

**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.***

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**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.**

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

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#### **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:

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“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;



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- 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;

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- 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.

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- 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

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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

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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.

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##### 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.

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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”

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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**

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(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.

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(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.

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##### 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.

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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

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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;

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- 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:

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- 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)

#### **Report prepared by:**

Kyle Fearon, Planner 1, ext. 8776  
Roy McQuillin, Manager of Policy Planning, ext. 8211

(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.)

**From:** Abrams, Jeffrey  
**Sent:** Tuesday, November 26, 2013 5:34 PM  
**To:** Britto, John  
**Cc:** Bellisario, Adelina  
**Subject:** Fw: Concord Go Centre Secondary Plan

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Council - December 10/13	

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**From:** Paul Mondell  
**Sent:** Tuesday, November 26, 2013 5:32 PM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca); Abrams, Jeffrey  
**Subject:** Concord Go Centre Secondary Plan

Please be advised that I will be unable to attend the Public Meeting this evening.

Please be further advise that I represent the two owners of land on the North-east corner of Bowes Road and Highway 7. Cortelli Holdings and Seven Valley Developments. We have participated in all of the Open House and Workshops related to this project.

Through the process we have met with your staff and expressed our concerns with respect to the type of Land use being proposed as well as the Height and Density that is being proposed for the north side of Highway 7.

We wish to continue to have our concerns noted and we will formally respond to staff with details of our concerns at the appropriate time.

In the meantime, please continue to notify us of future meeting and Council deliberation.

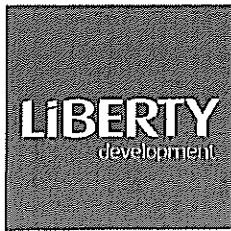
Your truly,  
Paul Mondell  
Cortelli Holdings and Seven Valley Developments

*\*Please note my new email address is [pmondell@brookvalley.ca](mailto:pmondell@brookvalley.ca)\**

**Paul Mondell**  
**Vice President**

**BROOKVALLEY DEVELOPMENTS**  
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**LIBERTY** *for all*

December 2, 2013

Mayor and Councilors  
City of Vaughan  
2141 Major Mackenzie drive  
Vaughan, ON  
L6A 1T1

C	6
Item #	2
Report No.	54 (PH)
<b>Council - December 10/13</b>	

Dear Mayor and Councilors:

**Re: Concord Go Secondary Plan Study COW Report 54 Item 2**

Further to the Public Hearing held on November 26, 2013, we have been listening to the ratepayers group and Dr. Paulo Correa through the entire study process speak on matters related to the 407 Transitway Concord Station. We would like to just take this opportunity to refresh your memories with respect to the MTO Transitway and related infrastructure.

Attached are three letters, one dated Dec. 8, 2010 from MTO to Dr. Paulo Correa, a second dated February 28, 2011 from the Minister of the Environment providing the formal Notice of Decision, and a third letter dated May 9, 2011 from the Minister of Transportation, Kathleen Wynn. The letters confirm that the Ministry has reviewed all options for the Transitway (including those put forth by Dr. Correa and the ratepayers group) and as well objections that had been received. They conclude that the EA approved location as per attached map is in fact the final Transitway and station location, being south of Highway 7.

The ratepayers' proposals over the last 19 years (timeframe as noted in their most recent submission to Council) have been rejected. It is time to move forward towards getting the Secondary Plan finalized and accordingly we would request that while reviewing the Secondary Plan, you please keep in mind the statements made in the attached correspondence which clearly indicate that the Province has made up their mind regarding the location of the transitway.

Yours truly,

Lezlie Phillips

Ministry of  
Transportation



Phone: (416) 235-5481  
Fax: (416) 235-3576

Central Region  
Highway Engineering  
Toronto/Durham  
4th Floor, Building D  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

December 8, 2010

Dr. Paulo Correa  
Chair, CWRAHC  
42 Rockview Gardens  
Concord, Ontario  
L4K2J6

Dear Dr. Correa

RE: Concord West Association Proposal for 407 Transitway Concord Station

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As indicated by George Ivanoff in his e-mail of November 26, 2010, MTO's consultants have completed their evaluation of your proposal for the 407 Transitway's Concord Station. The attached text and exhibit document describes the development and evaluation of four alternative configurations for the facilities necessary at the Concord intermodal node including yours.

In the course of this alternatives analysis, the study team has incorporated the Concord West community's alternative proposals where feasible, basically placing the Metrolinx/GO platform north of Highway 7 and the 407 Transitway station east of the river valley towards Centre Street as in the red alternative.

The suggestion to curve the GO tracks to the east with a station on the curve is not practical as it does not meet the Metrolinx/GO alignment and station placement standards. Also, placing a park-and-ride lot north of Centre Street between Highway's 7 and 407 is not feasible as this land is being protected for a potential future ramp to Highway 407 and any access to the lot would be unacceptably close to the existing Highway 7-Centre Street intersection. MTO has included an alternative lot location further west to overcome this shortcoming and make the proposal suitable for evaluation.

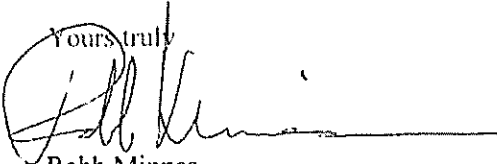
The evaluation matrix shows the response of each alternative in terms of the key indicators reflecting the project's basic objectives. The team's conclusion from the findings is summarized in the supporting text. While clearly optimizing the response to the seamless transportation

needs at this node, the preferred configuration (Black Alternative) allows opportunities to mitigate effects on the surrounding communities and improve access to the valley lands.

Specifically, in terms of natural features, most natural riverbank vegetation and the adjacent woodlot are preserved. In terms of improved access to the valley lands the project's proposed design includes the construction of a safe, grade separated pedestrian rail crossing which does not currently exist and continuous designated walkway access through the facilities from the Concord West community to the valley lands. The estimated cost of this access to the project will be in the order of one million dollars.

One additional point I wish to raise is that this property has been retained by the Province solely for this planned future transportation infrastructure. If not required for this purpose the table land would be sold for other uses and community access to the valley at this location could be lost.

Should you wish any further clarification on the MTO's recommendation we would be pleased to discuss them with you.

Yours truly  
  
Robb Minnes  
Project Manager

Cc      Ms. Leslie Woo  
         Mr. George Ivanoff  
         Mr. Brian Denny  
         Mr. Khaled El-Dalati

## Alternative Station Layouts

### Concord (GO-Barnie) Station

Based on the preferred more northern alignment described above, three primary transitway station locations were considered. These comprised use of either the vacant provincial land protected by MTO between the Metrolink/GO right-of-way and the West Don River floodplain or a site east of the river and remote from the Metrolink/GO Barnie Line. One of the eastern sites incorporated a station and facility location suggested by the adjacent Concord West community. The transitway station locations were combined with four potential locations for the GO Rail platform to generate the four site layout alternatives shown in Figure 5-10a and evaluated in terms of the project objectives in the matrix in Table 5-8. The red alternative layout represents the communities suggested locations for the stations with the impractical park-and-ride location north of Centre Street replaced by a lot on private land closer to the station south of Highway 7.

For the remote locations, the only possible transitway station locations were opposite privately-owned land south and on the curve of Highway 7 and further east between Highways 7 and 407 south of the Centre Street crossing. Both of these remote locations can only be served by parking and PPUDO access that is constrained in size and they would require a minimum 380-500 metre (450-560m average) walk by all transit users transferring between the 407 Transitway station and any of the GO Barnie rail service station locations (north or south of Highway 7).

In addition to this unacceptable, inconvenient transfer at a major network connection, the area between the flood plain and Highway 7 is not large enough for station ancillary facility needs (PPUDO, park-and-ride, bus transfer). Additional parking capacity can only be achieved by adding a lot on private land west of the river with a new river crossing to provide access. Walk-in distances from these parking facilities to northern GO Rail platform locations remain excessive. While all alternatives generally preserve flood plain and valley lands, an additional crossing is required to make parking either side of the tributary feasible.

Considering all factors assessed in the evaluation, the preferred Transitway/GO Rail platform configuration is the Black Alternative, with station support facilities on the protected provincial land immediately adjacent to the existing rail right-of-way. Development of this site configuration:

- Minimizes the walking distances for passengers transferring between the Transitway and GO Rail, the seamless north-south to east-west connectivity essential at this node;
- Places PPUDO and park-and-ride facilities conveniently close to platform access for both transit systems;
- Provides a reasonable parking capacity without intruding into the West Don River flood plains;
- Allows most of the natural riverbank vegetation and the adjacent woodland to be preserved;
- Requires a support facility layout that minimizes effects on natural vegetation;
- Permits mitigation of noise and visual effects on the residential community west of the GO Line as discussed in Section 7;
- Preserves access from the residential areas to the valley lands by means of defined walkways through the station support facilities;
- Provides improved access to the Merita Paine Park Trail via the new river crossing.



OBJECTIVE	INDICATORS	Black Alternative GO platform South of Highway 7 Transitway Station adjacent to GO Rail ROW	Red Alternative GO platform North of Highway 7 Transitway Station south of Centre Street Overpass	Brown Alternative GO platform straddling HWY 7 Transitway Station between West Don River bridges	Blue Alternative GO platform immediately N of Hwy 407; Transitway station adjacent to GO Rail ROW
Improve Mobility	Transfer Walking Distances (m)				
	Transitway platform to GO platform:				
	Centre-Centre Minimum	275 139	580 505	445 380	75 30
	Park & Ride to GO platform:				
	Centre-Centre Minimum	55 25	460 300	360 257/160	320/520 110/330
	Park & Ride to Transitway Platform:				
	Centre lot-Centre platform Minimum	275 130	465 320	155 90	320/520 275/480
	Viva stops on Hwy 7 to end of GO platform	250	215	220	465
	Viva Hwy 7 stops to Transitway platform (Viva platforms at depressed intersection)				
	Number of park-and-ride spaces available	100	75	20	340
Minimize adverse effects on social environment	Access to Park & Ride	650-700	350-400	550-600	600
	35 m. long bridge over West Don R. tributary is required.		Not technically feasible from Centre St. due to traffic signal proximity. Lot SW of transitway station on Hwy 7.	Least access time to and technically feasible but internal queuing may be problematic.	Second PSR for requires bridge over West Don River tributary
	Convenience of passenger pick-up/drop- off (PPTUDO)	Location very convenient	Not feasible due to intersection proximity	Feasible for Transitway; not feasible for GO	Location very convenient for Transitway but more remote for GO
	Convenience of local community shuttle bus access	Transfer platform adjacent to stations	Walk-in from on-street stops on Highway 7	Walk-in from on-street stops on Highway 7	Pick-up/drop-off in south parking lot remote from both stations
	Area of publicly-owned vacant table land property occupied	55%	24%	24%	24%
	Proximity of GO platform to publicly- owned table land property	260 metres abutment	280 metres north	70 metres north	180 metres abutment
	Proximity of GO platform to residential land use south of Hwy 7	Full length adjacent to residential community. Mitigation of visual and sound effects required.	Full length within new northern development remote from residential community	Southern half of platform fairly close to residential community	Northern half of platform opposite residential community
	Effect of GO Station on planned mixed- use development north of Hwy 7	No effects as station is south of Hwy 7	Requires walkway through park and internal street and mitigation of interface along platform	Minor effect at south end of development	No effects as station is south of Hwy 7
	Effect on access to valley for drainage	Walkway through station site to valley and existing trail will be provided in site layout	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses	Access only possible if table lands remain vacant or easement is provided in future uses
	Minimize adverse effects on natural environment	Effect on West Don River and tributary flood plain/valley lands	Flood plain generally preserved. Single new crossing combining transitway and access road.	Flood plain generally preserved. Single new crossing for transitway	Flood plain generally preserved. Two new tributary crossings serving parking and for transitway
Effect of Transitway station location on transitway profile		Current profile: depressed station with some retaining wall	Profile raised on high retaining walls to accommodate elevated station	Current profile: Station at grade	Current profile: depressed station with some retaining wall
Highway 7 pedestrian bridge requirements		Bridge over highway for Viva to GO platform transfer requested by York Region	Long protected walkway and bridge over Hwy 7 required between GO and Transitway platforms	None	None
Offer a cost-effective way of moving people	Effect on station area infrastructure costs	Assumed as baseline infrastructure cost	Moderately higher than baseline cost due to park & ride property acquisition, raised transitway profile and walkway/bridge requirement.	Moderately higher than baseline cost due to park & ride property acquisition and a GO platform location requiring a new Hwy 7 rail bridge	Moderately higher than baseline cost due to park & ride property acquisition

**Ministry of  
the Environment****Office of the Minister**

77 Wellesley Street West  
11<sup>th</sup> Floor, Ferguson Block  
Toronto ON M7A 2T5  
Tel.: 416 314-6790  
Fax: 416 314-6748

**Ministère de  
l'Environnement****Bureau du ministre**

77, rue Wellesley Ouest  
11<sup>e</sup> étage, édifice Ferguson  
Toronto ON M7A 2T5  
Tél. : 416 314-6790  
Téléc. : 416 314-6748



ENV1283MC-2011-414

February 28, 2011

Mr. Robb H. Minnes  
Project Manager  
Ministry of Transportation, Central Region  
Highway Engineering, Toronto/Durham  
1201 Wilson Avenue, 4<sup>th</sup> Floor, Building D  
Toronto ON M3M 1J8

Dear Mr. Minnes:

Thank you for submitting your Notice of Completion of the Environmental Project Report (EPR) for the 407 Transitway transit project (Project) which is following the transit project assessment process under Ontario Regulation 231/08 – Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Regulation) on December 23, 2010.

The Ministry of the Environment (MOE) received two objections to the Project related to the proposed location of the GO Barrie Station and the potential negative impact on natural habitat. You were given an opportunity to comment on the objections and the MOE considered your responses. The MOE has completed its review and I wish to inform you that I am of the opinion that the Project will not have a negative impact on matters of provincial importance related to the natural environment or to a cultural heritage value or interest or have a negative impact on a constitutionally protected Aboriginal or treaty right. As such, you may now issue a Statement of Completion to complete the transit project assessment process.

Attached is a signed copy of the Notice to Proceed with the Transit Project issued in accordance with the Transit Regulation.

You are responsible for implementing the Project in accordance with the EPR. Given that you indicated you updated the EPR in specific places in response to certain concerns and posted the EPR on your project web site, I also expect you will be providing revised

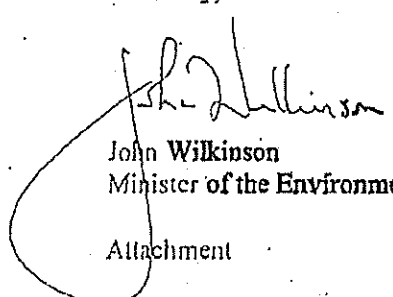
Mr. Robb Minnes

Page 2.

individual pages of the EPR to all agencies, individuals and public viewing locations which were provided with copies of the EPR previously within 30 days of this notice. Lastly, I would like to ensure that you understand that failure to comply with the provisions of the *Environmental Assessment Act* (EAA) or its regulations is an offence and may result in prosecution under section 38 of the EAA. I am confident that you recognize the importance and value of the EAA and will ensure that the requirements of the EAA and the Transit Regulation are satisfied.

Should you require further assistance please contact Lorna Zappone, Project Officer of the Environmental Assessment and Approvals Branch, at 416-314-7106 or by e-mail at [lorna.zappone@ontario.ca](mailto:lorna.zappone@ontario.ca).

Sincerely,



John Wilkinson  
Minister of the Environment

Attachment

c: G. Ivanoff, Senior Environmental Planner, Ministry of Transportation  
K. El-Dalati, Consultant Project Manager, Delcan Corporation  
G. N. Kauffman, Consultant Environmental Planner, LGL-Limited

**MINISTER'S NOTICE TO  
PROCEED WITH TRANSIT PROJECT**

**Ontario Regulation 231/08**

**SUBSECTION 12(1)(a)**

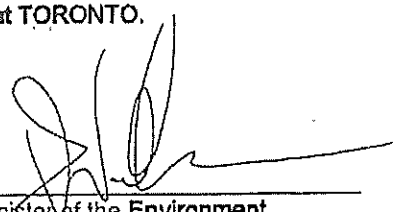
**RE: Proponent: Ministry of Transportation (MTO)**

**Project Description:** Construction of a 23 kilometre central segment transitway facility along the Highway 407 corridor through York Region, from east of Highway 400 to Kennedy Road, including seven stations and an operations, maintenance and storage facility.

In accordance with subsection 12(1)(a) of Ontario Regulation 231/08, I hereby give notice allowing the MTO to proceed with the 407 Transitway transit project in accordance with the applicable environmental project report.

The MTO is now permitted to issue a statement of completion of the transit project assessment process. A statement of completion is the final part of the transit project assessment process. The process must be completed prior to the start of the construction phase of the project.

Dated the 28<sup>th</sup> day of February, 2011 at TORONTO.



Minister of the Environment  
77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto, Ontario  
M7A 2T5



**Ministry of  
Transportation**

Office of the Minister

Ferguson Block, 3rd Floor  
77 Wellesley St. West  
Toronto, Ontario  
M7A 1Z8  
416 327-9200  
www.mto.gov.on.ca

**Ministère des  
Transports**

Bureau du ministre

Édifice Ferguson, 3<sup>e</sup> étage  
77, rue Wellesley ouest  
Toronto (Ontario)  
M7A 1Z8  
416 327-9200  
www.mto.gov.on.ca



MAY 09 2011

Mr. Peter Shurman, MPP  
Thornhill  
203-7368 Yonge Street  
Thornhill Ontario  
L4J 8H9

Dear Mr. Shurman:

Thank you for your letter, forwarded by the Honourable Bob Chiarelli, Minister of Infrastructure, regarding the 407 Transitway Environmental Assessment Report and the Concord West Community Association's concerns. I appreciate the opportunity to respond.

Our government is committed to improving our integrated transportation network across the GTHA and Ontario. We know that projects which ease congestion, create jobs and build a stronger economy are vital. That is why we are pleased the Ministry of Environment recently approved the Environmental Assessment for the 407 transitway.

MTO has heard the concerns expressed by the Concord West Community association. During the preparation of the Environmental Project Report, MTO exchanged correspondence and met several times with the association to fully evaluate the association's proposals to move the transitway and station away from the site. Their proposals were included in the approved Environmental Project Report.

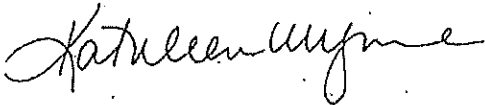
As indicated in the Project Report and articulated to the association on several occasions, the final station location remains south of Highway 7 because an alternative location would have compromised the objectives of providing seamless passenger transfers between the transitway, GO Rail Line and the York VIVA service. I am pleased that the ministry has committed to provide a safe and direct access for the community through a pedestrian bridge across the CN Railway to access valley lands and the Marita Paine Park Trail. Further, the station design and committed mitigation measures ensure protection of environmental features on the site including the valley lands.

This ministry will work closely with the City of Vaughan during the preparation of the Concord West Secondary Plan and ensure the city's planning objectives can be integrated with transit planning for this community.

.../2

Thank you again for bringing the Concord West Community Association's letters to my attention.

Sincerely,

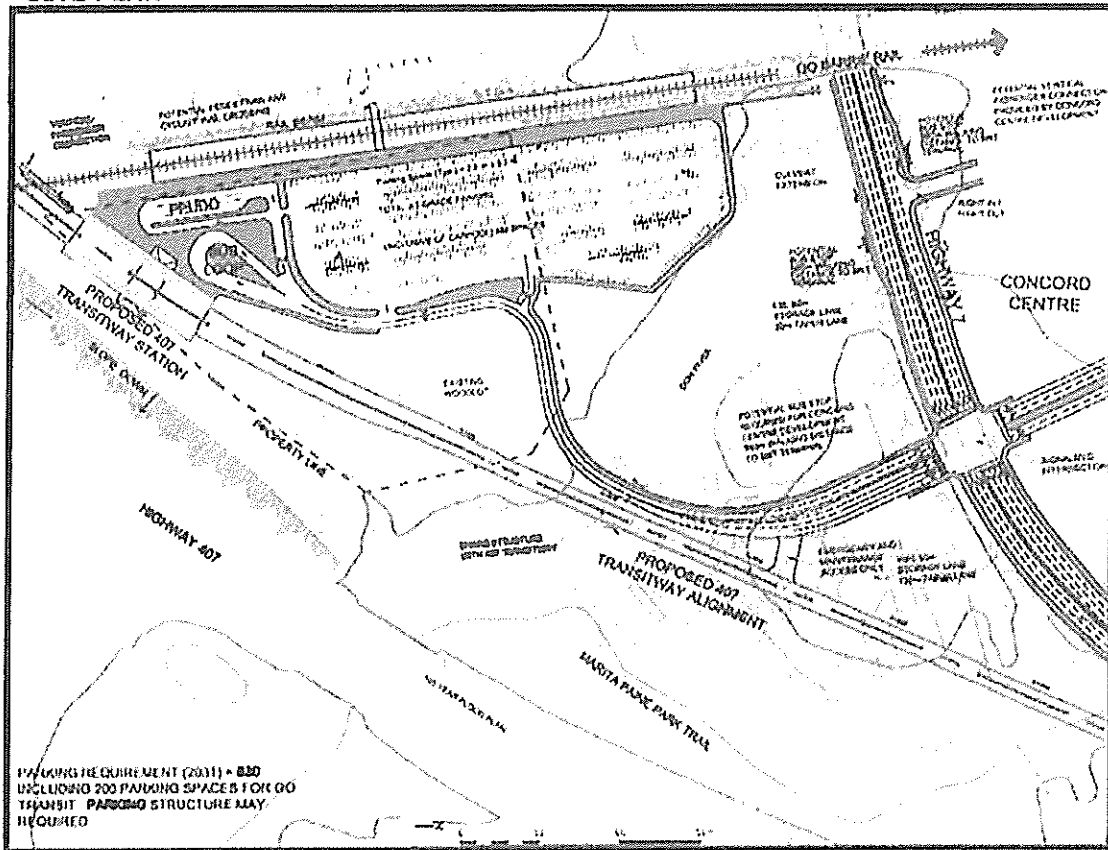
A handwritten signature in cursive script, appearing to read 'Kathleen Wynne'.

Kathleen Wynne  
Minister

c: The Honourable Bob Chiarelli, Minister of Infrastructure  
Brian Denney, Chief Administrative Officer, Toronto and Region Conservation Authority

FIGURE 3

SITE PLAN



**Britto, John**

**From:** Birch, Carol  
**Sent:** Thursday, November 21, 2013 9:27 AM  
**To:** Britto, John  
**Subject:** FW: OP.07.013 Z.07.052

<b>C 4</b> <b>COMMUNICATION</b> CW (PH) - <u>Nov. 26/13</u> ITEM - <u>2</u>
--

Hello John,

I received this comment from a property owner regarding Vaughan Files: OP.07.013 and Z.07.052. File OP.07.013 is on the November 26, 2013 committee of the Whole Public Hearing.

Regards,

*Carol Birch, MCIP, RPP  
Planner  
Development Planning  
City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1  
Phone: 905-832-8585 ext. 8485 Fax: 905-832-6080  
Email: [carol.birch@vaughan.ca](mailto:carol.birch@vaughan.ca)*

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**From:** [sales@super48sales.com](mailto:sales@super48sales.com) [<mailto:sales@super48sales.com>]  
**Sent:** Thursday, November 21, 2013 9:22 AM  
**To:** Birch, Carol  
**Subject:** RE: OP.07.013 Z.07.052

As owner of the property in Rivermede we are officially stating our concern with this development.

