms. Malgosia Askanas, Rockview Gardens, Concord;**
 - 4. Mr. Andy Santoloco, Concord Storage Inc., Highway 7 West, Concord;**
 - 5. Gila Martow, President, Beverley Glen Ratepayers Association, Coldwater Court, Thornhill;**
 - 6. Mr. Keith MacKinnon, KLM Planning Partners Inc., Jardin Drive, Concord, and Communication C19, dated November 26, 2013;**
 - 7. Mr. Claudio Brutto, Brutto Consulting, Edgeley Boulevard, Concord, on behalf of Husky Energy;**
 - 8. Mr. Carlo Ammendolia, Angelo's Garden Centre, Highway 7, Concord;**
 - 9. Mr. Jean-Francois Obregon, Laurel Valley Court, Concord;**
 - 10. Ms. Josephine Mastrodicasa, Rockview Gardens, Concord, on behalf of Concord West Ratepayers Association; and**
 - 11. Mr. Philip J. Levine, IBI Group, Richmond Street West, Toronto, and Communication C15, dated November 26, 2013; and**
- 3) That the following communications be received:**
 - C4. Rose, Super 48 Sales Inc., Rivermede Road, Concord, dated November 21, 2013;**
 - C17. Mr. Alfredo G. Mastrodicasa, Hillside Avenue, Concord, dated November 26, 2013; and**
 - C18. Mr. Dan McDermott, Chapter Director, Sierra Club Ontario, Bayview Avenue, Toronto, dated November 23, 2013, submitted by Dr. Paolo Correa.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 2

Recommendation

The Commissioner of Planning recommends:

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.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, Goal 2, to ensure sustainable development and redevelopment, 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 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation.

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

Notice of this meeting was communicated by the following:

- Posted on the www.vaughan.ca online calendar, City Page Online and City Update (corporate monthly e-newsletter);
- Posted on the City's social media sites, Facebook and Twitter;
- By Canada Post to all landowners within the area shown on Attachment 1.
- To Ratepayers Associations and individuals who had requested notification;
- The draft Concord GO Centre Secondary Plan was posted on the City's website on November 4, 2013, to allow for public review in advance of the public hearing. An overview of the proposed Secondary Plan was presented by the City's consulting team at the November 4, 2013 statutory Public Open House Meeting;
- Approximately 50 hardcopy versions of the draft Plan were distributed to the attendees of the Open House.

Purpose

The purpose of this report is to introduce the draft Concord GO Centre Secondary Plan for the purposes of obtaining public comments prior to its finalization. A subsequent Technical Report will be prepared for a future Committee of the Whole meeting which will respond to issues raised by Council, the public or technical agencies through this process. Any resulting Committee of the Whole approved modifications will be reflected in the final version of the Concord GO Centre Secondary Plan that will proceed to Council for adoption.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 3

Background – Analysis and Options

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 within 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)

A portion of the study area includes a station site for the MTO Highway 407 Transitway, higher order transit (Bus Rapid Transit) commuter line, which runs parallel to the highway. If constructed, the 407 Transitway would offer an alternative mode of transportation to the single occupant vehicle; and it could also contribute to a multi-modal transit hub. The Provincial Transitway Class Environmental Assessment undertaken by MTO and was filed for public review on December 23, 2010. 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 study and design of transit infrastructure in the area.

(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 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:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 4

“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 through a future mobility hub 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 developable land via infill.

A number of mobility hub objectives are being met by the Concord GO Centre Secondary Plan, including the creation of:

5. A vibrant mixed-use environment with higher land use intensity
8. Flexible planning to accommodate growth and change

(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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 5

- 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 in the general vicinity of Highway 7 and the Barrie GO Rail line.

To-date, the York Region Official Plan 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) 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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 6

- 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 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.

Identified Opportunities and Issues

Opportunities

The Concord GO Centre Secondary Plan Study Area is divided by two significant transportation routes (Highway 7 and the Barrie GO Rail line). Highway 7 has been identified by the York Region Official Plan as a Regional Corridor which is expected to develop with higher density land uses in support of the planned transit infrastructure. The vision for Highway 7 is to effect the transformation from a provincial highway to a multi-purpose, transit-supportive urban street that is both a transportation corridor and a successful urban space. The earlier approved OPA 660 identified this area as the “Concord GO Centre”. The designation allows for a full range of urban land uses, including high density residential, major office, business, retail, institutional and civic uses.

