

Draft Concord GO Centre Secondary Plan

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PART A

[TO BE INSERTED]

Part B: Concord GO Centre Secondary Plan

1.0 Introduction

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

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

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

Schedule 'A' – Concord GO Centre Secondary Plan Area

Schedule 'B' – Land Use Plan

Schedule 'C' – Height and Density

Schedule 'D' – Street Network

Schedule 'E' – Transit Network

Schedule 'F' – Open Space Network

Schedule 'G' – Pedestrian and Cycling Network

2.0 Vision and Principles

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

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

Principle 1:

Create a cohesive Concord West Community

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

Principle 2:

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

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

Principle 3:

Improve the safety and accessibility of Highway 7

Promote the safety and accessibility of Highway 7 for pedestrians, cyclists and drivers particularly with respect to providing for safe pedestrian/bicycle passage under the rail bridge.

Principle 4:

Support the creation of a higher order transit hub through intensification

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

Principle 5:

Maintain and enhance existing natural heritage features in the context of the greater natural heritage network

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

Principle 6:

Create a high quality public realm

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

Principle 7:

Future infrastructure investment should support good community development

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

Principle 8:

Ensure appropriate development phasing

The timing of development needs to be coordinated with the availability of critical infrastructure such as transportation capacity and improvements in the stormwater management system.

3.0 Land Use, Density and Built Form

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

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

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

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

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

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

3.1 General Land Use Policies

- 3.1.1 The land use designations which apply to lands in the Concord GO Centre are shown on Schedule B: Land Use. Policies for these designations are set out in this section.
- 3.1.2 The Concord GO Centre Secondary Plan is intended to accommodate approximately 2050 to 4000 units and 4000 to 8000 people in order to accommodate a portion of the projected population growth in the City of Vaughan.
- 3.1.3 A minimum of 35% of new housing units shall be affordable. The affordable housing shall comprise a range of housing forms and tenures and include affordable units for low and moderate income households. As set out in Policy 7.5.1.2 of Volume 1 of the Official Plan, the City shall work with York Region to develop an affordable housing implementation framework.
- 3.1.4 A diverse mix of dwelling units in the Concord GO Centre Secondary Plan area are encouraged
- 3.1.5 The Concord GO Secondary Plan area is intended to accommodate approximately 8,000 to 10,000 jobs at full build-out for jobs from General Employment, Prestige Employment, Employment Commercial- Mixed Use, as well as jobs generated in the mixed use areas resulting from retail and office uses. In Areas 1 and 2, in the High-Rise Mixed Use designation, office uses are encouraged and permitted. In addition, new retail and service jobs are anticipated and are required and permitted on the ground floors of mixed use buildings. Single-storey commercial uses shall not be permitted in the mixed use areas.
- 3.1.6 Notwithstanding any of the policies of this section, previously approved and existing uses in the Concord GO Centre shall be permitted, subject to Policy 9.2 of the VOP 2010. Any future redevelopment or expansion is subject to the policies of this plan. Where existing uses are not consistent with the vision and objectives of this Plan, redevelopment shall be encouraged.
- 3.1.7 Schedule C identifies the maximum densities in the Concord GO Centre (expressed as Floor Space Index (FSI)) and maximum building heights (in storeys). The term Floor Space Index is defined in Section 10.2.2 "Definitions" of VOP 2010.
- 3.1.8 The City may use the bonusing provisions under Section 37 of the Planning Act to secure a range of public benefits in the Concord GO Centre. In addition to the community benefits identified in Policy 10.1.2.9 of Volume 1 of the VOP 2010, that may qualify for bonusing, the City shall determine the required community benefit at the time of the development application process.
- 3.1.9 All residential development on lands adjacent to the railway line shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres from the railway right-of-way where a safety berm has been provided.
- 3.1.10 Redevelopment within Area 3, as identified on Schedule A, in accordance with Policy 3.3, shall not be permitted until such time:

