

CONCORD GO CENTRE:

- Mobility Hub Study
- Transportation Master Plan
- Schedule C Class Environmental Assessment for a New North-South Collector Road

PUBLIC INFORMATION CENTRE #1

January 23, 2020



Concord GO Centre Vision and Guiding Principles



SECONDARY PLAN VISION

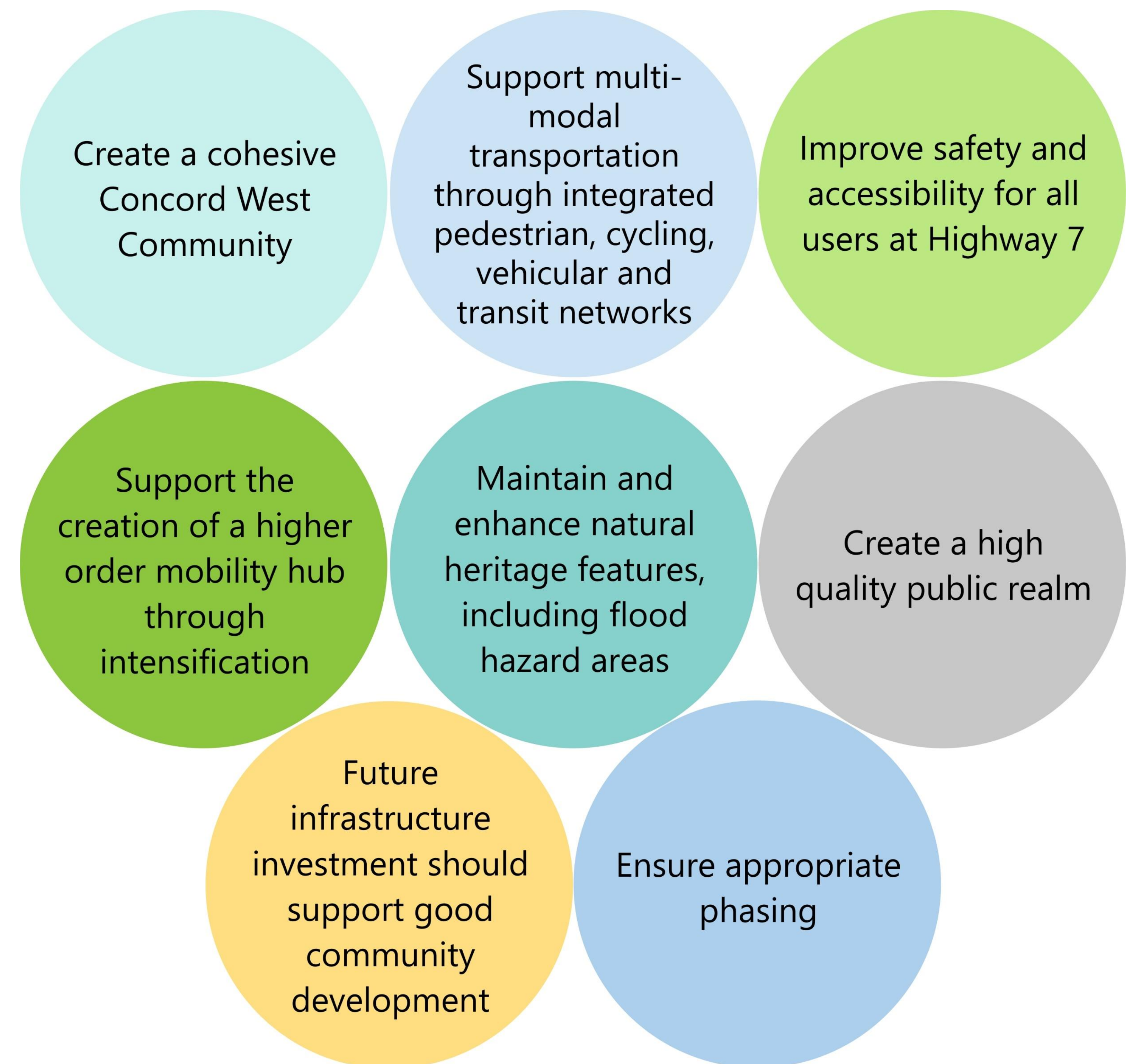
The Concord GO Centre will provide opportunities for a mix of uses that will be developed around a multi-modal transportation network. The Concord GO Centre will be integrated into the surrounding community and will provide places for living, working, recreation and gathering.



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.

- Concord GO Centre Secondary Plan (2015) was established to provide appropriate land use, density and built form and other policies to guide intensification and redevelopment in the area.
- The Secondary Plan covers 161 hectares and is planned to accommodate between 4,000-8,000 residents and 8,000-10,000 jobs by 2031.

SECONDARY PLAN GUIDING PRINCIPLES

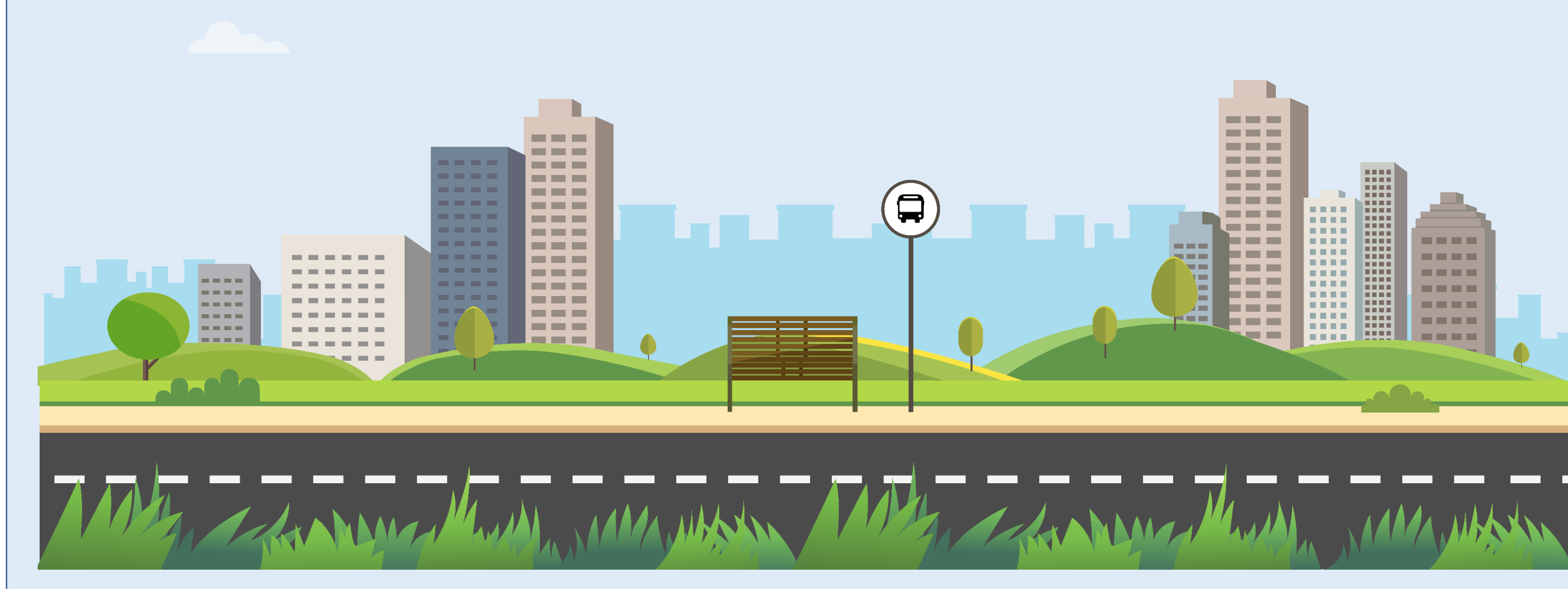




Why is a Mobility Hub Study needed?

PURPOSE

The purpose of the Mobility Hub Study is to establish the land uses and policy framework for the deferred lands to support a potential GO station in the area of Highway 7 and Bowes Road.



- York Region approved the Concord GO Centre Secondary Plan in 2015. As part of this approval, the Region directed the City to prepare a Mobility Hub Study concurrently with a broader Comprehensive Transportation Study to inform the final land use designations and policies for the area.
- As part of this decision, York Region deferred the approval of final land use designations for Areas A and B to allow for the completion of a Mobility Hub Study that would ensure future land uses are transit supportive and include planned infrastructure improvements.

Concord GO Centre Secondary Plan
Schedule B - Land Use





What is a Mobility Hub?

- A Mobility Hub is more than just a transit station. Mobility Hubs consist of major transit stations and the surrounding area. They serve a critical function in the regional transportation system as the origin, destination, or transfer point for a significant portion of trips.
- They are places of connectivity where different modes of transportation – from walking to biking to riding transit – come together seamlessly and where there is an intensive concentration of working, living, shopping and/or playing.



Mobility Hubs typically include important placemaking elements, including transit supportive densities and a mix of uses in/around the station area (Burlington GO Station).



Mobility Hubs are designed to include an attractive public realm (West Harbour GO Station, Hamilton).



A defining characteristic for Mobility Hubs is the seamless integration of various transportation modes (Mount Pleasant GO Station).



The Mobility Hub Study will:

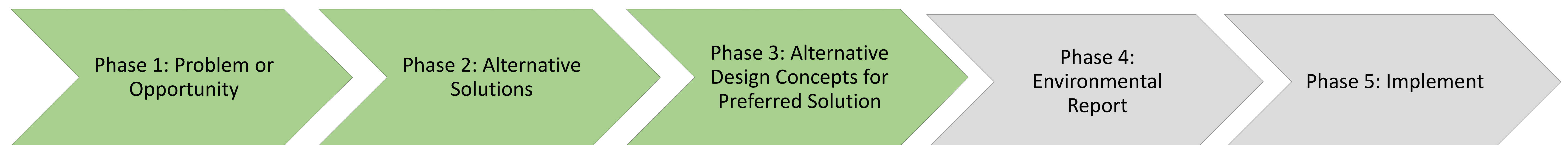
- Support a potential GO Station in Concord.
- Examine opportunities for strengthening the overall Metrolinx business case for a potential Concord GO Station.
- Include a scoped review of the Deferral Areas and confirm if there is a need for major policy changes required (e.g. land use, heights, densities, schedules, etc.).
- Scope includes the preparation of urban design guidelines to support the integration of the Mobility Hub into the broader area.
- Establish an implementation plan.



Mobility Hub Study Process



Transportation Masterplan





Policy Context

- Since the approval of the Secondary Plan (2015) there have been a number of changes to Provincial Plans and policies as well as decisions which have prompted the City to review elements of the Secondary Plan land use.

- Places to Grow Plan Updates (2019)
- Metrolinx decision to not include the proposed Concord GO Station in the 10 year capital plan for RER
- York Region undertaking a review of the York Region Official Plan
- City of Vaughan beginning Official Plan review process in 2020



- There is also a need to determine specific transportation and municipal infrastructure requirements and policies to implement the Secondary Plan.





Metrolinx Business Case Results

- Metrolinx is the approval authority for new GO Stations.
- Metrolinx uses a comprehensive evaluation framework for assessing the viability of potential GO stations, weighing:



Strategic Aspects



Financial Aspects



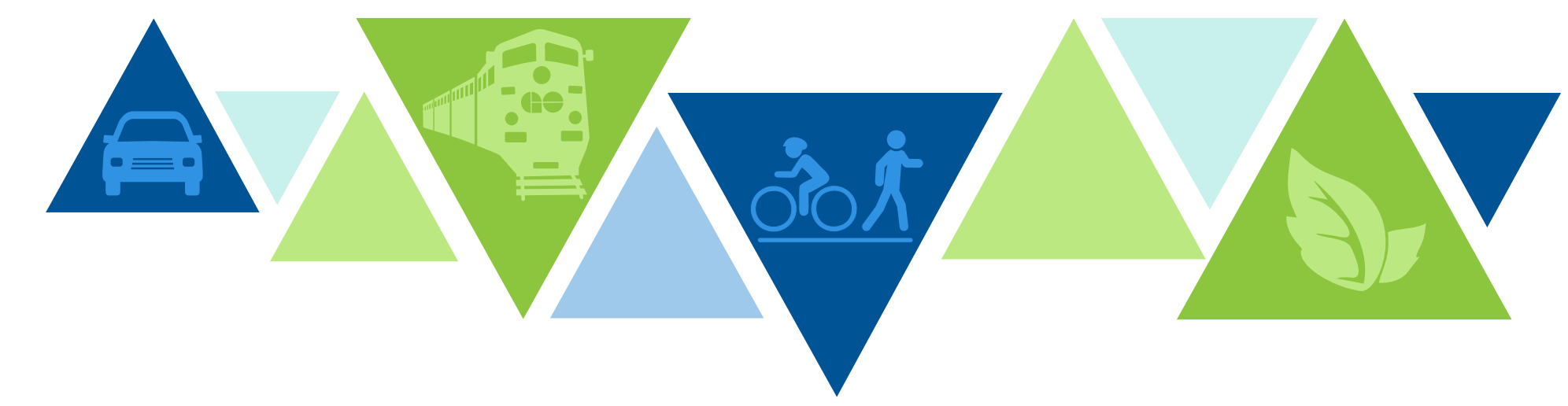
Economic Aspects



Deliverability and Operational Aspects

- Metrolinx conducted a business case analysis of the Highway 7-Concord GO station in 2016 with further analysis in 2017/2018.
- Metrolinx did not approve a new GO station for Concord at the time for financial and economic reasons.





