

DRAFT

CONCORD GO CENTRE SECONDARY PLAN

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

Draft Concord GO Centre Secondary Plan

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Part A: Preamble

1. Introduction

1.1 Purpose and Objectives

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

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

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

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

1.2 Structure of the Document

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

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

2. Study Area

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

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

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

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

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

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

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

3. Study Process

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

Phase One: Background Study

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

Phase Two: Plan Development and Testing

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

Phase Three: Approvals

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

4. Consultation and Engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

November 4, 2013 – Public Information Session #3

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

The Community Vision

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

Density and Built Form

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

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

Land Use Compatibility

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

Environment

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

Public Realm

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

Transportation

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

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

Accessibility and Connectivity

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

Complete Communities

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

Servicing and SWM

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

Planning Process

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

5. Policy Context

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

Provincial Policy Statement

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

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

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

Places to Grow

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

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

The Big Move

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

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

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

Parkway Belt West Plan

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

York Region Official Plan

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

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

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

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

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

City of Vaughan Official Plan Amendment 660

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

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

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

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

The Vaughan Official Plan – 2010 (VOP 2010)

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

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

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

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

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

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

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

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

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

Other Documents:

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

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

6. Existing Conditions and Opportunities

Existing Land Use

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

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

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

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

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

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

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

Natural Heritage

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

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

Transportation and Transit

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

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

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

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

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

Servicing

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

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

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

Part B: Concord GO Centre Secondary Plan

1.0 Introduction

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

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

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

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

2.0 Vision and Principles

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

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

Principle 1:

Create a cohesive Concord West Community

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

Principle 2:

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

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

Principle 3:

Improve the safety and accessibility of Highway 7

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

Principle 4:

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

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

Principle 5:

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

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

Principle 6:

Create a high quality public realm

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

Principle 7:

Future infrastructure investment should support good community development

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

Principle 8:

Ensure appropriate development phasing

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

3.0 Land Use, Density and Built Form

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

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

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

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

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

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

3.1 General Land Use Policies

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

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

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

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

3.2 Low-Rise Mixed-Use

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

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

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

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

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

3.3 Mid-Rise Mixed-Use

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

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

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

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

~~3.3.4~~

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

3.4 High-Rise Mixed-Use

General Provisions

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

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

~~3.4.23.4.3~~ 3.4.3 In addition to the uses permitted in 9.2.2.6(b) of the VOP 2010, the following uses shall be permitted:

- Transit related facilities including parking
- Public parking

~~3.4.4 The High-Rise Mixed-Use designation permits all building types under 9.2.2.4(f) and 9.2.2.4(g) of the VOP 2010 Notwithstanding policies 9.2.2.6(f) and 92.2.6(g), the following uses shall be permitted:~~

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

~~3.4.3~~ f) Low-Rise Buildings

~~3.4.43.4.5~~ 3.4.5 At grade uses shall predominantly consist of retail uses, including retail stores, restaurants, personal and business services, professional offices, community facilities and day care facilities. A minimum of 60% of the building frontage facing an arterial or collector street shall consist of at-grade retail uses, except where a specific provision of this plan limits the amount of retail or commercial floor area within a defined area.-

Building Heights

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

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

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

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

c) Maximum building heights not to exceed 27 storeys.

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

Density

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

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

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

a) The maximum gross floor area permitted in Area 1 shall not exceed 353,000 sq. metres, which includes the Phase 1 component.

b) The first phase of development shall provide a maximum of 950 residential units and 1860 sq. metres of retail uses.

c) In order to proceed to the subsequent phases of development in Area 1, a Comprehensive Transportation Study shall be completed to the satisfaction of the City and York Region.

d) The Comprehensive Transportation Study will establish the maximum amount of supportable gross floor area and mix of uses that will be permitted in Area 1 and any required transportation infrastructure improvements required to support each of the subsequent phases.

e) Notwithstanding a) above, should the results of the Comprehensive Transportation Study indicate that the maximum gross floor area of 353,00 sq. metres cannot be met, then the results of the transportation study shall prevail in respect of the maximum gross floor area and mix of uses.