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

3.2 Low-Rise Mixed-Use

- 3.2.1 The Low-Rise Mixed Use designation corresponds to the lands located south of Highway 7 and west of the railway line, identified as Area 4 on “Schedule A: Study Area Boundary”, adjacent to the existing Low-Rise Residential area. This area is intended to provide a transitional low-rise built form between the existing residential development and the development area to the west, Highway 7 and redevelopment to the north.
- 3.2.2 The Low-Rise Mixed Use designation permits all the uses under Policy 9.2.2.3(b) of the VOP 2010.
- 3.2.3 The Low-Rise Mixed-Use designation permits all building types under Policy 9.2.2.3(f) of the VOP 2010.
- 3.2.4 Notwithstanding its status as one of the four quadrants of the “Potential Transit Hub” designated around the junction of Highway 7 and the Barrie GO Rail Line, the primary function of this area is to act as a transitional area between the surrounding, and potentially more intensive uses to the north and north east.

3.3 Mid-Rise Mixed-Use

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

3.4 High-Rise Mixed-Use

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

- 3.4.3 The High-Rise Mixed-Use designation permits all building types under 9.2.2.4(f) and 9.2.2.4(g) of the VOP 2010
- 3.4.4 At grade uses shall predominantly consist of retail uses, including retail stores, restaurants, personal and business services, professional offices, community facilities and day care facilities. A minimum of 60% of the building frontage facing an arterial or collector street shall consist of at-grade retail uses.

3.5 The Employment Area

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

3.6 The Potential Transit Hub

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

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

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

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

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

3.7 Built Form

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

4.0 Streets, Transportation and Mobility

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

4.1 General Streets, Transportation and Mobility Policies

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

4.2 The Street Network

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

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

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

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

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

4.3 Transit Network

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

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

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

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

It is the policy of this Secondary Plan that:

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

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

4.4 Pedestrian and Cycling Network

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

4.5 Parking and Loading

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

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

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

5.0 Parks and Open Space

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

5.1 General Parks and Open Space Policies

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

5.2 Natural Heritage Network

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

5.3 Floodplain Area

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

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

5.4 Parkland Dedication

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

5.5 Open Space Typologies

Neighbourhood Parks

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

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

Public Squares

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

6.0 Community Services and Facilities

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

6.1 General Community Services and Facilities Policies

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

7.0 Water, Stormwater and Wastewater Services

7.1 General Water, Stormwater and Wastewater Policies

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

7.2 Stormwater

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

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

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

7.3 Water and Wastewater

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

8.0 Implementation

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

8.1 General Provisions

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

8.2 City Guidance on Future Transit Studies and Planned Investments

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

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

- a) The structure be widened to accommodate safe pedestrian sidewalks on both the north and south sides of Highway 7;
 - b) It be able to accommodate a GO Rail station, potentially straddling Highway 7, with the necessary connection points to the VivaNext facilities and other pedestrian access points;
 - c) It is designed in consultation with York Region, the City of Vaughan and the Toronto and Region Conservation Authority to incorporate any required stormwater management measures required to support the mitigation of flooding and to restore the ecological functions of the Don River in this location.
6. When the Highway 407 Transitway enters detailed design or the approved EA is subject to a further review, it is requested that the Ministry of Transportation:
- a) Review the ridership and mode transfer numbers to ensure that the Transitway Station continues to be warranted at the location identified in the approved Environmental Assessment;
 - b) Review whether such service can be accommodated for this segment on a widened Highway 407 as opposed to a dedicated and elevated right-of-way.
 - c) Consider an alternative route alignment south of Highway 407 and a potential station relocation to the Centre Street and Highway 7 area or on lands east of Highway 407 near Centre Street to mitigate environmental impacts and provide for a more direct connection to the Viva System and more accessible commuter parking;
 - d) Take into account the findings on the City's Natural Heritage Network Study;
 - e) Take the policies of this Secondary Plan into consideration, with a view to reducing the footprint of the transit facilities in favour of more urban forms of development;
 - f) Explore opportunities for connecting the Bartley Smith Greenway Trail to the surrounding community; and,
 - g) Explore with the City, the opportunity for acquiring tableland community amenity space contiguous to the valley system within the Parkway Belt West Plan area for open space and green infrastructure purposes, should any such lands be deemed surplus by the Province.