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 of Vaughan and the Region of York as a major east-west, cross-regional arterial corridor; and is a Regional Rapid Transit Corridor with approved funding for new transit services. The VivaNext Bus Rapid Transit System is currently under design and construction. It is anticipated that Bus Rapid Transit Service in a dedicated right way, from Bowes Road to the Vaughan Metropolitan Centre (VMC) and the Highway 7 – Millway Subway station, will be operational in 2017. The subway is expected to be in service in by late 2016.
- The potential for a future GO Rail Station has also been identified. The location of this station has not been determined as yet. It will require a further Environmental Assessment process or processes to be determined by Metrolinx. A GO Rail station at this location would provide residents of this area with excellent rapid transit services directly to downtown Toronto. In addition, it would also provide another connection to the Spadina Subway at the Downsview Park Station, which would provide access to rapid transit services along Eglinton Avenue and Bloor Street. A station at this location would also support the development of the VMC by providing for a BRT connection to the VMC for rail passengers originating as far north as Barrie.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 7

- It is located approximately 2 km away from 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. Consideration is also being given to a partial interchange at Centre Street.
- It is the location of a proposed Ministry of Transportation higher order transit commuter line along the 407 Transitway and the resulting station, if constructed, could create a multi-modal transit hub, subject to the station facilities being appropriately designed and integrated with regional transit.
- Abutting the easterly edge of the Study Area is the Bartley Smith Greenway. It is located in a natural valley corridor that follows the course of the upper West Don River through several residential and business communities in the City of Vaughan. A multi-use trail system runs from south of Steeles Avenue up to Teston Road linking a series of parks and recreational facilities through the natural corridor. This active recreational and natural feature will be integrated into any proposed community open space.
- The City has completed the Concord West Urban Design Streetscape Master Plan Study but it has not yet been Council approved. The study area extends east-west along Highway 7 from Centre Street to the westerly end of CN Rail yards. There will be the opportunity to integrate the design treatment for the Concord GO Centre with the long-term design objectives for the corridor.

Issues Affecting the Long-Term Evolution of the Concord GO Secondary Plan Area

A number of issues emerged as a result of the study process that influenced the development of the policies that are proposed in the draft Secondary Plan. The areas of major concern are discussed below:

(i) The Provincial Regulatory Framework

One of the unique characteristics of this site is the relatively limited role the City plays in the regulation of this area, especially where it comes to the delivery of major infrastructure investments. While the City is responsible for land use, a number of governments and agencies are involved in the delivery of infrastructure, particularly transportation infrastructure. This includes York Region (Viva, YRT and Regional Roads), Metrolinx (the Provincial Agency responsible for GO Rail) and the Ministry of Transportation (Highway 407 Transitway). In addition, the Toronto and Region Conservation Authority plays a major role in stormwater management. For example, the Province owns a large parcel of land at the south end of the study area, which is the site for a future Transitway station and related facilities, by way of an earlier Environmental Assessment approval. In such instances the City does not have the power to compel actions but must rely on the ability to persuade, by encouraging preferred courses of actions by way of policy and resolution. This will especially be the case for implementing a more community friendly approach to the delivery of transportation and other infrastructure in the future. In this respect, the Secondary Plan should provide a strong vision for the future and policies that would inform future actions by infrastructure proponents.

(ii) Road Network Capacity

The study has revealed the need to examine more closely the possibility and/or feasibility of securing external infrastructure links into the secondary plan area, particularly street connections (under City jurisdiction). This applies specifically to the north part of the Secondary Plan area. The existing arterial road network is experiencing capacity issues

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 8

and phasing of the development on the north side of Highway 7 is under examination. Additional road network connections are one such measure that would be necessary to allow for the full development of the site. Providing these links will have implications for the adjacent lands, particularly to the west, over the rail line to Bowes Road; to the north to Ortona Court; and to the east over the Don River Valley to North Rivermede Road (if such a crossing is technically feasible or deemed desirable considering the presence of natural heritage features). The protection for future access requires more definitive policy measures to protect potential road links for more detailed study, such as through an Environmental Assessment. This consideration was part of the rationale for expanding the study area boundary.