The development is going to cause a traffic gridlock that the city has not addressed. This congestion of population and traffic is going to affect all the side streets causing a virtual nightmare for businesses around this property.

Kindly forward our concerns at the public meeting.

Thank you

Rose

Super 48 Sales Inc.  
215 Rivermede Rd.,  
Concord, Ontario Canada L4K 3M5  
Tel: 905-669-4020  
Fax: 905-738-8270

----- Original Message -----

Subject: RE: OP.07.013 Z.07.052  
From: "Birch, Carol" <[Carol.Birch@vaughan.ca](mailto:Carol.Birch@vaughan.ca)>  
Date: Tue, November 12, 2013 9:54 am  
To: "[sales@super48sales.com](mailto:sales@super48sales.com)" <[sales@super48sales.com](mailto:sales@super48sales.com)>

Hello Rose,

The Owner of these lands is applying to the City of Vaughan Development Planning Department to amend the Official Plan and Zoning By-law to permit the redevelopment of the lands for a high rise mixed use development including 3953 residential units, 58,518 m2 of office space and 19,124 m2 of commercial/retail space. It is proposed that the development will proceed in three phases.

This application is related to the Concord Go Centre Secondary Plan as the subject lands related to files OP.07.013 and Z.07.052 are within the secondary plan study area. The Concord Go Centre Secondary Plan, File 26.3 is in process. You can contact Kyle Fearon at ext. 8776 for more information regarding the secondary plan.

Regards,

*Carol Birch, MCIP, RPP  
Planner  
Development Planning  
City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1  
Phone: 905-832-8585 ext. 8485 Fax: 905-832-6080  
Email: [carol.birch@vaughan.ca](mailto:carol.birch@vaughan.ca)*

---

**From:** Panaro, Doris  
**Sent:** Monday, November 11, 2013 2:44 PM  
**To:** 'sales@super48sales.com'; [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)  
**Cc:** Birch, Carol  
**Subject:** RE: OP.07.013 Z.07.052

Rose, I will forward your inquiry to Carol Birch for her response to you directly.

**Doris Panaro**  
**Development Planning Dept.**



T. 905.832.8565 ext. 8208 | 2141 Major Mackenzie Drive, 2<sup>nd</sup> Fl. N. | Vaughan, ON. L6A 1T1  
F: 905.832.6080 | [doris.panaro@vaughan.ca](mailto:doris.panaro@vaughan.ca) | [www.cityofvaughan.ca](http://www.cityofvaughan.ca)

---

**From:** [sales@super48sales.com](mailto:sales@super48sales.com) [<mailto:sales@super48sales.com>]  
**Sent:** Monday, November 11, 2013 11:32 AM  
**To:** [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)  
**Subject:** OP.07.013 Z.07.052

Dear Ms. Birch:

Kindly email me more information with regards to the above subject files.

Thank you

Rose

Super 48 Sales Inc.  
215 Rivermede Rd.,

Concord, Ontario Canada L4K 3M5

Tel: 905-669-4020

Fax: 905-738-8270

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This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

**Britto, John**

---

**From:** Concord West Ratepayers Association <concord.west.ra@gmail.com>  
**Sent:** Friday, November 22, 2013 4:27 AM  
**To:** Clerks@vaughan.ca  
**Subject:** Communication for Nov 26 Public Meeting, Committee of the Whole  
**Attachments:** CWRA\_Analysis\_of\_Nov1\_Draft\_Secondary\_Plan.pdf

Attached please find a PDF file containing a Communication to be included in Item 2 (File 26.3) of the Committee of the Whole public meeting on Nov 26, 7 pm.

Please acknowledge receipt of this Communication.

Thank you,

Concord West Ratepayers Association  
18 Southview Drive  
Concord, ON L4K 2L2

<u>C 5</u>
<b>COMMUNICATION</b>
CW (PH) - <u>Nov. 26/13</u>
ITEM - <u>2</u>

**Re. File 26.3, Committee of the Whole, November 26, 2013**  
**From: Concord West Ratepayers Association**

**Analysis of the Draft Concord GO Centre Secondary Plan of November 1, 2013**

**1. Basic Considerations**

Very frequently, in the past 3 years, and with the full support of the Sierra Club Ontario, the Concord West, Glen Shields and Beverley Glen communities have sent deputants to this Committee and the Vaughan City Council, to advise it not only of the popular will and aspirations, but more, far more, of other and innovative ways to deal with the twin problems of saving the Concord West greenspace, river valley included, and at the same time resolving the location of a tripartite transportation hub. Whereas the Province, the Region and Metrolinx were at best deaf to our input (just did not want it, or even to hear it), this Council took the position that an alternative was possible and desirable to what was being forced from the top down by the Provincial Ministry of Transportation.

On September 13, 2011, Council initiated the path that led to the current study for a preferred solution to the twin problems, a solution that best fitted - in the Secondary Plan - its own vision of what Vaughan should become. This was most welcome and showed political courage on the part of this Council, for which it has been commended several times by various deputants from Concord West. Not so today, as we are here this time to disavow what has been put forth as a "Preferred Solution" in the present Draft of the Concord Go Centre Secondary Plan of November 1, 2013 (from now on referred to herein as the Draft or "Preferred Solution"), despite the great promise this process originally harbored.

Indeed, we must remind the members of Council and this Committee, that *we are here because of a process that our community initiated* and to which our local politicians responded positively, as they should. However, presently, we find ourselves confronted with what both a private planner (Planning Alliance) and the City Planning Department have presented as the "Preferred Solution" to those twin problems in the Draft they have submitted, and which, on one hand, is *no solution to either problem*, and on the other, has failed to take into account the desire of our community – one that is also demonstrably shared by the Glen Shields and Beverley Glen communities. This proposal excludes *de facto* all essential suggestions that we have made in countless documents and interventions and, what's worse, it equally excludes the majority of the concrete suggestions made by the participating residents in the so-called "dotmocracy" exercise of last January, and which our representatives in the Steering Committee over and over reiterated and explored.

Remarkably, despite all the attempts to lead the residents by the hand in such "dotmocratic" exercises to accept proposals that might run against their stance, they have remained unanimous to this day in their position. One sad conclusion from all this is that, *in the absence of real direct democracy* in the management and government of local and regional affairs, the public – which in the present case means residents rather than



investors, developers and cadres – is condemned to these pseudo-participatory exercises, with fancy names and conceived as infantilizing and psychologizing games by technobureaucrats, that prove to be exercises in futility and a waste of time and resources; moreover, by all appearances, they only exist to 'justify' bad decisions already made by technical cadres and politicians on the basis of the money flows responsible for development. Since development these days has a credo – the ideology of intensification and so-called sustainability – these slogans are raised at every opportunity when developers and infra-structure investment-and-engineering firms (these days they go together) spot a "place to grow". Then, it is a race to see who wins the lottery: where can intensification be argued so that yesterday's greenbelt or agricultural land will become the highest density high-rises of tomorrow. Conceived this way, development becomes the sine qua non of an insidious and perverse socialist transformation of democratic government, and inevitably is followed by a degradation of all environments – social, cultural, urban and... natural. The result is, as you politicians should know, what has become more evident over the past few decades: a growing oppressive feeling that leads citizens to contempt for public institutions and laws, seeing that those who are supposed to serve the public only serve themselves and the interests of their sponsors, these days frequently developers and P3-invested firms.

In fact, modern day capitalism with its technically imposed forms of planning, its bureaucratic immensity and its imperviousness to the real desires and aspirations of peoples, resembles far more bureaucratic socialism (yes, everyday a step closer to the People's Republic of China, minus the party dictatorship) than the capitalism of a liberal democracy, even a socially regulated one. If this continues - without politicians at the base, locally, as is the case here, putting an end to it - the vacuum already formed by the disaffection of a society from its institutions will eventually spiral into a black hole.

What we have in the proposed Draft is an exemplar of such technobureaucratic perversion, even if perpetrated semi-consciously. Instead of the cadres, private and public, listening to the public and creatively finding arrangements that go at the encounter of what they heard, they managed instead a proposal that abandons the need to think about an integrated tripartite solution to the transportation hub, making it bipartite (GO and Viva/YRT). Imagine if we had done that in our responses to the Ministries of Transportation, on December 10th, 2010, and of Environment, on December 23rd, 2010! We would have been laughed at. But suppose that Metrolinx had put on paper that it had abandoned the Concord 407 transitway station from its wish-list (which it has not); then, yes, we'd be legitimized in thinking the hub was just bi-partite. Yet, all the negotiations (if they can be called that) which went on inside the Technical Committee (from which the community was barred, its input channelled into the Steering Committee that never steered anything) did not apparently produce any indication from Metrolinx regarding flexibility in locating the hub, removal of the heritage bridge, or even whether the transitway will happen and when. In point of fact, our request to the Committee of the Whole of April 9th, 2013 – re. not placing the planned double-tracks for the GO south of Highway #7 – has also gone unheeded in this Draft.

And what about the problem of the Concord West greenspace? That too was glossed over – as if it were not part of the City's vision. It was not even marked green on the 5 final diagrams of the Draft, as we shall see below in detail. It is the Province's sacred domain, and there it stands – with all that this implies: that a transitway station may one day be built on it; that a surface parking lot may one day cover its area; that the 407 transitway will one day cut across it and the river, and even likely do so twice over the latter; that, who knows, future planning will put high-rises on it. In other words, it is a land for which the City seemingly cannot even be entitled to have a vision, let alone an intelligent one that addresses the problems on the table with inventive and comprehensive solutions.

Yet, after all, nothing impedes this Council from having a vision, an intelligent one, and from bargaining with the Region and Province to see that vision come through, just as it is bargaining, even if ever so weakly, with Liberty Development Corp. for the latter's hyper-intensification of the Concord Floral lands. Here too, we wish we could put in a good word in favour of this proposed Draft; but suffice it to say – and we will get to the nitty-gritty below – that Liberty Development Corp. got 6 blocks with maximum density for high-rises, and the same density continues to the south of Highway #7, right on top of the river valley and the tributary junction. And what did the City get in exchange for this? A so-called greenspace made up of turf and sports areas next to the future double-track of GO, and north of the Concord Floral (in one of the dirtiest and most polluted parts of industrial Vaughan), not south where the ecology exists and is in desperate need of protection. If this is the way of the future, soon human beings will not even know what a genuine potato or a rose or a natural ecology is. No amount of manicured gardens atop high-rises – gardens that will soon enough be barred from public access – can ever replace nature or its age-old acquired intelligence and architecture, or a people's free access to natural environments.

So ask yourselves, why are we here today at this meeting?

We are here because of the will of Concord West to fight for its rights and its social and natural environment, for its rights of access that have been alienated with no reposition for over 19 years now, and the rights of communities to the protection of their natural and cultural environments. We would not be here if in the times of Lorna and Racco the City had responded with action to our pleas and provided us and Glen Shields residents with access to the Bartley Smith Greenway (across the bridge that was removed) and the greenspace in question (across what became the GO line). Nor would we be here had the Ministry of Transportation not invented a gimmick that justified the tripartite hub – the gimmick that can be read in that famous EPR from the Ministry of Transportation (Subsection 6.2.3, rubric "Transportation Function", p. 5) where it states that "the main function of the GO Barrie (Concord) Station will be to provide park-and-ride and PPUDO facilities for commuters from the surrounding residential communities located to the north and west of the station site", when the residential community to the north does not even exist, and the community to the west, Concord West, never asked for it, or wanted it in the first place. There could be no clearer admission that the hub was necessary to serve the interests not of any community, but of those planning precisely a community that does not exist: a putative "community" to the north of Highway #7, that

as of now only exists on paper as the locus of a planned hyper-intensification. It is that planned "community" that needs the hub, and, in a sort of perverse logic, that hub that needs that "community", seemingly at the cost of any existing communities and natural environments.

That is what socialist planning from above is all about – inventing fictions to valorize lands and invoking reasons like those based on flawed growth algorithms to speculate to the hilt with intensification, all done at the cost of the public purse, at the cost of mammoth debts, for a public that expressly does not want it, and "desired" only by an imaginary public in the minds of developers, technocrats and bureaucrats (none of whom are truly responsible, since they were just doing their job, "what everybody else does").

The ideology of growth at all cost, justified by projected growth rates, must not be allowed to override quality of life nor the capacity of the environment to support that growth. We would be well advised to keep in mind that growth projections are, in fact, just that – algorithm-generated projections whose numbers vary, in the Greater Horseshoe area, for example, by as much as 1.1 million by 2031, depending whether one chooses to believe in the Hemson and IBI numbers or those of, for example, Will Dunning (2006). Clearly, the numbers are highly speculative. It is possible, and even probable, that in reality they will vary still more. This makes present planning, solutions to existing problems and conservation of 'what is valuable' of far greater importance than rushing to construct for an entirely speculative future. One has only to witness the extraordinary destruction of landscapes in Europe and on this continent to build housing for residents who never materialized, who for unforeseen reasons went elsewhere – houses and high-rises that now stand empty, decaying and unpopulated; the landscapes they were inserted into ruined forever. We need to get beyond the boom and bust mentality and instead insist on a carefully planned growth that makes sense *in the present*.

Yet, presently and precisely in this zone, we are suffering the result of decades of mismanagement and misplanning (of the same type, we might add) by just such bureaucrat planners and technocrats; the zone is not just ugly and aggressive (which you well know from the Streetscape Committees), but it already has a traffic problem which has been allowed to reach unmanageable proportions. Should you not be thinking about resolving that problem? Should you not be creating solutions for what exists, instead of spreading the butter around to invent solutions for problems of your own making that only come into being when you approve these out-of-control densities? You answer: this is what Viva is for, to solve the transit problems on Highway #7, etc; but that is not what you, Viva and the Region are doing. What you are doing is diminishing the car lanes and slowing down the flow of traffic, in order to squeeze in dedicated central lanes that, in this zone, run dead against a funnel located just before a curve - where Highway #7 veers northward - that is chronically jammed. There, you are going to allow 6 blocks of hyper-intensification, and a major intersection in the middle of a curve, all dumping on to the same highway. You will only succeed, despite all the new infrastructural works, in making it even worse than it is. It will be another example of top-down decisions that justify infrastructure spending and speculation on construction. You will have done

nothing to resolve what eventually out of necessity will become a tripartite hub. This Draft fails to even include the recommendation to place the transitway south of Highway 407, an option which the EPR itself could not help but point out as the cheaper and more ecologically balanced solution: "B5 [the transitway trajectory that hugs the 407 Highway on the south side] is the alternative route with less complex infrastructure to mitigate intrusion on the flood plains of the West Don" (EPR, Section 5, p. 16). How many times has Dr. Correa, representing Concord West, told this to the members of this Council?

Councillors and Mayor, the Draft before you is a whitewash. If this expresses your intent, then you have been deceiving the communities of Concord West and Glen Shields, and all Vaughan residents, with pretty words but no intention to act. Actions indeed speak, not louder, but more convincingly than words.

You should reject the proposed Draft even though it cost you a pretty bundle, and instruct the very able planners employed by the City of Vaughan (for they are indeed able) to do not what the majority of planners customarily do in order to get promotions or good letters of reference – follow the pack and the fads, intensify at all cost, know your place, do not innovate too much or rock the boat, and so on – but to come up with a creative solution that includes specific directives that you give, and which should really reflect the vision that the Vaughan residents and this Council have for Vaughan. Indeed, both your Commissioner of Planning and Roy McQuillin made it abundantly clear in the last public meeting that more than what they had done, could only be done by Council. You need to provide specific directives – that is what you need to do and, in hindsight, what you should have done.

## **2. Summary analysis of the so-called "Preferred Solution"**

First off, it is simply scandalous that the results (5 panels times 5 tables of attendees) of the well attended (66 participants) public meeting of January 30th, 2013 – or exercise in so-called dotmocracy – were never posted on the web, either by Planning Alliance or the City's Planning Department, whereas even brown napkins with writing from the prior public meeting of November 7th, 2012, made it to slides and the web. This scandalous disregard for public input was further aggravated by the fact that several Councillors (Schulte, Di Biase, Rosati) and the Mayor all asked, in at least two meetings (Committee of the Whole of March 5th, and April 9th) for the panels from the January 30th meeting to be made available to the public on the web, and that various such requests made by members of the Concord community during the summer months met with no response or the response that these results would be posted "soon". In the last meeting of the Steering Committee, on October 29th, 2013, Planning Alliance claimed this was the responsibility of the City, which again promised to put them up. Yet until last night, no one from our community had seen them – and nowhere on the web could they be found. Then last night, just before we filed this response and after queries to the City about this matter went unanswered once again, there appeared on the web a copy of the presentation from the subsequent Public Open House in which we found tiny images of the panels that

resulted from that January 30<sup>th</sup> meeting, made at such low resolution that nothing could be read in them, however high the magnification.

In what follows, therefore, we will use the Schedules of the submitted Draft and our collective memories of what was the *majoritarian* public input at that January 30th meeting – and we stress "majoritarian", not just because it involved 4 out of 5 tables, but because one cannot compare an entire living community to a few stakeholders who want to make very big bucks, and even less to an imaginary community of some 8,000 to 10,000 people (for 4,000 units) who, by provincial dictate, exist on paper as a constituency that requires the Concord GO hub.

In point of fact regarding these imaginary communities, principle 4 of the submitted Draft states that we intensify in order to support the plans for the "transit hub", but on p. 15 of the same Draft it says that the present plan is predicated on the transit hub (the construction of a GO station), while on p. 16 one learns that a GO station is not currently being planned. *Ergo*, if no hub is planned, then there is no reason to intensify on the Concord Floral lands, and there is even less reason for the City not to ask of the province to be given these greenspace lands that should belong to the river valley, are the natural complement of the tributaries' junction, are an integral part of the flood plain, have been the traditional greenspace of Concord West and Glen Shields residents, are Crown land, public land, and belong by *jus natura* to the Bartley Smith Greenway, there where it is strangled the most.

In April 2013, with our community's support, Council enlarged the study area – which should have indeed allowed a more comprehensive assessment of the emplacement of the transportation hub and the development planned by Liberty Development Corp on the Concord Floral lands, and afforded true protection for the river valley, the Bartley Smith Greenway and the Concord West greenspace. Instead, it was something quite different that turned out to become comprehensive – a chance for the planned development of the Concord Floral lands to spread even further north to Ortona Drive, east to the river valley and west to Bowes road (and why not south to appease those anxious stakeholders?)...

One more remark about the analysis that follows. Council and the City's Planning Department may feel that by concentrating on the Schedules, we are unfairly disregarding the City's comments in the "Implementation" section (#8) of the Draft - comments which in several instances were inspired by the criticisms and demands that Concord West has repeatedly made with respect to the proposed developments. We would like to clearly state that we do appreciate those comments. However, their character and tone is much too mild for the task at hand and the overt commitment of Council, and the fact that the expression of these ideas has been restricted to the Implementation section of the document, rather than being clearly reflected in the Schedules, makes their value highly dubious in our eyes. It is the Schedules, not the commentary within the rest of the document, that in the final instance represent the planners' intent for the area. Much as we may be warmed by some of the formulations the City has crafted in the Implementation section, they seem to us - in view of the fact that none of this warmth has found its way

into the actual plans being proposed via the Schedules - akin to a sweet glaze on an otherwise indigestible cake.

Summarily, however, we cannot but note how glib are some of the guidelines in this Section 8. Take section 8.2.3.3.e, which states that commuter surface parking is discouraged. This is fine, but where is the parking for the high-density development of the Concord Floral lands in the present application before you? Are all 10,000 people going to be effectively *forced* to use public transit? That is a pipedream. What about "the incorporation of transit facilities and amenities into private development" (8.2.3.3.h), where is that shown, for a fact, in the Concord Floral plan before you today? And should that incorporation not include planning for a potential transitway station? How about the City's desire to advance with twin tracking of the Barrie GO line (clause 8.2.3.2.a) – why does it not state clearly that this *should only be north of Highway #7*, not south, where it will affect the only residential community in the contemplated double track? And why do sections 8.2.1 and 8.2.3.1, 8.2.3.2.b, 8.2.3.3.i and 8.2.3.5.b not state that the GO Rail station will be built *to the north or on the north side of Highway #7, and will employ only the northern quadrants*? Likewise, why do not clauses 8.2.3.6.f and 8.2.3.6.g not mention directly that the "space contiguous with the valley system" includes as its most important member the Concord West greenspace, and that connection should be made to it from both the Concord West community and the future Concord Floral community?

1. We will now proceed to a detailed analysis with the schedule that concerns the issue that brought us here, **Schedule E** regarding "Transit Networks":

The hub is now situated over Highway #7 (as marked by the dashed blue circle with no assigned scale, one emphasizes), where the problematic CN heritage bridge remains to this day as the Gordian Knot of this solution (Gordius being the king of Metrolinx who secures his oxcart with a difficult knot). The new location of the now *bi-partite* hub may be seen as coming at the encounter of the demands of Concord West, Glen Shields and Beverley Glen communities, but it is a solution only in name, since it was arrived at by "cheating" – for it addresses only the intersection of the services of Viva/YRT and GO trains, and ignores the root cause that brought us here: the *tripartite* hub with the planned 407 Transitway station which, by admission of the EPR, as we have already shown, was designed to serve the future community to the *north* of Highway #7, ie the Concord Floral development.

Had our community's presentation of an Alternative Plan for the *tripartite* hub consisted solely of solving for a *bi-partite* hub that left out the planned 407 Transitway station, we would have been, as we said already, the laughing stock of politicians and planners. For, in addressing the problems caused by the Ministry of Transportation's plan for a 407 transitway station, we would have simply obliterated the problems and the station! Yet, while the present Draft obliterates such station, this **Schedule E** keeps for that transitway the trajectory proposed by the Ministry of Transportation, a trajectory which only makes sense if the transitway station – which the residents of two communities, Concord West and Glen Shields, *do not want* – is placed on the greenspace which those communities are fighting to preserve.

Despite the fact that the same EPR acknowledges that the best, cheapest, least disruptive trajectory for this transitway should hug Highway 407 on the south side;

despite Concord West's alternative plan to locate the transitway station on the east side of the intersection of Centre St. with Highway #7, where it would coincide with the preferred transitway trajectory; despite all the Steering Committee interventions of Concord West members who pointed this out repeatedly; despite all this, the proposed Draft of a supposed "Preferred Solution" effectively acknowledges that the City has no vision for the protection of the Concord West greenspace, no vision for an alternate location of the transitway station, and no vision regarding the best emplacement of the 407 transitway.

Now, consider what that January 30<sup>th</sup> public meeting showed – that, with the exception of the developers and the commercial stakeholders, all other members of the public wanted the hub, whether tri- or bipartite, placed to the north of Highway #7 (this was the famous Option 4 overwhelmingly chosen by the public at that meeting; an Option that you, members of this Council, have not even had a chance to see, since it was nowhere posted). Next consider that this was also the express commitment of the present Vaughan Council and its Mayor, at different times, both before and after the last municipal elections. Consider what Regional Councillor Di Biase wrote: "I support the Alternative GO/Metrolinx Plan that received unanimous support by the members of the Concord West Ratepayers Association and the Concord West Seniors' Club. (...) I support the proposal to relocate the GO/Metrolinx Station to the alternate location on the north side of Highway #7." Or consider what Deputy Mayor and regional Councillor Rosati wrote: "I am supportive of your proposal to have the GO/Metrolinx Station relocated to the North side of highway 7". Or consider what Local Councillor Sandra Racco wrote: "Additionally, I am also supportive of proposing to have the GO/Metrolinx station relocated to an alternate location on the north side of Highway #7". Or what Regional Councillor Schulte stated: "I[m] committing to support you [the Concord West community] in trying to get the GO station and parking lot re-located". Or consider what our Mayor wrote to Sierra Club Ontario, and where the collective will of all of you, Councillors, is transparent: "As per the unanimous resolution in Vaughan Council on February 15<sup>th</sup> of the present year [2011], the City of Vaughan supports the location of the proposed GO/Metrolinx hub north of Highway 7, and not in the headwater lands of the West Don River as currently is the position of the Ontario Government". It seems to us that these are Councillors and a Mayor who know how listen to their constituents, understand the problems and know the solution. So, then, this is the question that we - residents of Concord West, Glen Shields and Beverley Glen, citizens of a democracy – put to you, our elected representatives: how does this Committee and Council square its clear commitment with this toothless, whitewashing proposal that lacks vision and courage, and fails to do what Council committed to?