Opportunities and Constraints

➤ Opportunity to create a Mobility Hub

- A Bus Rapid Transit (BRT) for Highway 7 (VivaNext) opened on January 5th, 2020.
- The Province is planning to have a stop in Concord as part of the 407 Transitway, which is a long distance Bus Rapid Transit corridor between Burlington and Clarington.
- This area meets the definition of Mobility Hub based on provincial guidelines.
- Improve east-west connectivity across the City.



➤ There is an opportunity to create a complete community

- Opportunities to live, work, play, move, and thrive in close proximity to transit.

➤ There is proximity to other major destinations in the City.

- The Study Area is close to the Vaughan Metropolitan Centre (VMC) and Promenade Centre, offering opportunities for additional connections to these mixed-use intensification centres, including the City's downtown.





Opportunities and Constraints (continued)

Natural heritage constraints to consider

- The West Don River runs through the Study Area and is identified as part of the Region's Greenland System and the Vaughan Official Plan 2010 as Natural Areas.
- 26 hectares of land within the Study Area (16%) are designated as Natural Areas.



Natural hazard issues to consider

- Approximately 17% of the Study Area is located within the TRCA's flood hazard area.
- There is an opportunity to explore potential flood mitigation strategies to address the flood hazard, depending on the depth of flood levels which need to be confirmed with the TRCA.





Next Steps – Mobility Hub Study

- Following this public meeting, the study team will begin work on draft land use scenarios (Winter 2020).
 - The scenario methodology will focus on land use, density and height.
 - The scope of work includes a base scenario (current secondary plan land use) and additional scenarios.
 - The scenarios to include population and employment estimates, as well as overall density estimates (people and jobs per hectare).
 - The expectation is that the scenarios should aim to improve the business case.
 - The evaluation criteria will be developed to highlight pros and cons for each scenario.





Thank you for joining us!

Next Public Open House/Workshop is tentatively scheduled for summer 2020.

Mobility Hub Study

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CONCORD GO CENTRE

Transportation Master Plan and Schedule C
Class Environmental Assessment
for a New North-South Collector Road
&
Mobility Hub Study

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WHAT ARE THE STUDIES?

The City of Vaughan is completing studies that will create a fully integrated **land use plan** and **multi-modal transportation network** in the Concord GO Centre.

The studies are:

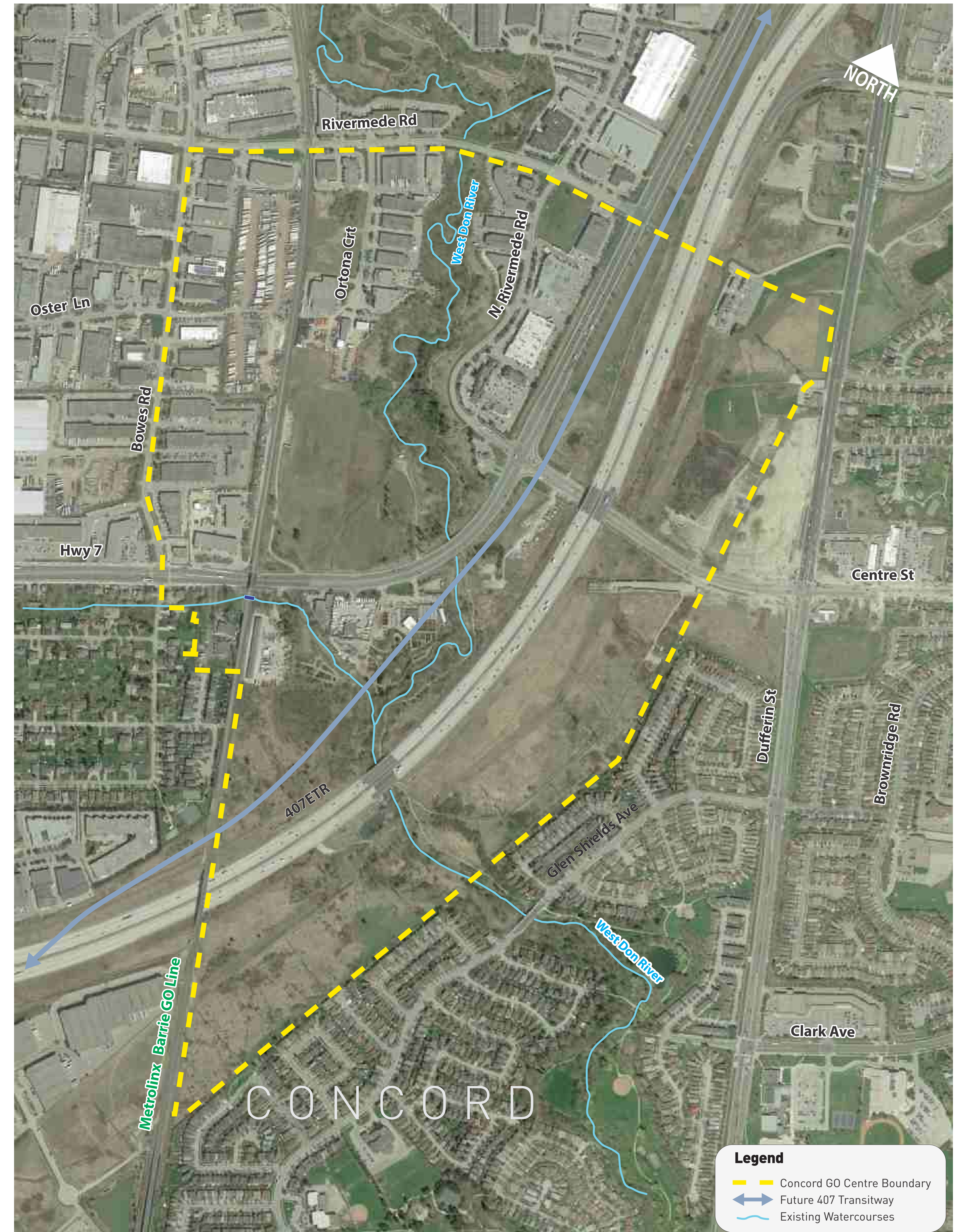
1. Mobility Hub Study

- To implement the approved Concord GO Centre Secondary Plan and plan for a potential GO Station in the area of Highway 7 and Bowes Road.
- To develop a complete community that provides the appropriate mix of land uses, densities and pedestrian-friendly amenities to support a transit-oriented community.

2. Transportation Studies

- Transportation Master Plan - will recommend a multi-modal network with connectivity to transit within and beyond the study area.
- Schedule 'C' Environmental Assessment Study for the North-South Minor Collector Road from Rivermede Road to Highway 7 - based on the recommended transportation network, further planning and design will be undertaken for a new north-south collector road.

More details about each study, including process and schedule, are provided on later displays.





WELCOME TO THE CONCORD GO CENTRE OPEN HOUSE!

Purpose of this PIC:

- Introduce the **City studies** underway for the Concord GO Centre
- Describe the planning and Municipal Class Environmental Assessment study processes
- Review the planning/policy context and existing conditions
- Present the transportation network analysis to 2031 (interim)
- Engage the community
- Identify next steps for each study

What You Can Do:



Please take your time walking through the displays and review the material presented.



Please ask questions! City Staff and Project Team members are here for you.



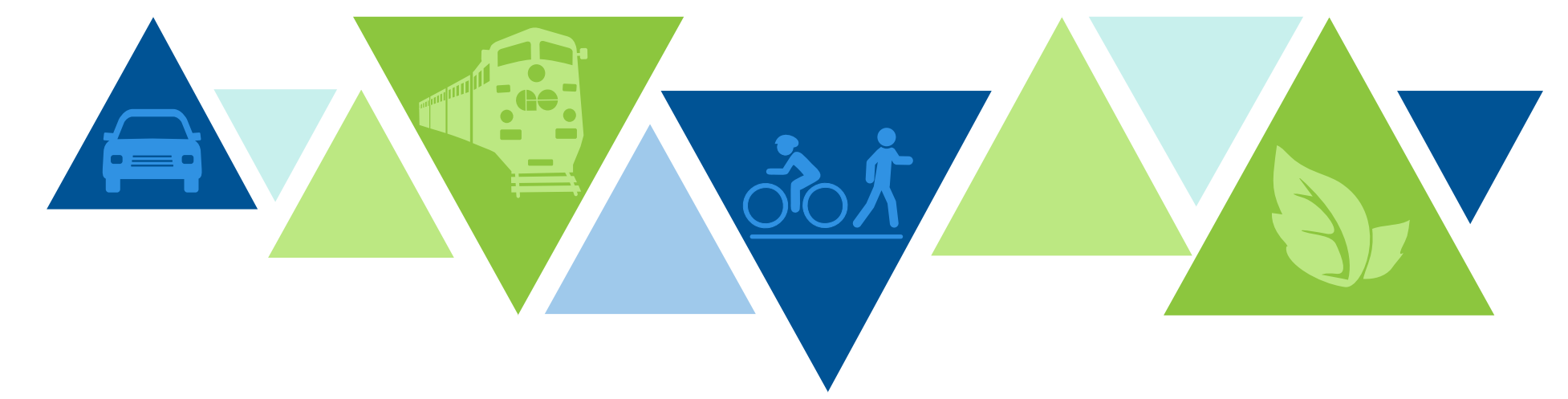
Please take the time to complete a comment sheet or send us an email.



Please ensure you have signed in so we can keep you informed as the study progresses.



Thank you for your interest in this study.



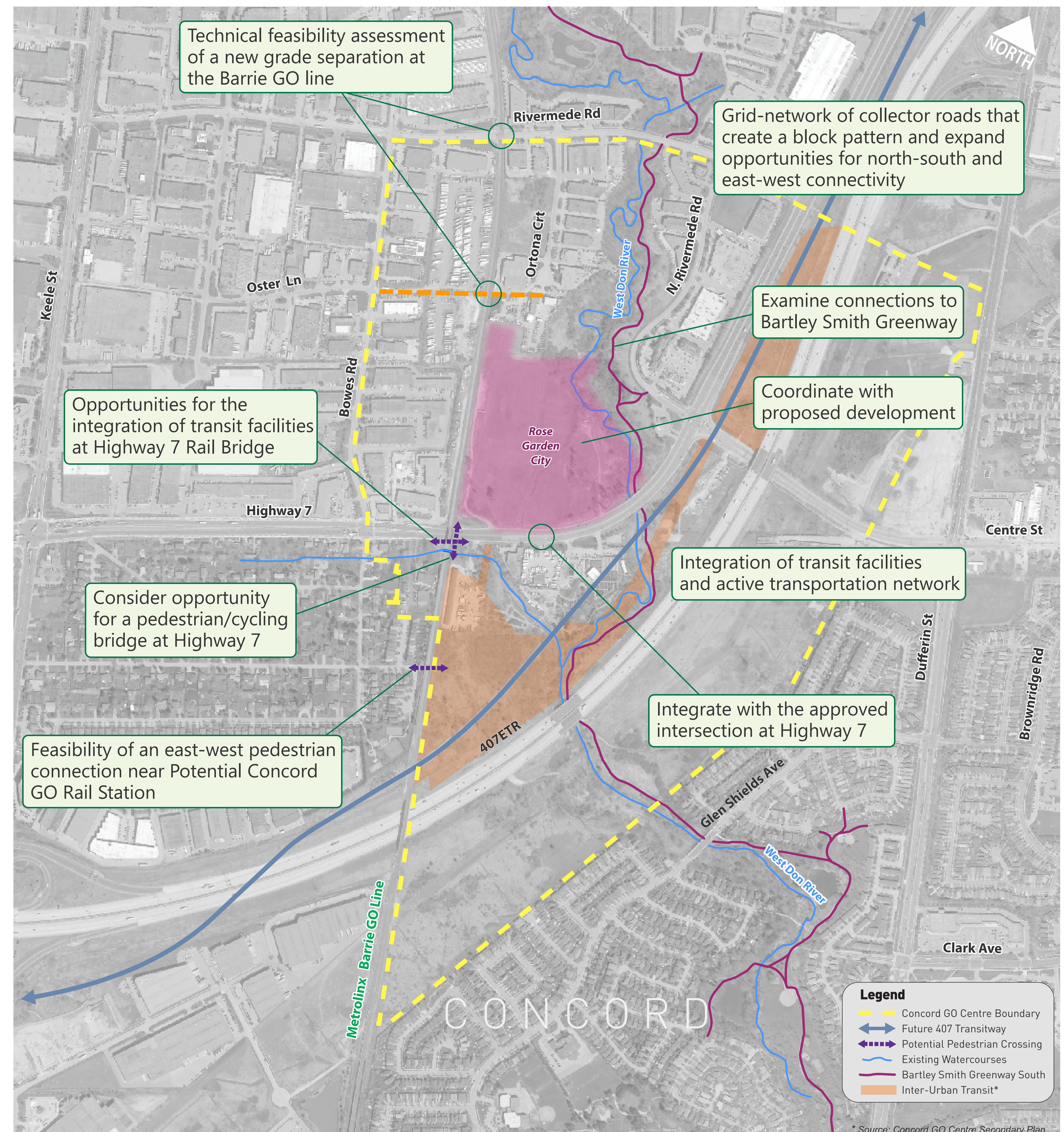
TRANSPORTATION MASTER PLAN

What is a Transportation Master Plan (TMP)?

