

Clause 10 in Report No. 7 of Committee of the Whole was adopted by the Council of The Regional Municipality of York at its meeting held on April 23, 2015 with amendments to Recommendations 5 and 6 to read as follows:

5. That the final land use designations and policies for the lands east of Bowes Road and west of the rail corridor in the general vicinity of Oster Lane south to Highway 7, *together with the lands east of the rail line in Area 5 at the southern end of Ortona Lane in the general vicinity of the Proposed New Road Link (i.e potential Ortona Lane extension) east to the Natural Areas and south to Area 1*, be deferred to allow discussion with the owners, York Region, affected agencies and Metrolinx on proceeding with a Mobility Hub Study to implement the provisions of Policy 8.2 of the Secondary Plan for the purposes of realizing a GO Rail Station and securing the necessary infrastructure improvements.
6. That in the interim, these lands *east of Bowes Road and west of the rail corridor in the general vicinity of Oster Lane south to Highway 7, together with the lands east of the rail line, in Area 5, at the southern end of Ortona Lane in the general vicinity of the Proposed New Road Link (i.e potential Ortona Lane extension) east to the Natural Areas and south to Area 1, shown on Schedules B, C, D and E*, be considered as part of a Secondary Plan level Mobility Hub Study, which will include consideration of mixed-use residential, commercial and employment uses consistent with the Metrolinx Mobility Hub Guidelines.

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Amendment No. 8 to the Vaughan Official Plan  
Concord GO Centre Secondary Plan

Committee of the Whole recommends:

1. Receipt of the deputation by Barry Horosko, Horosko Planning Law, on behalf of 1834375 Ontario Limited operating as Liberty Developments Corporation.
2. Receipt of the communication from Andy Santoluce, Concord Storage Inc., dated April 8, 2015.
3. Adoption of the recommendations in the report dated March 25, 2015 from the Commissioner of Corporate Services and Chief Planner with the following additional recommendations:

Amendment No. 8 to the Vaughan Official Plan -  
Concord GO Centre Secondary Plan

1. Council approve Amendment No. 8 to the Vaughan Official Plan (2010), subject to the modifications described in Attachment 1.
2. The Director of Community Planning and Development Services be authorized to issue notice of decision to modify and approve Amendment No. 8 – Concord GO Centre Secondary Plan to the Vaughan Official Plan (2010), as prescribed by the Planning Act.
3. Regional staff be authorized to appear before the Ontario Municipal Board in support of the Region's position, if required, and the Regional Solicitor, or designate, be authorized to execute Minutes of Settlement, if appropriate.
4. That Council request the City of Vaughan initiate the undertaking of the comprehensive transportation study for the Concord GO Centre Secondary Plan area in a timely manner.
5. *That the final land use designations and policies for the lands east of Bowes Road and west of the rail corridor in the general vicinity of Oster Lane south to Highway 7 (Area 5 in the Plan) be deferred to allow discussion with the owners, York Region, affected agencies and Metrolinx on proceeding with a Mobility Hub Study to implement the provisions of Policy 8.2 of the Secondary Plan for the purposes of realizing a GO Rail Station, and securing the necessary infrastructure improvements.*
6. *That in the interim these lands west of the rail corridor and east of Bowes Road be identified as a "Study Area" on Schedules B, C, D and E, to be considered as part of a Secondary Plan level Mobility Hub Study, which will include consideration of mixed-use residential, commercial and employment uses consistent with the Metrolinx Mobility Hub Guidelines.*
7. *That such Mobility Hub Study take place concurrently with the Comprehensive Transportation Study required by the Secondary Plan to inform final land use designations and policies for lands west of the rail corridor and north of Highway 7 at the earliest opportunity.*
8. *That nothing in this resolution affect approval of the land use designations and the ability of the Phase 1 development on lands east of rail corridor proceeding in accordance with the policies of the Secondary Plan.*
9. This report be circulated by the Regional Clerk to Metrolinx and 407 ETR.

Amendment No. 8 to the Vaughan Official Plan -  
Concord GO Centre Secondary Plan

1. Recommendations

It is recommended that:

1. Council approve Amendment No. 8 to the *Vaughan Official Plan (2010)*, subject to the modifications described in Attachment 1.
2. The Director of Community Planning and Development Services be authorized to issue notice of decision to modify and approve Amendment No. 8 – Concord GO Centre Secondary Plan to the *Vaughan Official Plan (2010)*, as prescribed by the *Planning Act*.
3. Regional staff be authorized to appear before the Ontario Municipal Board in support of the Region's position, if required, and the Regional Solicitor, or designate, be authorized to execute Minutes of Settlement, if appropriate.
4. That Council request the City of Vaughan initiate the undertaking of the comprehensive transportation study for the Concord GO Centre Secondary Plan area in a timely manner.
5. This report be circulated by the Regional Clerk to Metrolinx and 407 ETR.

