

Appendix 'D'
Modifications to the Draft Official Plan Amendments and New Secondary Plan
since the March 2nd, 2010 Public Meeting

In addition to the modifications based on comments received (as noted in Appendix 'C') a number of additional refinements have been made to the Official Plan Amendments and the new Secondary Plan, including the Schedules, since the Public Meeting, which was held on March 2nd, 2010.

Refinements to the Schedules include:

1. Changes to Schedule 'F' – Amendment to Schedule 'I' – Environmental Protection Areas
 - i. Additional wording was added to the legend to clarify that the lands shown as Valleylands includes lands designated Hazard Lands on Schedule 'A'.
2. Changes to Schedule 'AA' – Detailed Land Use Plan
 - i. The Secondary Plan Section reference associated with the '*' symbol was changed from 6.5 (h) to 6.4 (e).
3. Changes to Schedule 'BB' – Community Structure include:
 - i. The location of the West Transit Node was moved to the north side of South Boulevard, coincident with the Transit Green.
 - ii. Refinements to the symbols in and around the West Transit Node, to:
 - clarify where the subway station entrance is proposed; and
 - adjust the centre of the 500 m radii, associated with the East and West Transit Nodes, so they are centred above the east and west transit nodes.
 - iii. The symbol to show the location of the grade separated crossings of the CNR tracks were removed. They are shown on Schedule 'FF' – Transportation Plan.
 - iv. The Greenspace Corridor and Greenways hatching was deleted from the area on the CNR track.
 - v. The Cedar Avenue extension was deleted. It is shown on Schedule 'FF' – Transportation plan.
4. Changes to Schedule 'FF' – Transportation Plan include:
 - i. The location of the West Transit Node was moved to the north side of South Boulevard, coincident with the Transit Green.
 - ii. The symbol to show the location of the grade separated crossings of the CNR tracks were added.
 - iii. The Cedar Avenue extension was added.
 - iv. A proposed pedestrian link, in the area along the east side of the CNR tracks, has been added. The proposed pedestrian link will connect the

Langstaff Gateway area to the existing residential area to the south of the cemetery.

- v. The location of the proposed Langstaff/Longbridge subway station was added.
- vi. The routing of the 407 Transitway has been revised to show the routing from the ongoing 407 Transitway Environmental Assessment.

5. Changes to Schedule 'GG' – Transit Plan

- i. The location of the West Transit Node was moved to the north side of South Boulevard, coincident with the Transit Green.
- ii. Refinements to the symbols in and around the West Transit Node, to clarify where the subway station entrance is proposed.
- iii. The routing of the 407 Transitway has been revised to show the routing from the ongoing 407 Transitway Environmental Assessment.
- iv. The symbol for the proposed Langstaff/Longbridge subway station was changed, so that it is the same as the symbol on Schedule 'FF' – Transportation Plan.

6. Changes to Schedule 'HH' – Parks and Open Space System

- i. The Pomona Mills Creek symbol (PMC) was move on top of the Environmental Protection Area – Valleylands, and a new symbol was added for Pomona Mills Creek Park (PMCP). To clarify that Pomona Mills Creek is distinct and separate from Pomona Mills Creek Park.

7. Changes to Schedule 'II' – Development Phasing and Precinct Plan include:

- The north boulevard grade separation over the CNR tracks has been advanced from Phase 2, (in part to facilitate the two way all day GO service to Phase 1. The south boulevard grade separation over the CNR tracks has been advanced from Phase 3 to Phase 2.
- The Phase 1 east residential unit count was reduced by 537 units and approximately 2,670m² of non-residential uses. Consequently, Phase 1 east will have 2,430 units, and up to 7,975m² of non-residential uses. Phase 2 east has been increased accordingly.

The Phase 1 west residential unit count was increasing by 565 units and approximately 2,500m² of non-residential uses. Consequently, Phase 1 west will have 2,572 units, and up to 6,650m² of non-residential uses.

This includes the additional provision of the linear park south of the lands that were added to Phase 1.

This revision will allow an additional 565 units in Phase 1 west. Consequently, an approximately equal amount of development (2,500 dwelling units) will occur in each of Phase 1 east and west.

Refinements to the text include:

1. Additional wording has been added to Part I, Section 4.0 The Basis of the Official Plan Amendment. A new subsection was added regarding the role of the Toronto and Region Conservation Authority.

“4.1.5 Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority develops and implements watershed strategies, plans, policies, programs, regulations and projects to address the natural hazards associated with flooding, erosion and slope instability, as well as green space enhancement. The Toronto and Region Conservation Authority have undertaken watershed planning for the Don watershed and have prepared watershed plans. These plans shall be used to assist the Town and guide development decisions, and water and wastewater servicing decisions.”

2. Additional wording has been added, to Part III, Section 4.2 Policy Context, regarding the natural environment to clarify that: “Complete communities demonstrate well designed, compact urban development, accommodating both a mix and range of housing and jobs, with convenient access to public transportation, **while preserving and enhancing the natural environment where appropriate.**”
3. Additional wording has been added to Part III, Section 4.4 Objectives, Sub-Section 4.4.3 Mixed Use Centre, to clarify that the plan is to provide for a Mixed Use Centre that, amongst other objectives:
 - “• Protects and incorporates existing natural features into the site as amenities of unique value”
4. The Section on Potential Contamination, General Policies (previously section 9.6.1 now new section 9.7.1) has been expanded to more clearly articulate policies regarding site contamination.
5. Additional wording has been added to Section 8.1.7 Pedestrian and Bicycle Path System regarding:

Encouraging the Holy Cross Cemetery to grant to the Town, to the Town’s satisfaction, north-south walkway easements through the cemetery lands to provide pedestrian links connecting the residential lands south of the cemetery to the Langstaff Gateway area.

This wording is consistent with the wording from the Thornhill Secondary Plan

Encouraging CN Rail shall to grant to the Town, to the Town’s satisfaction, a north-south walkway easement along the CN Rail lands to provide a pedestrian link connecting the residential lands to the south of the cemetery to the Langstaff Gateway area.

6. Additional wording has been added to Section 9.4 to clarify that District Heating and Cooling, to serve all development within the Secondary Plan area, shall be a

component of development, and that the production plant is permitted in any land use designation except an Environmental Protection area.

7. A policy regarding a Zoning By-law Holding provision has been added to the Secondary Plan to clarify that they can include, amongst other provisions, a condition that limits Phase 1 development until funding for the proposed Yonge subway extension has been confirmed.

In addition, revisions have been made to both the text and the schedules to clarify and/or update certain terms and policies, and to correct grammatical, typographical and section number errors. Paragraphs and sections have also been moved within the document to improve readability and policy intent.