2. Let's next consider the rest of the transit network, called **Schedule D**, the "Transportation Network":

*Another sham* is what aptly describes this schedule, were it not for the necessary adjective "costly".

Despite the public meeting of January 30<sup>th</sup> having called for no major intersection to be placed on the curve where Highway #7 veers northward, that intersection remains in the present Draft, as well as in the Liberty Development Corp. submittal in the same file; which means that the anticipated hyper-dense development in the Concord Floral lands

will be dumping major car traffic to a highway that is already highly congested. Since this intersection was originally planned to permit Viva and YRT buses to enter the greenspace where the hub would be built, if the hub is placed instead as **Schedule F** proposes, over Highway #7, what is the remaining rationale to still have that intersection?

The answer is simple, as even a road continues to be contemplated on the south side of the intersection: to serve the hyper-density which Schedule C *also* contemplates for the lands abutting the confluence of tributaries, the river valley and the flood plain, on the south side of Highway #7!

After all, if no rationale existed for that southern road, the Region may think twice about the need for a signalized intersection at that location, just barely within the minimum distances to signalized intersections on either side of it! However, since Liberty Development now contemplates access to Ortona Drive and even Bowes Road, it is pretty apparent that this signalized intersection has no intrinsic rationale, not to mention that it is a crass urbanistic mistake. The lack of intrinsic rationale is even more apparent as Liberty Development Corp. also proposes two (not one) other roads that merge with Highway #7. Further, the same entity proposes to eventually have an east-west axis that, to the west, will channel to Bowes Road, and to the east, lo and behold!, abusively crosses the river valley and the Bartley Smith Greenway to join North Rivermede Road.

Yes, we are sadly aware that while the Technical Committee was at work, and the window-dressing Steering Committee provided some amusement, there were still other Committees where the fate of this zone was at stake. Take the Design Review Panel which, on their 5<sup>th</sup> meeting on February 23rd, 2013, suggested "additional east-west street(s) [sic] was also recommended to increase the connectivity of the community [read the Liberty "community"] with the river and the Bartley Smith Greenway". And even, from the same Panel: "It was agreed that a signature pedestrian walkway bridging the river valley would play an important role to connect this community with the larger context". Amazing! The Concord West community lost its bridge across the river some 19 years ago, complained bitterly about it, only to formally lose its access to the greenspace across the railway line. And yet, despite the access to the Bartley-Smith greenway at Rivermede being within a few hundred yards from the north side of the proposed development of the Concord Floral lands, bridges – and signature bridges at that! – must be put over the river valley, when not only was no bridge ever restored for the residents of Concord West or Glen Shields, but the notion that the Concord West community proposed in their Alternative Plan, of a covered walkway hugging the north side of Highway #7 and connecting the future transitway station at centre St. to the GO station, was pooh-poohed. It is clear that our taxes go to arrange connectivities for putative communities yet to exist, rather than to promote connectivity for a community that already exists and which, instead, has been severed from its neighbouring communities, greenspace and greenway.

It is our firm view that if the Concord Floral development has, or will have, roads that can merge with Highway #7, Ortona Drive and Bowes Road, that is more than enough! And if it needs more roads, then the intensification is excessive and should not be allowed – which is precisely the case with the application from Liberty Development Corp. filed also under File 26.3 and before this Committee today.

Councillors and Mayor – you must put a stop to this free-for-all ill-fated fad of high-rises as a solution for deeper social and economic problems that it cannot resolve.



One cannot replace productivity with land speculation, nor create sustainability merely by building ever higher high-rises, nor solve transportation problems by adding to them indiscriminately, nor protect the environment and the health of citizens by allowing depredation of greenspaces, river valleys and greenways. That is what you will be doing, and continuing to do, if you approve this so-called Preferred Solution, ie the presently submitted Draft. You must redirect your technical services to do your bidding, which should be the bidding of the people you represent.

It is curious that while the Region and this Council has deprived, with the advent of dedicated LTR lanes, all residents of Concord West who border on Highway #7 of direct access to the westward part of that highway, residents of both anticipated developments – the Concord Floral and the lands to the south of Highway #7 abutting the river valley – will enjoy access to the opposite sides of this highway through no less than a signalized intersection which is placed on a curve.

We should also remark in this context that in Liberty's latest presentation to the Steering Committee there was still another axis of east-west potential roads, that also crossed the river valley, at the point where the most eco-sensitive pinetree woodlot exists... We can only guess that the signature of a "signature bridge" is the unmistakable destruction that follows it – a gratuitous destruction planned by those that, in point of fact, seemingly have never visited the locales in question.

Incidentally, this Council should know that this pinetree woodlot is being taken down piece by piece in what appears to be a severe mismanagement of natural resources. The attached picture alone (Appendix A), taken on May 5th, 2013, illustrates this.

3. Next, let's talk about what has effectively hijacked this Council's initiative and has just about exhausted the stock of good will on the part of Concord West's community. We're referring to **Schedules B and C**:

The Preferred Solution embodied by the present Draft - in other words, the private planner and the City planners - elected to provide the highest possible densities of occupation to lands of practically all stakeholders that are eyeing the proposed development in the hope of making a buck. Despite the clear-cut suggestions of the residents at the January 30<sup>th</sup> meeting, once again planners "know" better.

Where the public overwhelmingly suggested that in the parcels to the west of the GO line the zoning should be residential and complementary to that of Concord West community, it became low-rise mixed use; where the public suggested the low-rise mixed use - on the parcels immediately to the east of the GO line - it became mid-rise mixed use; where the public suggested mid-rise but only on the border of Highway #7, not over the river valley, a whopping high-rise (22-storeys) mixed use is suggested instead on both sides of the highway; and whereas the public suggested a graded density for the Concord Floral lands, with low-rise adjoining the river valley and high-density only allowed on the north part of the development, a massive 6 blocks of high-rise mixed use are proposed!

Follow the money, or its anticipation – and you have the guiding criterion for the entirety of the proposed secondary plan. Shameful in our view! Little wonder that citizens all over this country, and in this City, increasingly feel that democratic government has been hijacked by developers, planners and bureaucrats.

In the same File 26.3, in the application of Liberty Development Corp. also before this Committee today, you can see what it is that Liberty plans for the Concord Floral – a

*belt of towers* on the east side of the property, hugging the entire west side of the perimeter of the Bartley Smith Greenway. Some of these towers have 32, 33 and 38 storeys (see attachment 3 of their application before you)! The encroachment into public and natural spaces could not be more glaring. We understand that Big Politics wants the investments in public infrastructure to pay big time to big interests; what we do not understand, or rather accept, is that it be done at the cost of human communities and their natural environments, whether it be a river valley, a greenspace or a greenway – which, in the present case, is all three! Yet, amusingly enough, the same Design Review Panel of February 23, 2013, also states (p. 6) that the "master plan should provide substantially greater public access to the river valley to capitalize [poor choice of words!] on the natural asset of the West Don River (...) rather *than blocking it off with high rise buildings*" (our emphasis), which is what the Liberty proposal before you actually does with its belt of high-rises hugging the perimeter of the river lands.

One could almost say that all the real issues, in this and so many - too many - other instances, are regularly buried under thousands of pages of committee reports and useless, repetitive planning and analysis documents, just so that we can all make bad decisions under the guise of a general amnesia and incapacity to remember what went before or how it all started. But those who forget are condemned to have to repeat, so says Santayana, and above all to repeat the *same mistakes*.

A curious example of how matters buried under paper disappear is perhaps also provided by what happened to the recommendation of that same Design Review Panel: the Panel "encouraged the proposed plans [of the Concord Floral lands] for adaptive reuse of the decommissioned Power Plant as a community facility. (...) It was recognized that (...) the Power Plant has the potential to be an incredible asset for both the development and broader community". Though apparently an Heritage site, this Power Plant with 'incredible potential for community development' is now demolished – making another mockery of protective classifications and Committee recommendations.

4. At last, let us address perhaps the best joke of all, **Schedule F**, the "Open Space Network" (another faddist neologism, "open space": "open space" is one that is about to be closed in with high-rises and intensification...):

It is a naked irony that what started this entire process – the desire of Concord West residents to retain and protect their traditional greenspace, and avert the planning disaster of building a tripartite hub on this land – is also bypassed *de facto*, as this map of green spaces that are so glibly called "open" shows no trace, in green, of this very greenspace... Perhaps it has confused this Committee, but not us.

One wonders whether the wording ("open") should make us laugh or cry. Look at this **Schedule F** – do you see the greenspace marked in green??

No, because, following the directive of the master planners and bureaucrats in the provincial Ministry of Transportation, the only thing to be saved in that greenspace is that tiny woodlot that looks like a square and is separated from the rest of the greenspace by the hypothetical trajectory of the transitway that may never be...

Nowhere in the proposed Draft is there even a mention that this greenspace is part of the Upper West Don river subwatershed, and yet it is clearly marked as part of "Existing Natural Cover" of the "Terrestrial Natural Heritage System" in the Don River Watershed Plan, 2009 (p. 148). Now read through sections 5.2 and 5.3 of the present

Draft, and nothing of this sort is anywhere to be seen – only generalities. And under Parkland Dedication, section 5.4, while cash-in-lieu for parkland is considered, the parkland that is itemized ("Neighbourhood Park, Urban Square or other usable accessible open space" - that euphemism again) does not include what matters to the present residents of the Concord West and Glen Shields communities: the greenspace that is natural heritage of the West Don subwatershed. In other words, let's destroy what exists because these tame parkland substitutes are now the order of the day.

We're also told the Concord West greenspace belongs to the Ministry of Infrastructure and is still allocated to the Ministry of Transportation for the eventual transitway station, and thus that the City has no say about the land or its future uses. What, then, to think of the promises made by members of this Committee to the Concord West community and the residents of Glen Shields, and to all Vaughan residents and Ontarians that signed our two petitions, including the one that our MPP Peter Shurman presented at Queen's Park?

Surely the City can impart its vision to the Province and the Region, and it can negotiate with both in exchange for that greenspace which was once native land, then common land, then Crown land, and now is in the hands of the Government of Ontario – a government that should listen to our needs and aspirations, but did not, and yet managed to lose over 1.1 billion dollars in two ill-advised gas plants. For what is at stake is who really rules this country – the people, its citizens, or special interests that control State bureaucracies and politicians? And equally at stake is the vision that Vaughan has of itself – is it just an urban desert where its river valleys and ravines are filled with industrial garbage, where only money and power matters, and building high-rises with the sky as a limit is the newfound religion, *or* a real and vibrant City that residents can live in, breathe in and be proud of?

But maybe you hesitate to ask the Province to do the right thing because you are too afraid of the all-powerful and uncontrollable Metrolinx, and of how taking a stance against it could affect your future political careers? Then, shall we remind you that you are here, as members of this Committee and Vaughan Council, to defend and protect the local interests of those who elected you, including protecting them from higher administrative instances that are only too prone to abuse their powers - and *not* to follow the orders from the Province, or serve the interests of some ideological party-line regarding intensification and false sustainabilities. For, Councillors and Mayor, this proposed "solution" is simply unsustainable as a plan.

Now, in the same **Schedule F**, do note what it is that the City will obtain from Liberty Development Corp. in exchange for having allowed what was yesterday agricultural land to become a hyper-intensified "place to grow": see those light green squares in the north of the Concord Floral development and in the middle of it? One is a recreation park for sports; and it abuts, not the natural greenery, but the GO line... Eminently safe, given all the recent railway disasters. As for the other, well, it is a public square of sorts. These are the environmental contributions exacted by the City – but perhaps we have forgotten the proverbial rooftop "parks" on these towers, like the ones Liberty did at Weston Road and Highway #7; these are the future of "greenery", if it can be called such. Members of this Committee, you are in danger of contributing to a future that will no longer know what is a natural landscape, and of creating an oppressive city where "greenery" is manicured and off-limits to the very public who supposedly should

have enjoyed its benefits. This not to mention the total destruction of natural spaces and their inhabitants, a destruction that is the complement of these planning follies.

Lastly, we're obliged in this context to remind this Committee that Liberty Development Corp. acquired these lands not only from private sellers, the previous owners of Concord Floral (one of which wrote to Concord West on March 7th, 2011, about the alternative plan proposed by the community: "This is ridiculous. All you NIMBY people sicken me, the Concord Floral Lands are untouchable and you guys are screwed!"), but also from the Province (re. the eastward parcels), from its stock of public land - for which, undoubtedly, the City had to give its consent. It is now time to remind the members of this Committee and of Council that they cannot speak from both sides of their mouths at the same time. Their actions, or inactions, as the case may be, will show where they stand, and whether their words were, after all, just loud fanfare, or promises to be fulfilled by meaningful acts, not charades. Whether, after all, Concord West was just to be "screwed" anyway.

In conclusion, there is no equilibrium between interests, nor proper weighing of consequences, in the present Draft. It is a charade that avoided addressing the problems of the 407 transitway, the tripartite hub and the necessary protection of the Concord West greenspace and community. In our view, you have unnecessarily wasted resources to have private and public planners come up with such a short-sighted and unbalanced proposal. You should nix it, and direct your Planning Department to carry out a feasibility study that really encompasses the vision you have committed to. Just as you should not approve the development proposed by Liberty Development Corp. on the Concord Floral lands. It is excessive in density and intensity of occupation, and no plan for those lands should be approved until you have come to terms with the future of the tripartite hub, the trajectory of the transitway, and the protection of the Concord West greenspace, river valley and Bartley Smith Greenway. It is time for you to act meaningfully, instead of just rubber-stamping the destruction of communities and natural landscapes as if it all meant nothing.

Do justice by this land's Law and people, and by the natural treasures that no one owns and ours alone is the duty to keep and protect. Do justice by the communities of Concord West, Glen Shields and Beverley Glen – as this proposed Draft reflects an idea of a City they do not want. Be true to your own Declaration of Citizen's Rights and Responsibilities, whose first article reads: "Every citizen has a right to live, work, and play in a municipality that promotes community safety, health, and wellness, while safeguarding the natural environment". After all, that is exactly what the residents of three Vaughan communities asked of you, and what you promised them. Protect their communities from the depredations of uncontrolled growth, from the ill effects of an ill-conceived hub and excessive vehicular traffic; find alternative solutions that preserve their health and wellness, and safeguard their natural environment.

And be true to the Preamble of Ontario's Bill of Rights where, in addition to the rights expressed above, it is also stated: "while the government has the primary responsibility for achieving this goal [the protection, conservation and restoration of the natural environment for the benefit of the present and future generations], the people should have

means to ensure that it is achieved in an effective, timely, open and fair manner". Note that you cannot protect adequately future generations if you do not protect present ones. This GO Centre planning has not been a fair and square process, let alone a democratic one. It has not been timely, since it has taken already 2 decades only to wind up exactly nowhere with the present Draft, which in effect treads over the rights of our communities and the natural environment that we are trying to protect. It will make a mockery of these flowery words in the declarations of rights of the City and the Province, unless you act to show that these are words that have the substance of action and justice. Show that these words are not abstractions to dupe the people, but effective rights with a concrete sense. Remember and honor your promises, and be reminded of the sage words of your present Mayor, reported on October 30, 2013 in the *Vaughan Citizen*: "In life we only have our word. Beyond that we have nothing else. When you make a commitment, you have to honor that commitment".

Do the right thing, for that is what you were elected to do: honor your commitment to Vaughan residents and the residents of Concord West, Glen Shields and Beverley-Glen, no matter how many and whose toes you have to step on. For, in life as in politics, that is all that counts.

CWRA, Executive Committee

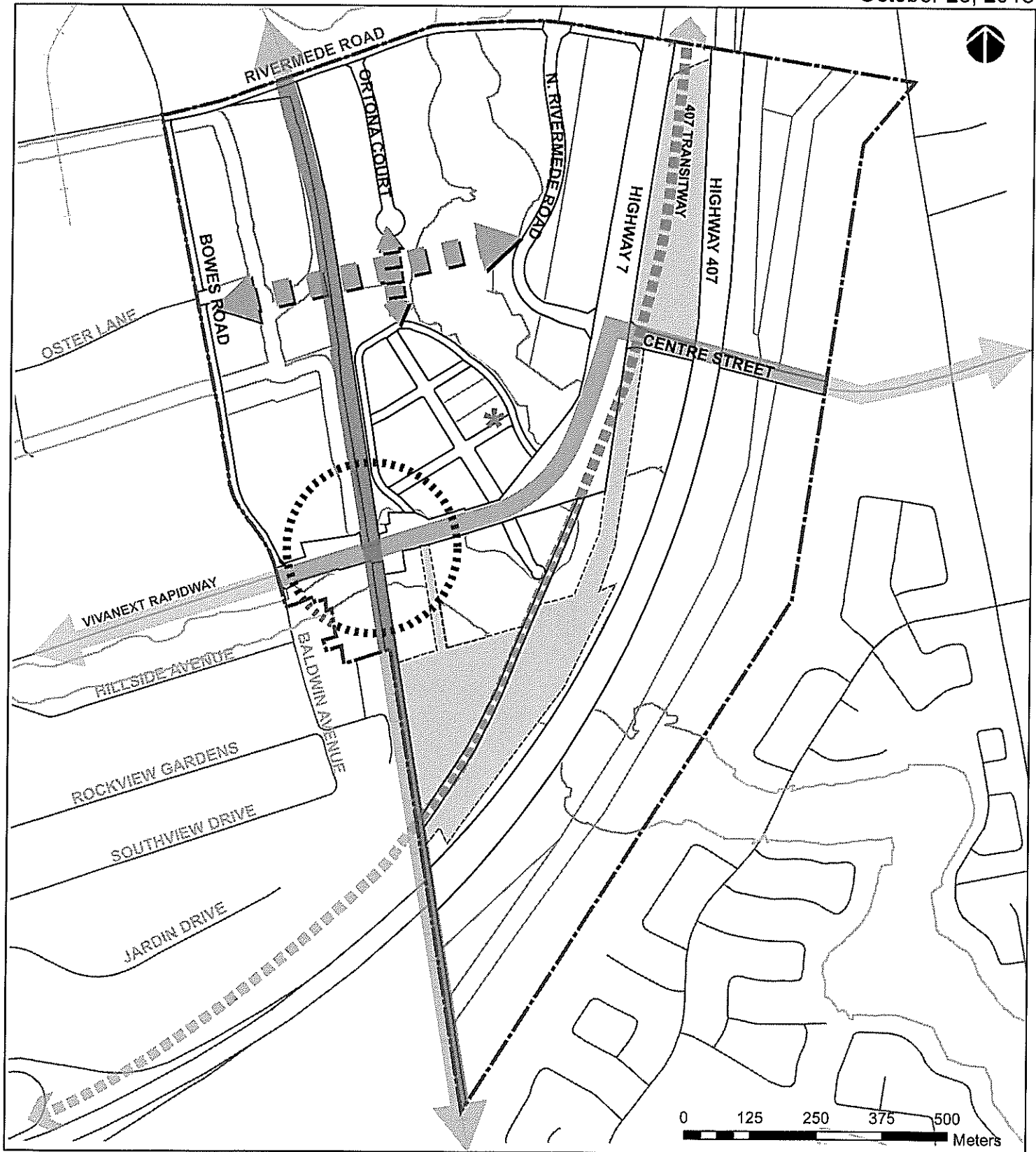
Appendices:

A – The state of the pinetree woodlot near N. Rivermede

B – Schedules of the submitted Draft in the order they are discussed in the present analysis

C – Excerpts of the discussion at the Public Meeting of November 4<sup>th</sup>, 2013, following the presentation of the so-called "Preferred Solution".