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

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

3.5 The Employment Area

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

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

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

3.6 The Potential Transit-Mobility Hub

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

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

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

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

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

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

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

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

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

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

3.7 Built Form

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

4.0 Streets, Transportation and Mobility

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

4.1 General Streets, Transportation and Mobility Policies

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

4.2 The Street Network

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

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

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

- Major Collector Streets (28-30m)
- Minor Collector Streets (23-26m)
- Local Streets (13.5 - 20m)
- Public Lanes (minimum 8m)

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

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

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

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

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

4.3 Transit Network

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

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

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

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

It is the policy of this Secondary Plan that:

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

4.4 Pedestrian and Cycling Network

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

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

4.4.3 The Plan proposes new multi-use trails to be integrated into valleyland features with connections across the tributary of the Don River to Bartley Smith Greenway. These proposed trails will require pedestrian and cycling crossings of the tributary that would need to be planned in conjunction with the City and the Conservation Authority, as part of the development applications process.

4.4.4 Changes to the requirements, location or alignment of active transportation elements identified in Schedule G will not require an amendment to this Plan provided that the general intent and purpose of the Plan is maintained.

4.4.5 Potential Pedestrian Crossings are identified on Schedule G to indicate that grade-separated crossings north-south across Highway 7 and across the railway line should be encouraged as part of future development and transportation planning processes to provide safe access for pedestrians and cyclist. The Plan also indicates that a pedestrian crossing along Highway 7 where it crosses the railway should be encouraged as part of future planning processes for improvements to Highway 7 and/or the railway corridor.

4.5 Parking and Loading

4.5.1 Further to Policy 4.3.2.2. of the VOP 2010 and guided by the City Parking Standards, the City shall require as a condition of development that adequate parking and loading facilities be provided. Such parking may include on-street parking or the use of municipal parking facilities.

4.5.2 Within the Concord GO Centre Secondary Plan area, parking facilities will take many forms, including underground and above ground parking structures, on-street parking and surface lots where applicable, particularly in Prestige and General Employment areas.

4.5.3 Transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate and encourage non-automobile travel.

4.5.4 Further to Policy 4.3.2.3 of Volume 1 of the VOP 2010, the City shall consider adopting a cash-in-lieu-of-parking by-law for the Concord GO Centre that would permit development applicants proposing office or retail-commercial uses to contribute funds towards public parking facilities in lieu of some or all of the on-site parking spaces required for commercial uses.

~~4.5.5 The City shall encourage a portion of the parking provided for office uses in Area 1 to be available for public parking for visitors. Generally these shall be office spaces used by office tenants during the day but not in the evening or on weekends. The number of parking spaces required for public use and their location will be determined as part of the development application process.~~

5.0 Parks and Open Space

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

5.1 General Parks and Open Space Policies

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

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

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

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

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

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

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

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

5.1.8 The City of Vaughan' *Active Together Master Plan* shall serve as a framework for the future planning and development of an integrated Open Space Network throughout the Secondary Plan Area and the City.

5.1.9 The Open Space Network within the Secondary Plan Area is scaled to appropriately reflect proposed development densities.

5.2 Natural Heritage Network

5.2.1 The lands designated as Natural Areas are part of the Natural Heritage Network defined in Chapter 3 – Natural Heritage System of the VOP 2010 and are subject to the policies under Chapter 3.

5.2.2 Development and site alteration shall be required to demonstrate consistency with the applicable policies of the Provincial Policy Statement and Chapter 3 of the VOP 2010. In the event of a conflict between this Secondary Plan and any of the plans described above, the policy that provides the greater protection to the natural heritage feature shall prevail.

5.2.3 Minor alterations and additions to existing developed lands located within the Natural Areas may be permitted subject to the policies of this Plan and Chapter 3 of the VOP 2010 and may include consultation with the Toronto and Region Conservation Authority (TRCA), York Region, or Province as required.

5.2.4 New development and/or site alterations within Natural Areas are prohibited. Permits may be issued if the proposed development and/or site alteration has minimal impacts on the natural heritage features and identify enhancements and/or restoration opportunities.

5.2.5 Existing wildlife habitat and linkages for wildlife movement will be maintained and enhanced.

5.2.6 Existing watercourses will be protected, improved, and where they have been channelized underground, should be restored as part of redevelopment applications, where practical.

5.2.7 Opportunities for enhancing and restoring natural heritage features as part of the Open Space System will be implemented were appropriate.