- A long-term plan for transportation infrastructure to support growth and development.
- A 'road map' to develop a well integrated, multi-modal, sustainable transportation network.
- A guide to making decisions on community transportation issues.
- Follow Phases 1 and 2 of the Municipal Class EA process.

What will the TMP include?

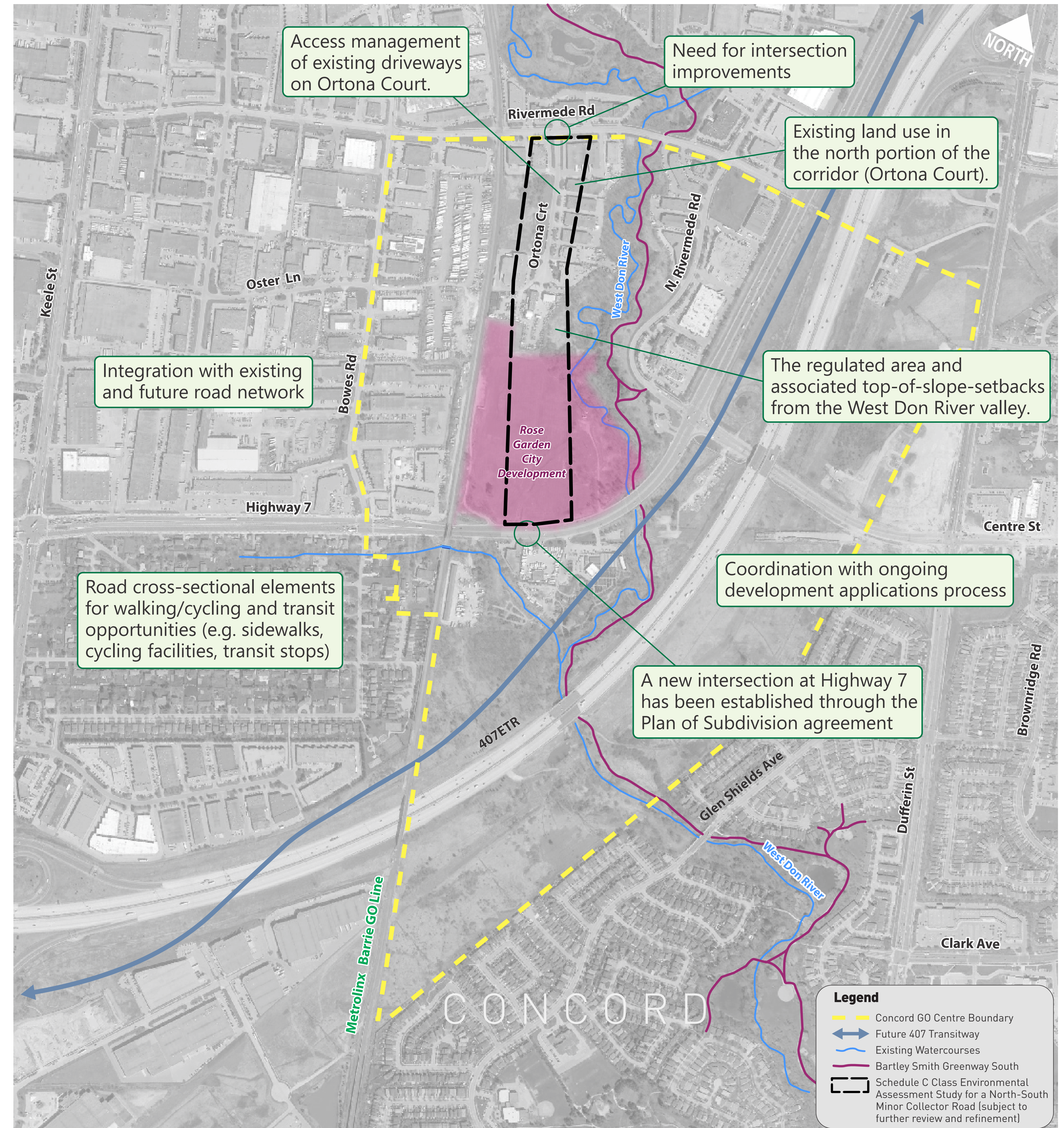
- A recommended transportation network that includes the elements depicted on the map.
- Transportation policies that support the future development of roads, sidewalk, cycling facilities, transit facilities/connections.
- A phasing/implementation plan that lays out all future 'projects' and recommended timing.





CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR NORTH-SOUTH COLLECTOR ROAD FROM RIVERMEDE ROAD TO HIGHWAY 7

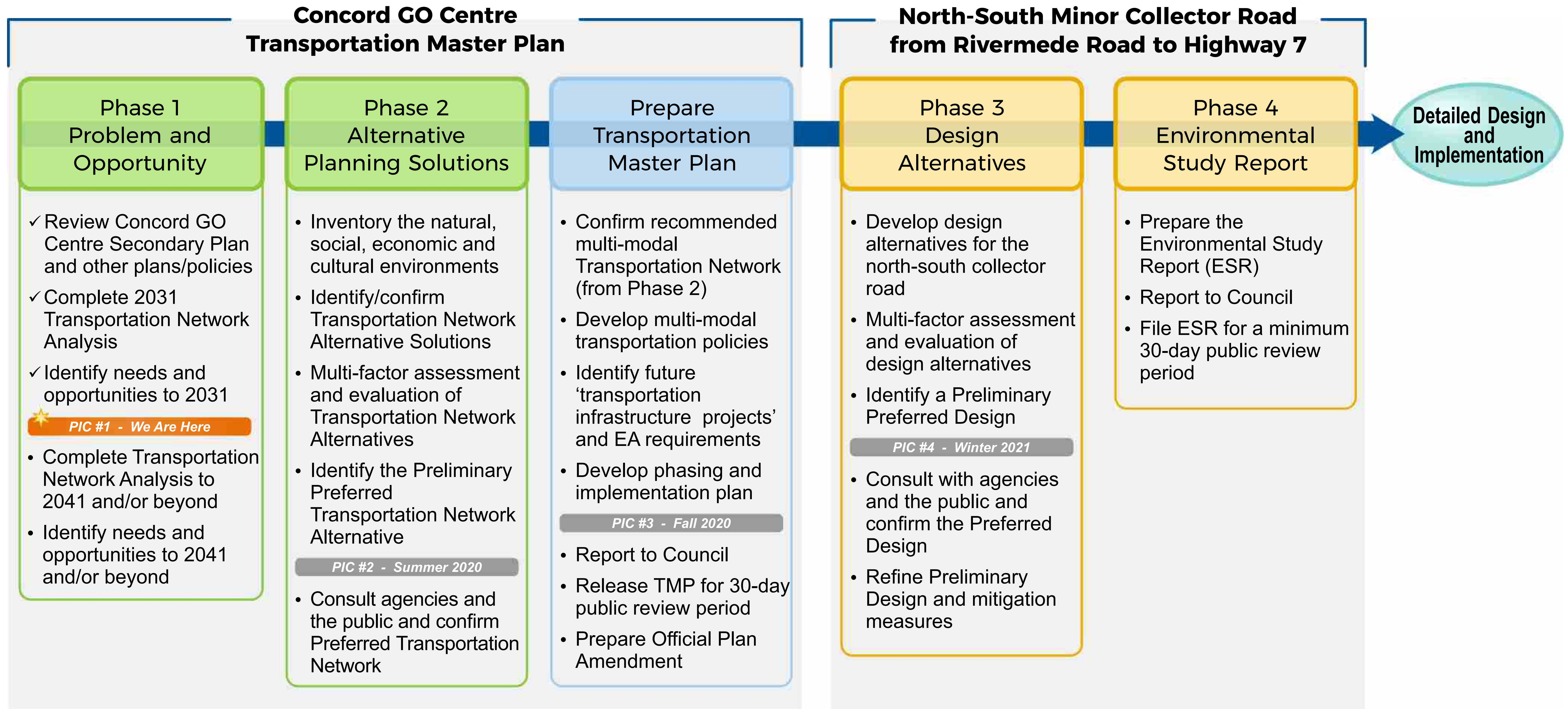
- Following the completion of the TMP, further planning and design of a new north-south collector road will be undertaken.
- This work will be consistent with the process of a Schedule 'C' Municipal Class EA.
- The study area generally extends from Rivermede Road to Highway 7, but will be confirmed through the findings of the TMP (i.e. Phases 1 and 2 of the Municipal Class EA).
- Several design considerations will be factored into this work, as illustrated on the map.





TRANSPORTATION STUDY PROCESS & SCHEDULE

Transportation planning is being carried out in accordance with the **Municipal Class Environmental Assessment (EA)** process. This is an approved planning framework for municipal infrastructure projects under the provincial Ontario Environmental Assessment Act.