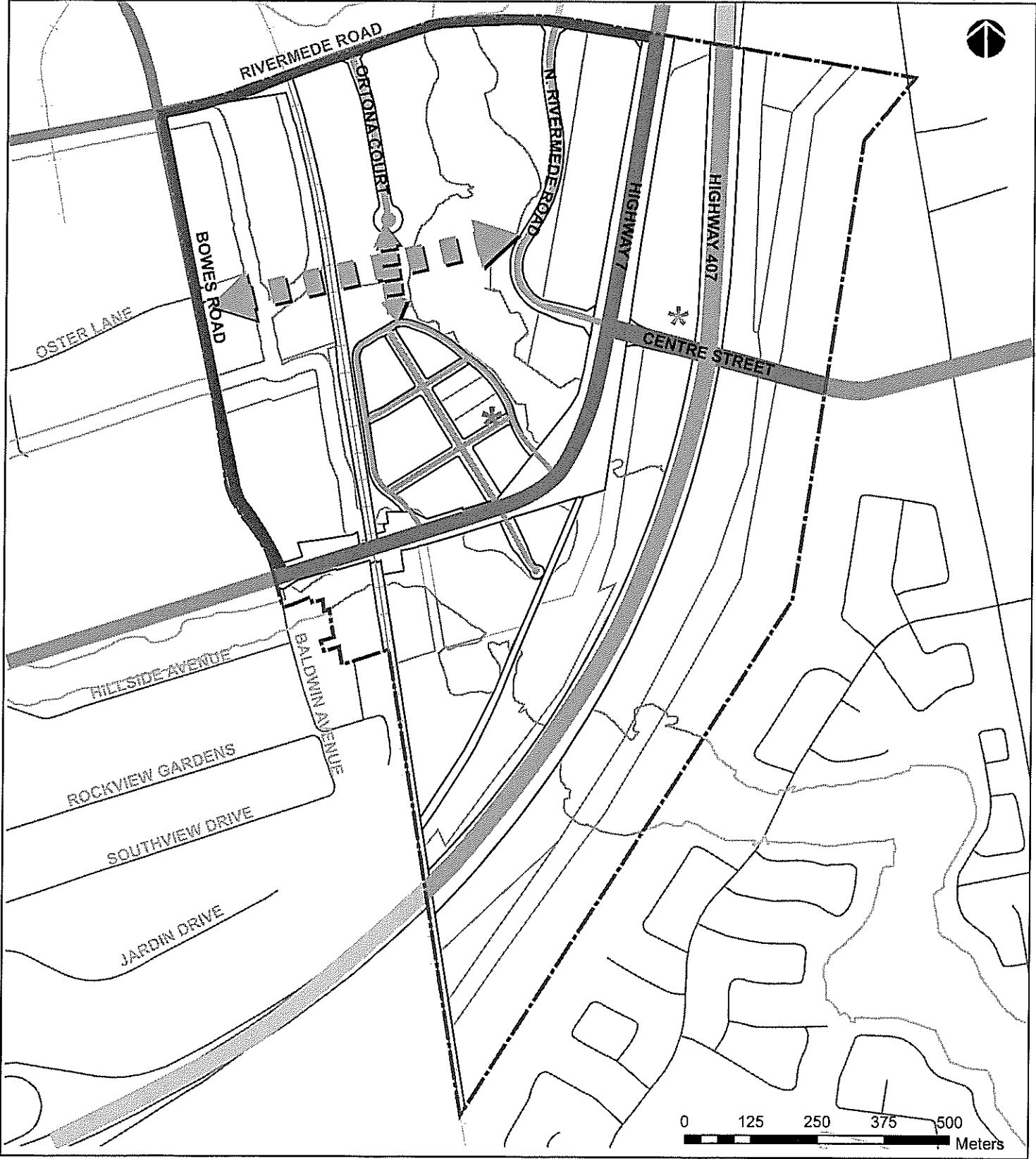




- |  |                            |  |  |  |   |
|--|----------------------------|--|--|--|---|
|  | Concord GO Centre Boundary |  | 407 Transitway Alignment                                       |  | Potential Transit Hub<br>(could include integrated transit facilities such as transit stops, parking areas and pedestrian connection enhancements.) |
|  | VivaNext Rapidway          |  | Railway  |  | Subject to Further Environmental Studies  |
|  | GO Transit                 |  | Inter-Urban Transit<br>(Subject to the Parkway Belt West Plan) |  | Future Road Connection  |

Concord GO Centre Secondary Plan  
**Schedule D - Transportation Network**

October 28, 2013



- |  |                            |  |                 |  |  |
|--|----------------------------|--|-----------------|--|--|
|  | Concord GO Centre Boundary |  | Major Collector |  | Future Road Connection                   |
|  | Freeway (Provincial)       |  | Minor Collector |  | Railway                                  |
|  | Regional Arterial          |  | Local Street    |  | Potential Highway 407 Ramps              |
|  |                            |  |                 |  | Subject to Further Environmental Studies |



# Concord GO Centre Secondary Plan

## Schedule B - Land Use

October 28, 2013



- |   |   |   |
|---|---|---|
| Concord GO Centre Boundary                  | General Employment                          | Inter-Urban Transit<br>(Subject to the Parkway Belt West Plan)  |
| Low-Rise Mixed Use (3-5 storeys)            | Prestige Employment                         | Road and Buffer Area<br>(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed-Use<br>(Refer to Policy 3.3) | Open Space                                  | Utility   |
| High-Rise Mixed Use (13-22 storeys)         | Natural Area<br>(Subject to Change)         | Electric Power Facility   |
| Employment Commercial Mixed-Use             | Floodplain<br>(Subject to TRCA Regulations) | Subject to Further Environmental Studies                        |
|   |   | Future Road Connection  |

# Concord GO Centre Secondary Plan

## Schedule C - Height and Density

October 28, 2013



- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"> <li>Concord GO Centre Boundary</li> <li>Low-Rise Mixed Use (3-5 storeys)</li> <li>Mid-Rise Mixed-Use (Refer to Policy 3.3)</li> <li>High-Rise Mixed Use (13-22 storeys)</li> <li>Employment Commercial Mixed-Use</li> </ul> | <ul style="list-style-type: none"> <li>General Employment</li> <li>Prestige Employment</li> <li>Open Spaces</li> <li>Natural Areas (Subject to Change)</li> <li>Floodplain (Subject to TRCA Regulations)</li> </ul> | <ul style="list-style-type: none"> <li>Inter-Urban Transit (Subject to the Parkway Belt West Plan)</li> <li>Road and Buffer Area (Subject to the Parkway Belt West Plan)</li> <li>Utility</li> <li>Electric Power Facility</li> <li>Subject to Further Environmental Studies</li> <li>Future Road Connection</li> </ul> |
|--|---|---|

Concord GO Centre Secondary Plan  
**Schedule F - Open Space Network**

October 28, 2013



- |  |                            |  |  |  |                        |
|--|----------------------------|--|--|--|------------------------|
|  | Concord GO Centre Boundary |  | Floodplain<br>(Subject to TRCA Regulations)      |  | Neighbourhood Park     |
|  | West Don River             |  | Open Space                                       |  | Urban Square           |
|  | Natural Areas              |  | Area Subject to Further<br>Environmental Studies |  | Future Road Connection |

**Public Open House - November 4, 2013**  
**The Draft Concord Go Centre Secondary Plan (File 26.3)**  
**Excerpt**

Actions to follow this Public Open House, as outlined by Emma West:

- Finalize the Secondary Plan Policies and Schedules
- Public Hearing on November 26, 2013. There will be no recommendation for approval of the plan at this hearing
- A report will be released on the comments that were received on the 26<sup>th</sup>
- Target for the first quarter of 2014 for a public hearing to finalize the plan.

1:30:48

**Josephine Mastrodicasa:**

Yes, hi. I've been listening to everybody and I sort of agree with everyone. I agree with this gentleman that Bowes Road is unbelievable - you can't go up or down, the trucks are everywhere. I agree with this other gentleman - that you can't rent a building in this area, because I tried - last weekend, in fact. And the reason we lost a tenant was because they couldn't get there. They were half an hour late just getting across the bridge. So they decided to go on Edgely 'cause it was faster. So, I understand that. I understand Hurontario Street, because I go there. Hurontario Street, as crowded as it is, even along the Square One area, the traffic moves. It's not what we have here. We have here a gridlock. You can't go anywhere. And we've talked about this and talked about it and talked about it at every meeting we've been to. And, unfortunately, what I see here today is totally different from what the neighbourhood wants. We've got three roads coming onto Highway 7, at a curve, with nothing anywhere else. You can't pass there now - and with the rapid trans getting in the middle - it makes it even harder. To go from Hillside to Keele Street takes you at least ten lights. To go from Highway 7 over the bridge to make a left hand turn onto Keele Street takes you about 6 lights, or more, at 2 o'clock in the afternoon. How do I know that? Last week, I tried to rent a building - it didn't work. I called York Region Transportation Department thinking there was something wrong with the light. I was informed that the light works fine. They tested it - there's a 20 second left turn time length, which is the maximum. This is not the worst intersection in Vaughan, but one of the worst. That's what she said. So, I do understand. This plan doesn't solve any of our problems. It encourages more traffic from this so-called residential high rise. And what do I think of this residential high rise? The last meeting we were at, and I'm going to quote myself, I said I live on a lot that's 108 x 260 - I don't see a single home in that area, and that's supposed to be mixed. And all we got now is tremendously high rise. And it's supposed to be complementary to the area - and it's not. The park is on the north side in the industrial area. What good is that to the people living there? - supposedly to make the people that are already living there comfortable in the use of the common space. Up there, who's going to go there? People that work for Con Drain? I mean, it doesn't make sense to me to have a park in an industrial subdivision. Why isn't it in the middle of the subdivision? The other little parkette has to be studied still. So, to me, this is not a resident-friendly area at all. [...] And I'm looking at this

again, this yellow space, that's a flood plain. I don't even see the flood plain - it's a designated flood plain. Where is it? The yellow space, that piece of land that the City allowed the guy to build an addition to, is flood plain. And it's not even shown. So, I'm just confused, to say the very least. And everything we've suggested in the past, and I say, everything, has not been incorporated, at all. We're going to have more problems, and again, the bridge - everything you said - nothing has been dealt with.

1:35:20

1:37:59

**Josephine Mastrodicasa:**

Sorry. One more thing - I forgot: I commented on everybody's conversation, except this one gentleman, and that [*you said*] when you reduce employment opportunities, you have to recreate them. Where did you recreate the Concord Floral Land's employment opportunity?

**Roy McQuillin:**

There are a number of rules of new employment land - north of Teston Road on Highway 400, both sides, running up the King Vaughan Road.

**Josephine Mastrodicasa:**

North of Teston Road? You don't have to be in the same local area? You can just be in different parts of the City?

**Roy McQuillin:**

Yup.

**Josephine Mastrodicasa:**

Does that make sense?

**Roy McQuillin:**

Yes.

**Josephine Mastrodicasa:**

You take away jobs down here and you put them in King City?

**Roy McQuillin:**

South of King City.

**Josephine Mastrodicasa:**

Well, obviously, but at the border. That doesn't make sense to me - at all. That you're taking employment here and moving it up there, and this gentleman can't rent his building. Yet, we're moving the people up there.

**Roy McQuillin:**

Well, I'm not being smart when I say this, but some aspects of the traffic might be better up there. I mean, one of the things that we're looking at is preserving opportunities for large lot industrial development ...

**Josephine Mastrodicasa:**

You know what? Instead of putting up high rises you put lots of 150' frontage or 100' by 250', you'll have less traffic. And have more people to come in our neighbourhood to work - maybe they can get there faster.

**Roy McQuillin:**

Or they may have more cars and might generate...

**Josephine Mastrodicasa:**

I don't think so. I think when you're putting a 22 story building on a lot where you can put one house, the house might have 3 cars. You put a building there, you're going to have 300. It's a big difference.

1:39:50

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1:49:49

**Dr. Paulo Correa:**

Could I have the first slide [ed. *Schedule B*] please?

All right. I'm going to try to be short, but, in case you don't know, we are all here because of Concord West. There would have been no process started had Concord West not put up its fight and present Council not supported it. So, I'll try to be very brief - even though Gino just told me that I have more than 5 minutes here, whereas in Council, and in Committee, I don't, at all. OK. The point is, this entire story started because of this space, which is not even marked in green, but it is the greenspace, and so it's somewhat rewarding to see, for instance, the present planning considering the flood plain and extending the greenspace in there but, aside from that, and even though I'm a member of the Steering Committee, I have to veto the entirety of this plan and to say, unfortunately, even though I love John a lot, that this falls terribly short of the objectives and of what the Concord West Community believed was going to happen. In fact, I'll go through the slides very fast because I don't want to bother you, but basically, we have asked, and it makes sense, given the proximity to the flood plain and to the greenspace we've been trying to protect, that this zone here [ed. *orange mid density blocks abutting the greenspace*] would also be low density and not mid. And likewise, we made very clear that it would be a terrible mistake to have anything that was mid to high in there [ed. *over the junction of tributaries, on the south side of Highway #7*]. So, I understand that these are limits - it does not mean that, at the end of the day, everything will be approved by the City. But you're putting caps, and these caps are inordinately out of proportion. Also, in this particular case, in the case of Liberty - and that's why we got the hub - if we are here because of Concord West, it is because of Liberty that we got the hub and are engaged in this process. I'll come back to that. They bought the Concord Rose

property, previously agricultural land, and they are now going to put in there - capped at 22 stories - buildings. You know, this is with three roads all going at the curve of Highway #7, it doesn't make any sense whatsoever. We asked for a graded development, with intensities increasing towards the north, and we really don't see any problem with having an exit through Ortona Court or that exit that's marked in there to the west [ed. *to Bowes Road*]. Now this exit over there [ed. *going east*] as well as one other [ed. *west-east*] line that was presented to us by Liberty last Tuesday [ed. *at the October 29th Steering Committee meeting*], don't make any sense. They go right over the ravine. Actually, they go over one of the most sensitive spots, which is a clump of beautiful pine trees, very old, that lies above there, just southwest of the McDonalds. This just doesn't make sense - a road that goes this way or that way [ed. *east over the ravine*]. Anyway, that's a comment on the next slide. But here [ed. *Schedules B or C*], there is a failure entirely in grading the density.

Could I see slide #2 [ed. *Schedule C*] please? Well, I've commented already on this. Could I see slide #3 [ed. *Schedule D*]?

OK. On the question of the roads, we have pointed this out over and over. Not only does that road not make any sense, as well as three roads coming down here. And ever since day one, with the Minister of Transportation and the Minister of the Environment, we have pointed out that this is really a terrible mistake; a mistake of basic urbanism. You don't make a major intersection on a curve. I know that the line in there is actually pushed, the curve is truly closer to that point, but anyway: three lanes dumping cars from a huge development anticipated to have thirty five hundred to four thousand units, if I'm not mistaken, from the number we heard last week, all dumping at Highway #7, where there is a funnel. So, the Gordian Knot is: first resolve that bridge in there. It has to be resolved. Then widen Highway #7, then push this traffic to the west and to the north. To the north, they can go up that way. And if you block, as our community also suggested, the left turn in here [ed. *at Highway #7 and Bowes Road*], you can actually have a Viva flux much more streamlined there, and you make sure that the trucks at Highway 7 and Keele go up north (ed. *on Keele*), to get to that industrial zone. Those are recommendations that Concord West made in the Steering Committee for the past year and they have not been taken up by the private planners nor by the City. This is the result.

The other thing is - could I have the next slide [ed. *Schedule E*] please? -

- is the circulation, the transit network. I mean, this is almost subliminal that you still place the Transitway here. I think the City should have the courage to tell the Province and the Region that what the Environmental Assessment of Minister Wilkinson said and stated was that the best trajectory should be just south of the transitway - and just present it [ed. *as the recommended solution*]. Present what they themselves have already thought as being the best. That would ensure indeed that there would be, down the road, a transitway station on Centre Street. Let's remember where we started. We are here because of Liberty. Concord West never asked for this hub. But a development with such intensification that goes from agricultural land to 22 story highrises needed some

reason to finance, capitalize and increase its value. I don't have to tell you how money and power work together. And that was the vision of bureaucrats. Now we've talking about the vision of the City and the vision of people that live in the City. We don't want that kind of a hub plunked on a greenspace. And we also think it serves, above all, the development of Liberty lands and the industrial zones to the north. So, push it to the north. Don't actually end up by being wishy washy and park it there in the middle saying 'Oh, you know, this doesn't mean anything. It's not a hundred and forty yards or three hundred yards'. Have the courage to define what would be [ed. *in the interest of the people who live here*]. We are here because of the hub. So have the courage to define what the hub will be. And just because this station will be in the future, doesn't mean you cannot create a vision now and provide it. Then the Province will see that the City stands by what it wants, knows what it wants and will reconsider. So, you know, I'm not going to focus on the other problems of circulation. I've already said that a development like this with one, two, three, four, five roads through it, is unthinkable. I mean, you have allowed Liberty to get away with a hell of a lot, to say the least.

Could I have the last slide [ed. *Schedule F*] please?

This is the ironic slide because we are here because of the greenspace and it doesn't even appear in there [ed. *as a greenspace*]. And I understand that the Province may want to be able to retain this greenspace because, one day, perhaps, they'll plunk another station in there. We'd like the City to have the courage to ask the Province for that land. Do a tradeoff. If you did a tradeoff with Liberty and they could put so many towers in here because somewhere north of Teston Road they were going to give some goodies to the City, do the same kind of negotiation - I don't need to teach you - with the bloody Province. You have had a chance. You've sat with them. I know Metrolinx is a very powerful, despotic organization. That's unfortunate that we've allowed organizations like that to even run over our civil liberties but, that's why we have elected officials in the City to protect our rights. So, have the courage to actually ask for that space. Transform that into effectively some space for people to actually breathe - and animals too, by the way.

That's it. I won't say any more, and then, more than that only if I'm asked to.

1:57.41

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1:57:45

**John Mackenzie:**

Thank you very much. I just wanted to make a couple of points. And I do appreciate the comments that we've received here tonight and from the Steering Committee and the investment of time. I believe that we have acted on a number of your recommendations and I know we're maybe being, you know, too bureaucratic in how we portray things in terms of - and we're not as passionate - maybe we're passionate but in a different way, with our typewriters, but what we're trying to do here is not unlike what you've been saying. On the greenspace, and for the benefit of all those here, we actually share a lot of



the concerns, as City Staff, with the greenspace located where the MTO had proposed their Transitway station. And I think Council of the City of Vaughan has gone on record in opposition to the findings of that environmental assessment. And that's why we're proposing to move this northwards. And I appreciate what you're saying, you want to get it as far north as possible, but we also have to recognize the capital investment by Metrolinx in the Rapidway, by the Province and the Region and everybody in the Rapidway. So that's why we looked at Highway 7 as being kind of the focus for our activity. Now, Josephine and others have raised the concern and you, I'm sorry, I don't know your name, but you raised a concern about that bridge, a lot of people have talked about that bridge, and the issues present: the 'funnel effect' is something I heard you say. I think if there is an opportunity to retrofit that bridge through future planning, the best chance I think we have is through the EAs that are going to take place by Metrolinx. And I really think that, perhaps we could be stronger in our language on this, and I welcome your suggestions on how to be stronger, but by locating and looking for a vertically integrated hub, or a vertically integrated connection there, which would prompt a need to retrofit, change that bridge, put a new bridge that's wider and can get pedestrians and can get more traffic and more access into that area, that would be, I think, a really important win for this community, it could also connect the community to the south and to the north. And I know how difficult it is to get around there. I've spent a bit of time going up and down that area and I'm familiar with the Bartley Smith Greenway. It is challenging and I appreciate the frustration on this. But, I think, as Staff, what we're trying to recommend, and with experts, and in discussions with all of these different agencies, is the way to try to get at that issue that seems to be a major, major problem facing the community. So that's another issue that you raised and I think, with the intersection, cause I know that that was another concern you raised, with the intersection located right there, on the curvature, we've looked at that, and we've had discussions with the Region and the Transit agencies - there won't be others - that's the only way, based on the expert advice received to date, where you can locate a full turn in intersection. And I think it's for those very reasons you mentioned, you know - the rates of speed, you don't want to have only one transit stop potentially on that side and then, maybe further up. So, there's a lot of points. That issue has been examined in detail, you know, with some expert advice. I know you're still concerned about it, and the type of density, and we're listening to that. We're also hearing the other side of the coin. That's the residents' side and we've heard that pretty loud and clear, but we're also hearing from landowners that want higher densities. So we're hearing it from the other side as well. So, that's what these processes are about. We're taking input and trying to come up with a plan that balances the input we're receiving. But also addresses and creates an opportunity to address some of those issues that, I know, have plagued this area in terms of when those big pieces of infrastructure came in, they basically helped to divide this community from the community to the south. And I know we've talked about that at our meetings and in our discussions, and I think we're trying to come up with some strategies that will help to address that. Emma or Roy - is there anything you wanted to speak to, especially the policies, maybe, you know the transit and what we're proposing?

**Roy McQuillin:**

If I may be so pretentious, maybe even giving you a bit of homework: we have a section in the implementation part of the Secondary Plan called '*City Guidance and Future Transit Studies in Planned Investments*', and that's where we set out a lot of the things that Dr. Correa spoke about - maybe not going as far as he's going, but maybe take a look at that and see if there's things in there that we could enhance. And maybe in there there's things you could get back to us on that we could raise with Council at the Public Hearing on the 26<sup>th</sup>. We understand. We're trying to do it within the confines of the policies that we have to work with. And Council has more flexibility than us in doing that. But we're rather confined by the legislative program we have to adhere to, and all the Provincial policies and that type of thing. So, I'd just like you to take a look at that and see if there's anything you can actually add to that might help your cause. I'd just throw that out there and please have a look at it and see if there's anything we can build on. Thank you.



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C	15
COMMUNICATION	
CW (PH) -	Nov. 26/13
ITEM -	2

November 25, 2013

Mayor Maurizio Bevilacqua and Members of Council  
City of Vaughan  
Vaughan City Hall  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mayor Bevilacqua and Members of Council:

**COMMITTEE OF THE WHOLE (PUBLIC HEARING)**  
**AGENDA ITEM 2: CONCORD GO CENTRE SECONDARY PLAN**  
**RELATED FILE: OFFICIAL PLAN AMENDMENT APPLICATION OP.07.013**  
**1834375 ONTARIO INC. ONTARIO INC. FILE 26.3 WARDS 4 AND 5**

This letter provides comments on the draft Concord Secondary Plan prepared on behalf of 1834375 Ontario Inc., which owns of the approx 27 ac of land adjacent to Highway 7 within the Secondary Plan Study boundary. 1834375 Ontario Inc. has participated in the Secondary Plan study process since its inception.

1. **In Effect OP- OPA 660:** The Staff Report does not make any reference to the In Effect OP – OPA 660 whose policies should be recognized.
2. **Transit Hub:** The draft Secondary Plan is recommending that there be a Transit Hub centered on Highway 7 and the GO line (see Schedule E-Transit Network). The Applicant's position with regard to a Transit Hub and the location of a possible GO Station straddling and/or north of Highway 7 is that there should not be a Transit Hub shown and that the location of the GO station should be as shown in the MTO Transitway EA namely south of Highway 7. The Applicant purchased its lands based on the approved Transitway EA. The Applicant does not want any of its lands or internal infrastructure to be protected for the provision of facilities or infrastructure associated with the Transit Hub as the Hub may be relocated or possibly even not be developed.
3. **Development Concept:** The draft Secondary Plan requires a number of specifics to be addressed in a Development Concept Report as per Section 10.1.1 of the OP. including details about the Transit Hub, Phasing, TDM plan, pedestrian crossing of the Don, overhead crossing of the Highway 7, etc. Our Tertiary Plan resubmission was made in March 2013. The Applicant would like confirmation that a further Concept Plan Report is not required for its lands.
4. **Density:** Policy 3.17 states that maximum Density is to be that shown in Schedule C- Height and Density. In this Schedule, the maximum density for the land shown as a maximum 3.5 FSI for each and every parcel within the site. OPA 660 states that the maximum overall density shall be a minimum of 3.5 FSI. The Applicant requests that the max density of 3.5 FSI for its lands be expressed as an overall maximum over all the developable land and

Mayor Maurizio Bevilacqua and Members of Council – November 25, 2013

not be assigned as FSI's for individual parcels. Schedule C should be revised such that the Applicant's lands are shown like the lands to the south, i.e. without internal roads or open space.

5. **Height:** Policy 3.17 states as well that the Max Height is shown in Schedule C-Height and Density. The max height proposed is 22 storeys. There is no rationale for this number. OPA 660 states "maximum height shall be established in a Tertiary Plan and may exceed 10 storeys subject to compatibility with adjacent uses. In our Tertiary Plan re-submission we have proposed mid rise heights ranging from 7-12 storeys and tower heights ranging from 22- 28 storeys in the centre of the development and 32 – 38 storeys along the ravine edge at the far east end of our development. None of our proposed buildings cause shadow impact on lands south and west and our heights are therefore compatible with adjacent uses. The Applicant requests that the plan allow for mid rise heights to a maximum of 12 storeys and tower heights averaging 28 storeys to maximum of 38 storeys.
6. **Parkland:** Parkland requirements are based on the provision of 1 ha for 300 units; the Applicant has already filed an objection to this policy. There should be some language in the plan that states that parkland requirements shall be as per the adopted City policy, in case it does get changed.
7. **Open Space:** The draft Secondary plan designates the Applicant's open space buffers as Open Space in Schedule G. As such would not be eligible for parkland credit. These should be designated as the open space Neighborhood Park as they are "usable accessible open space " as per Policy 5.1.4.
8. **Public Squares:** The draft Secondary Plan designates the Applicant's major park proposed in its development as an Urban Square in Schedule G. Policy 5.5 references Public Squares and not Urban Squares. The Applicant requests that Schedule G be amended to show the major park as a Public Square vs. Urban Square so it is eligible for parkland credits as per OP policy 7.3.1.4.
9. **Housing Affordability/Mix:** Policy 3.1.3 requires that 35% of the units should be affordable and Policy 3.1.4 requires a diverse mix of dwelling units. It has to be confirmed that these policies do not apply to the Applicant's site as the Applicant's submission is a Tertiary Plan under OPA 660.
10. **Built Form:** Policy 3.7.1 – says that the OP policies relating to Built Form apply. Again, it has to be confirmed that these policies do not apply to the Applicant's site as the Applicant's submission is a Tertiary Plan under OPA 660. It should also be noted that the Urban Design Guidelines which are to be in an Appendix were not as yet available for review.
11. **Pedestrian Crossing:** Policy 4.2.12(c) says an overhead pedestrian crossing of Hwy 7 shall be protected through the development application process. Policy 4.3.7 states development should also protect for a grade separated pedestrian and cycling crossing of Highway 7 to interface with the Viva and a GO Rail station. As noted above, the location of a GO Rail station is not defined and will be proposed by GO transit in an EA. The location of a pedestrian crossing interface with the GO station should be dealt with as part

Mayor Maurizio Bevilacqua and Members of Council – November 25, 2013

of the GO EA and any crossing should be identified as a "community facility" in Section 6.0 of the Plan so that if provided it can count towards bonusing as per OP policy 10.1.2.9 (m). Furthermore only the Open Space lands adjacent to Highway 7 and the Go corridor within the Applicant's Lands should be protected for a possible pedestrian crossing.