(iii) Stormwater Management: Flooding in the Study Area

One of the most important issues facing the study area is the flooding of Highway 7 underneath the rail bridge. Much of the contributing flow runs from the north adjacent to the west side of the rail line. Resolving this issue will address a major constraint on the development of this area and is necessary for the provision of transit facilities and improved pedestrian connections. In addition it also impacts the properties on the west side of the rail line. The issue has been identified in the work undertaken by the City on the Phase 2, City-Wide Drainage and Stormwater Management Criteria Study. Policy guidance is included in the Plan to address this shared community concern.

(iv) New Proposed Location for the Multi-modal Transportation Hub

In considering alternative development scenarios for the Secondary Plan area, a recurring theme emerging from the public consultation was the proposal to move any future GO Rail station to the north, from the location shown in the Highway 407 Transitway EA, either entirely to the north of Highway 7, or to a point where the GO Station would straddle Highway 7. This Highway 7 oriented configuration would better serve as a connection to the Viva Bus Rapid Transit system, allowing for more convenient passenger transfers. Furthermore, with this configuration, the lands from the west side of the rail line over to Bowes Road, north of Highway 7, would more definitively be part of a comprehensive Transit Hub and would be better able to support appropriate densities, and possibly some of the necessary transit infrastructure (e.g. pedestrian access, bus terminal facilities, structured parking). Therefore, these opportunities have been given consideration in the development of the Plan.

It is noted that the area west of the rail line north of Highway 7 was not included in the original secondary plan study area, as defined in VOP 2010, because it was within an employment area. Therefore, alternative uses such as residential or retail would not be permitted without a Municipal Comprehensive Review. It is not proposed that the City undertake this type of analysis through this process. However, this Plan could form the basis for a more thorough examination of this area in the future and an ultimate determination of employment related uses, densities and potential role in the provision of transit facilities and an additional east-west road connection as part of the Potential Transit Hub.

Public input has continued to raise questions about the appropriateness of locating the Highway 407 Transitway Station at the south end of the current study area. There has been a clear preference expressed for the station to be located to the east, toward Centre Street, with the transitway right of way being relocated to the south of Highway 407. This would eliminate the need for the bus bays, commuter parking, the passenger pick-up and drop-off and the road connection over the valley. A relocation or elimination of the station may be feasible if the passenger transfers between a future GO Station and the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 9

Transitway are not significant. Therefore, it will be important to investigate in more detail the potential passenger transfers between modes (GO Rail, Transitway, Viva) to inform the City's position on this matter. This could be addressed at the time of the detail design of the 407 Transitway or a potential review of the Environmental Assessment, at some point in the future.

From the City's perspective, the priority should be the provision of a joint GO Rail – VivaNext station that provides for direct transfers between modes. This would entail a Highway 7 BRT station, within the right of way that would have a vertical connection to a future GO Station. This would ensure the continuing efficiency of the VivaNext service by not requiring buses to leave the right of way to access a remote terminal. This is similar in concept to the BRT – Subway connection at Millway Road and Highway 7. The creation of the Transit Hub would be an inducement to locating a joint GO Rail – VivaNext Station at Highway 7.

(v) Revised Secondary Plan Boundaries

The expanded study area boundary results in the inclusion of additional properties in the draft Secondary Plan. This includes the properties west of the Rail line over to Bowes Road, north of Highway 7 and the area affected by a potential station relocation to the east of Highway 407. The draft Secondary Plan includes lands to the north up to Rivermede Road and as far south as the edge of the Hydro Corridor east of the rail line, as shown on Attachment 2. It is noted that impacts and influences originating beyond the proposed Secondary Plan study area boundary will continue to be taken into consideration. The final Secondary Plan boundaries will be confirmed through the comprehensive technical report that will follow. Generally, Provincial lands would only be considered for inclusion, if they were to be removed from the Parkway Belt West Plan Area.

(vi) Importance of Valley System

The draft Secondary Plan recognizes the importance of the Valley System and the need to provide appropriate pedestrian linkages into the system to build on the Bartley Smith Greenway. The greenway link to Highway 7 on the south side of Highway 7, emerging immediately to the east of the rail bridge is not in public ownership at this time. Its acquisition would be secured at the time of redevelopment of the affected parcels. On the north side of Highway 7, the links would be obtained through the development process that is currently underway.

(vii) Transition in Building Heights

In order to make the transition to the Concord West Community, it is a principle of the Secondary Plan that building heights should diminish from east to west. The Plan currently recommends that the maximum building height on the portion of the Plan area, west of the Rail line adjacent to the Concord West Community, be a maximum of 4 storeys.