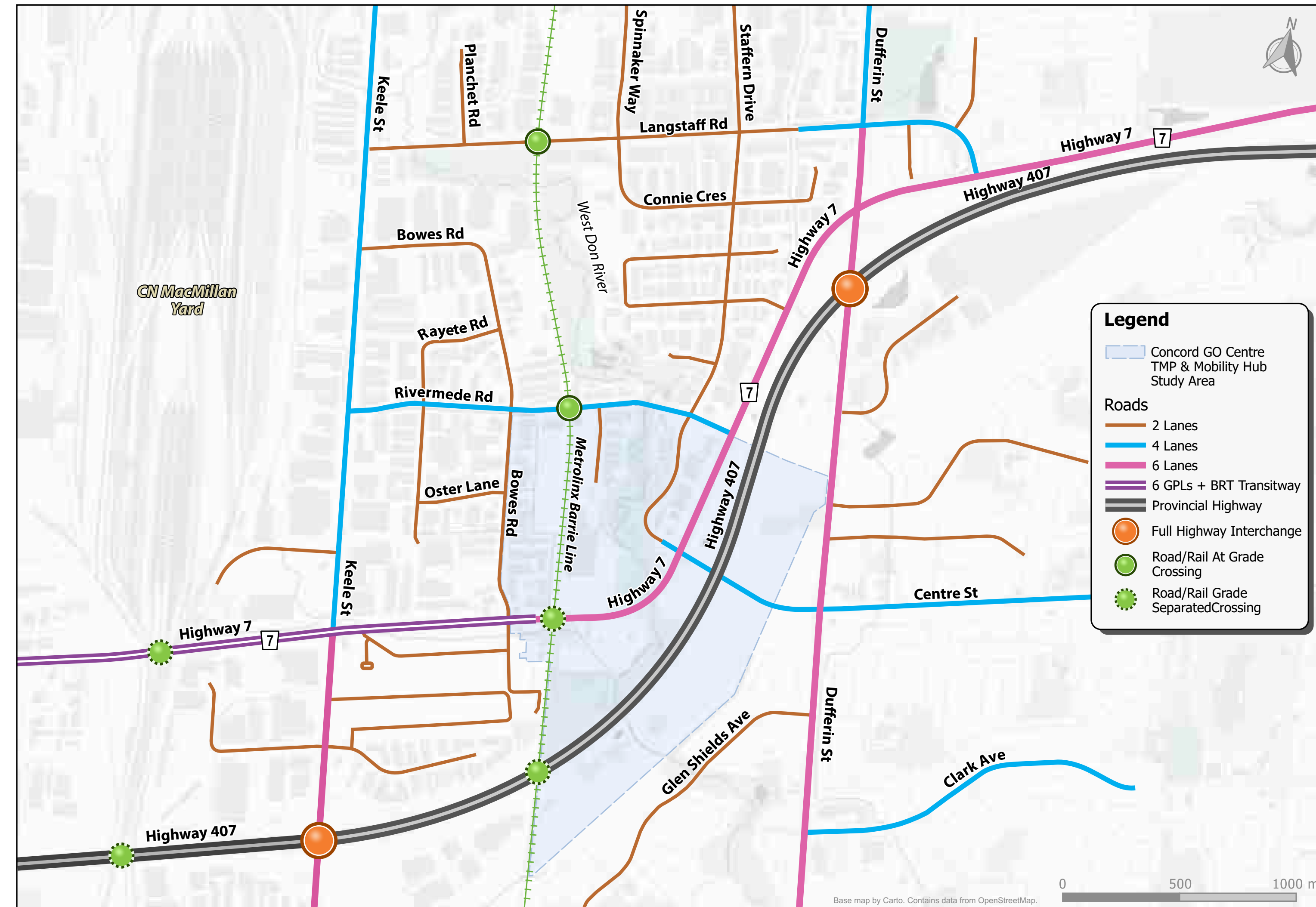


See Mobility Hub Study displays for Land Use Planning Process

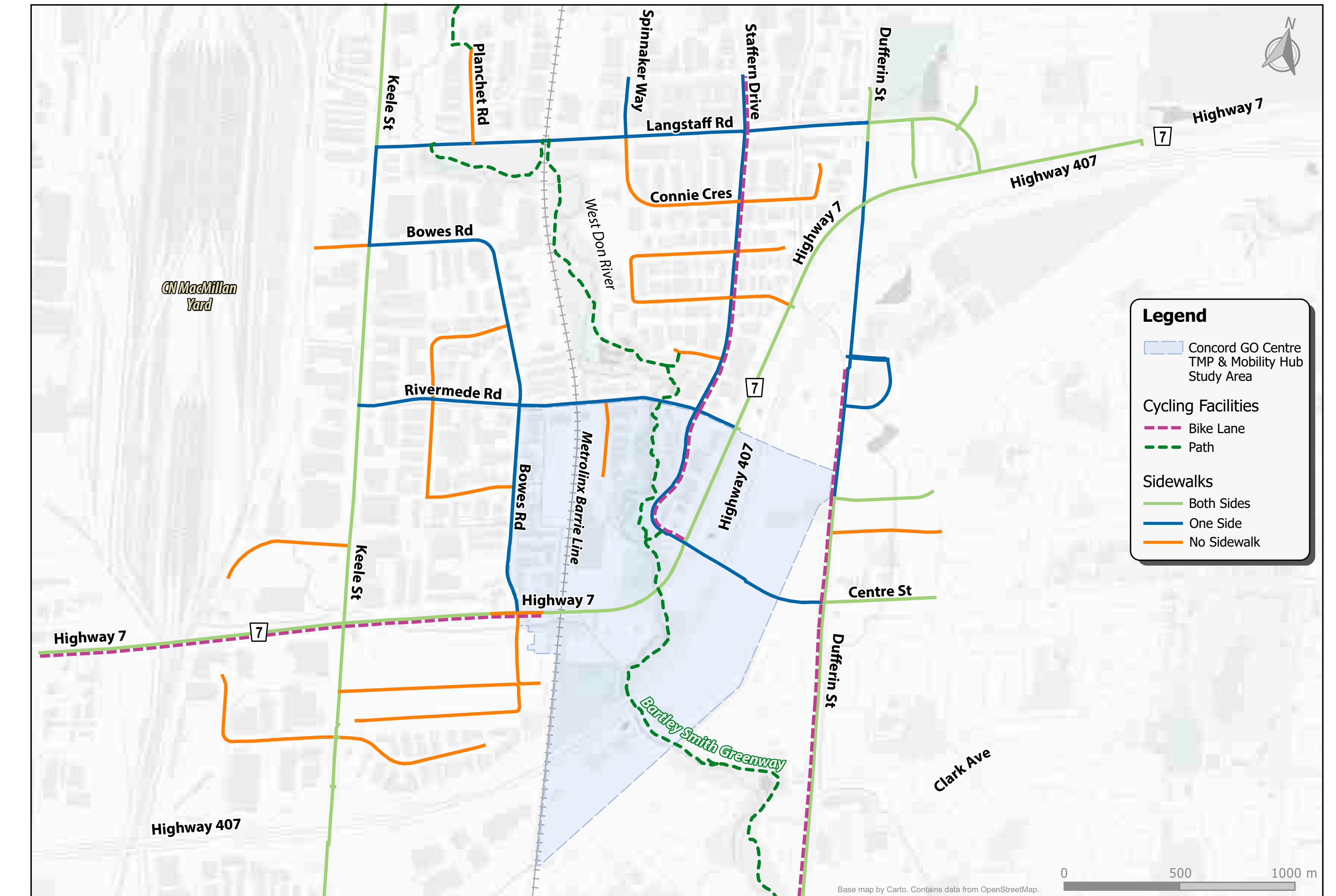


EXISTING CONDITIONS - TRANSPORTATION

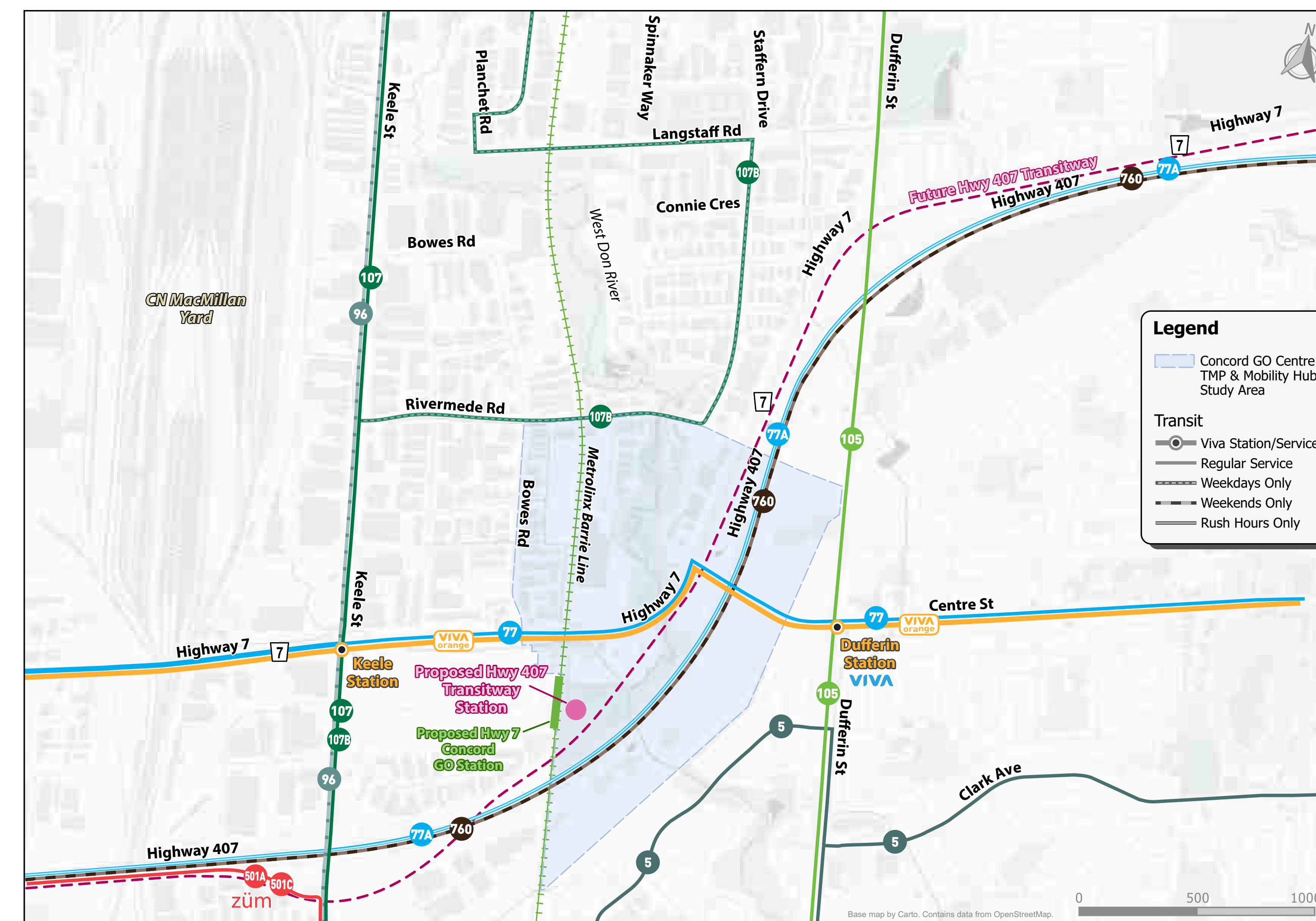
Road Network



Active Transportation



Transit Network





EXISTING CONDITIONS - NATURAL ENVIRONMENT



The West Don River is designated an "Urban River Valley" under the Greenbelt Plan (2017) and part of the Regional Greenlands System (York Region)

The West Don River valley is the most prominent natural feature in the study area

Wooded areas are considered significant

Several small unevaluated wetlands are identified in the valley system

The valley offers potential significant wildlife habitat and represents a regional-scale wildlife movement corridor

There is potential for Species At Risk in the valley and surrounding areas

The West Don River and its tributary are regulated by Toronto and Region Conservation Authority

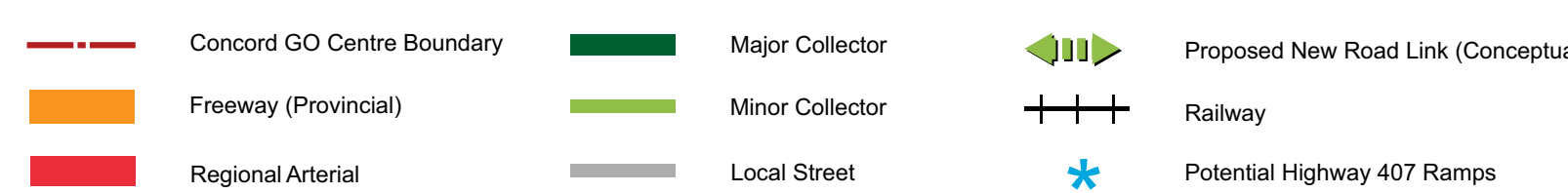
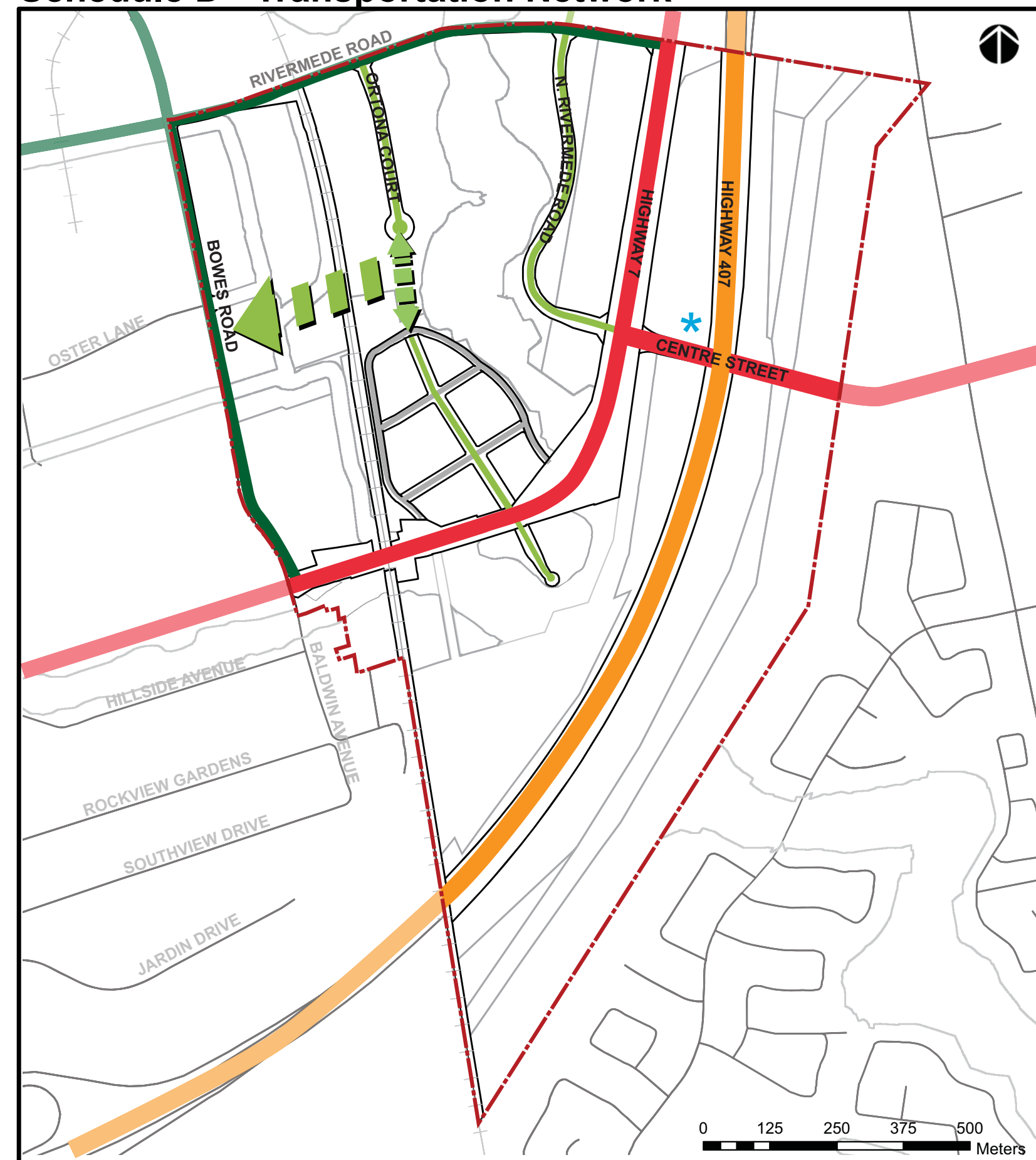
Steep valley slopes and flood hazard lands will be key considerations for the planning of the future transportation network