5.3 Floodplain Area

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

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

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

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

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

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

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

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

5.4 Parkland Dedication

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

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

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

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

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

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

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

5.5 Open Space Typologies

Neighbourhood Parks

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

Public Squares

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

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

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

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

5.6 Ecosystem Services Compensation

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

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

6.0 Community Services and Facilities

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

6.1 General Community Services and Facilities Policies

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

7.0 Water, Stormwater and Wastewater Services

7.1 General Water, Stormwater and Wastewater Policies

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

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

7.2 Stormwater

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

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

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

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

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

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

7.3 Water and Wastewater

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

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

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

8.0 Implementation

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

8.1 General Provisions

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

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

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

8.2 City Guidance on Future Transit Studies and Planned Investments

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

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

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

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

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

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

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

8.3 Development Applications

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

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

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

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

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

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

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

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

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

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

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

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

8.4 Infrastructure

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

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

8.5 Zoning By-Law

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

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

8.6 Conveyance of Lands

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

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

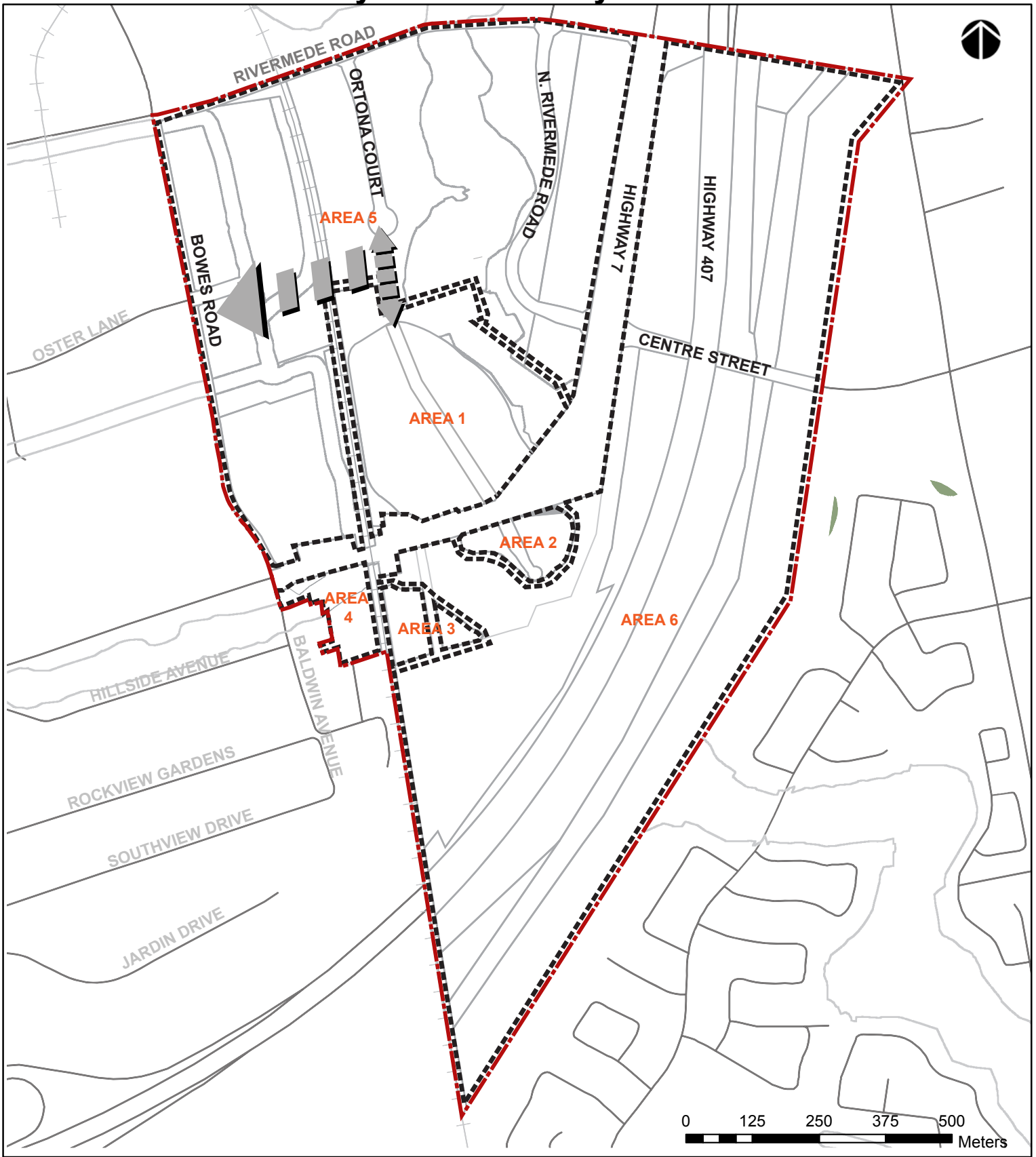
to the City, for the purpose of public walkways, may proceed through the rezoning or site plan process, if determined appropriate by the City.