2. Purpose

This report reviews and recommends the approval of the Concord GO Centre Secondary Plan, subject to the modifications described in Attachment 1. This report also provides an overview of the goals and objectives of the secondary plan, and describes how the recommendations of this report align with the Region's planning policy framework.

3. Background

The City previously identified the Concord GO Centre area for high-density mixed-use development

The Concord GO Centre was identified by the City of Vaughan as a location for intensification along the Highway 7 Regional Corridor. Official Plan Amendment No. 660 (OPA 660) to the previous *Vaughan Official Plan* generally applied to lands within 400 metres of the intersection of Highway 7 and the GO rail line and envisioned a high-density mixed-use community.

The Concord GO Centre Secondary Plan incorporates residential and employment intensification along the Highway 7 Regional Corridor

The secondary plan area, comprised of 162 hectares adjacent to Highway 7, is generally bordered by Rivermede Road to the north, the hydro corridor to the east and south, and Bowes Road to the west (see Attachment 2). The Concord GO Centre area is an identified intensification area within the City of Vaughan and York Region. The Concord GO Centre is a local centre along a Regional Corridor which provides for a mix of uses and high-density development and employment opportunities to support a multi-modal transportation network.

The Concord GO Centre Secondary Plan provides a planning policy framework and planned development densities to support intensification consistent with York Region's intensification matrix framework included in the Regional Official Plan (see Figure 1 for context). In addition, development within this secondary plan area will include high density and a mix of uses consistent with the minimum intensification targets under any one of the three 2041 draft growth scenarios, as outlined in the April 9<sup>th</sup>, 2015, Committee of the Whole report of the Commissioner of Corporate Services and Chief Planner titled 2041 York Region Draft Growth Scenarios and Land Budget report.

**Figure 1**  
**Regional Intensification Matrix Framework**  
**(Regional Official Plan, Page 63)**



Consultation and engagement with stakeholders occurred throughout the secondary plan process

The secondary plan process was initiated in October 2012, at which time a steering committee was formed to guide the development of the secondary plan. Public information sessions were held in November 2012, and in January, May and November of 2013, to obtain feedback from the community and stakeholders. A Technical Advisory Committee, consisting of City and Regional staff and external agency representatives, was also assembled to provide input throughout the secondary plan process.

Regional Council is the approval authority and has the power to approve, modify and approve, or refuse this secondary plan

On June 24, 2014, Council of the City of Vaughan adopted the Concord GO Centre Secondary Plan and sent it to York Region for consideration. Regional Council is the approval authority for the Concord GO Centre Secondary Plan. In accordance with the *Planning Act*, as the approval authority, Regional Council has the power to approve, modify and approve, or refuse an amendment to an Official Plan. In addition, an approval authority may choose to apply these powers in part or in whole in respect of an amendment to an official plan. Council may also choose to defer a decision on all or part of the secondary plan.

#### 4. Analysis and Options

The Concord GO Centre is a planned intensification area along a Regional Corridor

Since 1994, the Regional Official plan has recognized York Region's Centres and Corridors as the foundation of the Region's urban structure. The Centres and Corridors are a system of connected, compact, mixed use and complete communities that support the Region's vision for city-building and creating communities where people can live, work and play. This secondary plan is in keeping with and reinforces that vision by establishing detailed goals and objectives to promote high-density mixed-use development that contributes to healthy, liveable and safe communities.

This secondary plan conforms to the city building and the Centres and Corridors policies of the *Regional Official Plan* and establishes the policy framework for creating a vibrant, transit oriented, mixed-use community. The land use pattern and planned densities within the secondary plan conform to the *Regional Official Plan* policies respecting the minimum floor space index target of 2.5 FSI per

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development block, 35 per cent affordable housing requirement and sustainability objectives of the plan.

The secondary plan, as modified, is consistent with Provincial policy

The *Provincial Policy Statement 2014 (PPS)* provides policy direction on matters of Provincial interest related to land use planning and development. The Concord GO Centre Secondary Plan outlines eight principles that were used to guide the development of the secondary plan. These policies include creating a complete community, enhancing natural features and greenspaces, and integrating capital infrastructure investment with good planning. These principles support building healthy, liveable and safe communities consistent with the policies of the *PPS*.