Zoning

The zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the Vaughan Official Plan 2010, which will take into account this Secondary Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 10

Ontario Municipal Board Appeals

There is currently one VOP 2010 Ontario Municipal Board Appeal related to lands in the Secondary Plan Area. The lands subject to the appeal are located in the northeast quadrant of Highway 7 and the Barrie GO Rail line (Area 1), which is also subject to application OP.07.013 (1834375 Ontario Inc.). Ultimately, all site specific OMB Decisions will be incorporated into Volume 2 of VOP 2010.

The Study Process

The Terms of Reference for the Concord GO Centre Secondary Plan were approved by Council on September 27, 2011. The study was initiated on August 2012 and involved three phases of work:

- Phase 1: A background review and analysis;
- Phase 2: Develop guiding principles, goals, and objectives, vision, preferred development concept, plan development and testing;
- Phase 3: Approvals, finalize plan for adoption

The study is entering its third and final phase which includes bringing the Plan forward for Council's consideration and adoption.

Community Consultation

The Concord GO Centre Secondary Plan is the result of an extensive public engagement and consultation process. A Steering Committee was also created, including the landowners from the initial study area and 2 representatives from of the Concord West Ratepayers were invited to participate. The consultation also included other City Departments, public agencies such as the Toronto and Region Conservation Authority. 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 the proposed 4 concept options;
- October 29, 2013: Steering Committee Meeting 4 to present provide a status update and results from Public Meeting 2;
- November 4, 2013 Statutory Public Open House to present to the public the Draft Concord Go Secondary Plan;
- November 26, Statutory Public Hearing.

Synopsis of the Secondary Plan

A synopsis of the draft Secondary Plan is set out below. 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. When ultimately approved, where the Policies of Volume 1 conflict with the Policies of Volume 2, the Volume 2 policies shall prevail.

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 11

Key Principles and Objectives

The Key Principles and Objectives were created with input the public. These principles and objectives played a fundamental role in guiding the process and informing the emerging land uses and design of the plan. The Key Principles and Objectives established the long-term vision for the Concord GO Centre Secondary Plan and are described by the following eight guiding principles.

- *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.
- *Principle 4: Support the creation of a higher order transit hub through intensification*
Support plans for a higher order transit hub at the junction of Highway 7 and the Barrie GO Rail line, by intensifying areas around the potential transit stations through high-density and mixed-use development, as well as by providing good connections to and between the transit stations.
- *Principle 5: Maintain and enhance existing natural heritage features 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 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.

The Development Framework - Land Use

The Draft Concord GO Secondary Plan is composed of six parcels split by Highway 7 and the rail line as shown on Attachment 2. Part of the area is currently designated as “Concord GO Centre”

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 12

and is subject to a requirement for the preparation of a Secondary Plan. The lands have been organized into six sub-areas. The Areas 1, 2, 3, and 4 will form the first phase of the Concord GO Centre Secondary Plan's redevelopment. No changes in the land use designations for the remaining areas are planned at this time. The Secondary Plan accommodates approximately 44 hectares of potential developable area. This will include mixed-use and employment lands. 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 bounded by the lands owned by Liberty Development (1834374 Ontario Inc.). The subject lands are currently undeveloped, and are the subject of a site-specific OMB appeal.

Proposed Land Use

The lands in this area are subject to "High-Rise Mixed-Use" as shown on Attachment 4. Due to their proximity to the transit opportunities along Highway 7 and the Barrie GO Rail Line, Area 1 will have some of the most dense development and heights, with a maximum height of 22 storeys, and a density of 3.5 FSI.

In addition to the uses permitted in 9.2.2.6 of VOP 2010 (Volume 1), the "High-Rise Mixed-Use" designation will also permit: transit related facilities including public parking provided that such facilities are integrated into the community in an attractive and complementary way. 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.

(ii) Area 2: The Southeast Parcel

Location

Area 2 is located to the 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 "High-Rise Mixed-Use" as shown on Attachment 4. The heights and densities in this area, consistent with the north side of Highway 7 are designated "High-Rise Mixed-Use", maximum building height and densities of 22 storeys and 3.5 FSI, respectively.

In addition to the uses permitted in 9.2.2.6 of VOP 2010 (Volume 1), the "High-Rise Mixed-Use" designation will also permit: transit related facilities including parking, and public parking. 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 13

(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 as “Mid-Rise Mixed-Use” and will be subject to a 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 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 has been 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.