8.7 Monitoring

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

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

Schedule A - Secondary Plan Boundary


















--- Concord GO Centre Secondary Plan Boundary

--- Sub-Area Boundary

Schedule B - Land Use



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

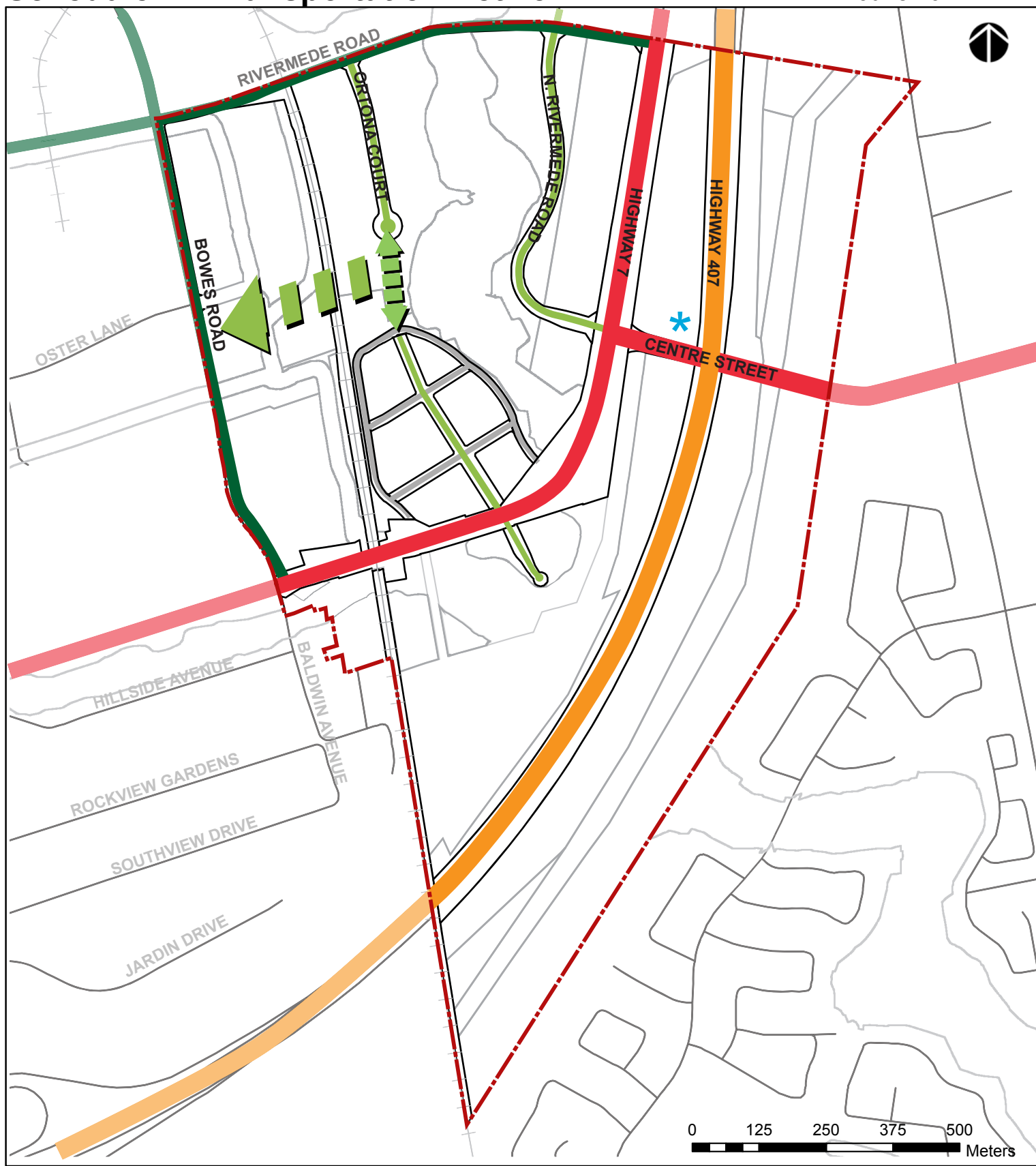
Concord GO Centre Secondary Plan Schedule C - Height and Density