*The Provincial Growth Plan for the Greater Golden Horseshoe 2006 (Growth Plan)* and the *Regional Official Plan* require plans to accommodate growth through intensification within the built-up area. The *Regional Official Plan* identifies that the Centres and Corridors will account for much of the planned intensification. The Concord GO Centre is located within the built boundary of the City of Vaughan and is a planned multi-modal transportation hub supported by mixed-use high-density development. Development within the secondary plan area will support planned and future investments in infrastructure, including rapid transit, along Highway 7. Accordingly, future growth and development within the secondary plan area will contribute to achieving Official Plan intensification targets, in conformity with the *Growth Plan* and the *Regional Official Plan*.

The secondary plan anticipates up to 8,000 people and 10,000 jobs contributing to Regional Official Plan intensification targets

The Concord GO Centre area is identified by the City of Vaughan as a local centre and is considered a key development area by the Regional Official Plan. Key Development Areas are planned intensification areas identified by local municipalities along Regional Corridors. This secondary plan provides detailed policy guidance, direction and a vision to plan and manage growth and intensification to 2031, including 4,000 to 8,000 people in 2,050 to 4,000 residential units and 8,000 to 10,000 jobs.

Planned multi-modal transit facilities will support planned growth and intensification within the secondary plan area

The convergence of planned transit infrastructure within the secondary plan area makes the Concord GO Centre area a prime location for intensification. The Barrie GO Rail Line bisects the Concord GO Centre secondary plan area. The provincial transit agency, Metrolinx, has identified the potential for a future GO

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rail station at this location with the possibility for two-way, all-day service on this line as part of implementing Regional Express Rail.

In addition, a portion of the secondary plan area is located within the Province's Parkway Belt West Plan area. The Parkway Belt West Plan provides for a linear land reserve for multi-purpose facilities and infrastructure including the Province's proposed 407 Transitway. In 2011, the Province approved an Environmental Assessment for the 407 Transitway which identified a proposed 407 Transitway station and related facilities to be located within the secondary plan area south of Highway 7. These lands are identified as "Inter-Urban Transit" on Attachment 2.

The Concord GO Centre Secondary Plan is also located along the vivaNext Highway 7 Rapidway. This is part of a 35 km system of Viva Bus Rapid Transit that is delivering frequent transit service to existing and future residents. Construction is underway for this segment of vivaNext Rapidway with anticipated completion in 2019.

Modifications to the adopted secondary plan (Attachment 1) are proposed to recognize the full extent of lands required for the 407 Transitway station and related facilities, as identified by the Province, within the secondary plan area.

Regional staff also recommend technical modifications to require sufficient transportation analysis to be undertaken at the earliest stage possible to ensure that phasing and staging of development occurs in conjunction with delivery of transportation infrastructure, including road connections and transit.

Modifications to the secondary plan are required to address comments from the Province respecting the 407 Transitway

Lands within Area 3 (see Attachment 3) were identified in the City's adopted Concord GO Centre Secondary Plan as 'Mid-Rise Mixed-Use' with a maximum height and density of 10-storeys and a floor space index (FSI) of 3.0. Modifications to the City's adopted Land Use Schedule (Attachment 2) are required to recognize lands within Area 3 that have been identified by the Ministry of Transportation for the 407 transitway and related station infrastructure, in the approved Environmental Assessment. These lands are privately owned and are currently outside of the limits of the Parkway Belt West Plan area; however, it is the Province's intention to expand the Parkway Belt West Plan area to include these lands through a future amendment to the Parkway Belt West Plan and to recognize the lands for future 407 Transitway use.

Accordingly, Regional staff recommend a modification to introduce a new land use category known as "Inter-Urban Transit" and modify the designation of lands within Area 3 from "Mid-Rise Mixed-Use" to "Inter-Urban Transit". This

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modification is described in the attached schedule of modifications (Attachment 1) and has been agreed to by Provincial and City of Vaughan staff.

Modifications are also required to address the timing and completion of a comprehensive transportation study for the secondary plan area

Modifications to the adopted secondary plan are also required to provide clarity with respect to the timing and phasing of development within the secondary plan. The initial phase of development within the secondary plan was established based on transportation studies provided by proponents for development within Area 1 of the secondary plan. A comprehensive transportation study was not undertaken in conjunction with development of the larger Concord GO Centre Secondary Plan. As provided for in the adopted secondary plan, development within Phase 1 is limited to lands within Areas 2 and 4, and up to 950 units and 32,500 m<sup>2</sup> (350,000 ft<sup>2</sup>) for commercial retail and office uses within Area 1.