8.3 Development Applications

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

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

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

8.4 Infrastructure

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

8.5 Zoning By-Law

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

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

8.6 Conveyance of Lands

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

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

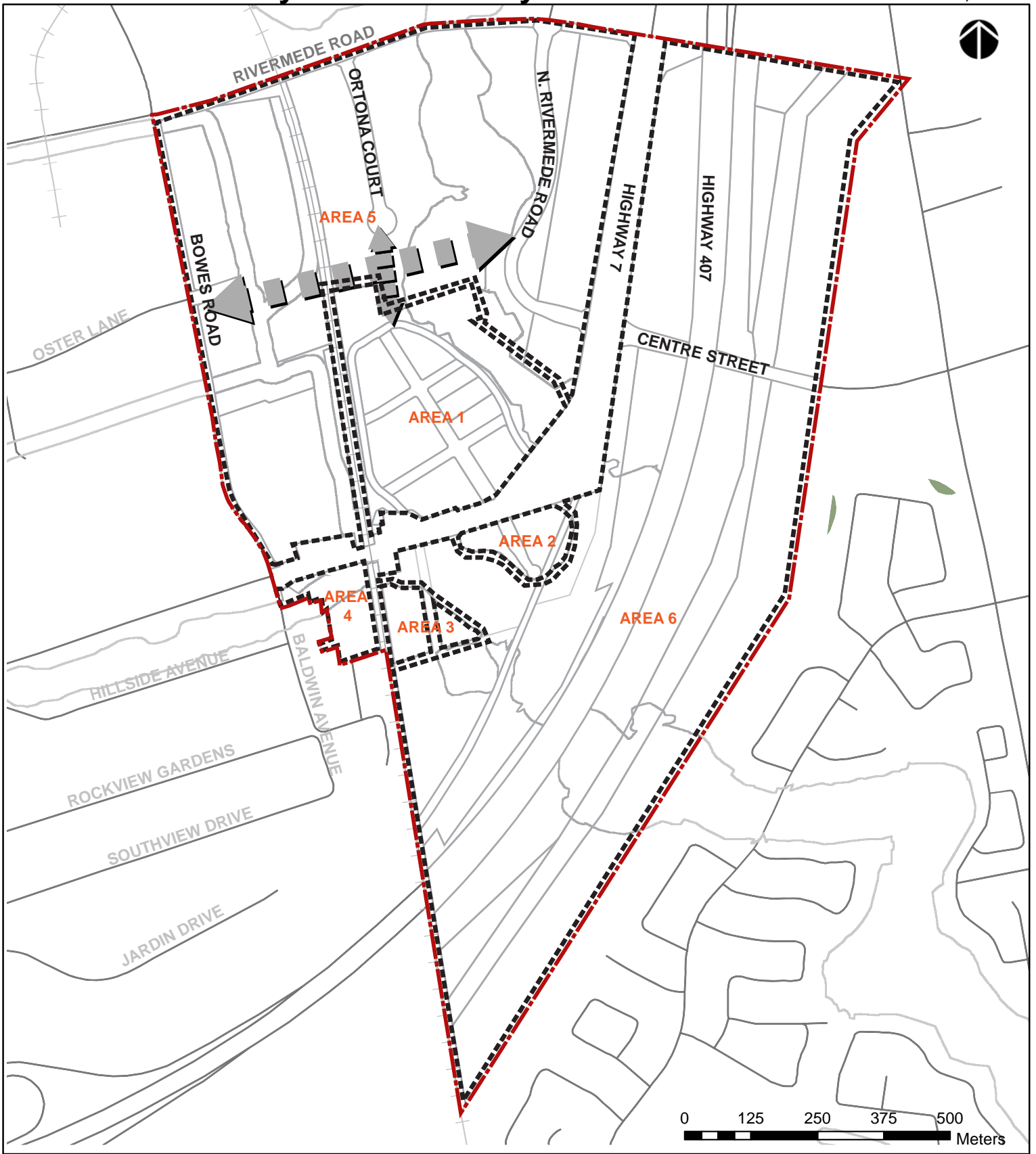
8.7 Monitoring

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

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

Concord GO Centre Secondary Plan
Schedule A - Study Area Boundary

October 28, 2013



















--- Concord GO Centre Boundary

--- Sub-Area Boundary

Schedule B - Land Use



- | | | |
|--|---|---|
|  Concord GO Centre Boundary |  General Employment |  Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
|  Low-Rise Mixed Use (3-5 storeys) |  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 (13-22 storeys) |  Natural Area
(Subject to Change) |  Electric Power Facility |
|  Employment Commercial Mixed-Use |  Floodplain
(Subject to TRCA Regulations) |  Subject to Further Environmental Studies |
| | |  Future Road Connection |