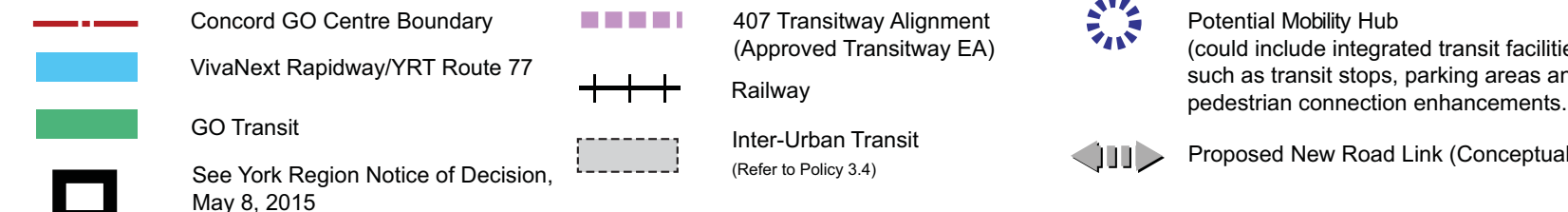
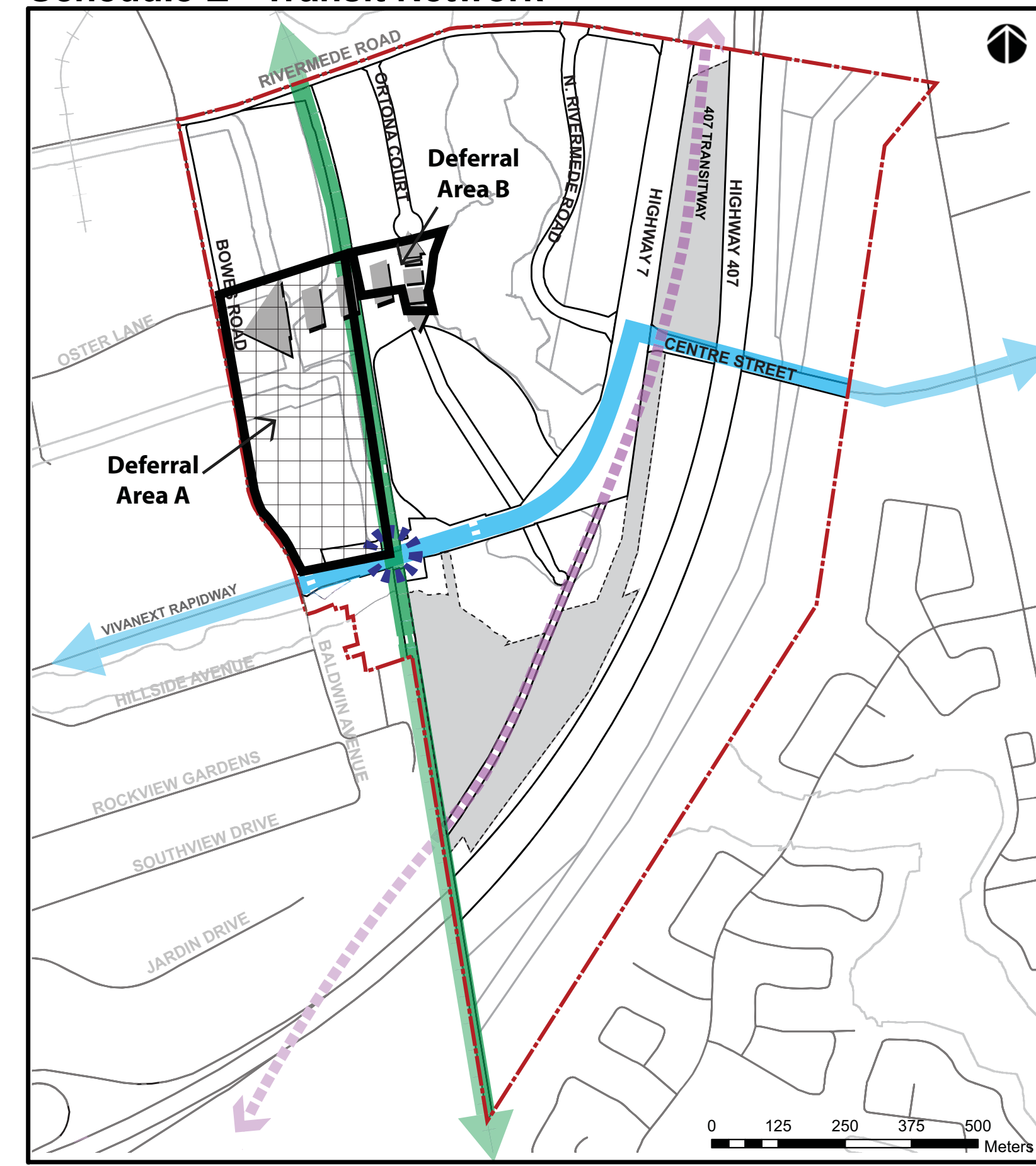
CONCORD GO CENTRE SECONDARY PLAN - TRANSPORTATION

- The Concord GO Centre Secondary Plan (2015) establishes land use, urban design and transportation policies to guide development to 2031.
- The area will provide **opportunities for a mix of uses**, developed around a **multi-modal transportation network** that emphasizes safe connections for pedestrian and cyclists.
- The Secondary Plan recommended road, active transportation and transit networks / connections. Transportation policies include:
 - The network of public streets for pedestrians, cyclists, transit, cars and trucks, creates a framework for future growth.
 - The street network outlines a hierarchy of streets with typical right-of-way requirements. The streets are intended to form a grid-like pattern that provide for highly connected blocks.
 - Intent to provide seamless connections between VIVA, GO Rail and 407 Transitway, as well as local transit.
 - Separated pedestrian and cycling crossing of Highway 7 to interface with VIVA and GO Rail.
 - Active transportation network is to complement City's Pedestrian and Bicycle Master Plan.

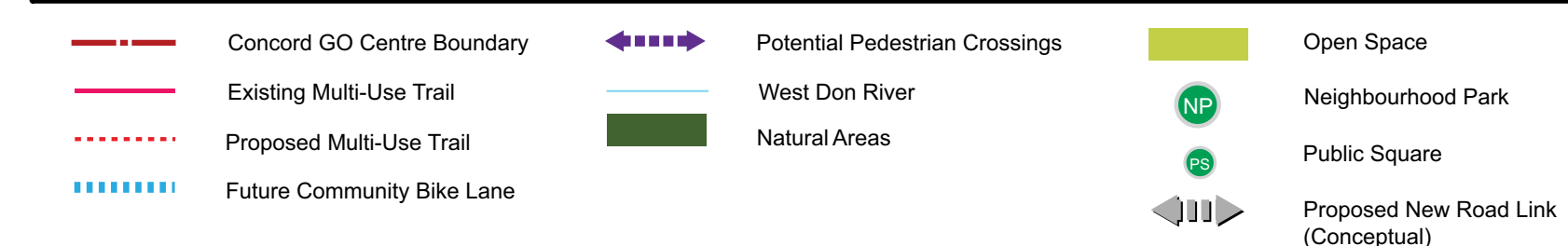
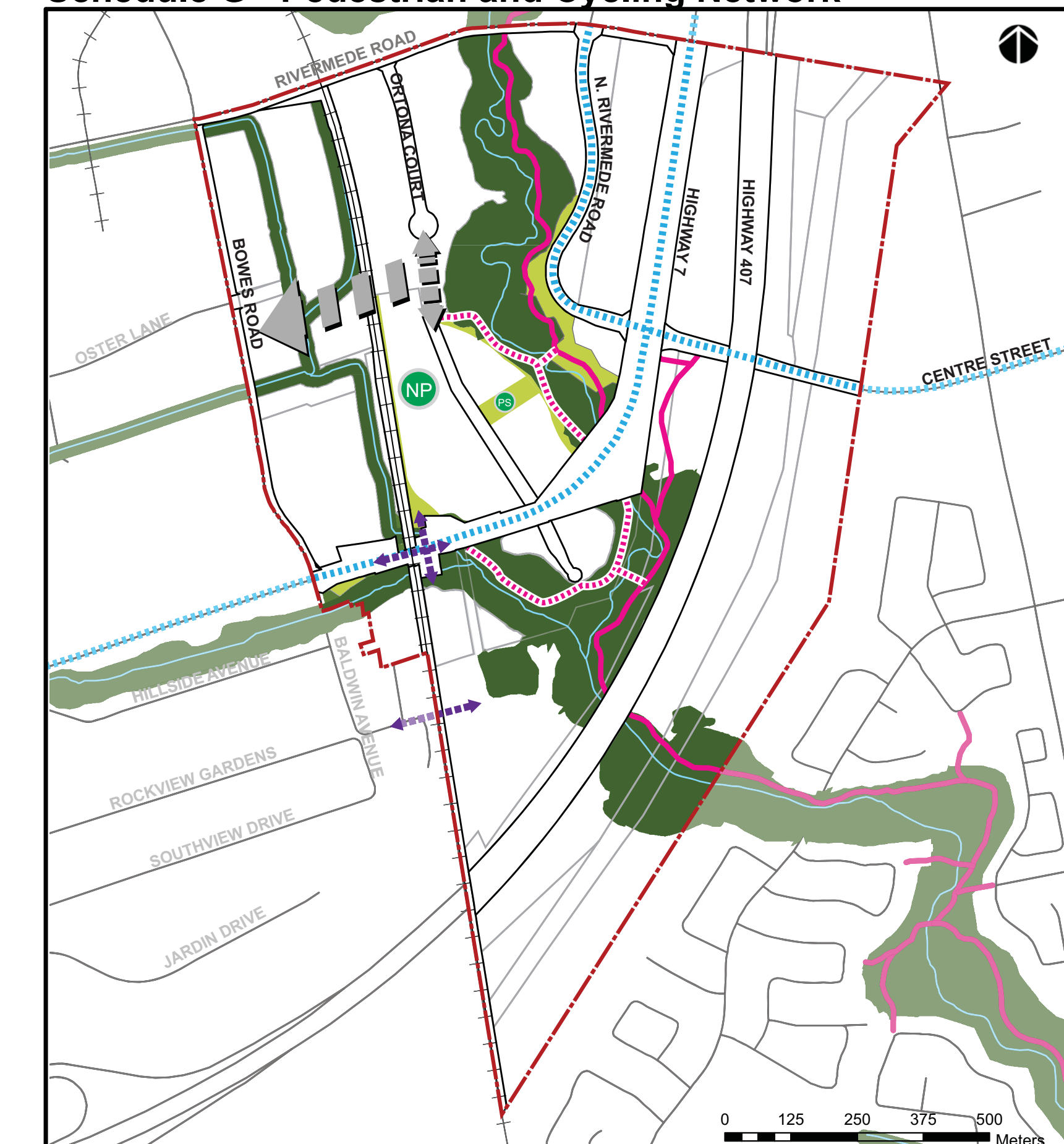
Schedule D - Transportation Network