At its meeting of June 24, 2014, and concurrent with the adoption of this secondary plan, City of Vaughan Council passed a resolution to support the undertaking of a comprehensive transportation study for the secondary plan area. However, no timing was established for the delivery of that study. Accordingly, the modifications proposed in Attachment 1 will help provide clarity

surrounding the process by which development may proceed in the interim and identifies development levels that will trigger the undertaking of the comprehensive transportation study. These modifications require the completion of a comprehensive transportation study if development within Areas 2 and 4 exceed permissions proposed in this secondary plan and for any development beyond phase 1 within Area 1. This modification conforms to the Regional Official Plan requirement that secondary plans within Regional Corridors shall include policies to appropriately sequence development (Section 5.4.6.f). City of Vaughan planning and engineering staff were consulted with respect to this modification and have agreed to this proposed change.

Link to key Council-approved plans

Approval of this secondary plan contributes to the 2015 to 2019 strategic priority area of managing environmentally sustainable growth, by focusing growth along the Regional Corridor. Approval of this secondary plan will support the subsequent approval of development applications and growth to support the implementation of the rapid transit network. Accordingly, approval of the Concord GO Centre Secondary Plan is consistent with the objectives and priorities of the *2015 to 2019 Strategic Plan*.



The Concord GO Centre Secondary Plan supports *Vision 2051* goal areas of creating liveable cities and complete communities and interconnected systems for mobility. The vision, principles and mixed-use high-density land use pattern incorporated into this secondary plan support creating a vibrant, livable, and complete community in keeping with *Vision 2051*.

## 5. Financial Implications

Increases in Regional and local assessment is contingent upon the amount of development constructed. Approval of this secondary plan supports subsequent approval of development applications that will facilitate future growth, which in turn, increases Regional and local assessments. The Development charge revenue collected as a result of new development within the Concord Go Centre Secondary Plan area will support infrastructure projects throughout the Region.

## 6. Local Municipal Impact

This secondary plan provides policy direction and a vision for the Concord GO Centre area consistent with the goals and objectives of the new *Vaughan Official Plan (2010)*. Recommendation 4 of this report requests that the City of Vaughan undertake a comprehensive transportation analysis for the secondary plan area to ensure that the phasing and staging of development is concurrent with the

delivery of transportation infrastructure. This recommendation is consistent with the resolution adopted by City of Vaughan Council on June 24, 2014. All recommendations of this report and the modifications, as outlined in Attachment 1, are supported by local municipal staff.

Regional Council's approval of this secondary plan supports the development of a compact, mixed-use local centre. The principles rooted in the Concord GO Centre Secondary Plan seek to create a vibrant and transit oriented community where people can live, work and play.

## 7. Conclusion

The Concord GO Centre Secondary Plan, as modified and set out in Attachment 1, provides a detailed land use pattern and policy framework to create a mixed-use, multi-modal transit supportive community. This secondary plan is consistent with the *Provincial Policy Statement*, conforms to the *Provincial Growth Plan* and the *Regional Official Plan*, and, for the reasons set out in this report, represents good planning.

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Modifications to the adopted secondary plan are required to address specific concerns related to the identification of lands for 407 Transitway facilities and to ensure that the phasing and staging of development is coordinated with the delivery of transportation related infrastructure. Approval of this secondary plan, as modified, supports the development of a vibrant, compact and mixed use local centre where people can live, work and play in keeping with York region's city building policies and the vision for Centres and Corridors.

For more information on this report, please contact Josh Reis, Senior Planner, Community Planning and Development Services, ext. 71515.

The Senior Management Group has reviewed this report.

March 25, 2015

Attachments (5)

#6056477

Accessible formats or communication supports are available upon request

## York Region Modifications

**Black Bold Text** = Additions

~~Red Strikethrough Text~~ = Deletions

1. Remove reference to Mid-Rise Mixed-Use designation on page 12 and add “Inter-Urban Transit”, as follows:

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~~
- **Inter Urban Transit**

2. Remove reference to Mid-Rise Mixed-Use designation in Section 3.0 preamble and add “Inter-Urban Transit”, as follows:

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~~ **2** High-Rise Mixed-Use

~~4~~**3** Employment Commercial Mixed-Use

~~5~~**4** General Employment

~~6~~**5** Prestige Employment

~~7~~**6** Natural Area

~~8~~**7** Floodplain Area

## ~~9-8~~ Open Space Area

### ~~10 Parkway Belt West Plan (including Road and Buffer Area + Inter-Urban Transit)~~

## **9 Inter Urban Transit**

3. Policy 3.1.14 - Replace reference to “Schedule D” with “Schedule E”

Development along Highway 7, a Regional Intensification Corridor and a future rapid transit line identified on Schedule ~~D~~**E** of this Plan, development adjacent to the future potential mobility 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.