12. **Pedestrian Crossing of the West Don:** Policy 4.4.3 states pedestrian and bike crossings of the river to link to the Bartley Smith trail are to be planned as part of the development applications process. These should be identified as a "community facility" in Section 6.0 of the Plan so that if provided it can count for bonusing as per OP policy 10.1.2.9 (m)
13. **Visitor Parking :** Policy 4.5.5 states that a portion of the parking provided for office uses on the Applicant's lands (Area 1) is to be available for public parking for visitors with the number of parking spaces required and location to be determined through the development review process; the Applicant's position is that it does not wish to have to provide facilities if these are for a the Transit Hub function as it may be relocated or possibly even not be developed.
14. **Parks and Open Space Natural Feature:** Policy 5.1.2 states that there is an environmental feature within the City's natural heritage system which is identified on Schedule F. There is no existing feature per se. This policy should be reworded to say that there is an area identified in Schedule F as 'Area Subject to Further Environmental Studies' which is the subject of further on site assessment and studies to determine its environmental significance and that no amendment to this plan is required if the studies determine that there is no significance to the environmental feature.
15. **Natural Heritage Network:** Policy 5.2.5 states that existing wildlife and linkages for wildlife will be maintained and enhanced. This very general as all lands are wildlife habitat of some kind or other and we do not propose to protect farmed fields. This should state that this would not apply to farmed fields.
16. **Watercourses:** Policy 5.2.6 calls for watercourses to be protected. The CA definition of watercourse is any depression in the landscape in which water flows at some time. This policy should state that the removal of a drainage swale in a field is permitted.
17. **Water and Wastewater:** Policy 7.3.2 calls for Master Servicing plans to be prepared in conjunction with Plan of Subdivisions or Site Plan Applications. It's the Applicant's understanding that MSP's are a function of Block plans or Secondary Plans not Plans of subdivision nor SPA's. This should be clarified.

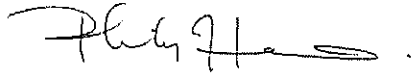
\* \* \* \* \*

Mayor Maurizio Bevilacqua and Members of Council – November 25, 2013

We would be pleased to provide any further information regarding these comments should you so desire.

Yours truly

**IBI GROUP**

A handwritten signature in black ink, appearing to read "Philip J. Levine".

Philip J. Levine, MCIP  
Director

cc: Fred Darvish, Liberty Development Corporation  
Wayne Long, Liberty Development Corporation  
Lezlie Phillips, Liberty Development Corporation  
Michael Uster, Liberty Development Corporation  
Barry Horosko, Bratty and Partners, LLP  
John MacKenzie, City of Vaughan  
Roy McQuillin, City of Vaughan

**Britto, John**

**From:** Birch, Carol  
**Sent:** Tuesday, November 26, 2013 3:59 PM  
**To:** Britto, John  
**Subject:** FW: OP.07.013 and Z.07.052 and File 26.3  
**Attachments:** committee.pdf

<b>C 17</b>
<b>COMMUNICATION</b>
CW (PH) - <u>Nov. 26 / 13</u>
ITEM - <u>2 &amp; 3</u>

Hello John,

I just received this comment.

Regards,

Carol Birch, MCIP, RPP  
Planner  
Development Planning  
City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1  
Phone: 905-832-8585 ext. 8485 Fax: 905-832-6080  
Email: [carol.birch@vaughan.ca](mailto:carol.birch@vaughan.ca)

-----Original Message-----

From: Panaro, Doris  
Sent: Tuesday, November 26, 2013 3:57 PM  
To: Fearon, Kyle; Birch, Carol  
Subject: FW: OP.07.013 and Z.07.052 and File 26.3

Sorry, Kyle and Carol.....here is the attachment.

Doris Panaro  
Development Planning Dept.

T. 905.832.8565 ext. 8208 | 2141 Major Mackenzie Drive, 2nd Fl. N. | Vaughan, ON. L6A 1T1  
F: 905.832.6080 | [doris.panaro@vaughan.ca](mailto:doris.panaro@vaughan.ca) | [www.cityofvaughan.ca](http://www.cityofvaughan.ca)

-----Original Message-----

From: Alfredo Mastrodicasa [<mailto:alfredo@multi-design.ca>]  
Sent: Tuesday, November 26, 2013 3:09 PM  
To: [DevelopmentPlanning@vaughan.ca](mailto:DevelopmentPlanning@vaughan.ca)  
Subject: OP.07.013 and Z.07.052 and File 26.3

Gentlemen,

I am sorry to be so late with my correspondence attached and I know it will have little weight in the proceedings tonight but I hope that the staff and the members of the Committee and Council will consider my comments.

Thank you,  
Alfredo Mastrodicasa



**ALFREDO G. MASTRODICASA**

**43 Hillside Avenue**

**Concord, Ontario**

**L4K 1W9**

**(905) 856-2530**

**Fax (905) 856-2532**

**alfredo@multi-design.ca**

November 25, 2013

City of Vaughan

Attention: Members of Council  
Policy Planning Department

Dear Sir:

**Re: AMENDMENT TO THE OFFICIAL PLAN PROPOSED CONCORD CO CENTRE  
SECONDARY PLAN (File 26.3) and**

**COMMITTEE OF THE WHOLE (PUBLIC MEETING)  
OP.07.013 and Z.07.052**

I have been a resident of Vaughan since 1980 and have working in the area since 1972. I have been involved in a number of projects in the City and have seen tremendous growth and development of the City, some good and some bad.

Unfortunately it is the bad that most residents and I get upset about and in most cases our concerns are given lip service but not heard or implemented. Furthermore, the fact that the general public will benefit from such developments is usually the reason for their approval. However in a lot of cases development negatively affects the immediate neighbourhood, with additional noise, runoff, pollution and traffic. These all have a cost factor, which the immediate neighbours end up bearing. Along with this the City as a whole with also have extra continuing costs from these developments such as, additional snow removal, maintenance of lighting, boulevards roadways, sewers, etc. to name a few. The developers profit now, the City gets their development fees but no one accounts for the additional and direct costs that the residents of the City will have to bear in the future.

I must stress I am not against development in itself, as long as the development is not for the benefit of one at the expense of another.

In this case there have been months of discussions and numerous meetings with and without the community input. I have attended a few of these meetings. In some cases the meetings were called by the City but seemed to be held by and for the benefit of the

RE: AMENDMENT TO THE OFFICIAL PLAN PROPOSED CONCORD CO CENTRE SECONDARY PLAN (File 26.3) and COMMITTEE OF THE WHOLE (PUBLIC MEETING) OP.07.013 and Z.07.052

developer and not the community or the City. The additional traffic on Highway 7 will most likely create a bottleneck at the bridge, east of Bowes Road, which will eventually need to be replaced. If this development must go head in some form or other, who will bear the cost of the railway bridge improvements now or in the future? I hope not the citizens of Vaughan. Council should require that the developers place irrevocable financial (cash) guarantees now, that will ensure that the developers who create these problems, pay for their solutions.

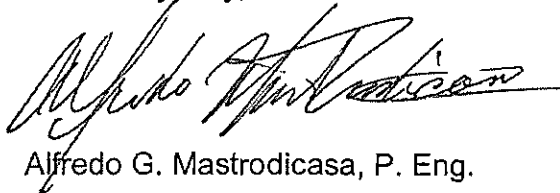
Living in the area I am fully aware of the present day traffic congestion. I cannot fathom what it will be like with this proposed development. I am out of my office and on sites for the greater part of the day so public transit is out of question. Who will pay for my time lost, or extra gasoline costs? Who will pay for the disturbance, damage and costs related to inadequate storm water runoff? Who will pay for any future works that may be needed to relieve the excessive traffic in the area?

It would appear that staff has reviewed and prepared their reports in response to the general policy of the Province. It being a general policy it should not be applied everywhere without proper and due considerations for the specific requirements and needs of the specific area.

I must object to the development proposed by 1834374 Ontario Inc. (Liberty) and any other application that may be associated with these lands. The developers (understandably) are acting in their own interest by asking more and more coverage than that supported by the governing bodies, which in my opinion are already too excessive, considering the sensitive nature of the area.

As we are a small community, with a majority of seniors, it is impossible for us to rise up to combat large developers although as staff and members of Council know we have tried. Consequently we must look to the municipality, the staff and the elected members to look after our interest and protect our community.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Alfredo G. Mastrodicasa', written in a cursive style.

Alfredo G. Mastrodicasa, P. Eng.



# SIERRA CLUB ONTARIO

C	18
COMMUNICATION	
CW (PH) -	Nov 26/13
ITEM -	2

November 23, 2013

To: The Vaughan Committee of the Whole, 26 November 2013, 7pm, Item #2, File 26.3

Sierra Club Ontario has supported and continues to support the initiative of the Concord West Ratepayers Association to ensure that the proposed Metrolinx transportation hub has an appropriate environmental footprint. It is our shared opinion that opportunities exist to locate this transportation infrastructure within Vaughan in a location *north of Highway #7* that does not destroy natural areas and ensures that this project does not compromise Don River headwater lands.

The needed expansion of Southern Ontario's transportation network and the infrastructure necessary to support this is supported by Sierra Club. It has been clearly established that this environmentally beneficial project can co-exist with Vaughan's natural areas. The Vaughan Official Plan can and must meet these twin goals. Concord West residents have worked for years to achieve the win-win result that is clearly achievable and should be approved by Vaughan and by the Government of Ontario.

The Greenbelt stands as evidence of Ontario's commitment to protecting green space and natural areas. One year ago the Ontario Government announced the Urban River Valley designation as a new tool for extending protection to these key ecosystems. Surely the Don headwaters merit protection. Ontario and Vaughan can have both the environmental benefits of expanded public transportation and those derived through preserving natural areas. Sierra Club strongly urges the City of Vaughan to lead the way in supporting expanded green transportation that protects our green and natural areas.

Sincerely,

Dan McDermott, Chapter Director



64 Jardin Drive, Unit 1B  
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File: P-2426

November 26, 2013

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

C	19
COMMUNICATION	
CW (PH) -	Nov. 26/13
ITEM -	2

**Attention: Jeffrey Abrams**  
**City Clerk**

**Re: Proposed Concord Go Centre Secondary Plan**  
**City File 26.3**  
**1931 Highway 7**  
**Elm Thornhill Woods (2013) Inc.**  
**City of Vaughan**

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Dear Mr. Abrams:

On behalf of Elm Thornhill Woods (2013) Inc. owners of 1931 Highway 7, we are pleased to provide you with our comments related to the current draft of the Concord Go Centre Secondary Plan. It is important to note the Mr. Elliot Steiner of Elm Thornhill Woods (2013) Inc. has been an active participant in the steering committee as part of this process.

The subject land is identified as being within Area 4 and further proposed to be designated as "Low-Rise Mixed Use (3-5 storeys). This area is the only location within the entire Secondary Plan with the "Low-Rise Mixed-Use" designation. In our opinion, we feel this location is better suited to allow "Mid-Rise Mixed Use" for the following reasons:

1. The City of Vaughan Official Plan (VOP) on Schedule 13 currently identifies a portion of Area 4 as being designated as "Mid-Rise Mixed-Use".
2. The "Mid-Rise Mixed Use" policies in the Vaughan Official Plan, in particular Section 9.2.2.4.f) sets out policies on how to deal with the interface between the proposed "Mid-Rise Mixed Use" area and any existing areas designated as "Low Rise Residential" and thus any development in the "Mid-Rise Mixed Use" designation would be required to conform to those policies.
3. By designating Area 4 as "Mid-Rise Mixed Use", this will allow all corners surrounding the GO Rail line to be framed with a mix of uses which are appropriate in use and scale to the higher order transit along Highway 7.

4. The City of Vaughan Zoning By-law 1-88 currently permits office uses on the subject land. The provision of "Mid-Rise Mixed-Use" as a land use designation in this area would allow this to continue. The "Low-Rise Mixed Use" designation would however not permit this use. It is our opinion this would be a short sighted view and missed opportunity. The ability to have a mixed use development with office uses in this quadrant would certainly be compatible with the existing residential to the south and west and would provide an additional presence along the Highway 7 corridor.
5. The "Low-Rise Mixed Use" designation within the subject quadrant proposes a maximum height of four (4) storeys' and 1.8 FSI maximum density. It is our opinion there is an ability to provide greater height and density closer to Highway 7 and then reduce the height and density permissions as you move to the south of Area 4. We recommend that a height of 8-10 storey's would be appropriate.
6. Section 3.2.3 of the Concord Go Secondary Plan refers to Policy 9.2.2.3(f) of the Vaughan Official Plan whereas we believe this is meant to reference Policy 9.2.2.4(f) of the Official Plan.

In conclusion, we respectfully request the above noted changes be included in the next draft of the Concord Go Centre Secondary Plan and we also wish to be notified of any decision Council or Committee may make on the above noted matter.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Keith MacKinnon, BA, MCIP, RPP  
Partner

- cc. Mr. Elliot Steiner – Elm Thornhill Woods (2013) Inc.
- cc. Mr. Joe Morano – Elm Thornhill Woods (2013) Inc.
- cc. Mr. Kyle Fearon – Planner 1
- cc. Mr. John MacKenzie – Commissioner of Planning

**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**

**P.2013.45**

**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](http://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.

## **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:

- “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;
- 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;
- 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.

- 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 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 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.

### 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.

## 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”

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.



(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.

(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.

## 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.

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 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;
  - 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:

- 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)

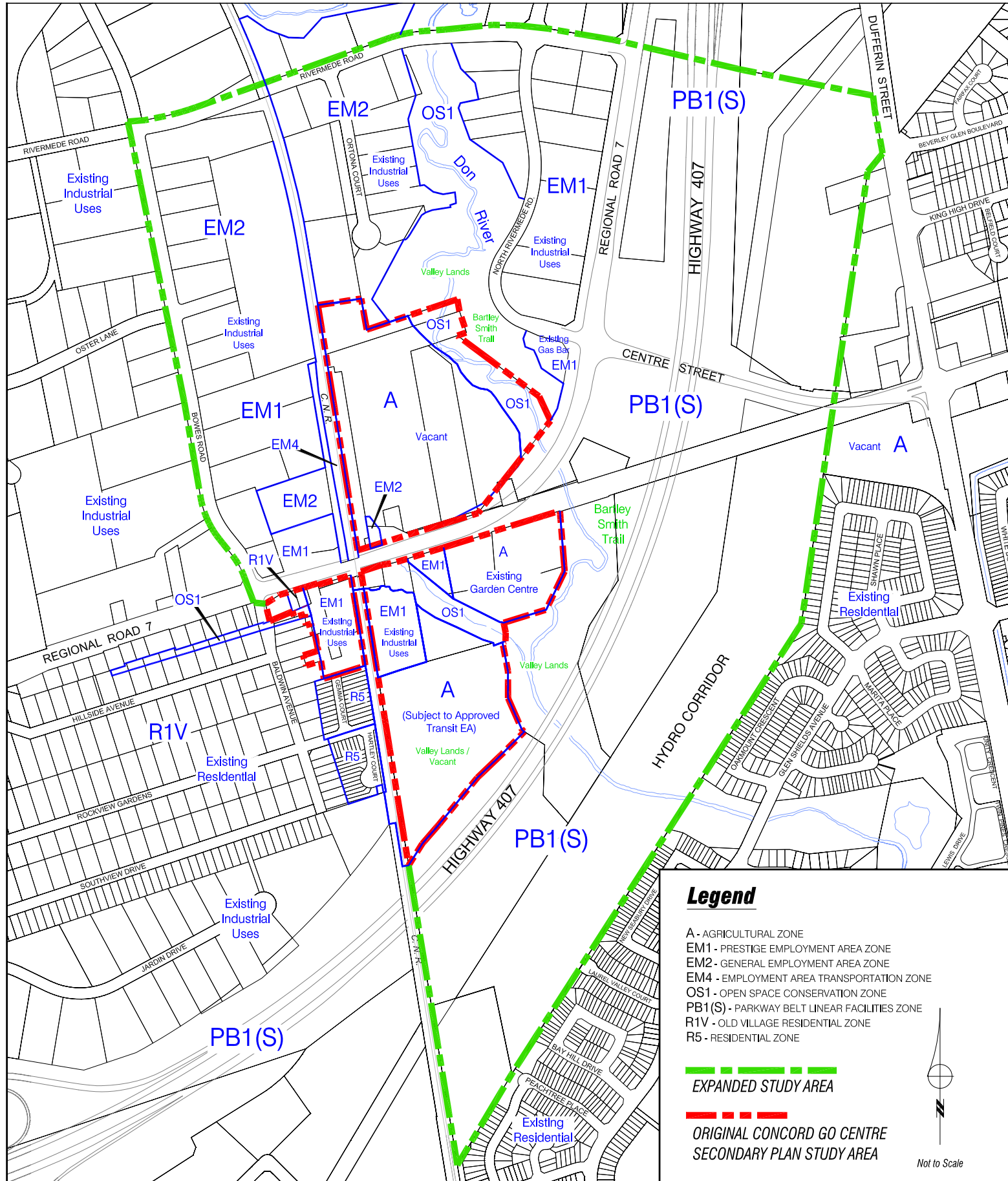
### **Report prepared by:**

Kyle Fearon, Planner 1, ext. 8776  
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

/lm

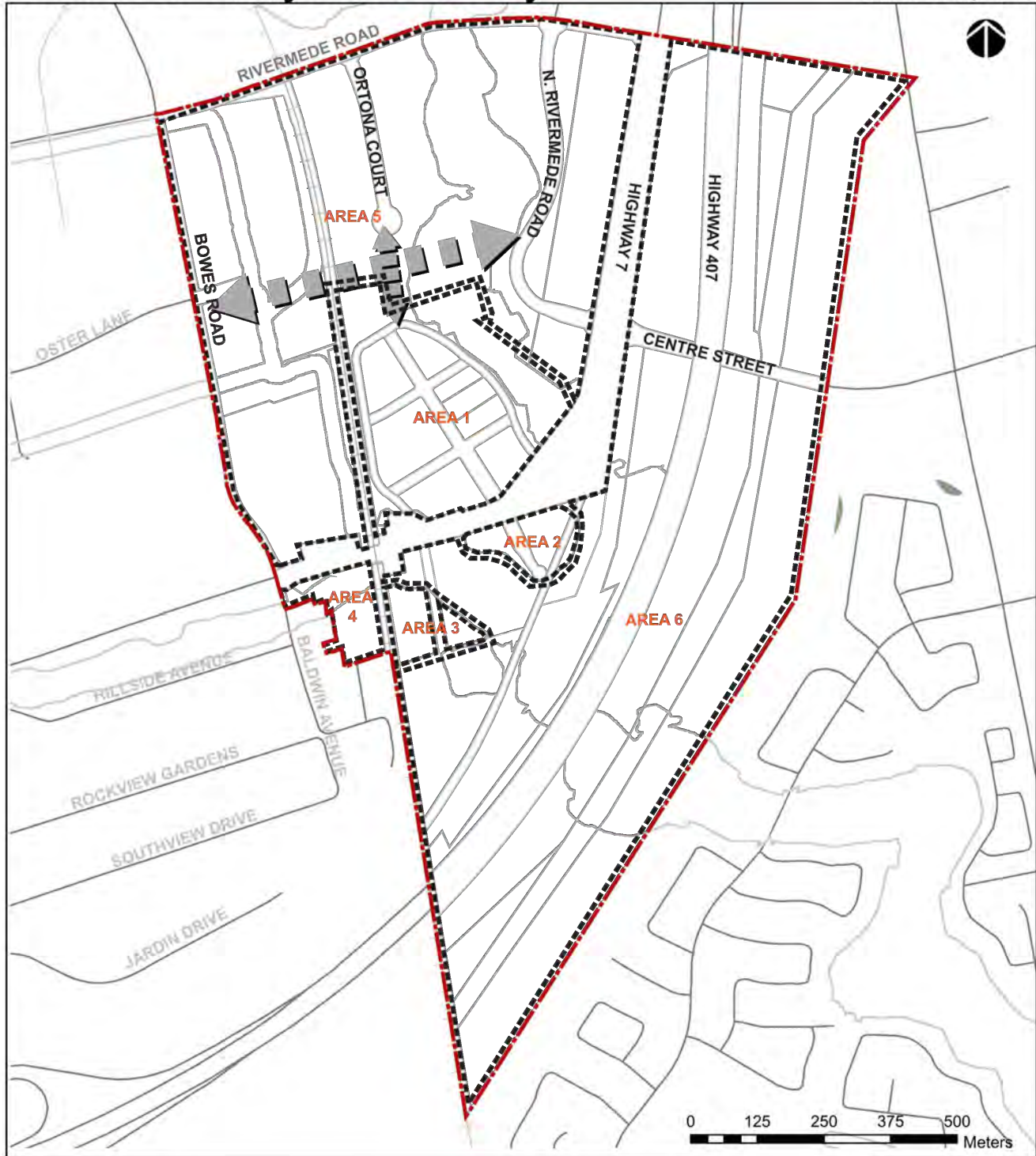


Location Map: Original Study Area and Expanded Study Area Boundary & Existing Uses



# Schedule A - Study Area Boundary

October 28, 2013



- - - - - Concord GO Centre Boundary
- - - - - Sub-Area Boundary

## Schedule A - Study Area Boundary



Attachment

FILE:  
26.3

DATE:  
November 26, 2013

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APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3

# Schedule B - Land Use

October 28, 2013



- Concord GO Centre Boundary
- Low-Rise Mixed Use (3-5 storeys)
- Mid-Rise Mixed-Use (Refer to Policy 3.3)
- High-Rise Mixed Use (13-22 storeys)
- Employment Commercial Mixed-Use

- General Employment
- Prestige Employment
- Open Space
- Natural Area (Subject to Change)
- Floodplain (Subject to TRCA Regulations)

- Inter-Urban Transit (Subject to the Parkway Belt West Plan)
- Road and Buffer Area (Subject to the Parkway Belt West Plan)
- Utility
- Electric Power Facility
- Subject to Further Environmental Studies
- Future Road Connection

## Schedule B - Land Use

APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3



## Attachment

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DATE:  
November 26, 2013

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# Concord GO Centre Secondary Plan Schedule C - Height and Density

October 28, 2013



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|--|---|---|
| <span style="color: red;">---</span> Concord GO Centre Boundary  | <span style="background-color: #e0f0ff; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> General Employment                          | <span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Inter-Urban Transit<br>(Subject to the Parkway Belt West Plan) |
| <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Low-Rise Mixed-Use (3-5 storeys)            | <span style="background-color: #c0ffc0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Prestige Employment                         | <span style="background-color: #cccccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Road and Buffer Area<br>(Subject to the Parkway Belt West Plan)   |
| <span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Mid-Rise Mixed-Use<br>(Refer to Policy 3.3) | <span style="background-color: #90ee90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Open Spaces                                 | <span style="background-color: #d3d3d3; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Utility   |
| <span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> High-Rise Mixed-Use (13-22 storeys)            | <span style="background-color: #3cb371; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Natural Areas<br>(Subject to Change)        | <span style="background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Electric Power Facility                                       |
| <span style="background-color: pink; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Employment Commercial Mixed-Use               | <span style="background-color: #008000; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Floodplain<br>(Subject to TRCA Regulations) | <span style="color: red;">✱</span> Subject to Further Environmental Studies   |
|  |   | <span style="color: blue;">⇄</span> Future Road Connection  |