(iv) Area 4: The Southwest Parcel

Location

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

Proposed Land Use

Lands designated “Low-Rise Mixed-Use” are subject to a density of 1.8 FSI and heights of up to 4 storeys as per Attachment 4. The Low-Rise Mixed Use designation permits all the uses under Policy 9.2.2.3(b) of the VOP 2010, 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 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.

(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) and “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. No changes in land uses beyond the future road connection study area are proposed in Area 5 at this time.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 14

(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.

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 beyond the future road connection study area are proposed in Area 6 at this time.

Key Development Policies

The following are some of the key policy elements of the Concord GO Centre Secondary Plan:

- The Concord GO Centre Secondary Plan is intended to provide 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.
- A diverse mix of dwelling units in the Concord GO Centre Secondary Plan area are encouraged.
- The Concord GO Secondary Plan area is intended to accommodate approximately 8,000 to 10,000 jobs at full build-out for jobs from the General Employment, Prestige Employment, Employment Commercial-Mixed Use designation, as well as jobs generated in the mixed use areas resulting from retail and office uses.
- In Areas 1 and 2, in the High-Rise Mixed Use designation, office uses are encouraged and permitted. In addition, new retail and service jobs are anticipated and are permitted on the ground floors of mixed use buildings. Single-storey commercial uses will not be permitted in the mixed-use areas.
- 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.
- Redevelopment within Area 3, as identified on Attachment 2, in accordance with Policy 3.3, shall not be permitted until such time:
 - a) 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 sufficient developable lands have been declared surplus to the transit needs to support development as provided for under Policy 3.3;
 - b) As safe ingress and egress to the Area 3 development site has been approved by York Region, the TRCA and the City of Vaughan.
- 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.

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 15

Streets, Transportation and Mobility

The intent of the Secondary Plan is:

- To plan for improvements to the 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.
- To address the integration of proposed transit facilities into the community and support a shift towards multi-modal transportation.
- The transportation framework for the Concord GO Centre will provide for a range of transportation modes within the Secondary Plan area, including pedestrian movements, cycling and transit. A number of measures will be necessary to ensure that the capacity of the network is maximized. These include:
 - The integration of the transit facilities with the surrounding land uses; and
 - The treatment of street and pedestrian connections including the north-south and east-west connections involving Highway 7, the proposed Mobility Hub and the Bartley Smith Greenway.

The Street Network

The Secondary Plan identifies a number of streets that complement the City-wide Transportation Master Plan. This network of streets will need to be integrated with the surrounding arterial street network. Providing multiple signalized and unsignalized connections will assist in the flow and dispersal of traffic both originating from the Secondary Plan Area and through traffic.

The Regional system of arterial roads is fixed and improvements are limited to the introduction of rapid transit, changes to right-of-way width, and traffic management measures through the introduction of signalized intersections.

The future street network is proposed to create a block system that provides connectivity to Regional roads and improved access throughout the Secondary Plan Area as shown on Attachment 5. The significance of the local system is recognized in the York Region Official Plan. It is the policy of York Regional Council:

"To require local municipalities to plan and implement, including land takings for continuous collector streets in both the east-west and north-south directions in each concession block in all developments, including New Community Areas."

Consistent with this direction, the Secondary 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 Ortona Court to the north. Final determination of need, location and design of these streets will be determined through the review of development applications or through Environmental Assessment processes. The Environmental Assessment would assess the risks of crossing the environmentally sensitive Don River Valley taking into account the features present and address alternatives to crossing the valley.

The provision of network capacity provided by any new streets may be required to permit new development. Through individual development applications, it may be determined that until the completion of identified connections, development must be phased.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 16

Matters related to Area 1 identified on Attachment 2 will be dealt with through the development approval process. This will further define the required road capacity and provide guidance on appropriate phasing of the developable area.

Public Transit

A defining feature of the Concord GO Centre Secondary Plan is the planned and proposed transit facilities in the Plan area. In particular, the Plan is predicated on both immediate and future transit infrastructure. In Attachment 6, the York Regional Rapid Transit facilities along Highway 7 will have the most immediate impact on the area, while a proposed GO station and Transitway station are both taken into consideration for future development. The confluence of these elements, along with the proposed higher density development, creates an ideal environment for designation as a Transit Hub in the Metrolinx hierarchy of transportation hubs. Section 4.3 of the Plan provides direction given by the City on transit facilities that are proposed for the Secondary Plan Area.