4. Delete Policy 3.1.16 in its entirety

~~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.~~

5. Replace Section “3.3. Mid-Rise Mixed-Use” renumbering Section 3.4 “High Rise Mixed Use” as Section 3.3 and add new Section 3.4 “Inter Urban Transit”

### ~~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.~~

~~3.3.5 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 redesignation to Inter-Urban Transit. Upon approval of the Parkway Belt West Plan amendment, this plan will be modified accordingly without further amendment.~~

### **3.4 Inter-Urban Transit**

**3.3.1 The Inter-Urban Transit designation corresponds to the lands located south of Highway 7 and east of the Barrie GO Rail Line, Areas 3 and 6, as shown on Schedule 'A': Study Area Boundary. This area is intended to provide for transit infrastructure and facilities related to the 407 Transitway.**

**3.4.2 The following uses shall be permitted within the Inter-Urban Transit designation: transit related infrastructure and facilities including parking.**

**3.4.3 The boundaries and policies of the Parkway Belt West Plan as amended, take precedence over the designations shown on Schedule 'B': Land Use. Where the Parkway Belt West Plan is amended to add additional lands, the boundaries and policies of the Parkway Belt West Plan will apply without amendment to this plan.**

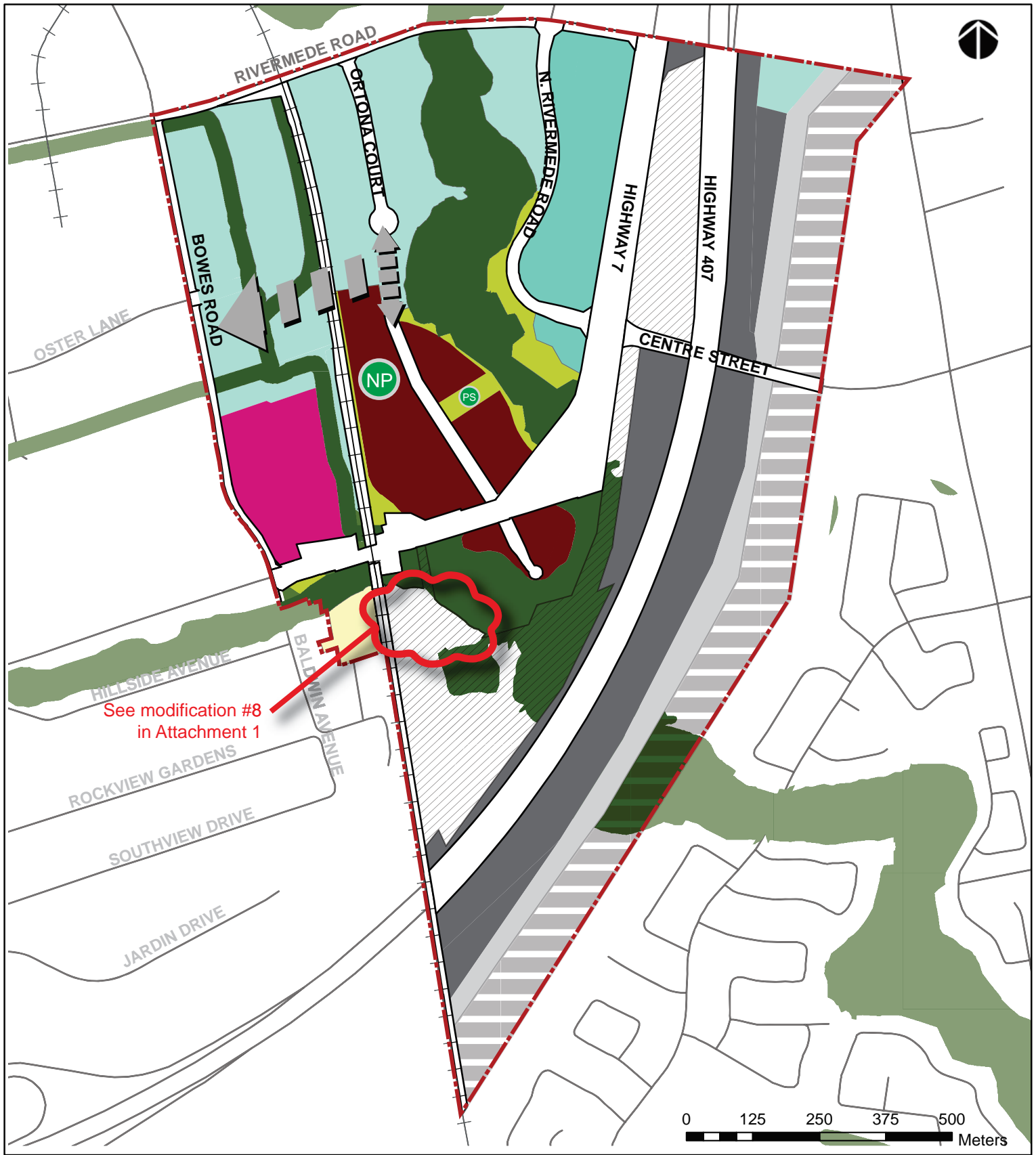
6. That Policy 8.3.6 a) be revised as follows:

















