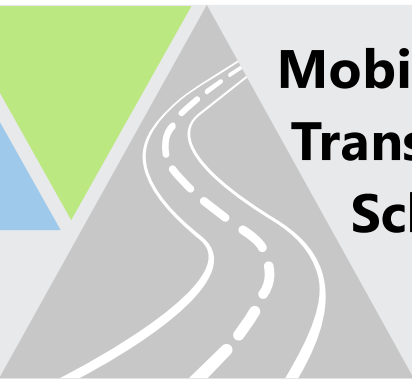


A cluster of several triangles in shades of blue, green, and light blue. One triangle contains a white icon of a bridge over a river, and another contains a white icon of a train.

CONCORD GO CENTRE

A cluster of triangles in shades of blue, green, and light blue. One triangle contains a white icon of a bus.

**Mobility Hub Study;
Transportation Master Plan &
Schedule C Class Environmental Assessment**

A large grey triangle containing a white icon of a winding road with dashed lines.

Public Open House #2

A cluster of triangles in shades of blue, green, and light blue. One triangle contains a white icon of a car, another contains a white icon of a person on a bicycle and a person walking, and another contains a white icon of a leaf.

March 29, 2022



Land Acknowledgement

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.



Public Information Centre (PIC) #2 Overview

Due to the COVID-19 restrictions, physical attendance is not permitted at this meeting. This meeting is being held electronically online.

Presentation Etiquette

Be Patient: Virtual meetings don't always run as smoothly as planned

Be Respectful: The City of Vaughan is an inclusive organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



Agenda

Part 1: Update on Land Use and Mobility Hub Study

1. Study Process & Background
2. Project Purpose
3. Land Use Scenarios
4. Policy Directions
5. Next Steps

Part 2: Transportation Master Plan and North-South Collector Road EA Study

1. Study Purpose and Study Area
2. Transportation Policy and Planning Context
3. Transportation Vision
4. Needs and Opportunity Statement
5. PIC #1 Summary
 - a. Overview of material presented
 - b. Comments Received from PIC #1 and How They Were Incorporated
6. Transportation Improvements Already Planned
7. Planning Alternatives
8. 2041 Transportation Analysis
9. 2041 Preferred Transportation Network
10. North-South Collector Road EA Study, MCEA Process and Technical Studies
11. Next Steps and How to Provide Comments

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Part 1: Mobility Hub Study



Outline

1. Background and Study Purpose
2. Land Use Scenarios
3. Policy Directions
4. Next Steps

Meeting Purpose

- Provide a status update
- Share draft policy directions and receive feedback



Document Path: N:\GIS_Archive\Projects\Policy\Planning\Concord GO Study\Concord GO Centre - MHS-TMP\Concord GO Centre-StudyArea\Mapx_AirPhoto.mxd

Created on: 12/29/2019

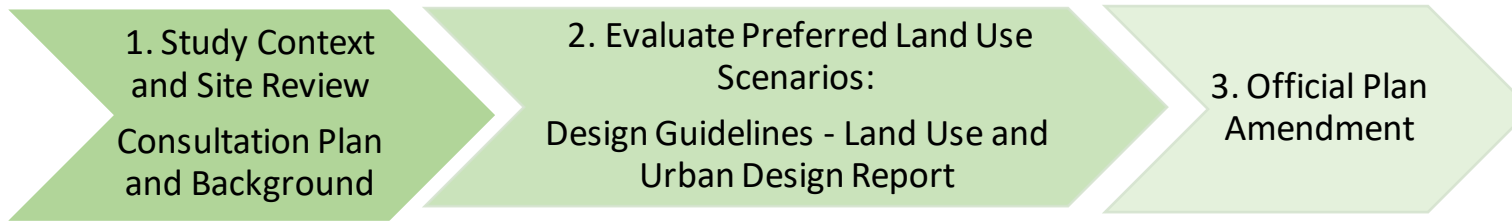


Study Process

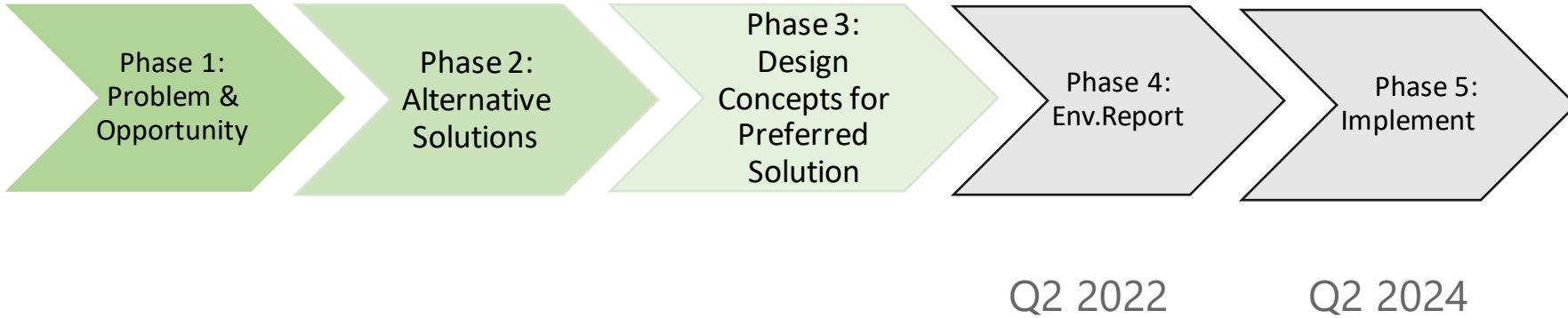
We are here (following the public open house)