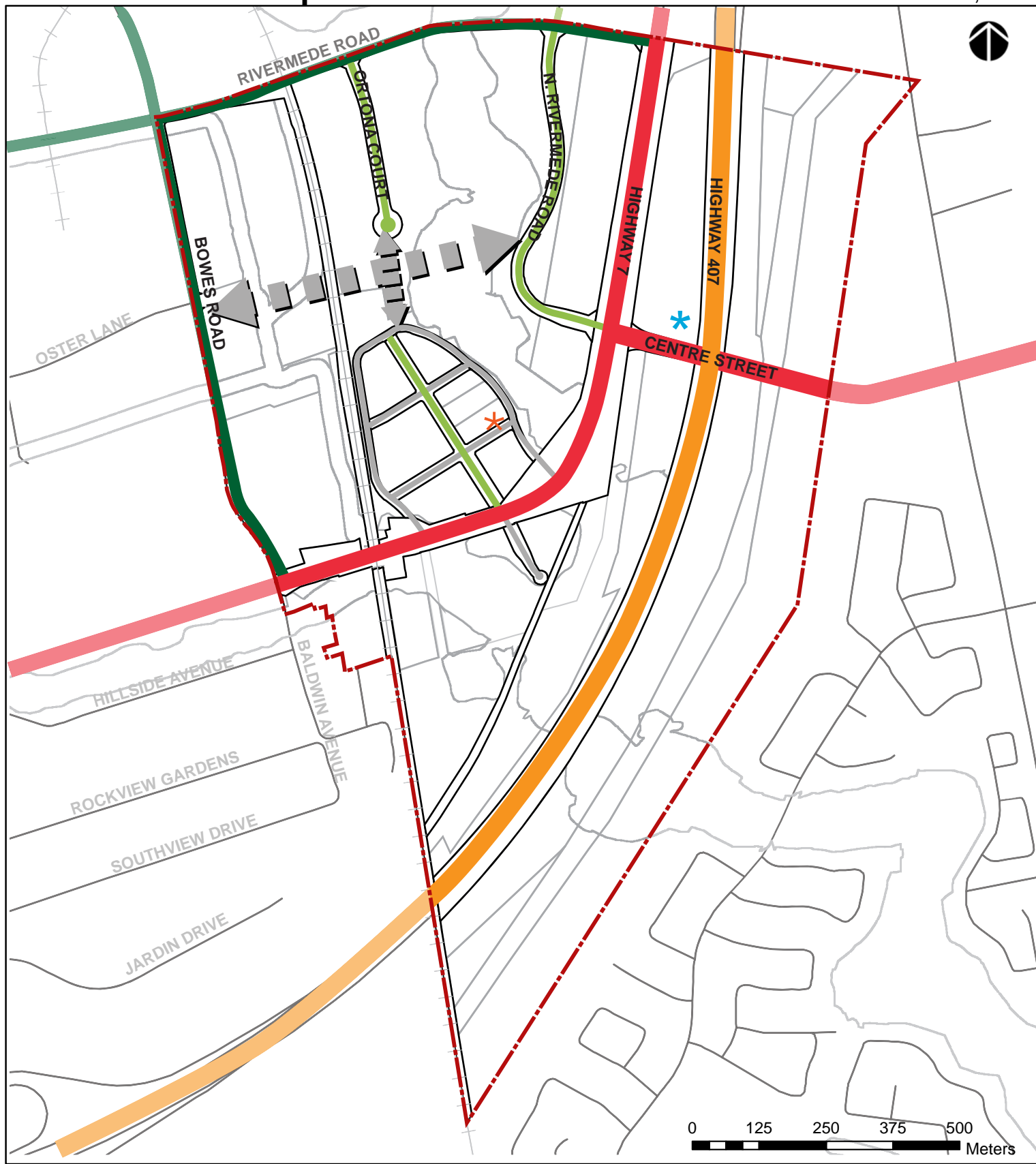
Concord GO Centre Secondary Plan Schedule C - Height and Density