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. **Outcomes will be reflected in the implementing development applications, including a Development Concept Report if required. Should the need for partial or staged development be identified within in Areas 2 and 4 during Phase 1, then this will be reflected in the Development Concept Report and secured with the use of the Holding Zone symbol provisions of the Planning Act or other measure satisfactory to the City and York Region.**

7. That a new Policy 8.3.6 d) be inserted, as follows, and that the existing policies d) and e) be lettered e) and f) accordingly.

**Any proposed increase in density beyond that shown on Schedule C – Height and Density, being 3.5 FSI for Area 2 and 1.8 FSI for Area 4, will trigger the requirement for the Comprehensive Transportation Study for the Secondary Plan area.**

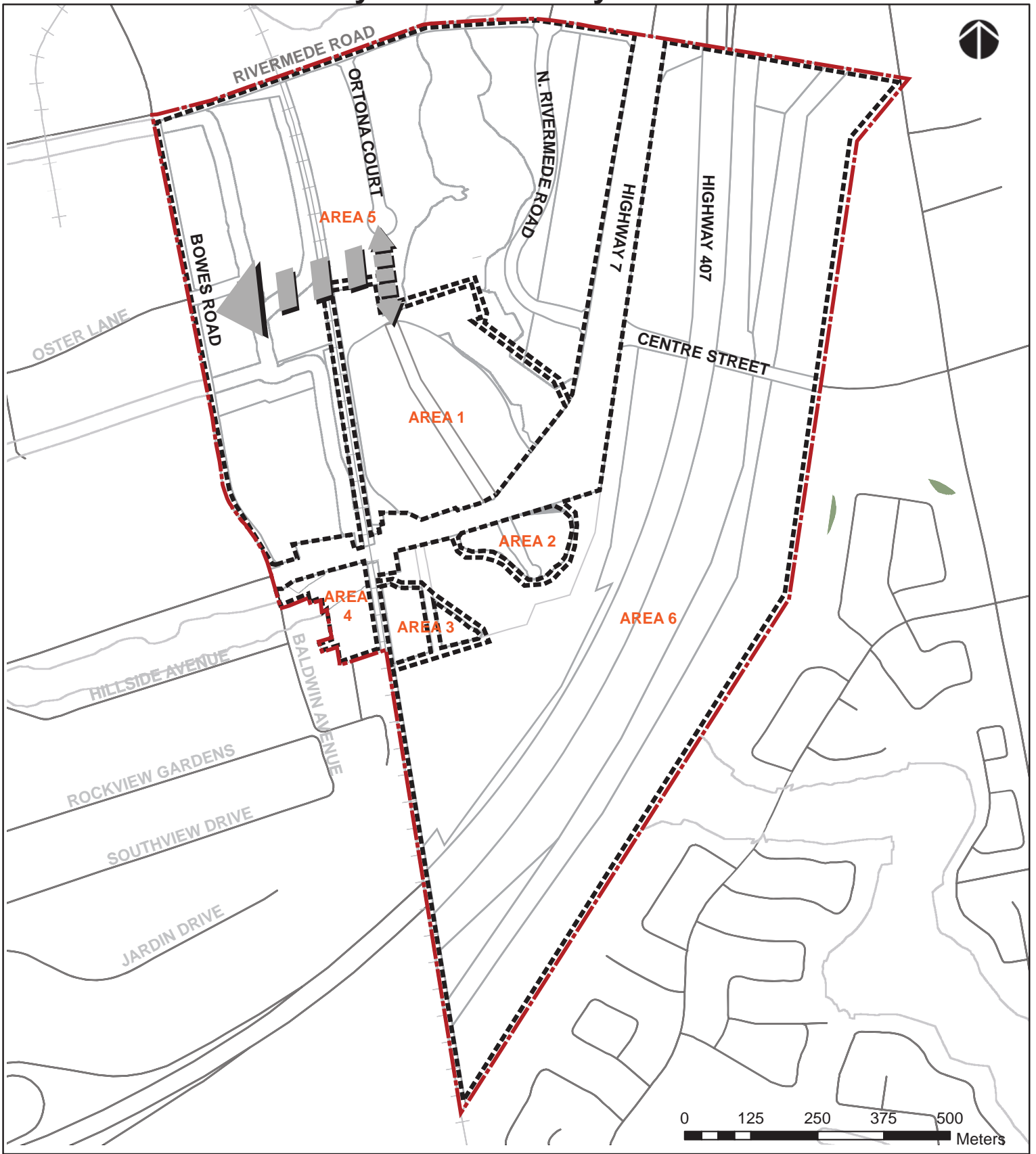
8. That Schedules 'B', 'C' and 'E' be revised to reflect the limits of the approved EA for the 407 Transitway. These lands (Areas 3 and 6) shall be designated as "Inter-Urban Transit".
9. That the references to the Parkway Belt West Plan on all schedules be removed.