June 2014



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

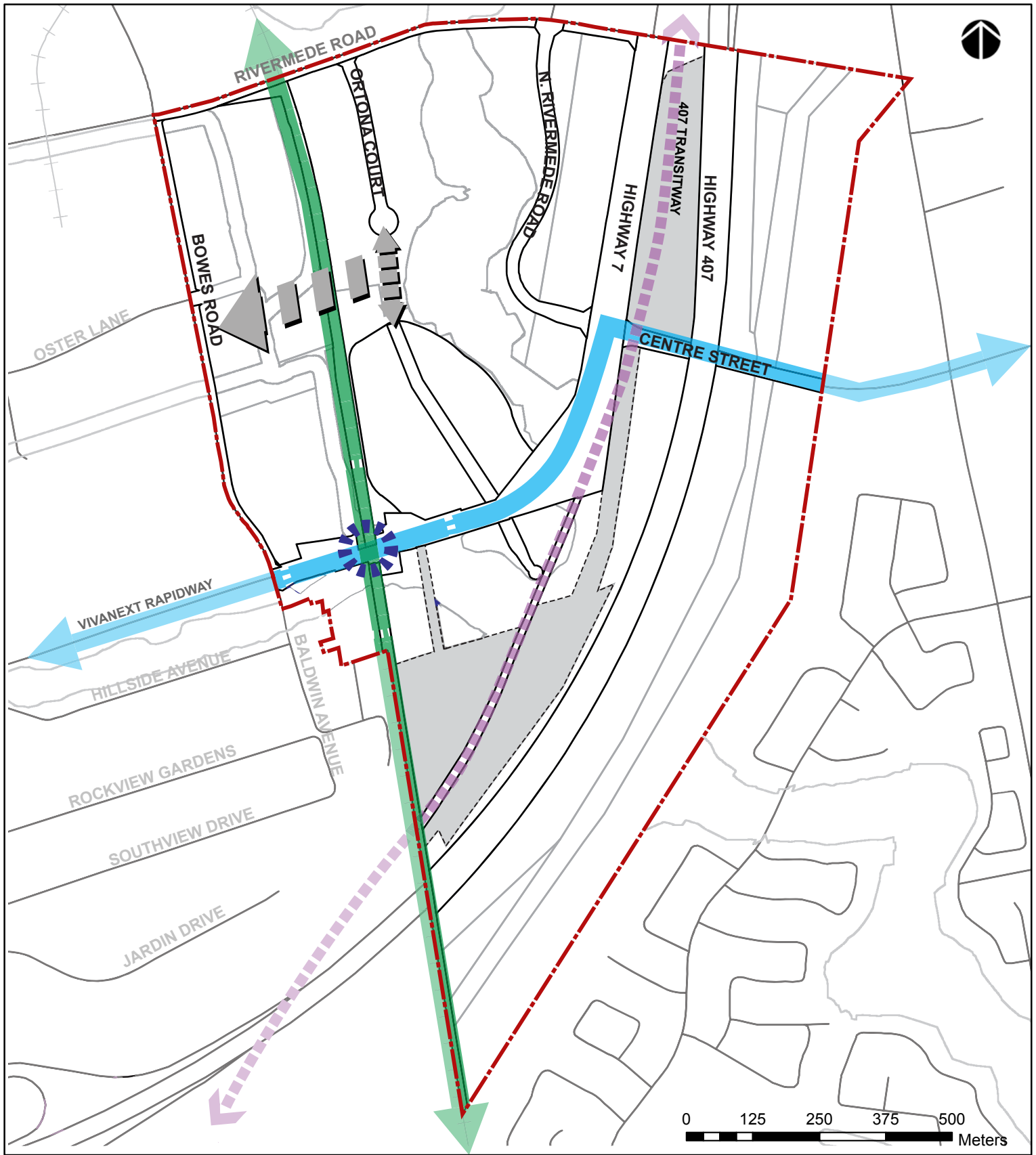
Schedule D - Transportation Network











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

Concord GO Centre Secondary Plan
Schedule E - Transit Network

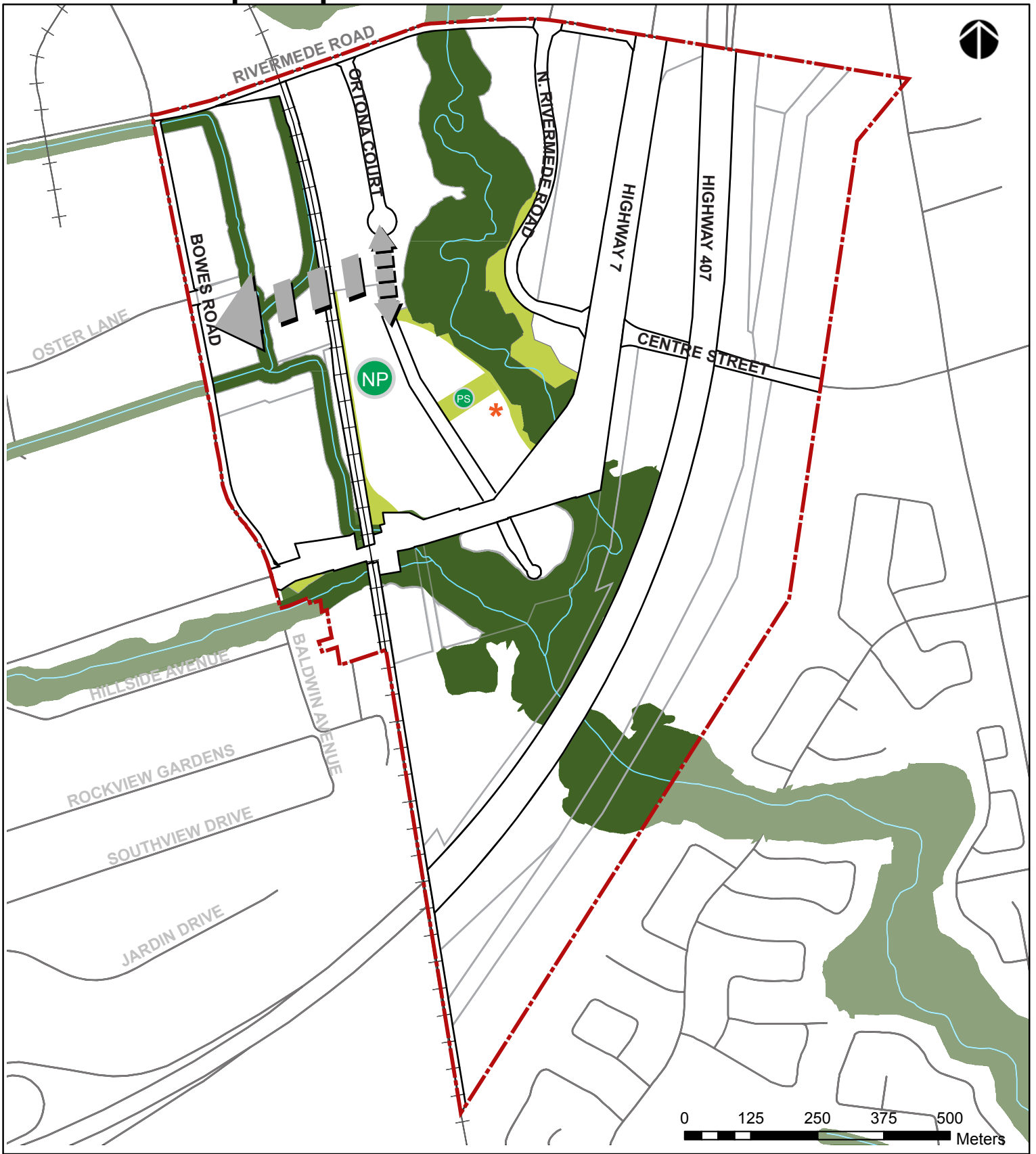
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|--|--------------------------------|---|--|---|--|
|  | Concord GO Centre Boundary |  | 407 Transitway Alignment
(Approved Transitway EA) |  | Potential Mobility Hub
(could include integrated transit facilities such as transit stops, parking areas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