October 28, 2013



- | | | |
|---|---|---|
| Concord GO Centre Boundary | General Employment | Inter-Urban Transit
(Subject to the Parkway Belt West Plan) |
| Low-Rise Mixed Use (3-5 storeys) | 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 (13-22 storeys) | Natural Areas
(Subject to Change) | Electric Power Facility |
| Employment Commercial Mixed-Use | Floodplain
(Subject to TRCA Regulations) | Subject to Further Environmental Studies |
| | | Future Road Connection |

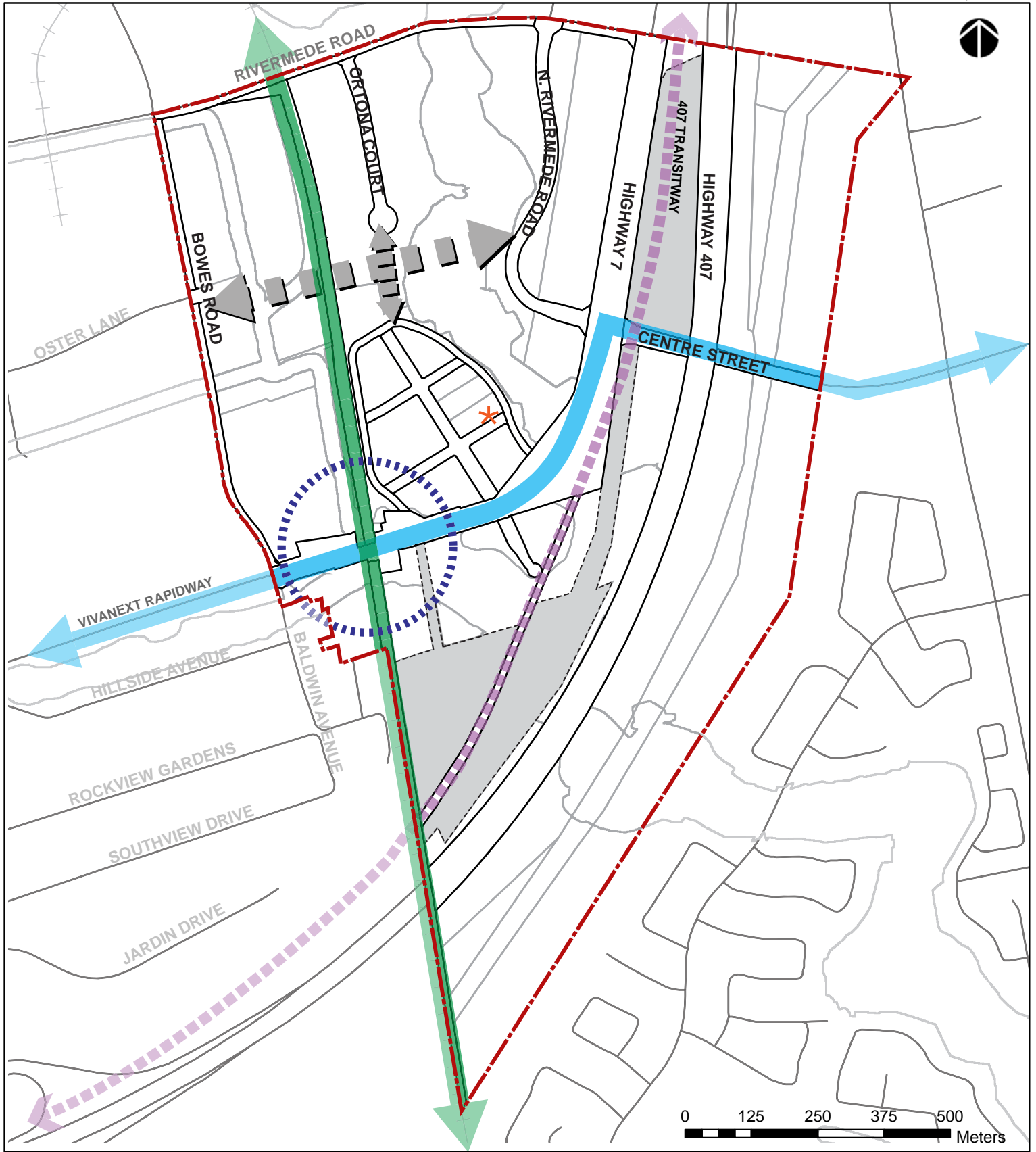
Schedule D - Transportation Network












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

Concord GO Centre Secondary Plan
Schedule E - Transit Network

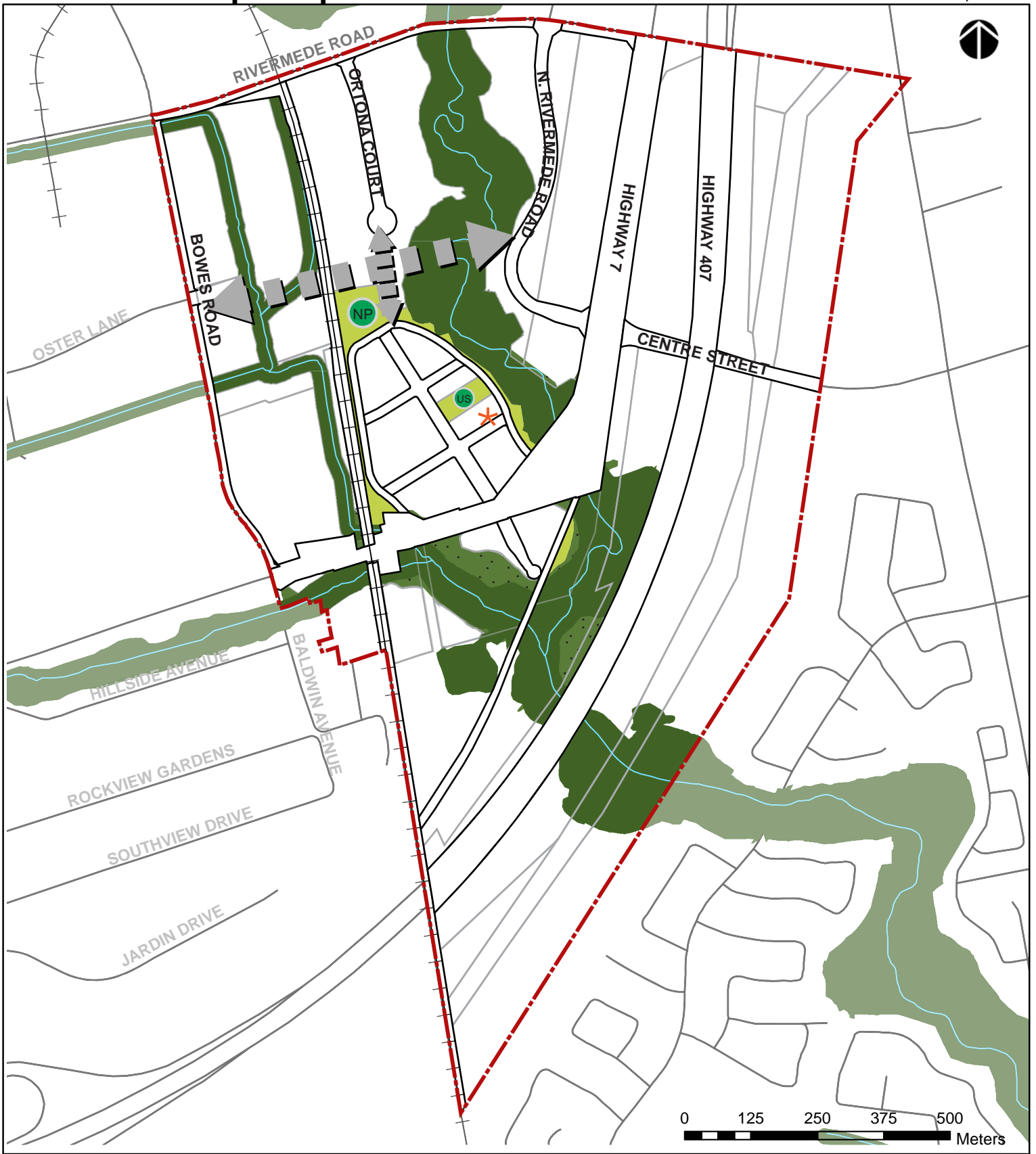