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

# Schedule A - Secondary Plan Boundary

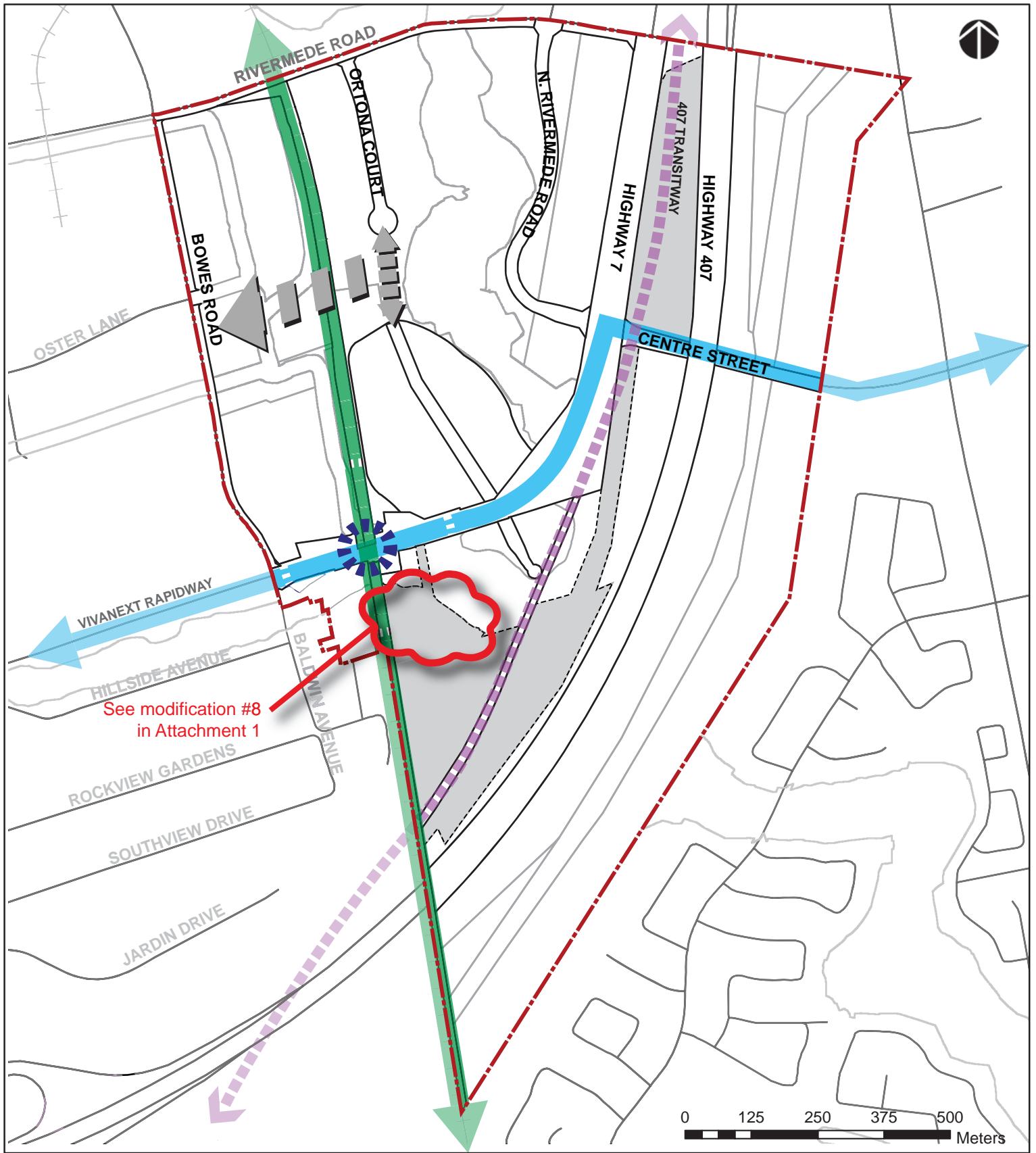
June 2014











--- Concord GO Centre Secondary Plan Boundary

--- Sub-Area Boundary





See modification #8  
 in Attachment 1

- |  |                                |   |  |   |  |
|--|--------------------------------|---|--|---|--|
|  | Concord GO Centre Boundary     |    | 407 Transitway Alignment<br>(Approved Transitway EA) |  | Potential Mobility Hub<br>(could include integrated transit facilities such as transit stops, parking areas and pedestrian connection enhancements.) |
|  | VivaNext Rapidway/YRT Route 77 |    | Railway  |    | Inter-Urban Transit<br>(Subject to the Parkway-Belt-West Plan)<br>(Refer to Policy 3.3)  |
|  | GO Transit                     |  | Proposed New Road Link (Conceptual)                  |   |  |

**Martin, Carrie**

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**From:** Andy Santoluce [<mailto:andy@concordstorage.com>]  
**Sent:** Wednesday, April 08, 2015 4:00 PM  
**To:** Reis, Josh  
**Cc:** MacAskill, Duncan  
**Subject:** Re: Notice of Meeting and Report April 9th - Concord GO Centre Secondary Plan (Amendment No. 8 to the Vaughan Official Plan)

Greetings Josh from Concord Storage,

I have just reviewed and read your email sent yesterday at 6:30 PM concerning the meeting scheduled for April 9th. I am disappointed that you have only given me one day to respond to what may have detrimental consequences to the future expropriation value of the Concord Property.

Concord Storage accepts the reality that the future use of its lands is to the betterment of the community if it is to be used for planned transit infrastructure. This email is not nor should it be construed as an objection to the aforesaid process.

The process of expropriation has begun several years ago and will culminate in evaluating the lands based on "the highest and best use".

The potential amendment that you propose of eliminating the mid rise designation will lower the future value of the Concord lands relatively to the Inter-Urban Transit designation. The Region was involved in the process of stakeholder involvement that eventually led to the mid rise designation. I can not recall seeing any written objection from the Region to what the "Concord community" stakeholders, the City of Vaughan Planning Department and the City of Vaughan Council passed.