Parks and Open Space

In Attachment 7 and Attachment 8 the proposed parkland and open space areas within the Secondary Plan are shown along with a pedestrian and cycling network that connects the local and surrounding communities to these areas. A key goal 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 space areas. The Plan conforms to Section 7.3 of the Vaughan Official Plan 2010, while the City's Active Together Master Plan provides the framework for the future planning and development of an integrated open space network.

Community Services and Facilities

The timing of the provision of community services in this Plan will depend on the pace and scale of development, and must be consistent with the requirements of the City's Active Together Master Plan. The City will continue to monitor population growth with relevant agencies and the available capacity of existing community services and facilities. The Plan requires that the City ensure that new community services and facilities be secured as part of the development approvals process and are appropriately phased.

Water, Stormwater and Wastewater Services

The Secondary Plan recognizes that there are considerable flooding issues in the Secondary Plan Area, and requires that future servicing strategies and studies recognize and address these issues. These must have regard for the long-term development potential of the Concord GO Centre, and as such, servicing must be planned on a comprehensive basis. In addition, the processing and approval of development applications shall be contingent on the availability of water and wastewater capacity. This will include stormwater quality and quantity controls that are in accordance with the Ministry of Environment's requirements for lands located adjacent to the West Don River. Development in the Concord GO Centre is encouraged to use stormwater management measures such as on-site landscaping and streetscaping elements that are designed to minimize stormwater runoff and the impact on the downstream environment. Development will also be encouraged to incorporate "Low Impact Development" measures to minimize runoff, reduce water pollution, and enhance groundwater.

Implementation

The Concord GO Centre Secondary Plan recognizes the need for ongoing coordination with the City, Region of York, TRCA, the Province, Metrolinx, other government agencies and landowners

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 17

to successfully implement the Plan. An important aspect of implementation will be the requirement of a Development Concept Report, which provides a detailed description of the proposed development and the manner that it addresses policies in the Secondary Plan. For areas that require phasing, the Report must address how that phasing will be tied to future transportation infrastructure provision and the satisfaction of demands generated by the development.

In addition, the following criteria will be considered in the review of a development application:

- 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.

The Secondary Plan also provides implementation guidance on future transit studies and planned investments. It allows for a Potential Transit Hub located around the intersection of Highway 7 and the Barrie GO Rail Line, with the intent that lands immediately adjacent will be developed in a manner that complements the rapid transit investments on both Highway 7 and the GO Rail corridor. For the City to pursue its vision of a Transit Hub, it is critical that the transit services focus their service at this intersection. This will ensure a rapid transfer between transit modes and will encourage walk-in patronage from residents and businesses along Highway 7, as well as those from the planned higher density areas.

Through Section 8.2 “City Guidance on Future Transit Studies and Planned Investments” of the draft Secondary Plan, the affected agencies are advised that the City supports:

- 1. The development of a Transit 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;
 - 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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 18

- 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;
 - 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 and other pedestrian access points; and
 - 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 to support the mitigation of flooding and to restore the ecological functions of the Don River in this location.
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 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.

These considerations will play a major role in shaping the City's long-term vision of the Secondary Plan area.

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 20/20 Plan. The following initiatives are of particular relevance to the Concord GO Centre Secondary Plan:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 2, CW(PH) Report No. 54 – Page 19

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

Regional Implications

The application has been circulated to the Region of York for review and comment. Any issues will be addressed through the Secondary Plan process and through comments received on the related development applications, which are also being circulated.

Conclusion

The preliminary issues identified in this report and any other issues identified through the processing of the Concord GO Centre Secondary Plan will be considered in the further technical review of the Secondary Plan. In addition, the Secondary Plan process is being closely coordinated with the review of the Development Application for the Area 1 portion of the Plan lands (File Nos. OP.07.013 and Z.07.052). Comments from the public and Council expressed at the Committee of the Whole (Public Hearing) or in writing, along with the results of the technical review, will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Attachments

1. Location Map: Original Study Area and Expanded Study Area Boundary & Existing Uses
2. Schedule A - Study 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. Draft Concord GO Centre Secondary Plan - November 1, 2013 (posted on the City's website and available for review at the City of Vaughan Clerk's Department)

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(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.)