Schedule E - Transit Network

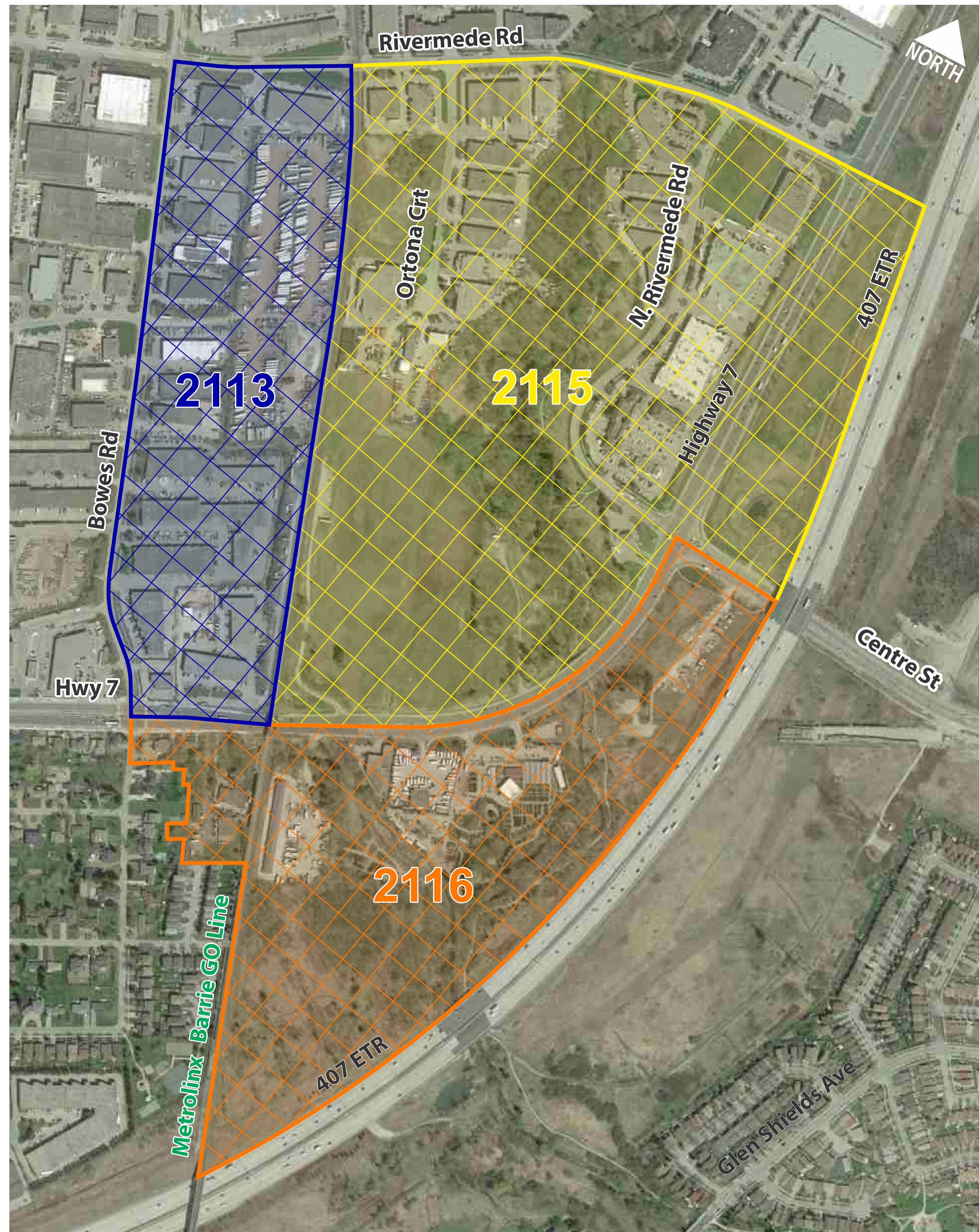


Schedule G - Pedestrian and Cycling Network

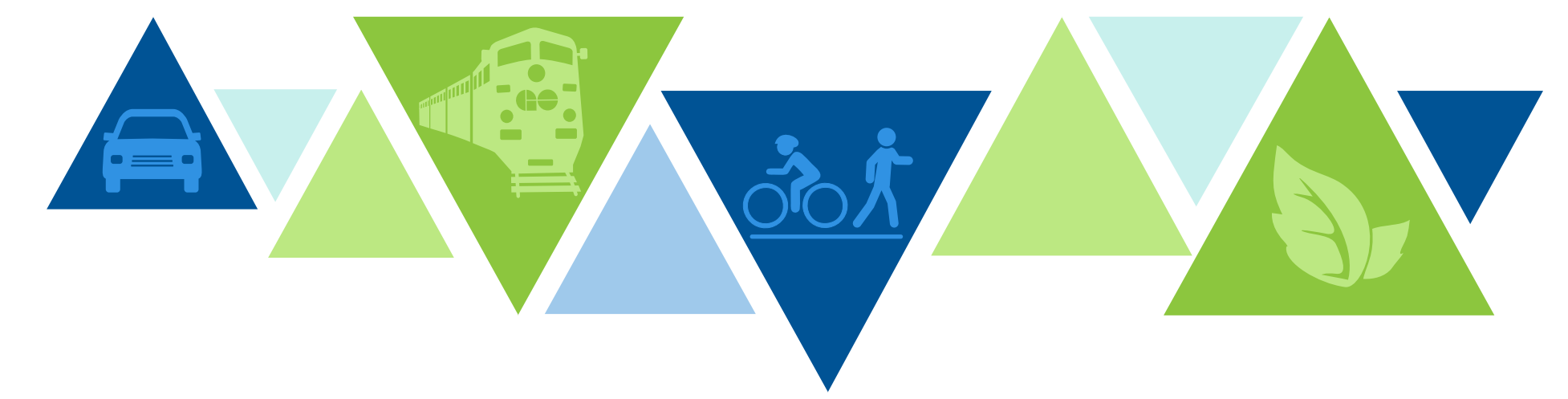




POPULATION AND EMPLOYMENT GROWTH (2031) FOR TRANSPORTATION PLANNING



- Based on the Concord GO Secondary Plan (2015), population and employment are planned to grow between 2016 and 2031.
- Transportation planning considers where people live and work, and how they move within and in/out of the study area.
- Growth in the study area is divided into three different traffic zones (2113, 2115 and 2116, as shown in the graphic) to look at the number of people travelling to/from each zone.
- Growth to year 2031: Population >9,000 and Employment >13,000.
- As our study continues, we will look at population and employment growth to 2041 and/or beyond.



INTERIM TRANSPORTATION NETWORK (2031) ANALYSIS SUPPORTING THE CONCORD GO CENTRE SECONDARY PLAN

A transportation analysis was undertaken to assess how various network improvements made by 2031 performed against the 'base case'.

The following network scenarios were assessed:

Scenario	Description
1	<u>Base Case</u> (see description on next display)
2	Scenario 1 + a new two-lane <u>north-south corridor</u> extending Ortona Court southerly to Highway 7
3	Scenario 2 + a new two-lane <u>east-west corridor</u> connecting Bowes Road and Ortona Court
4	Scenario 3 + four-lane widening of <u>Bowes Road</u> (between Rivermede Road and Highway 7)
5	Scenario 4 + a new four-lane <u>east-west corridor</u> connecting Bowes Road and Ortona Court
6	Scenario 2 + four-lane widening of <u>Bowes Road</u> (between Rivermede Road and Highway 7)
7	Scenario 6 + a new two-lane <u>east-west corridor</u> between Keele Street and north-south corridor (including an existing segment of Oster Lane)



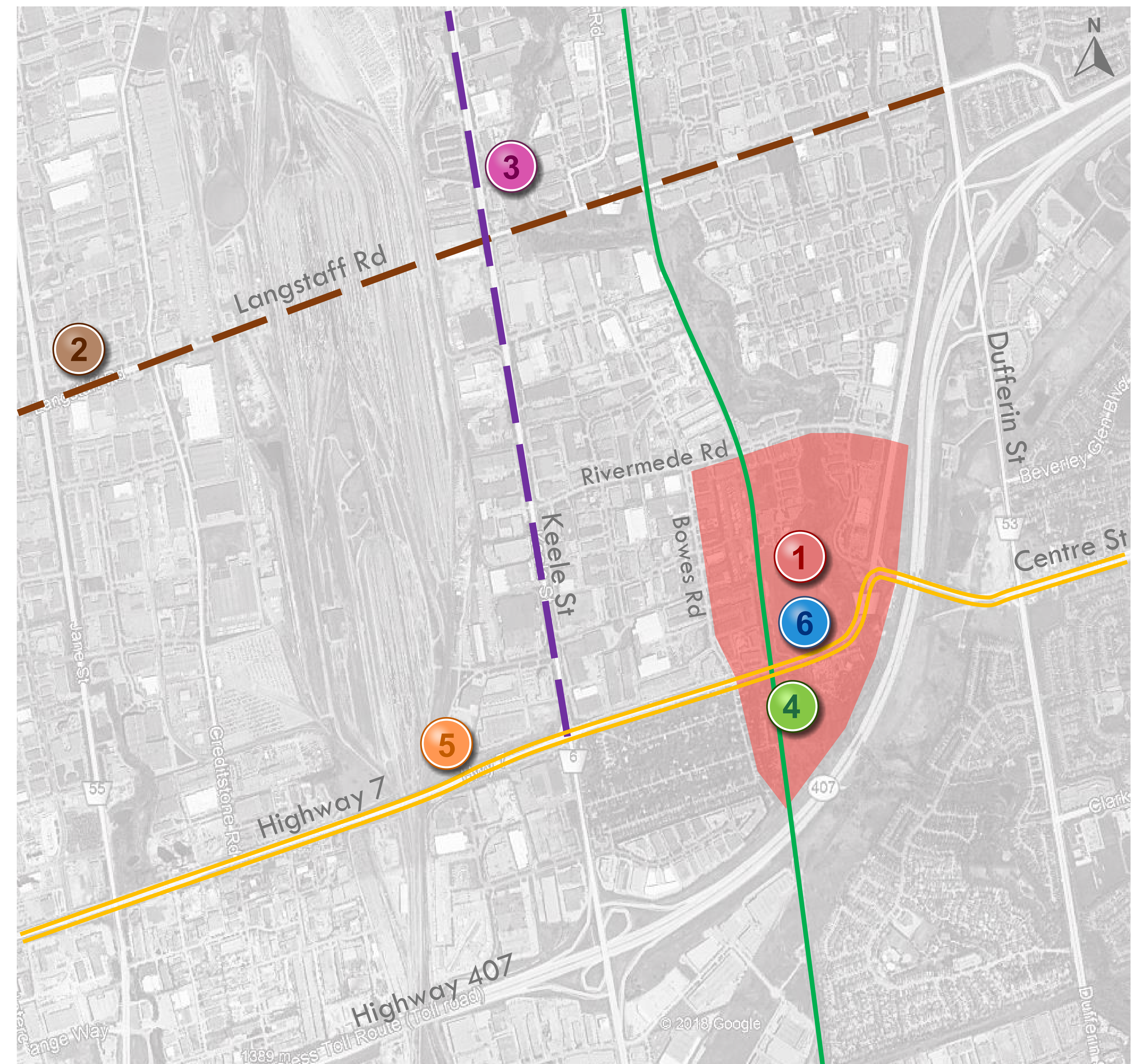
INTERIM TRANSPORTATION NETWORK (2031) SCENARIO 1

The 2031 Network Scenario 1 assumed the following:

- 1 Land Use changes*: Population >9,000 and Employment >13,000
- 2 Langstaff Road widened to 6 lanes (York Region)
- 3 Keele Street widened to 6 lanes (York Region)
- 4 Concord GO Station near Highway 7 and Bowes Road
- 5 Expanded transit: VIVA on dedicated transitway, York Region transit network**
- 6 Approved new collector road signalized intersection at Highway 7 (Rose Garden City development)
- 7 Increase in Transit Modal Share (from 6% to 10%)

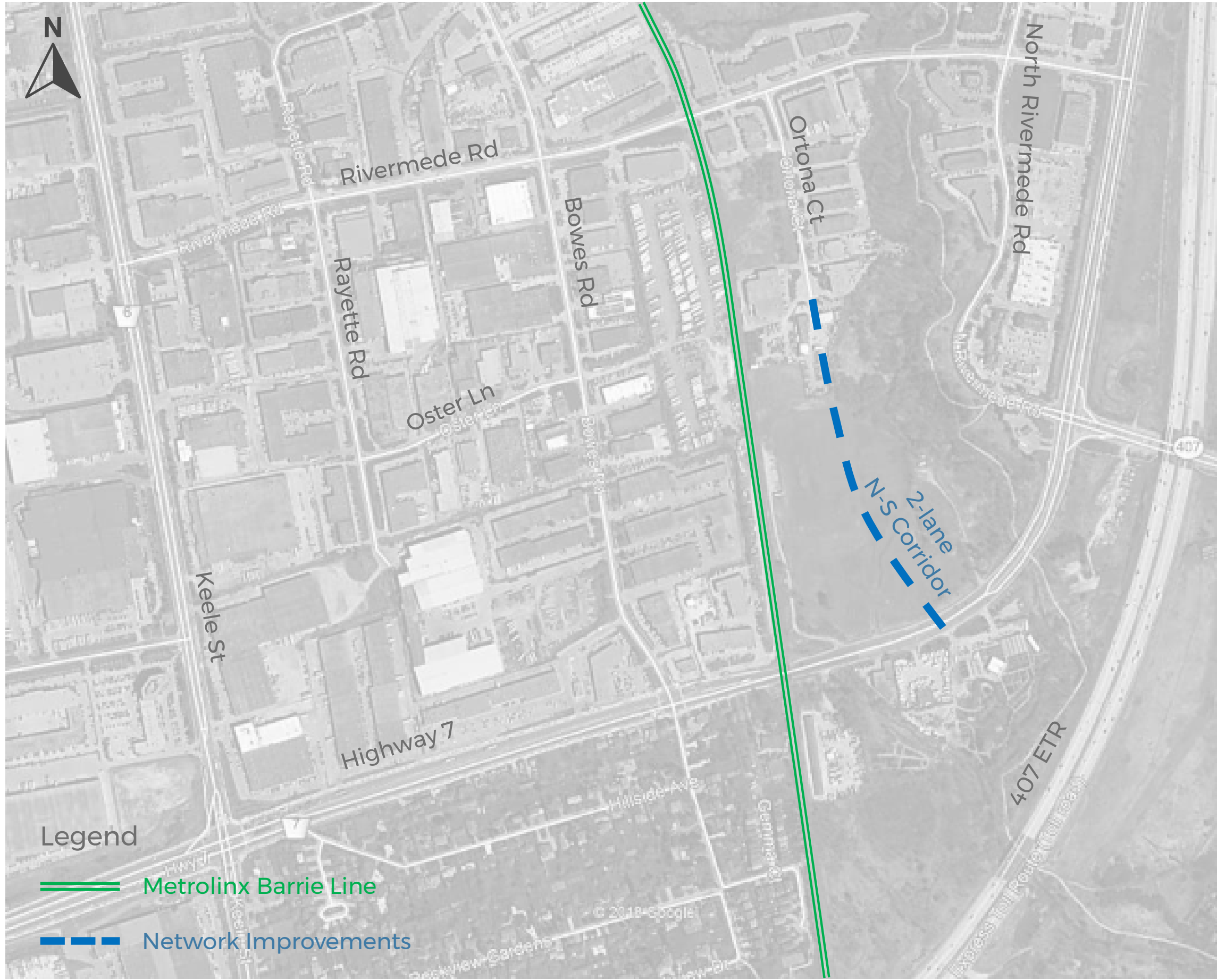
* Based on Approved Concord GO Centre Secondary Plan (2015)