Concord GO Centre Secondary Plan Schedule F - Open Space Network


June 2014




 Concord GO Centre Boundary

 West Don River


 Natural Areas

 Open Space

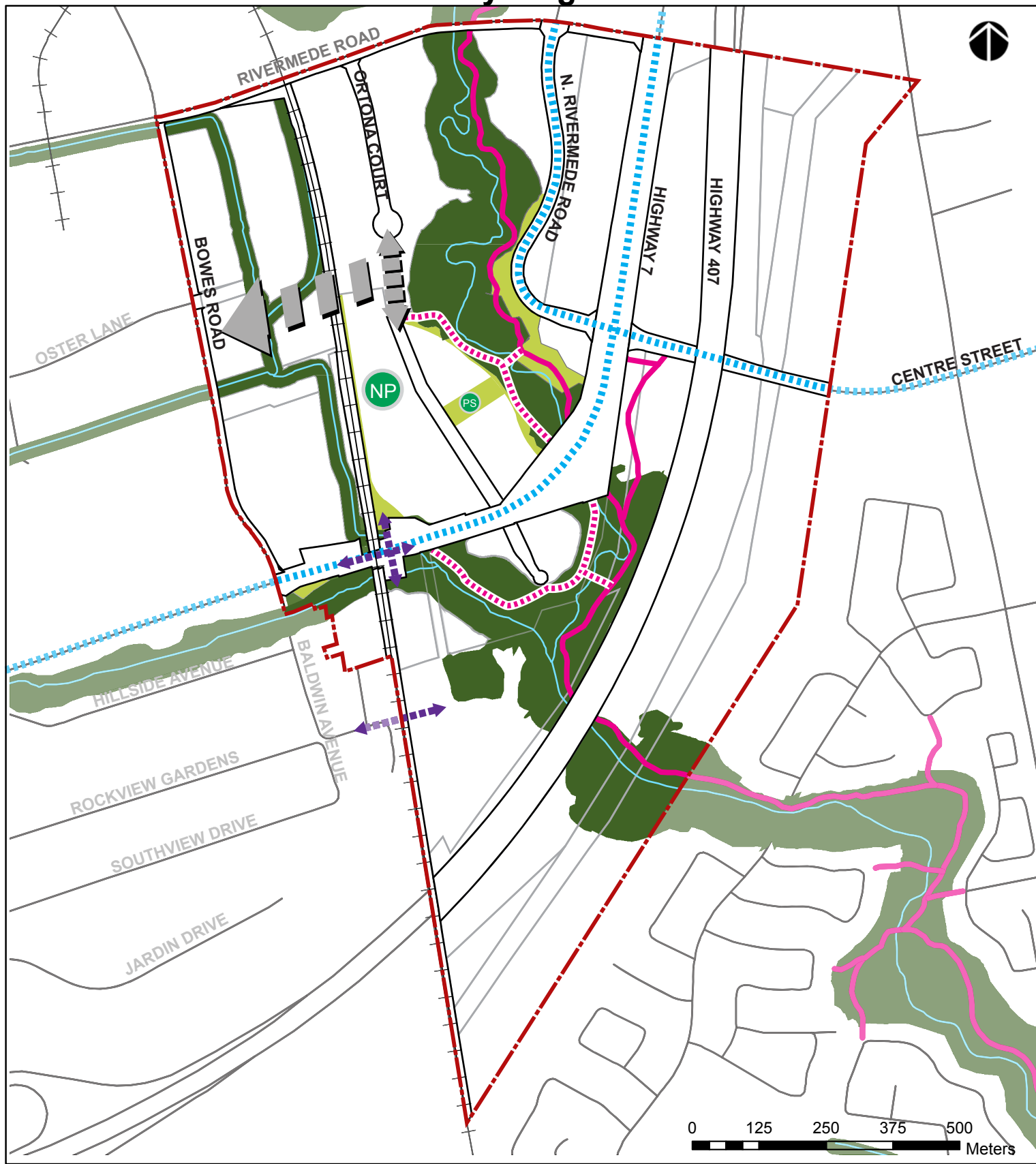
 Area Subject to Further Assessment/ Policy 5.6 and Policy 5.1.2












 Neighbourhood Park

 Public Square

 Proposed New Road Link (Conceptual)

Schedule G - Pedestrian and Cycling Network



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