## Schedule C - Height and Density



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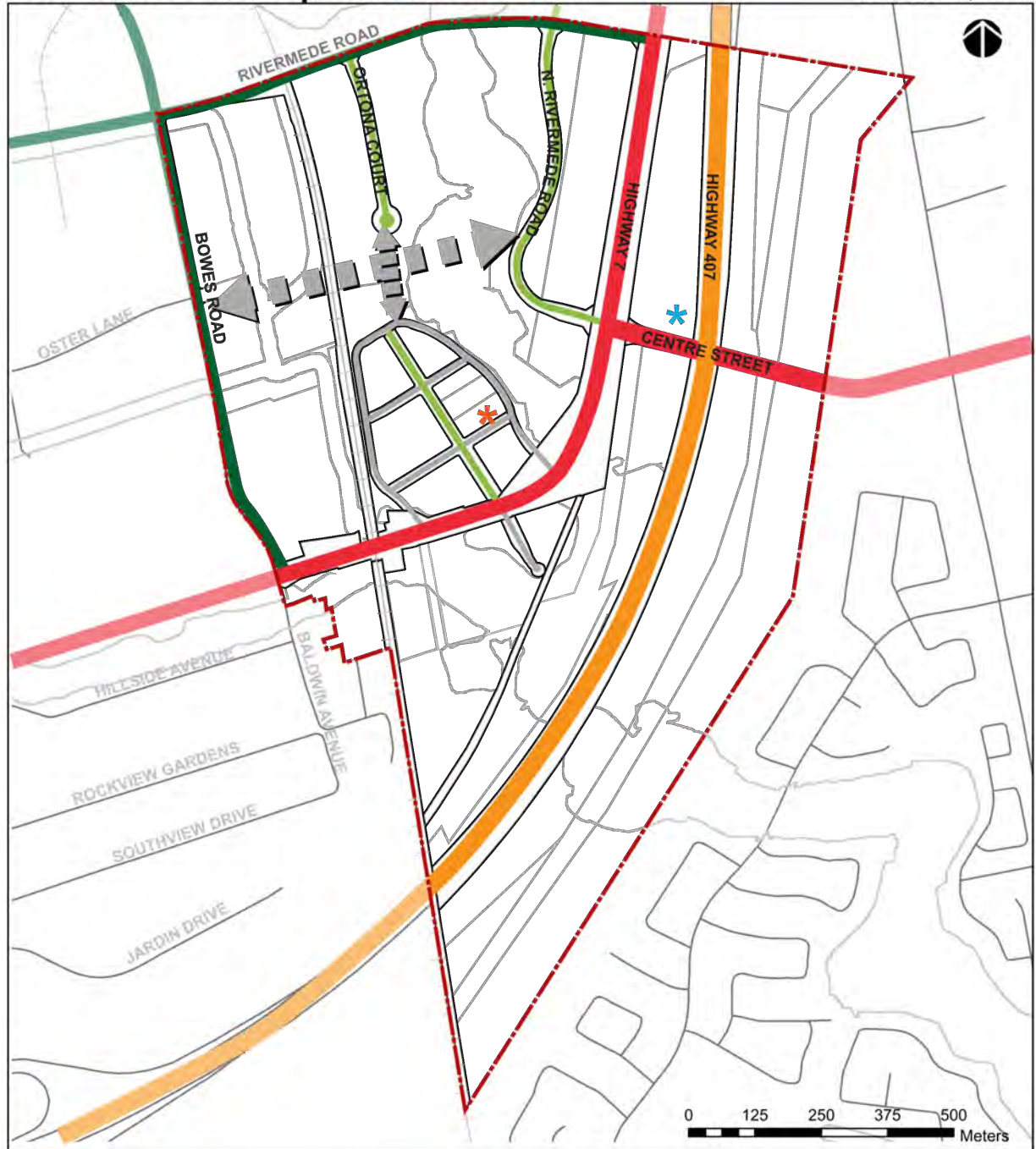
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APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3

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- |  |                            |  |                 |  |  |
|--|----------------------------|--|-----------------|--|--|
|  | Concord GO Centre Boundary |  | Major Collector |  | Future Road Connection                   |
|  | Freeway (Provincial)       |  | Minor Collector |  | Railway                                  |
|  | Regional Arterial          |  | Local Street    |  | Potential Highway 407 Ramps              |
|  |                            |  |                 |  | Subject to Further Environmental Studies |

## Schedule D - Transportation Network

APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3



Attachment

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26.3

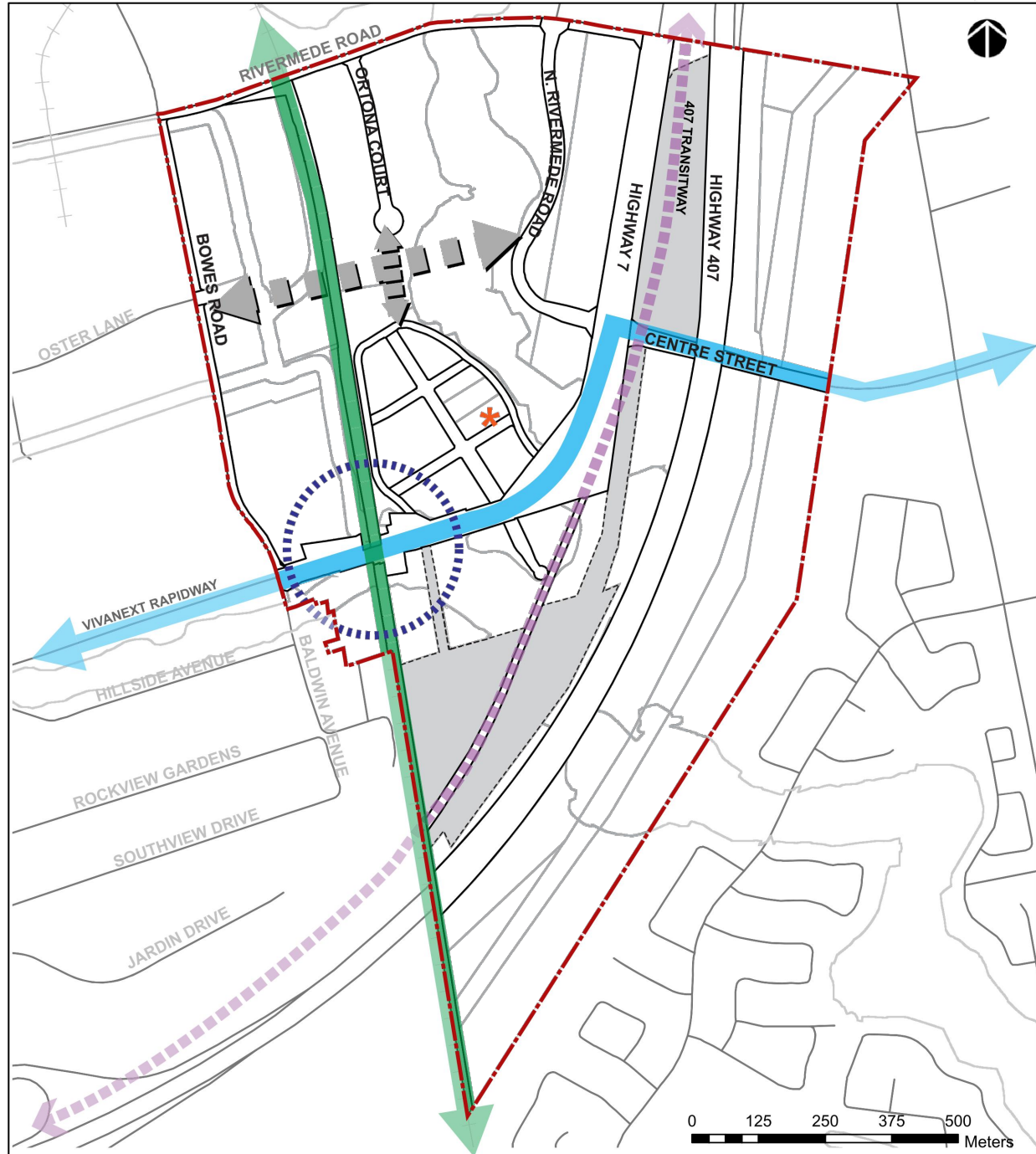
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# Concord GO Centre Secondary Plan Schedule E - Transit Network

October 28, 2013



- Concord GO Centre Boundary
- VivaNext Rapidway
- GO Transit

- 407 Transitway Alignment
- Railway
- Inter-Urban Transit  
(Subject to the Parkway Belt West Plan)



Potential Transit Hub  
(could include integrated transit facilities  
such as transit stops, parking areas and  
pedestrian connection enhancements.)



Subject to Further Environmental Studies



Future Road Connection

## Schedule E - Transit Network

APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3



Attachment

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# Concord GO Centre Secondary Plan Schedule F - Open Space Network

October 28, 2013



- |  |                            |  |  |  |                        |
|--|----------------------------|--|--|--|------------------------|
|  | Concord GO Centre Boundary |  | Floodplain<br>(Subject to TRCA Regulations)      |  | Neighbourhood Park     |
|  | West Don River             |  | Open Space                                       |  | Urban Square           |
|  | Natural Areas              |  | Area Subject to Further<br>Environmental Studies |  | Future Road Connection |

## Schedule F - Open Space Network

APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3

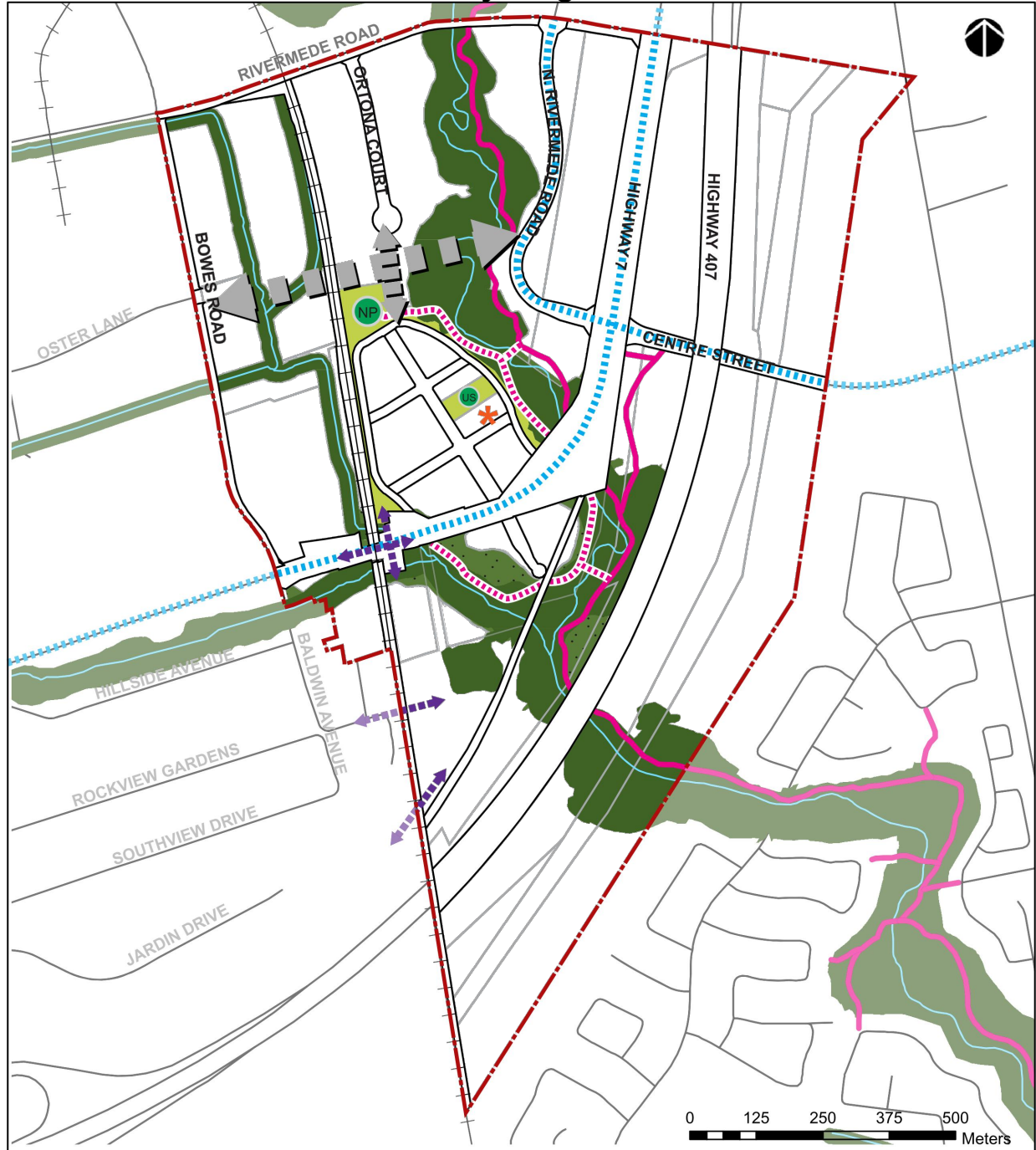


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November 26, 2013

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- |  |                            |  |   |  |   |
|--|----------------------------|--|---|--|---|
|  | Concord GO Centre Boundary |  | Potential Pedestrian Crossings              |  | Open Space                                    |
|  | Existing Multi-Use Trail   |  | West Don River                              |  | Area Subject to Further Environmental Studies |
|  | Proposed Multi-Use Trail   |  | Natural Areas                               |  | Neighbourhood Park                            |
|  | Future Community Bike Lane |  | Floodplain<br>(Subject to TRCA Regulations) |  | Urban Square                                  |
|  |                            |  |   |  | Future Road Connection                        |

## Schedule G - Pedestrian and Cycling Network

APPLICANT:  
City of Vaughan

LOCATION:  
Part of Lots 5 & 6, Concession 3



Attachment

FILE:  
26.3

DATE:  
November 26, 2013

8

**Draft Concord GO Centre Secondary Plan**

**November 1, 2013**

**Prepared for The City of Vaughan by:**

**planningAlliance and Meridian Planning Consultants**

**With assistance from:**

**Poulos & Chung**

**The Municipal Infrastructure Group**

**Dougan & Associates**

**Unterman McPhail**



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## **Appendix**

Appendix A: Urban Design Guidelines

**PART A**

**[TO BE INSERTED]**

## **Part B: Concord GO Centre Secondary Plan**

### **1.0 Introduction**

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

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

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

Schedule 'A' – Concord GO Centre Secondary Plan Area

Schedule 'B' – Land Use Plan

Schedule 'C' – Height and Density

Schedule 'D' – Street Network

Schedule 'E' – Transit Network

Schedule 'F' – Open Space Network

Schedule 'G' – Pedestrian and Cycling Network

## 2.0 Vision and Principles

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

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

### **Principle 1:**

#### **Create a cohesive Concord West Community**

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

### **Principle 2:**

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

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

### **Principle 3:**

#### **Improve the safety and accessibility of Highway 7**

Promote the safety and accessibility of Highway 7 for pedestrians, cyclists and drivers particularly 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.



### 3.0 Land Use, Density and Built Form

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

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

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

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

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

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



### **3.1 General Land Use Policies**

- 3.1.1 The land use designations which apply to lands in the Concord GO Centre are shown on Schedule B: Land Use. Policies for these designations are set out in this section.
- 3.1.2 The Concord GO Centre Secondary Plan is intended to accommodate approximately 2050 to 4000 units and 4000 to 8000 people in order to accommodate a portion of the projected population growth in the City of Vaughan.
- 3.1.3 A minimum of 35% of new housing units shall be affordable. The affordable housing shall comprise a range of housing forms and tenures and include affordable units for low and moderate income households. As set out in Policy 7.5.1.2 of Volume 1 of the Official Plan, the City shall work with York Region to develop an affordable housing implementation framework.
- 3.1.4 A diverse mix of dwelling units in the Concord GO Centre Secondary Plan area are encouraged
- 3.1.5 The Concord GO Secondary Plan area is intended to accommodate approximately 8,000 to 10,000 jobs at full build-out for jobs from General Employment, Prestige Employment, Employment Commercial- Mixed Use, as well as jobs generated 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 required and permitted on the ground floors of mixed use buildings. Single-storey commercial uses shall not be permitted in the mixed use areas.
- 3.1.6 Notwithstanding any of the policies of this section, previously approved and existing uses in the Concord GO Centre shall be permitted, subject to Policy 9.2 of the VOP 2010. Any future redevelopment or expansion is subject to the policies of this plan. Where existing uses are not consistent with the vision and objectives of this Plan, redevelopment shall be encouraged.
- 3.1.7 Schedule C identifies the maximum densities in the Concord GO Centre (expressed as Floor Space Index (FSI)) and maximum building heights (in storeys). The term Floor Space Index is defined in Section 10.2.2 "Definitions" of VOP 2010.
- 3.1.8 The City may use the bonusing provisions under Section 37 of the Planning Act to secure a range of public benefits in the Concord GO Centre. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the VOP 2010, that may qualify for bonusing, the City shall determine the required community benefit at the time of the development application process.
- 3.1.9 All residential development on lands adjacent to the railway line shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres from the railway right-of-way where a safety berm has been provided.
- 3.1.10 Redevelopment within Area 3, as identified on Schedule A, 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.
- 3.1.11 Development of residential and other sensitive land uses within 500 m of existing Employment Areas shall have regard for the potential noise and vibration impacts from the adjacent Employment Uses in accordance with Policy 5.2.1.2 of VOP 2010 to demonstrate compatibility and mitigation of the impact of the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all provincial and municipal guidelines.
- 3.1.12 Applications for residential development and other sensitive land uses shall have regard for potential noise and vibration impacts from existing uses, major streets and transportation infrastructure and facilities within and in proximity to the Concord GO Centre. Applications for residential and other sensitive land uses within the zones defined below shall include a noise and vibration study to the satisfaction of the City in consultation with CN and transit agencies, to identify appropriate measures to mitigate adverse impacts from the source of noise and vibration:
  - Within 1000 metres of the MacMillan Rail Yard
  - Within 300 metres of an industrial use
  - Within 300 metres of Highway 407
  - Within 100 metres of Highway 7
  - Within 70 metres of a railway line or within 30 metres of a railway line with a berm
- 3.1.13 In addition to Policies 9.2.2.10(d) and 9.2.2.11(e) of the VOP 2010, new development should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provides recommendations to ensure that sensitive land uses are appropriately designed, buffered and/or separated from each other.
- 3.1.14 Development along Highway 7, a Regional Intensification Corridor and a future rapid transit line identified on Schedule D of this Plan, development adjacent to the Potential Transit Hub, shall have regard to the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines through the development approvals process.
- 3.1.15 In accordance with Policy 2.2.6 of the VOP 2010, certain lands in the Secondary Plan area, identified on Schedule B, are subject to the Provincial Parkway Belt West Plan, as amended. These lands are reserved by the Province for Provincial Infrastructure and complementary uses. Where the Parkway Belt West lands serve the functions intended by that Plan, the Parkway Belt West Plan and any associated land use designation will continue to apply. At such time as any Parkway Belt West lands are proposed for deletion from the Parkway Belt West Plan, an amendment to the VOP 2010 will be required to redesignate the lands to permit alternative uses.

## **3.2 Low-Rise Mixed-Use**

- 3.2.1 The Low-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and west of the railway line, identified as Area 4 on “Schedule A: Study Area Boundary”, adjacent to the existing Low-Rise Residential area. This area is intended to provide a transitional low-rise built form between the existing residential development and the development area to the west, Highway 7 and redevelopment to the north.
- 3.2.2 The Low-Rise Mixed Use designation permits all the uses under Policy 9.2.2.3(b) of the VOP 2010.
- 3.2.3 The Low-Rise Mixed-Use designation permits all building types under Policy 9.2.2.3(f) of the VOP 2010.
- 3.2.4 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.

## **3.3 Mid-Rise Mixed-Use**

- 3.3.1 The Mid-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and east of the Barrie GO Rail Line, identified as Area 3 on “Schedule A: Study Area Boundary”.
- 3.3.2 Redevelopment of these Mid-Rise Mixed Use lands in accordance with the policies of this designation will not be permitted until the conditions set out in Policy 3.1.10 are fulfilled regarding the confirmation of the availability of sufficient lands for development purposes and for safe access to the site.
- 3.3.3 In addition to the uses permitted under 9.2.2.4(b) of the VOP 2010 the following uses shall be permitted: transit related infrastructure and facilities, including parking.
- 3.3.4 The Mid-Rise Mixed-Use designation permits all building types under 9.2.2.4(e) and 9.2.2.4(f) of the VOP 2010.

## **3.4 High-Rise Mixed-Use**

- 3.4.1 The High-Rise Mixed Use designation corresponds to the lands located north of Highway 7 and immediately east of the railway line, as well as the lands south of Highway 7, identified as Areas 1 and 2 on “Schedule A: Study Area Boundaries”. This designation is intended to provide for higher density and mixed-use development that is pedestrian oriented in close proximity to future modes of transit. The highest densities are focused along Highway 7 east of the railway corridor.
- 3.4.2 In addition to the uses permitted in 9.2.2.6(b) of the VOP 2010, the following uses shall be permitted:
  - Transit related facilities including parking
  - Public parking

- 3.4.3 The High-Rise Mixed-Use designation permits all building types under 9.2.2.4(f) and 9.2.2.4(g) of the VOP 2010
- 3.4.4 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.

### **3.5 The Employment Area**

- 3.5.1 The Employment Area is made up of the Employment Commercial Mixed-Use, Prestige Employment and General Employment designations. They apply to the lands generally located north of Highway 7, east of Bowes Road and south of Rivermede Road, shown on "Schedule A: Land Use Boundary" as Area 5. The southerly part of this area, between Bowes Road and the Rail line, is part of a Regional Intensification Corridor.
- 3.5.2 The policies of VOP 2010 in respect of the Employment Area and the Employment Commercial Mixed-Use, Prestige Employment and General Employment designations continue to apply.

### **3.6 The Potential Transit Hub**

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

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

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

- 3.6.1 The City of Vaughan supports the location of a higher order transit interchange at Highway 7 through the provision of stations serving the Barrie GO Rail Line and the vivaNext Bus Rapid Service;

- 3.6.2 It is the intention of the City to support and plan for the creation of a Transit Hub through the provision of Transit Oriented Development that:
- a) Establishes Transit Supportive Densities consistent with a Local Centre;
  - b) Will secure an attractive mixed-use, pedestrian oriented environment through good urban design and architecture consistent with the policies of VOP 2010;
  - c) Integrates transit infrastructure into the community in an attractive and complementary way, consistent with the needs of an evolving centre; and,
  - d) Addresses the Metrolinx Mobility Hub Guidelines.
- 3.6.3 The Potential Transit Hub Area will generally encompass the following areas as shown on Schedule A: Study Area Boundary:
- Area 1 – Northeast quadrant;
  - Areas 2 and 3 – Southeast quadrant;
  - Area 4 – Southwest quadrant;
  - Area 5 – Northwest – northerly extent to be determined, but should be guided by the location of any future public road.
- 3.6.4 Matters pertaining to the implementation of the Transit Hub will be addressed through the submission of Development Concept Reports and implementing, development applications in accordance with Section 10.1.1 of VOP 2010.