October 28, 2013












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

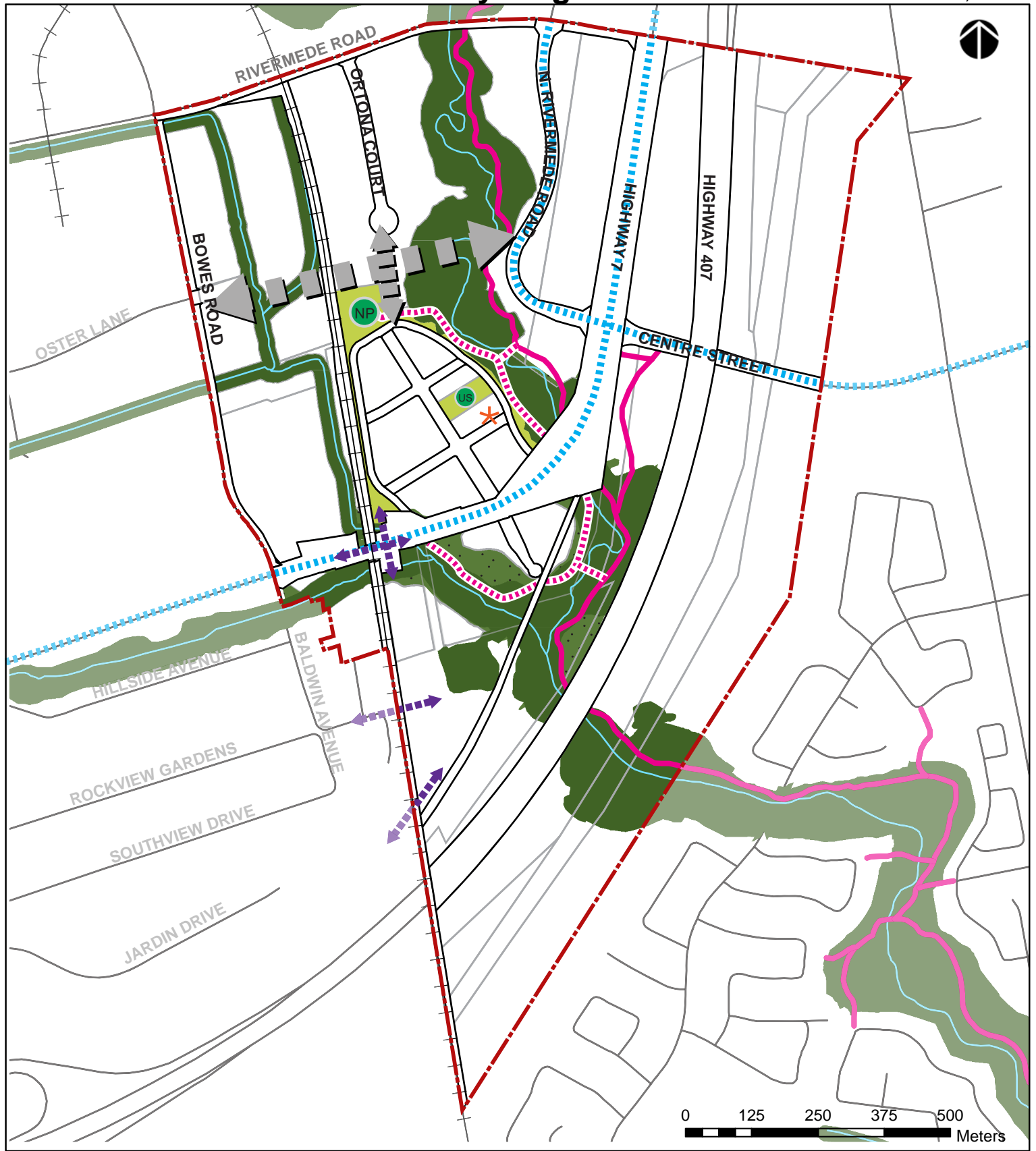
Concord GO Centre Secondary Plan Schedule F - Open Space Network














October 28, 2013



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

Schedule G - Pedestrian and Cycling Network



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