**Highway 407 Transitway was not included in this analysis

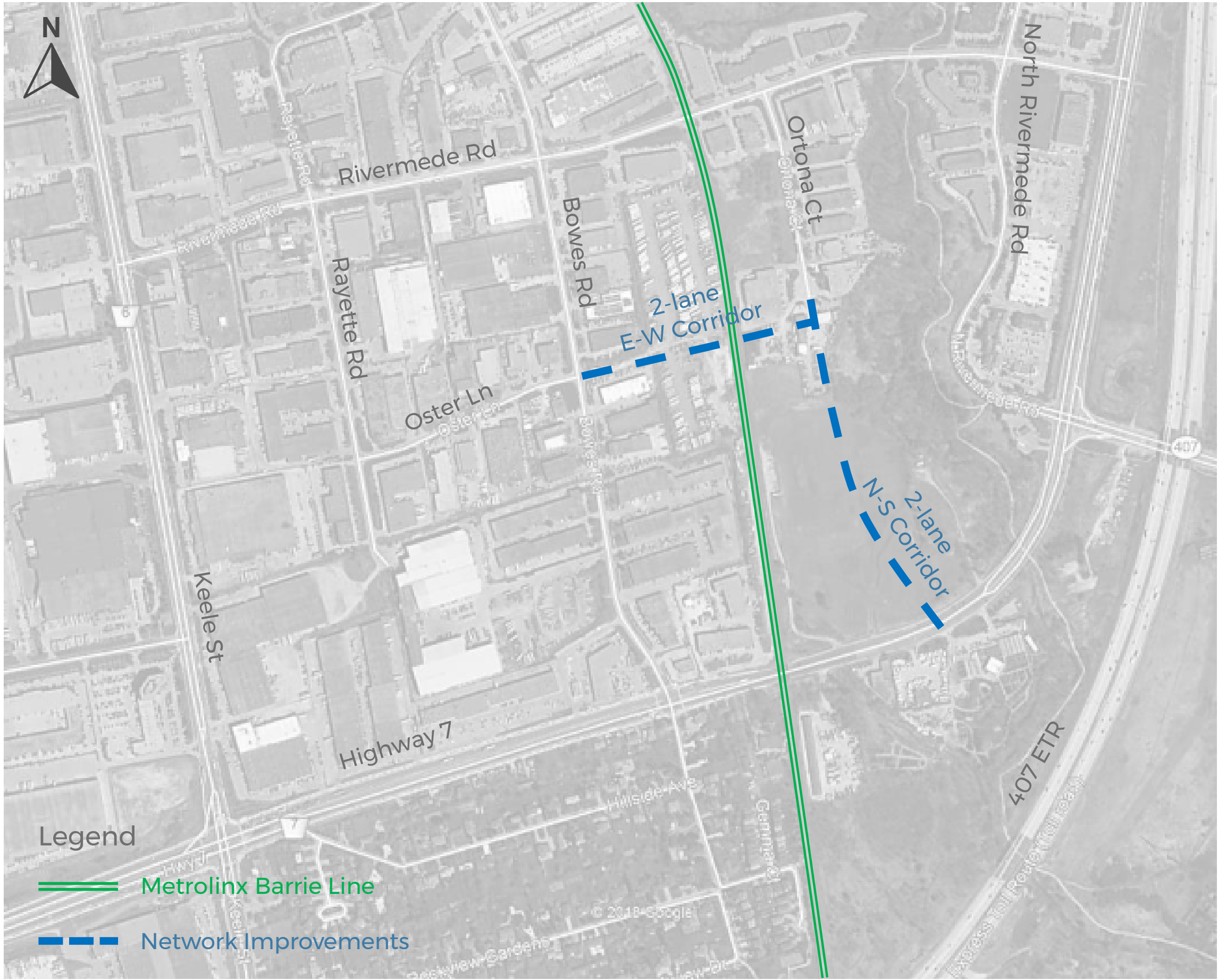




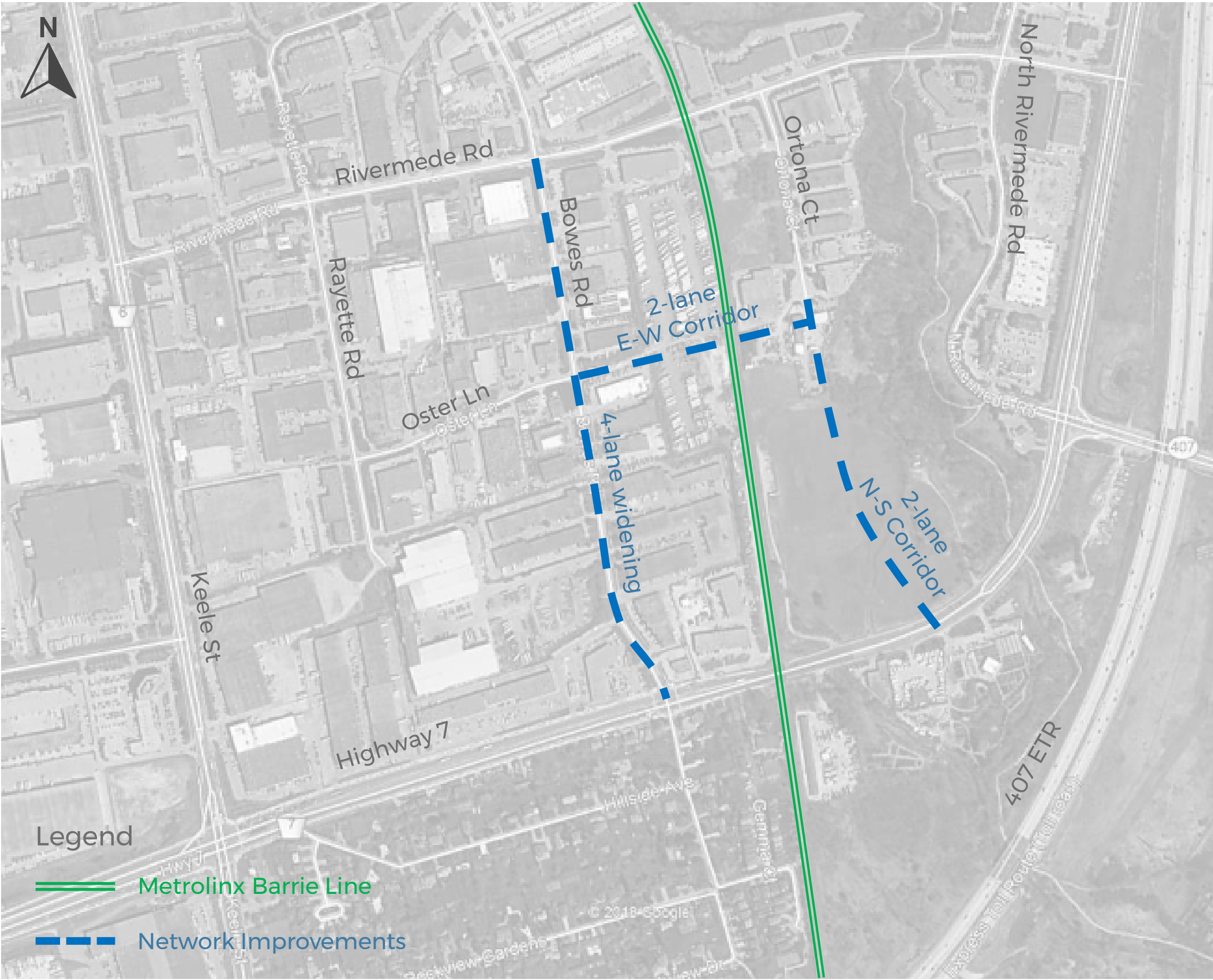
INTERIM TRANSPORTATION NETWORK (2031) SCENARIO 2-7



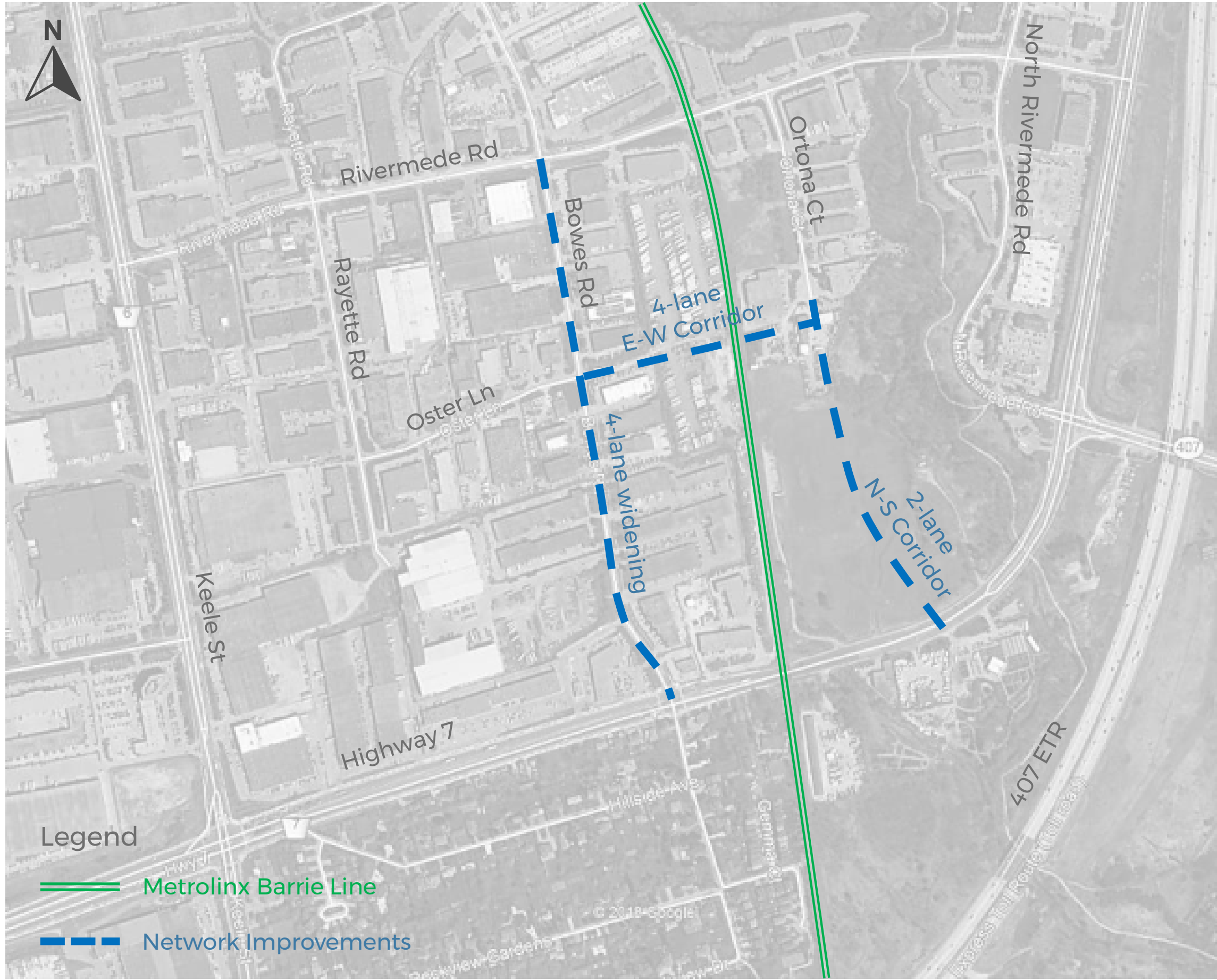
Scenario 2: Scenario 1 + a new two-lane north-south corridor extending Ortona Court southerly to Highway 7