### **3.7 Built Form**

- 3.7.1 The policies of VOP 2010 with respect to Built Form continue to apply.

## **4.0 Streets, Transportation and Mobility**

The transportation framework for the Concord GO Centre provides for a range of transportation modes within the Secondary Plan area, including pedestrian movements, cycling and transit. The intent of the Secondary Plan is to plan for improvements to 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. The Plan also addresses the integration of proposed transit facilities into the community and supports a shift towards multi-modal transportation. The following policies address the objectives of the Secondary Plan, as described in Part A, and specifically address the integration of the transit facilities with the surrounding land uses, 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.

### **4.1 General Streets, Transportation and Mobility Policies**

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

### **4.2 The Street Network**

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

streets. New arterial and collector streets identified on Schedule D will be reflected on Schedule 9, Future Transportation Network, of VOP 2010.

- 4.2.2 The design of streets is intended to enhance the pedestrian environment and the public realm. Improvements and additions to the existing network should be generous in terms of space dedicated to the pedestrian and cycling allocations.
- 4.2.3 The final location, configuration, width or alignment of public streets shall be determined by the City, through the development approval process, subject to a Traffic Impact Study, prepared by the applicant to the satisfaction of the City and where applicable York Region. Changes to the location, configuration, width or alignment of new streets identified on Schedule D will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.
- 4.2.4 The future street network should be designed to create a block system that provides permeability and improved access throughout the Secondary Plan area.
- 4.2.5 As shown on Schedule D, the Plan identifies a potential east-west street connection and a potential north-south street connection in the northern section of the Secondary Plan area that would generally connect North Rivermede Road to Bowes Road with the potential to protect for a possible ultimate extension to Keele Street. The potential north-south connection would be from Highway 7 to 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. Any future studies would be required to examine options that avoid, to the extent possible, crossings of the Don River and the impacts to the natural heritage system.
- 4.2.6 Provision of the network capacity provided by these new streets, as identified in Policy 4.2.5, may be required in order to permit new development. Capacity needs will be established through the processing of individual development applications. If it is determined that the completion of one or both of these connections is required to allow full development, as permitted by this Secondary Plan, development may be phased. Until such time as the availability of the required capacity has been confirmed to the satisfaction of the City of Vaughan and York Region, the City may phase development through the use of such measures as the Holding Zone provisions under Section 36 of the Planning Act or phased draft plan approvals and registrations.
- 4.2.7 All new streets shall be landscaped in a manner which is attractive, provides amenity, facilitates pedestrian and cycling movement and provides on-street parking.
- 4.2.8 Streetscape elements and materials will be of high quality, including paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others. These elements should be coordinated along streets to create a consistent well-designed cohesive and legible public realm throughout the Concord GO Centre. Streetscape elements should be located to minimize clutter and create clean and legible streetscapes.
- 4.2.9 The hierarchy of Local Streets identified in Schedule D includes the following classifications and right-of-way widths:
  - Major Collector Streets (28-30m)
  - Minor Collector Streets (23-26m)

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



- 4.2.16 The potential construction of Highway 407 interchange improvements at Centre Street, in terms of a partial interchange that allows for egress on Centre Street, have been supported by both the Region and City. Until a decision to proceed with this project is approved by MTO/407 ETR, lands in the Secondary Plan area shall be protected for the partial interchange in the configuration desired by the City and York Region. These ramps would be accommodated within the existing Parkway Belt West lands.
- 4.2.17 Major and Minor Collector Streets are located throughout the Secondary Plan area. Collector Streets are designed to collect and distribute traffic to provide a supportive role to Arterial Streets. Collector Streets may be served by local transit and should support active ground floor uses. Bowes Road and Rivermede Road are Major Collectors that border the northwest corner of the Plan area, through the employment lands. North Rivermede Road is a Minor Collector Road. The proposed north-south road in Area 1 is planned as a Minor Collector Road with a right-of-way width of 23 to 30 meters. This proposed Minor Collector Road will facilitate the majority of the vehicular and pedestrian circulation and movements within Area 1 and should be designed to accommodate on-street parking, bicycle and transit circulation and create a strong urban environment supported by a mix of uses, high quality streetscaping including broad sidewalks lined with street trees and street furniture and 3 to 5 metre build to setbacks. The intersection of Highway 7 and this Minor Collector Road is intended to function as a signalized intersection.
- 4.2.18 A number of local streets are proposed for the Concord GO Centre, primarily in Area 1, north of Highway 7. These streets are designed in a grid-like pattern to provide a highly connected block pattern. Local streets are designed to provide access to properties and provide circulation at low operating speeds. In this plan the local roads have a designed right-of-way width of 20 metres, except where the Local Streets is a single loaded road, where 13.5m is the proposed right-of-way width. Local Streets will generally include two travel lanes. These streets function as neighbourhood streets, have narrower roadways, with on-street parking and connected sidewalks, discouraging heavy traffic flow and higher speeds. The intersection of the north-south local roads with Highway 7 is anticipated to provide right-in and right-out access however, the status of these intersections, including need, will need to be planned and designed in conjunction with the Region. Local Streets should include sidewalks with a single row of street trees on each side of the street and dedicated cycling lanes for some of the streets. Along the two proposed north-south Local Streets in Area 1, the location of cycling lanes should be explored through the development application process and is encouraged to be integrated with the adjacent open space areas.

### **4.3 Transit Network**

A defining feature of the Concord GO Centre Secondary Plan is the planned and proposed transit facilities in the Plan area, as identified on Schedule E. The Plan is predicated on the future construction of, a GO station and the planned York Region Rapid Transit facilities along Highway 7. The integration of these modes of transit at this proposed Transit Hub with the adjacent developments and the broader community is an key driver of this Secondary Plan. The City of Vaughan will continue to cooperate with York Region and the relevant transit agencies to expedite the planning, design and construction of the proposed transit infrastructure.

Highway 7 will be serviced by VivaNext , which will provide Bus Rapid Transit service between the Regional Centres in Markham, Richmond Hill and Vaughan and beyond, ultimately serving the full length of Highway 7 across south York Region. While the opportunity for a station at the junction of the Barrie GO Line has been acknowledged in the Highway 7 and Vaughan North-South Link Environmental Assessment, it does not provide a specific location for a Viva station in the Plan area. Preliminary design of this station, concurrent with the processing and approval of nearby development applications, is required. The VivaNext buses will run in mixed traffic between Bowes Road on Highway 7 to the intersection of Centre and Dufferin Streets. This is primarily because of the presence of the GO Rail bridge, which is of insufficient width to accommodate dedicated rights of way for the exclusive use of the buses or provide for safe pedestrian connections on Highway 7 under the bridge.

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

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

It is the policy of this Secondary Plan that:

- 4.3.1 The City supports measures taken by York Region Rapid Transit and Metrolinx to advance the planning for a vivaNext -GO Rail interchange at the Potential Transit Hub identified on Schedule E – Transit Network;
- 4.3.2 This plan does not prevent or obstruct the development of the Highway 407 Transitway and its related station facilities in accordance with the approved Environmental Assessment but outlines factors that would be considered in its design.
- 4.3.3 The City’s preferred location for the GO Rail station is at the Highway 7 crossing with the station located either straddling the bridge or north of Highway 7 because of the potential to provide for direct transfers to and from the Highway 7 Rapid Transit Line, as well as the proximity to future Employment and Residential intensification on the blocks north of Highway 7.
- 4.3.4 The precise location for the GO Rail Station will be dependent on GO Transit’s feasibility analysis and Environmental Assessment. Therefore the location (Potential Transit Hub) may vary from what is shown on Schedule E without amendment to this plan.

- 4.3.5 York Region Rapid Transit Corporation's Highway 7 and Vaughan North-South Link Environmental Assessment will require a future station for the Viva rapid transit line that is located at the GO Rail line if a GO station is constructed. The location of the station has not yet been determined but the any future development along Highway 7 should protect for either a curbside or typical median station/canopy.
- 4.3.6 The City shall continue to cooperate with relevant transit agencies on the planning for future rapid transit facilities and associated infrastructure within Concord GO Centre. The City will encourage the minimization of the footprints of transit infrastructure including recommendations for structured parking.
- 4.3.7 Development should also protect for a grade-separated pedestrian and cycling crossing of Highway 7 to interface with the Viva and a GO Rail station.

#### **4.4 Pedestrian and Cycling Network**

- 4.4.1 Development in the Concord GO Centre Secondary Plan will contribute to the City's overall Pedestrian and Cycling Network. All streets in the Concord GO Centre shall be designed for the safety, comfort and convenience of pedestrians and cyclists. Future cycling facilities are intended to be built as existing streets and open spaces are improved and new streets and open spaces are built. Temporary facilities may be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 4.4.2 The Pedestrian and Cycling Network is designed to complement the City's Pedestrian and Bicycle Master Plan, which identifies a future Community Bike Lane with formal pavement marking and signage along Highway 7 and Centre Street as well as the existing Community Multi-Use Recreational Pathway (the Bartley Smith Greenway).
- 4.4.3 The Plan proposes new multi-use trails to be integrated into valleyland features with connections across the tributary of the Don River to Bartley Smith Greenway. These proposed trails will require pedestrian and cycling crossings of the tributary that would need to be planned in conjunction with the City and the Conservation Authority, as part of the development applications process.
- 4.4.4 Changes to the requirements, location or alignment of active transportation elements identified in Schedule G will not require an amendment to this Plan provided that the general intent and purpose of the Plan is maintained.
- 4.4.5 Potential Pedestrian Crossings are identified on Schedule G to indicate that grade-separated crossings north-south across Highway 7 and across the railway line should be encouraged as part of future development and transportation planning processes to provide safe access for pedestrians and cyclist. The Plan also indicates that a pedestrian crossing along Highway 7 where it crosses the railway should be encouraged as part of future planning processes for improvements to Highway 7 and/or the railway corridor.

#### **4.5 Parking and Loading**

- 4.5.1 Further to Policy 4.3.2.2. of the VOP 2010 and guided by the City Parking Standards, the City shall require as a condition of development that adequate parking and loading facilities

be provided. Such parking may include on-street parking or the use of municipal parking facilities.

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

## 5.0 Parks and Open Space

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

### 5.1 General Parks and Open Space Policies

- 5.1.1 The open space network is shown on Schedule F: Open Space Network. The boundaries of the open space areas are approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the intent and policies of this Plan are maintained to the satisfaction of the City.
- 5.1.2 An existing feature within the City's natural heritage system is identified on Schedule F: Open Space Network as "Area Subject to Further Environmental Studies." This area is subject to additional on-site assessment and studies to determine the environmental significance of this feature;
- 5.1.3 Schedule F identifies the general locations for park locations including Neighbourhood Parks and Public Squares. The precise location, size, shape and characteristics of these parks shall be determined to the satisfaction of the City during the review of development applications.
- 5.1.4 The public park system within the Secondary Plan Area shall conform to Section 7.3 of the VOP 2010, except where further refined by this Secondary Plan.
- 5.1.5 Lands designated as Open Spaces are intended to achieve a linked system that consists of accessible, continuous, safe and well maintained parks, open space, trails, private landscapes and other active and passive recreational facilities.
- 5.1.6 Where possible, Open Spaces shall protect and enhance the existing Natural Areas through high quality and sustainable design practices, and provide additional opportunities for passive recreational uses.
- 5.1.7 A range of park types shall be provided to ensure both passive and recreational opportunities are accessible to the surrounding neighbourhoods and have flexibility to accommodate a range of users and interests.
- 5.1.8 The City of Vaughan's *Active Together Master Plan* shall serve as a framework for the future planning and development of an integrated Open Space Network throughout the Secondary Plan Area and the City.
- 5.1.9 The Open Space Network within the Secondary Plan Area is scaled to appropriately reflect proposed development densities.

## **5.2 Natural Heritage Network**

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

## **5.3 Floodplain Area**

- 5.3.1 All lands designated as Floodplain are subject to Section 3.6.4 of the VOP 2010;
- 5.3.2 Development, redevelopment and site alteration within the Floodplain lands shall be subject to the Natural Hazards provisions of the Provincial Policy Statement, in accordance with the guidelines established in the Natural Heritage Technical Guide prepared by the Ministry of Natural Resources, and shall not be permitted unless prior written approval is received from the TRCA.
- 5.3.3 Existing non-conforming uses within the Floodplain designation are recognized and are encouraged to be brought into closer conformity with the applicable Floodplain and Hazard Lands policies of the Provincial Policy Statement and provincial regulations and guidelines. Any replacement, expansion, addition or alteration to existing uses shall not be permitted unless prior written approval is received from the TRCA.
- 5.3.4 Where new buildings or the expansion of an existing building may be permitted in accordance with this section, such buildings shall be designed in a manner that does not obstruct flood flows and/or contribute to upstream or downstream flooding.

- 5.3.5 Any proposed new road within the Floodplain area shall be designed in such a manner to ensure safe access is provided outside the floodplain and demonstrate to the satisfaction of the TRCA that the flood flow and flood storage capacity is maintained.
- 5.3.6 Floodplain lands are not eligible for parkland dedication.

## **5.4 Parkland Dedication**

- 5.4.1 It is a goal of this plan to develop a network of parks to serve residents in Concord GO Centre. The City shall monitor the use and demand for parkland as Concord GO Centre develops and may adjust the target without amendment to this plan. To meet or exceed the target, the City may require the dedication of additional parkland to that identified in Schedule F, in accordance with the Planning Act. The additional parkland may constitute additions to the parks in Schedule F or may take the form of a Neighbourhood Park, Urban Square or other usable accessible open space.
- 5.4.2 Parkland shall be conveyed in accordance with VOP 2010 Sections 7.3.3.1-7.3.3.5, on the basis of 5% of the gross residential land areas and 2% for commercial and employment areas, or 1.0 hectare for each 300 dwelling units, or a combination, whichever is greatest as provided for in Section 42 of the Planning Act. Lands to be conveyed for parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule F.
- 5.4.3 Cash-in-lieu of parkland dedications, or a combination of cash-in-lieu and parkland, may be considered by the City where such contributions may be more effective in achieving local parkland targets and the objectives of the *Active Together Master Plan*.

## **5.5 Open Space Typologies**

### **Neighbourhood Parks**

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

- 5.5.6 Where possible, the Neighbourhood Parks will be integrally connected to trails throughout the community and within the Natural Heritage Network.
- 5.5.7 Neighbourhood Parks, if designed and built in accordance with City standards, shall be accepted as part of the required parkland dedication.

### **Public Squares**

- 5.5.8 Public Squares shall be designed to accommodate a range of neighbourhood-oriented social activities and larger city-wide entertainment and cultural events depending on their size and locations.
- 5.5.9 The location and design of Public Squares shall be consistent with Sections 7.3.1.2 (d), 7.3.2.4 and 7.3.2.5 of the VOP 2010.
- 5.5.10 Public Squares should generally be up to 1 hectare in size but smaller sites may be considered at the discretion of the City if a greater integration with the context of the Secondary Plan Area can be achieved.
- 5.5.11 The intended park site shall be situated in a location that is uninterrupted by arterial and collector streets, rail lines, and major physical barriers that restrict access.



## **6.0 Community Services and Facilities**

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

### **6.1 General Community Services and Facilities Policies**

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

## **7.0 Water, Stormwater and Wastewater Services**

### **7.1 General Water, Stormwater and Wastewater Policies**

- 7.1.1 Servicing infrastructure shall be planned on a comprehensive basis, having regard for the long-term development potential for the Concord GO Centre.
- 7.1.2 The phasing of development shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity, as identified by the Region of York and allocated by the City.
- 7.1.3 Servicing strategies and future studies must recognize and address the issue of flooding within the Secondary Plan area and include strategies to address and reduce hazards in future development and infrastructure plans.

### **7.2 Stormwater**

- 7.2.1 The Toronto and Region Conservation Authority (TRCA) regulates the West Don River, the adjacent valley slopes and setbacks from the top of bank. Any development located within the TRCA regulated area will be subject to the requirements of the TRCA.
- 7.2.2 Development on lands adjacent to West Don River will be subject to stormwater quality and quantity controls in accordance with the Ministry of Environment's requirements and enhanced landscaping using native species, where required, to the satisfaction of the City of Vaughan and the TRCA.
- 7.2.3 Stormwater management measures, on-site landscaping and streetscape elements shall be designed to minimize stormwater run-off and the impact on the downstream environment. These stormwater management strategies shall be guided by the provisions in the City-Wide Drainage/Stormwater Management master Plan Class Environmental Assessment and designed and implemented to the satisfaction of the City and the TRCA. Refinements to the location and size of stormwater management facilities will be required to be supported by detailed designs and appropriate technical studies completed to the satisfaction of the TRCA, the City and where provincial regulatory requirements are triggered, the Province of Ontario.
- 7.2.4 Development in the Concord GO Centre Secondary Plan area is encouraged to incorporate "Low Impact Development" measures to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.
- 7.2.5 Comprehensive stormwater management plans will be required for all development. Each site should disconnect from the municipal stormwater system to the greatest extent possible. This could be achieved through the extensive use of rain gardens, bioretention basins, stormwater detention ponds in new landscaping areas, permeable paving for all

internal access roads and parking lots and green roofs. The aim should be to maintain the pre-development annual runoff volume.

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

### **7.3 Water and Wastewater**

- 7.3.1 Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.
- 7.3.2 Prior to the approval of new urban development, with the exception of expansions to existing uses approved by the City, a Master Servicing Plan shall be prepared in conjunction with any Plan of Subdivision or Site Plan application. A Master Servicing Plan shall identify the technical requirements to provide the following services to support urban development to the satisfaction of the City: wastewater collections; water supply; and stormwater management.
- 7.3.3 Consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater, for use where appropriate in industrial processes, wetland flow stabilization and irrigation.

## **8.0 Implementation**

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

### **8.1 General Provisions**

- 8.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the Concord GO Centre Secondary Plan Area. Except as otherwise provided herein, the policies of this plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.
- 8.1.2 Development within the Concord GO Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the VOP 2010. These implementation tools include:
- Zoning By-laws
  - Temporary Use By-laws
  - Holding By-laws
  - Bonusing for Increases in Height or Density (Section 37 of the Planning Act)
  - Community Improvement Plans
  - Legal Non-conforming Uses
  - Site Plan Control
  - Plans of Subdivision
  - Consents (Severances)

### **8.2 City Guidance on Future Transit Studies and Planned Investments**

- 8.2.1 The land use vision for this Secondary Plan provides for the development of a Potential Transit Hub located around the intersection of Highway 7 and the Barrie GO Rail line. The intent is that the lands in the immediate area be developed in manner that supports and complements rapid transit investments in both the Highway 7 and GO Rail corridors.
- 8.2.2 For the City to pursue the vision of a Transit Hub it will be necessary to ensure that the transit services most critical to its success, focus their service at the area around the intersection of the GO Rail Line and Highway 7. This will ensure the efficient transfer of passengers between modes and encourage walk-in customers from the residents and businesses along Highway 7 and new residents in the planned higher density areas to the east of the rail line.
- 8.2.3 It is expected that a number of transit related studies will be forthcoming to take full advantage of the transit opportunities in the future. This will include feasibility studies, Environmental Assessments, detailed design studies and possibly, periodic reviews of previously approved EAs. This will give the City an opportunity to provide comment and make the proponent(s) aware of the City's objectives as set out in this Plan or as stated in any other document. Therefore, the affected agencies are advised that the City of Vaughan supports:

1. The development of a Transit 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;
  - 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;
  - 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) Review whether such service can be accommodated for this segment on a widened Highway 407 as opposed to a dedicated and elevated right-of-way.
  - c) Consider an alternative route alignment south of Highway 407 and a potential station relocation to the Centre Street and Highway 7 area or on lands east of Highway 407 near Centre Street to mitigate environmental impacts and provide for a more direct connection to the Viva System and more accessible commuter parking;
  - d) Take into account the findings on the City's Natural Heritage Network Study;
  - e) 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;
  - f) Explore opportunities for connecting the Bartley Smith Greenway Trail to the surrounding community; and,
  - g) Explore with the City, the opportunity for acquiring tableland community amenity space contiguous to the valley system within the Parkway Belt West Plan area for open space and green infrastructure purposes, should any such lands be deemed surplus by the Province.

### **8.3 Development Applications**

- 8.3.1 In accordance with Section 10.1.1.7 of VOP 2010, where a Secondary Plan has been prepared, to provide context for coordinated development, and to demonstrate conformity with the policies of the Secondary Plan, each development application, in particular those applications intended to develop over a number of phases, shall include a Development Concept Report, providing a detailed description of the proposed development and the manner in which it addresses the policies of the Secondary Plan.
- 8.3.2 In accordance with Section 10.1.1.11 of VOP 2010, Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements where applicable: a. components of the local and primary road network; bus-rapid transit; subway; and public and community services. In the Concord GO Secondary Plan, a phasing plan

shall be required through the Development Concept Report which will address in particular the planned future transportation infrastructure improvements including potential east-west and north-south road connections, transit improvements, pedestrian sidewalks, trails and path connections in the area and the balance of modal capacity capable of satisfactorily serving development demands.

- 8.3.3 In accordance with Section 4.3.3.8 of VOP 2010, a comprehensive Travel Demand Management (TDM) plan shall be prepared as a part of the required Transportation Impact Study, to the satisfaction of the City and the Region of York. Section 4.3.3.8 of VOP 2010 provides the requirements for the travel demand management program.
- 8.3.4 The following criteria shall be addressed in the review of all development applications to ensure that new development pays for and implements the necessary infrastructure:
- a) the development contributes to, or can be appropriately integrated within the logical sequencing of all required sewer, water, stormwater, transportation and transit facilities;
  - b) the development satisfies all requirements regarding the provision of parkland and community facilities; and,
  - c) the development implements the infrastructure necessary to support the planned development, including but not limited to the construction of the planned road network, and upgrades to sewer, water and stormwater infrastructure.

## **8.4 Infrastructure**

- 8.4.1 The City will continue to cooperate with the Region of York, Toronto and Region Conservation Authority and provincial transit authorities during the planning, design and construction of the planned transit initiatives within the Secondary Plan Area;
- 8.4.2 The City shall assist the Region of York and provincial transit authorities in protecting and obtaining lands required for right-of-ways, street widenings, flood protection and other facilities for the provision of public transit services through the development approval process;

## **8.5 Zoning By-Law**

- 8.5.1 In addition to Section 10.1.2.6 and 10.1.2.7 of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
- a) a phasing plan has not been submitted and finalized to the Town’s satisfaction;
  - b) public infrastructure and community facilities, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
  - c) the existing street network does not have the capacity or is inadequately designed for the anticipated traffic from development and/or the access it requires; and/or,

d) technical studies are required on matters that City considers necessary.

## **8.6 Conveyance of Lands**

- 8.6.1 Where lands have been identified as required for the construction of the street network, for trails, transit stations or for parkland, and where such lands are the subject of a development application, the protection for and the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.
- 8.6.2 To secure the related infrastructure improvements and community facilities required, all new development in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, parks and/or other public facilities, as part of its initial development application process, generally shall proceed by way of the subdivision approval process. Where the City and an applicant agree that registration of a plan of subdivision is not required for an initial phase of development, the City may permit lands to be conveyed through the rezoning and/or site plan approval process. Further, the conveyance of pedestrian mews to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.