What you are proposing to change now is something that you have previously agreed was a fair and equitable situation that represented sound planning guidelines. Why are you proposing the change? The existing wording (that you propose to change) allows the "expropriating body" to take the lands without any further amendments. There can not be, nor will there be, any attempt by Concord Storage to interfere with that progression of events. The current mid rise designation may offer a future "highest and best use" valuation in favour of Concord Storage greater than the Inter-Urban Transit designation.

Your proposed amendment resulting from the request by the Province to "modify the adopted Secondary Plan to designate lands within Area 3 as Inter-Urban Transit" is a blatant attempt by the Province to lower the future expropriation value of the Concord Lands. They have a history of attempting to hide behind municipalities etc. and declaring to the courts that it was not them that made the "decision". The courts, in the past have seen through this ruse. Why involve the Region in this potential future dispute that should not involve you? I am surprised and disappointed if as you say this

proposed change was endorsed by The City of Vaughan. This may or may not give them an opportunity "to hide behind" your decision to amend what need not be amended. Both, perhaps are culpable. The City of Vaughan Planning Department until your recent collaboration saw through the manipulative actions of the Province.

Concord Storage has been since the early seventies a willing and substantial municipal tax payer and expects to be treated fairly by all levels of government. It is not a pleasant experience to have your life's work expropriated if it is perceived that the beneficial remuneration has been manipulated downward by the same body that becomes the expropriation agent.

I am currently out of the country and unable to attend the meeting. The short notice that you gave me also does not give Concord Storage enough time to appoint an agent to attend.

Would you please circulate this written objection to all members of the committee that are in a position to vote or influence the rejection of the proposed change prior to the convening of the meeting. When I return in approximately one week I will forward a hard copy of this objection.

This has been sent from a handheld device and ask you to immediately confirm that you have received, read and forwarded this email to the appropriate decision makers prior to the meeting and that you will present it to the Committee for their consideration. If appropriate forward same to the Province.

Thanking you in advance and trust that common sense will prevail.

Andy Santoloco  
President, Concord Storage Inc.