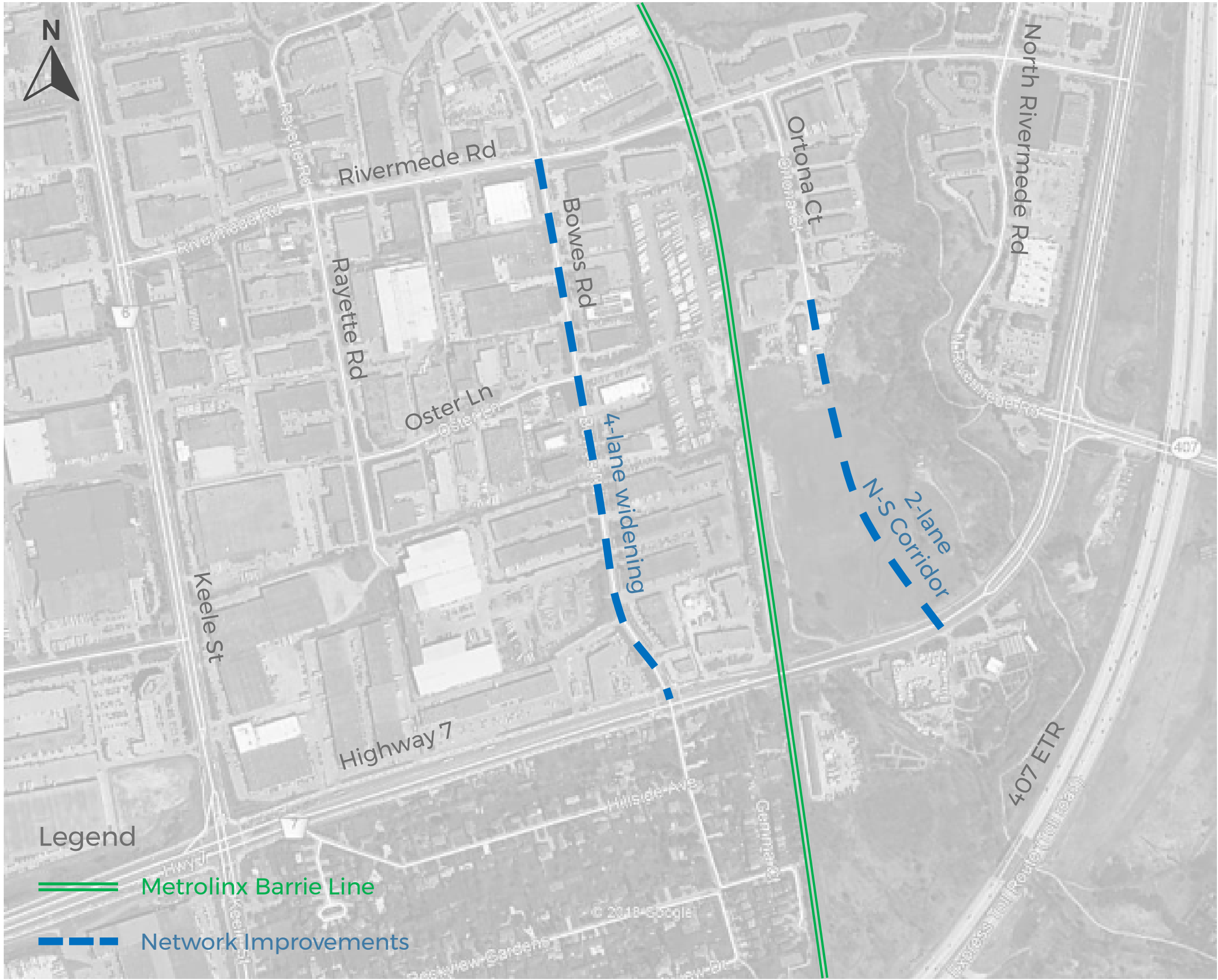
Scenario 3: Scenario 2 + a new two-lane east-west corridor connecting Bowes Road and Ortona Court



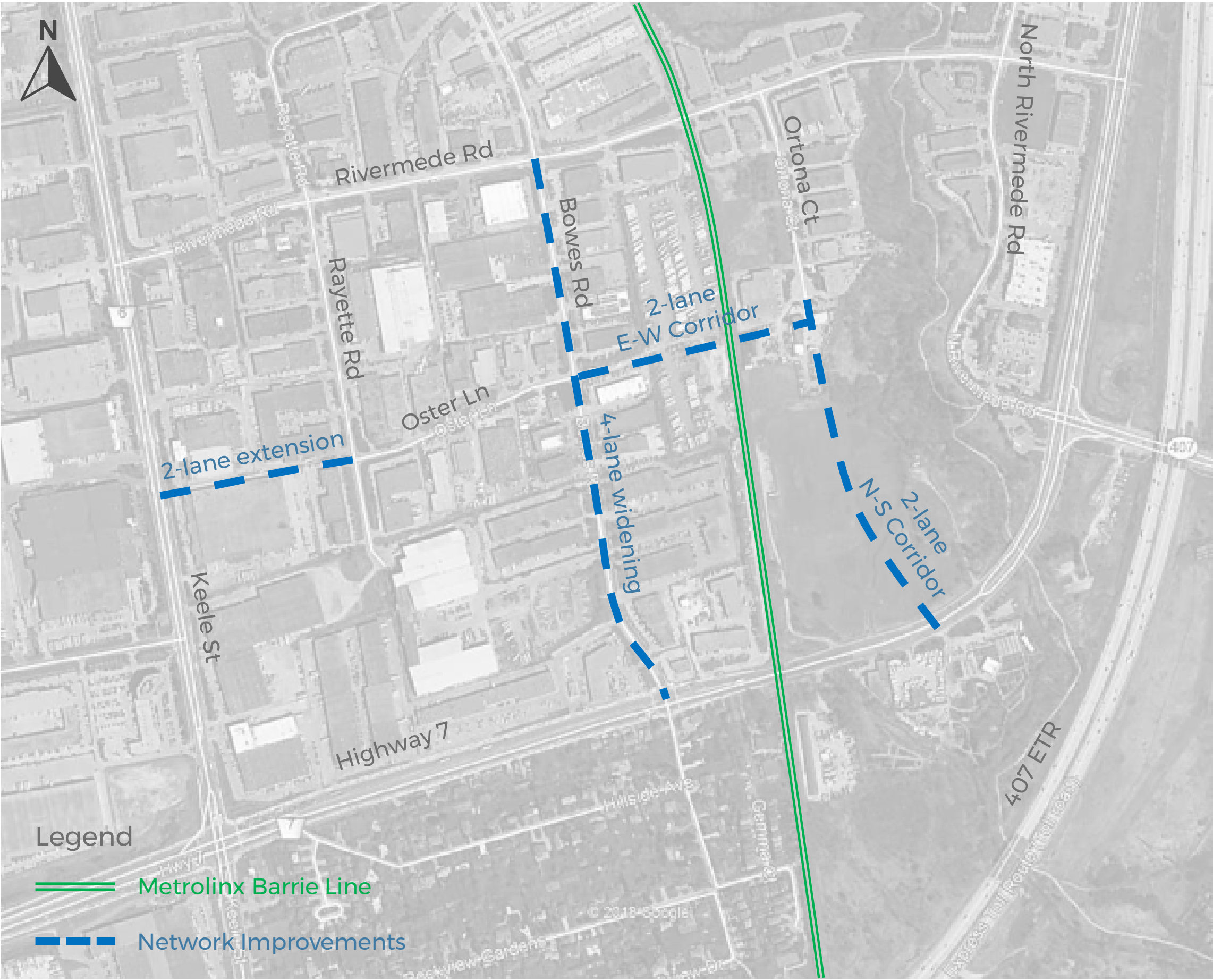
Scenario 4: Scenario 3 + four-lane widening of Bowes Road (between Rivermede Road and Highway 7)



Scenario 5: Scenario 4 + a new four-lane east-west corridor connecting Bowes Road and Ortona Court



Scenario 6: Scenario 2 + four-lane widening of Bowes Road (between Rivermede Road and Highway 7)



Scenario 7: Scenario 6 + a new two-lane east-west corridor between Keele Street and north-south corridor (including an existing segment of Oster Lane)



TRANSPORTATION NEEDS & OPPORTUNITIES TO 2031

Based on the Transportation Network Analysis to 2031, we have identified the following preliminary transportation needs and opportunities:

- Substantial population and employment growth has been planned within the community
- The existing transportation network does not provide the connectivity and multi-modal options that will be needed to support community growth
- Based on the analysis to date, several opportunities for transportation network improvements are identified:
 - A new north-south collector road between Rivermede Road and Highway 7 (e.g. extend Ortona Court)
 - Additional capacity on Bowes Road (between Highway 7 and Rivermede Road and possibly to Keele Street)
 - A new east-west collector road between the 'Ortona Court extension' and Keele Street, with a grade separation at the Barrie GO line; technical feasibility of the grade separation is to be confirmed
 - A possible new rail grade separation on the Barrie GO line at Rivermede Road
 - Active transportation improvements: A new pedestrian crossing (bridge) across Highway 7, to access the Concord GO Station; Additional pedestrian crossing of Barrie GO line
- All network improvements will incorporate provisions for pedestrians and cyclists, with dedicated connections in key areas for safety and accessibility

These represent our interim understanding of study area needs and opportunities to 2031.

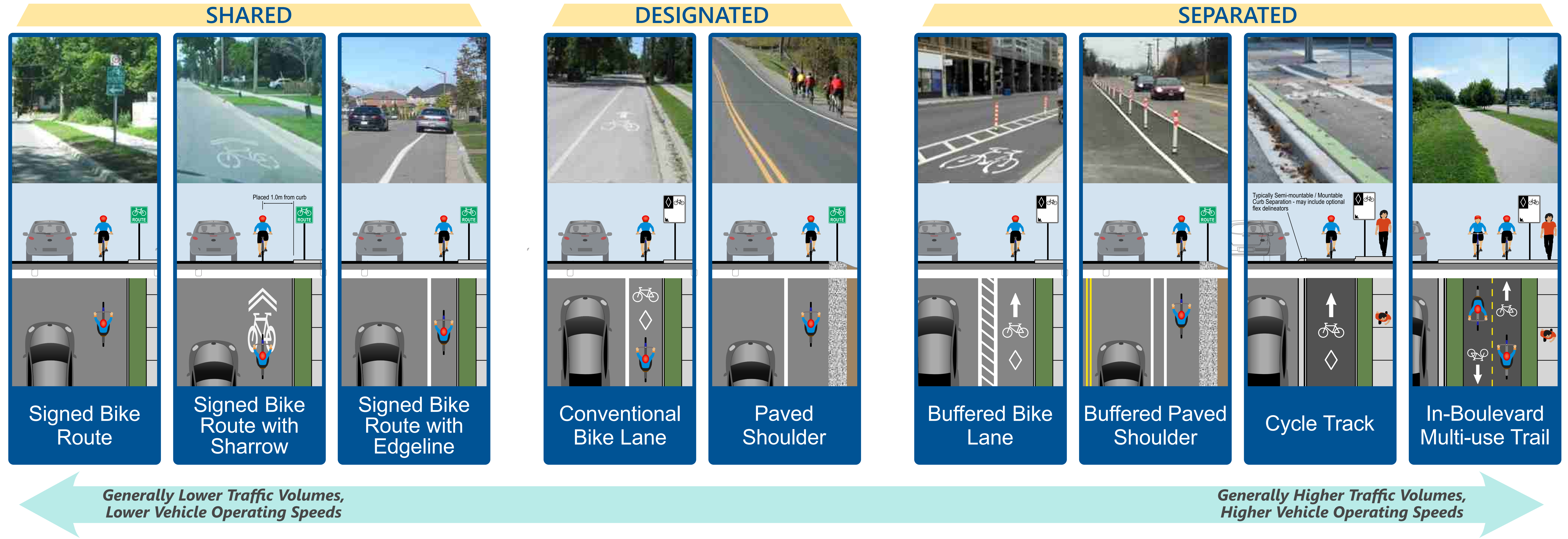
We will update and refine this work during our transportation network analysis of growth to 2041 and/or beyond, in the next stage of the study.



OPPORTUNITIES FOR ACTIVE TRANSPORTATION

At this early stage of the study, we are planning for the future road network to include provision for pedestrians and cyclists. Planning and Design Principles for the future cycling facilities are highlighted here.

Potential Facility Types



Design Criteria

- Materials and installation cost
- Ease of implementation
- Bicycle maneuverability
- Accommodation of bicycle turning movements
- General maintenance and durability implications
- Winter maintenance implications
- Curbside waste collection
- Safety
- Driveway access
- Parking
- Introduction and discontinuation
- Drainage implications
- Aesthetics
- Transit access and AODA compliance
- Access to utilities
- Emergency vehicle access



PLANNING FOR FUTURE (2041 AND/OR BEYOND) ROAD NETWORK

Following this PIC, the Project Team will:

- Review and consider all stakeholder comments received
- Review Mobility Hub Study employment and population growth and land use scenario
- Complete transportation network and operations analysis to 2041 and/or beyond
- Identify multi-modal transportation needs and opportunities to 2041 and/or beyond
- Refine possible solutions to transportation needs including: road network, active transportation (walking and cycling), and transit considerations
- Identify criteria to evaluate possible solutions
- Prepare for Public Information Centre 2 (tentatively Summer 2020)