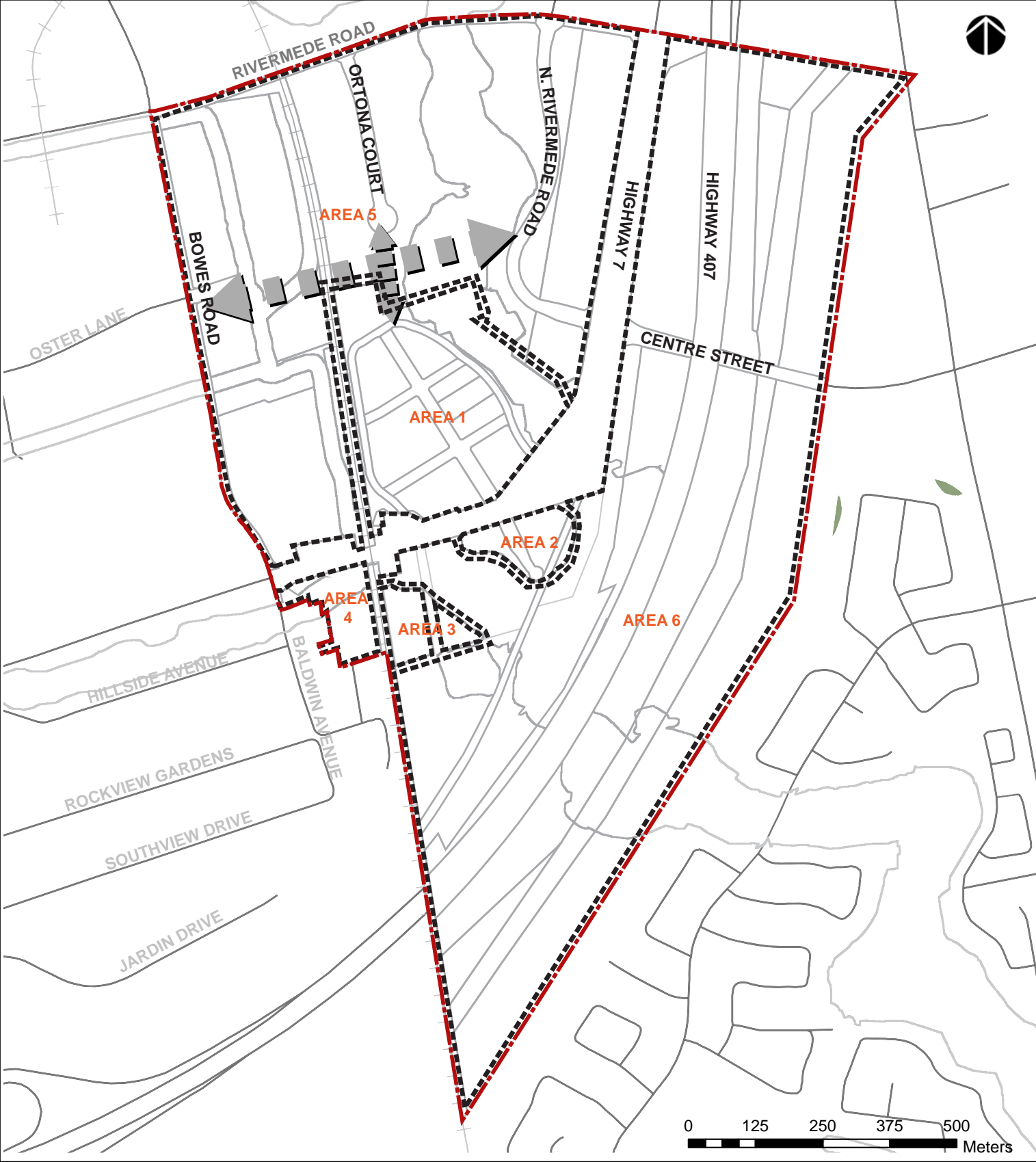
## **8.7 Monitoring**



- 8.7.1 Pursuant to Section 26 of the Planning Act, the City shall review the Secondary Plan every five years as a part of the City's regular review of its Official Plan, including an evaluation of the goals, policies and schedules of this Plan in the context of the changing built environment such as:
- population and employment generated by both existing and proposed development
  - pace of development
  - implementation of planned infrastructure or infrastructure enhancements
  - road and servicing capacities, especially traffic volumes on key routes and at key intersections
  - changes in modal split and travel behaviour as infrastructure is implemented
  - the effectiveness of Travel Demand Management strategies



Concord GO Centre Secondary Plan  
**Schedule A - Study Area Boundary**

October 28, 2013



-  Concord GO Centre Boundary
-  Sub-Area Boundary

# Schedule B - Land Use

October 28, 2013



- |   |   |   |
|---|---|---|
| Concord GO Centre Boundary                  | General Employment                          | Inter-Urban Transit<br>(Subject to the Parkway Belt West Plan)  |
| Low-Rise Mixed Use (3-5 storeys)            | Prestige Employment                         | Road and Buffer Area<br>(Subject to the Parkway Belt West Plan) |
| Mid-Rise Mixed-Use<br>(Refer to Policy 3.3) | Open Space                                  | Utility   |
| High-Rise Mixed Use (13-22 storeys)         | Natural Area<br>(Subject to Change)         | Electric Power Facility   |
| Employment Commercial Mixed-Use             | Floodplain<br>(Subject to TRCA Regulations) | Subject to Further Environmental Studies                        |
|   |   | Future Road Connection  |

# Concord GO Centre Secondary Plan

## Schedule C - Height and Density

October 28, 2013



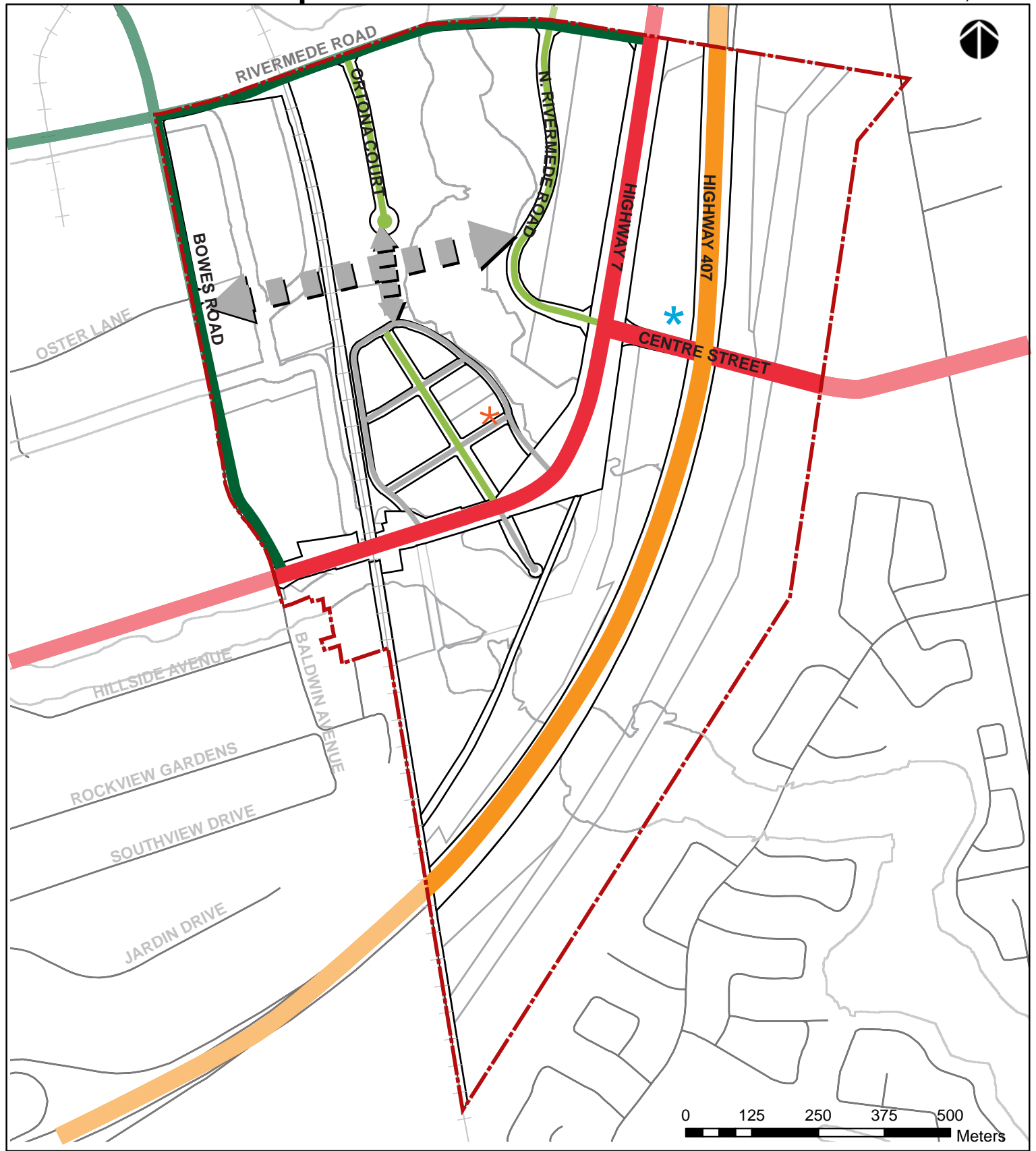
- Concord GO Centre Boundary
- Low-Rise Mixed Use (3-5 storeys)
- Mid-Rise Mixed-Use (Refer to Policy 3.3)
- High-Rise Mixed Use (13-22 storeys)
- Employment Commercial Mixed-Use

- General Employment
- Prestige Employment
- Open Spaces
- Natural Areas (Subject to Change)
- Floodplain (Subject to TRCA Regulations)

- Inter-Urban Transit (Subject to the Parkway Belt West Plan)
- Road and Buffer Area (Subject to the Parkway Belt West Plan)
- Utility
- Electric Power Facility
- Subject to Further Environmental Studies
- Future Road Connection

# Schedule D - Transportation Network

October 28, 2013



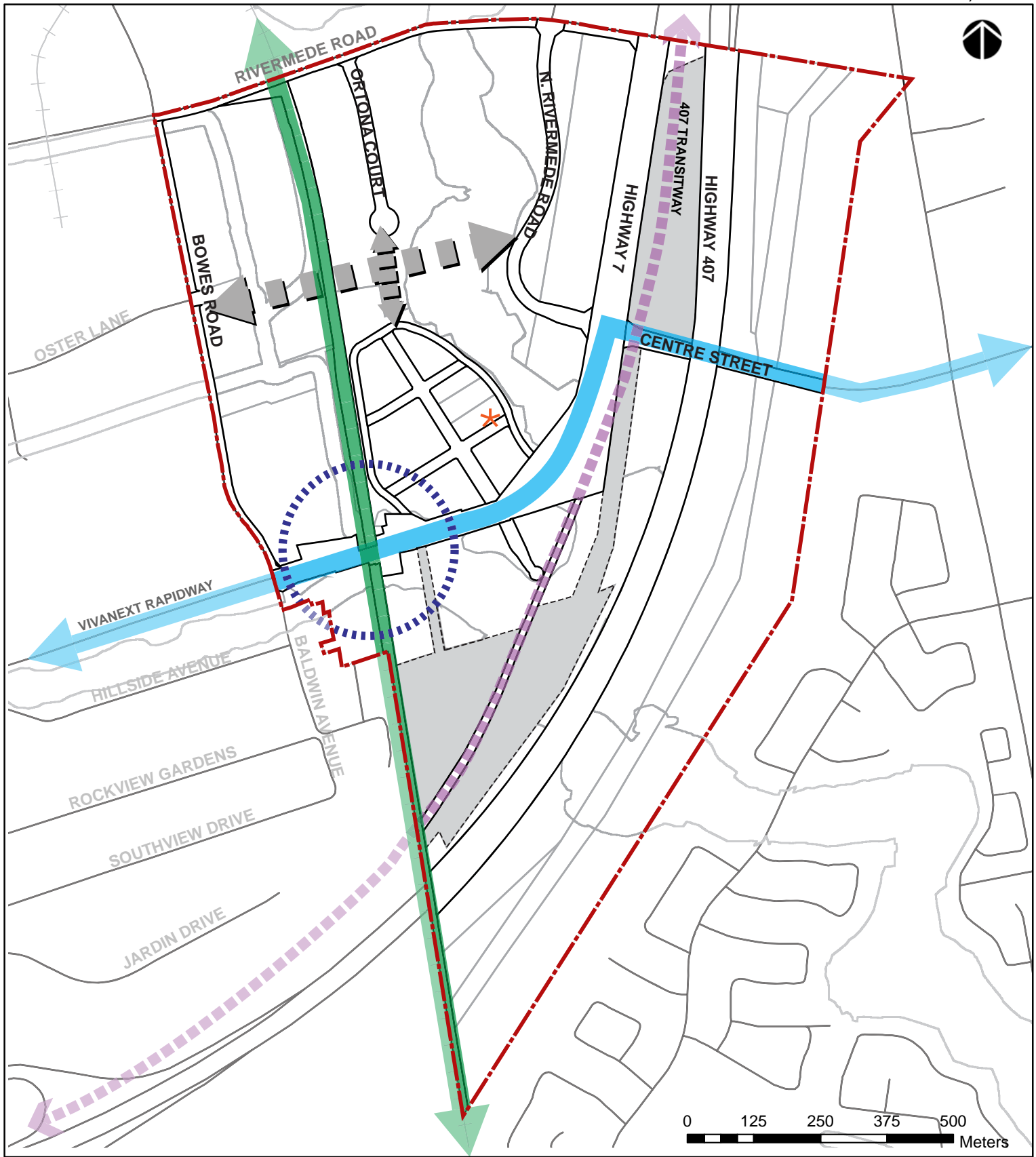
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|--|----------------------------|--|-----------------|--|--|
|  | Concord GO Centre Boundary |  | Major Collector |  | Future Road Connection                   |
|  | Freeway (Provincial)       |  | Minor Collector |  | Railway                                  |
|  | Regional Arterial          |  | Local Street    |  | Potential Highway 407 Ramps              |
|  |                            |  |                 |  | Subject to Further Environmental Studies |



# Concord GO Centre Secondary Plan

## Schedule E - Transit Network

October 28, 2013



--- Concord GO Centre Boundary

VivaNext Rapidway

GO Transit

407 Transitway Alignment

Railway

Inter-Urban Transit  
(Subject to the Parkway Belt West Plan)



Potential Transit Hub  
(could include integrated transit facilities  
such as transit stops, parking areas and  
pedestrian connection enhancements.)



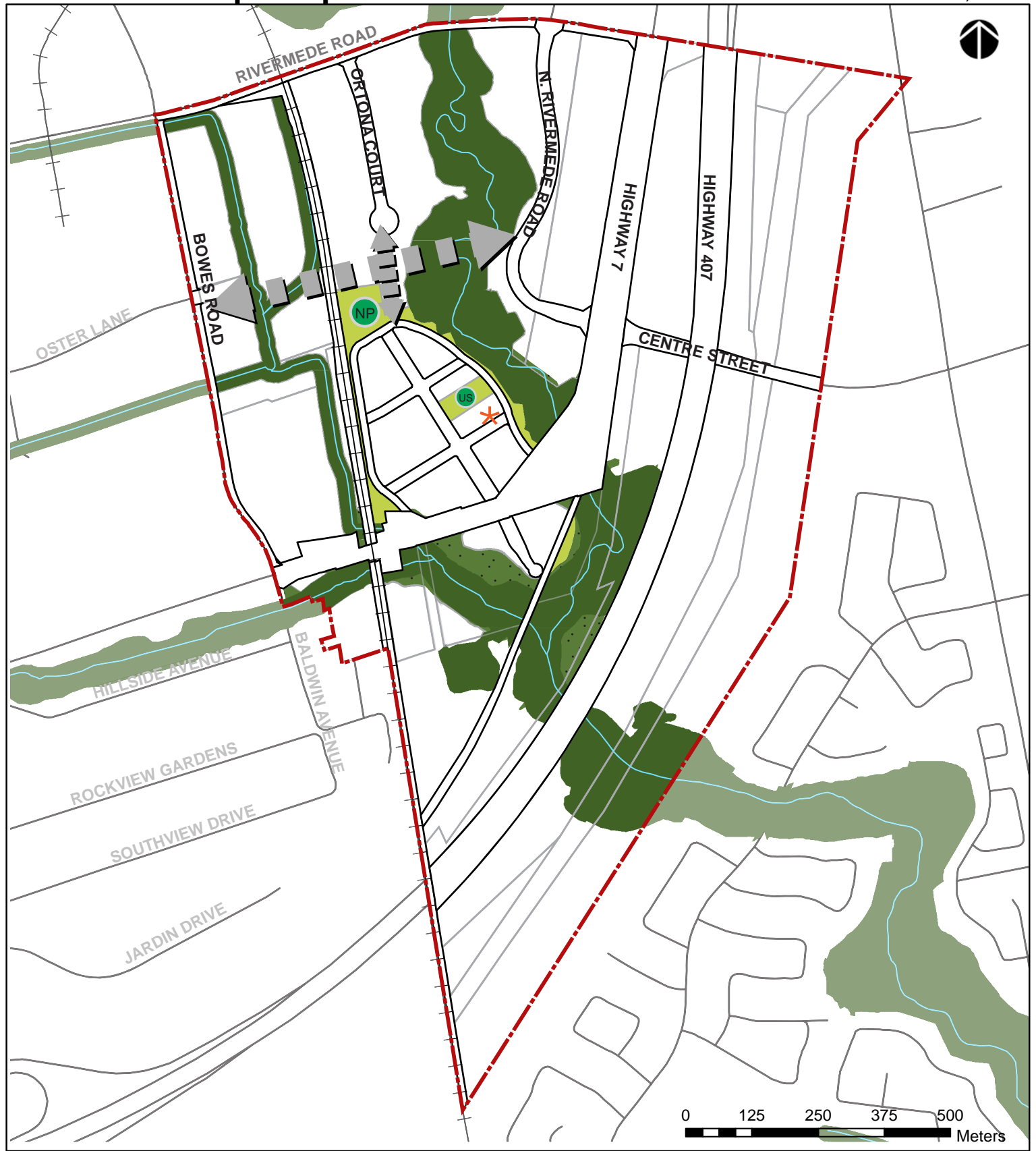
Subject to Further Environmental Studies












Future Road Connection

# Schedule F - Open Space Network

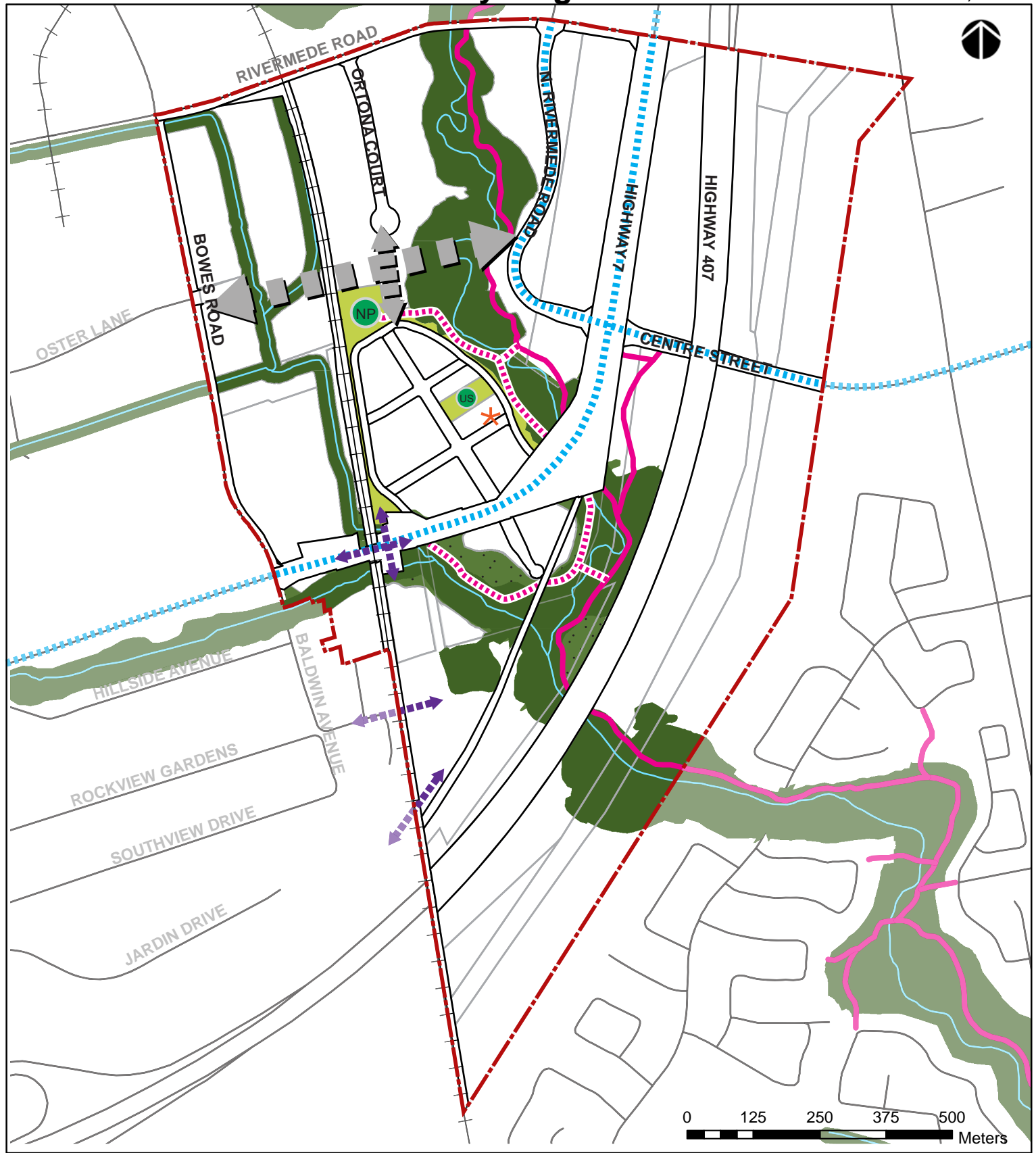
October 28, 2013



- |   |                            |   |  |   |                        |
|---|----------------------------|---|--|---|------------------------|
|  | Concord GO Centre Boundary |  | Floodplain<br>(Subject to TRCA Regulations)      |  | Neighbourhood Park     |
|  | West Don River             |  | Open Space                                       |  | Urban Square           |
|  | Natural Areas              |  | Area Subject to Further<br>Environmental Studies |  | Future Road Connection |

# Schedule G - Pedestrian and Cycling Network

October 28, 2013



- |   |                            |   |   |  |   |
|---|----------------------------|---|---|--|---|
| <span style="color: red;">- . - .</span>    | Concord GO Centre Boundary | <span style="color: purple;">- - - - -</span>   | Potential Pedestrian Crossings              | <span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>  | Open Space                                    |
| <span style="color: magenta;">—</span>      | Existing Multi-Use Trail   | <span style="color: lightblue;">—</span>  | West Don River                              | <span style="color: orange;">★</span>  | Area Subject to Further Environmental Studies |
| <span style="color: red;">. . . . .</span>  | Proposed Multi-Use Trail   | <span style="background-color: #006400; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Natural Areas                               | <span style="background-color: #90EE90; border: 1px solid black; border-radius: 50%; display: inline-block; width: 15px; height: 15px; text-align: center; line-height: 15px;">NP</span> | Neighbourhood Park                            |
| <span style="color: blue;">- - - - -</span> | Future Community Bike Lane | <span style="background-color: #008000; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> | Floodplain<br>(Subject to TRCA Regulations) | <span style="background-color: #90EE90; border: 1px solid black; border-radius: 50%; display: inline-block; width: 15px; height: 15px; text-align: center; line-height: 15px;">US</span> | Urban Square                                  |
|   |                            | <span style="color: grey;">- - - - -</span>   |   | <span style="color: grey;">➡ ➡ ➡</span>  | Future Road Connection                        |