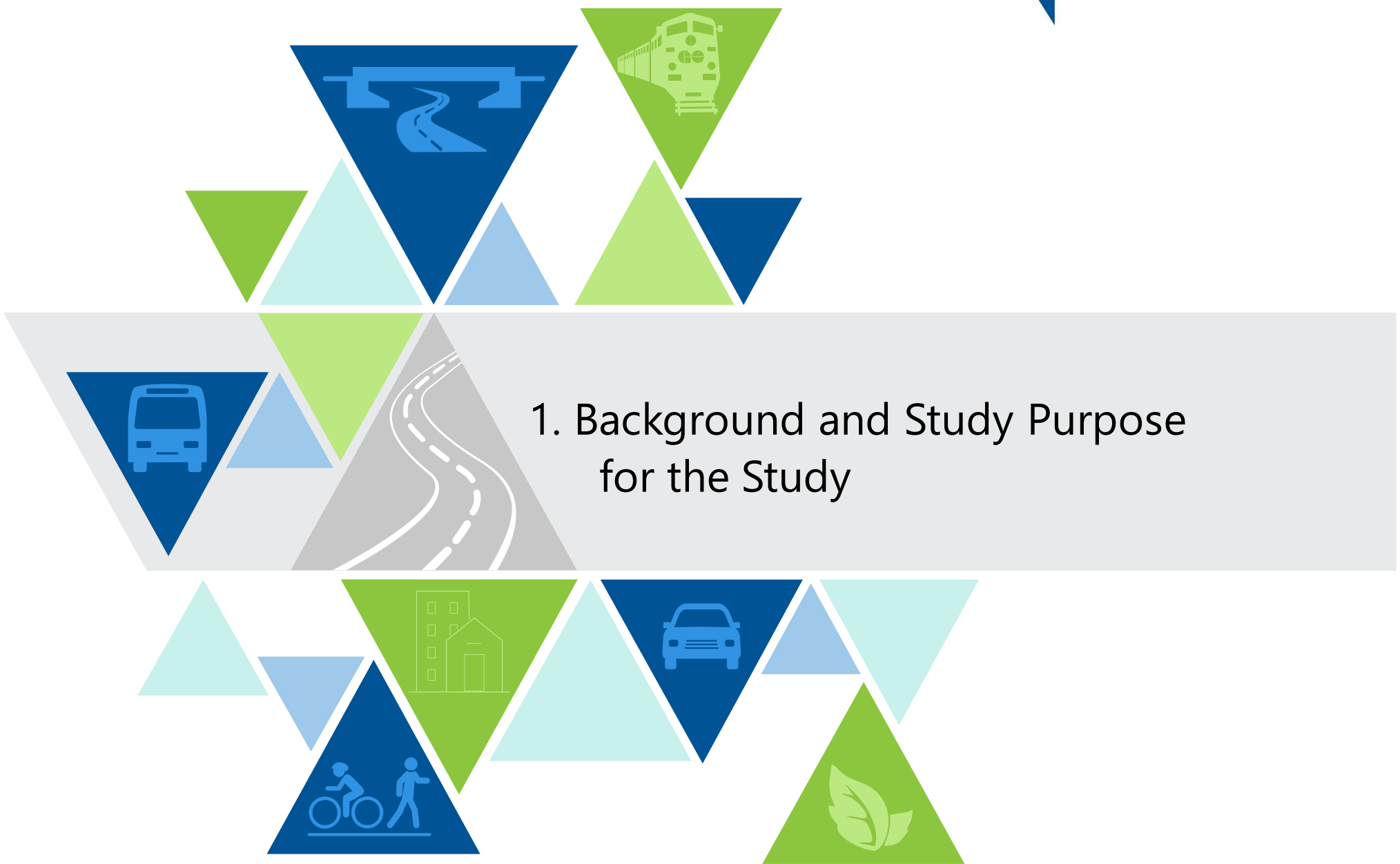
Mobility Hub Study:



Transportation Masterplan & Schedule 'C' EA:



**Dates may be subject to change*

A decorative background composed of various colored triangles (blue, green, light blue, grey) containing icons for a bridge, train, bus, car, buildings, cyclist, and pedestrian. A grey horizontal band with a road icon is positioned behind the main title.

1. Background and Study Purpose for the Study



Concord GO Centre Secondary Plan Background

- Concord GO Centre Secondary Plan was adopted in 2014 and approved by the Region in 2015.
- Provides policy direction on land use, mobility and built form to guide intensification and redevelopment in the area.
- The Secondary Plan covers approximately 161 hectares and is currently planned to accommodate between 4,000-8,000 residents and 8,000-10,000 jobs by 2031.
- Study Area includes a Regional intensification corridor (Hwy 7).
- The approval of the Plan includes two Deferral Areas (A and B) to allow for the completion of a completion of a Mobility Hub Study which would examine opportunities to strengthen the case for a GO Station in Concord.





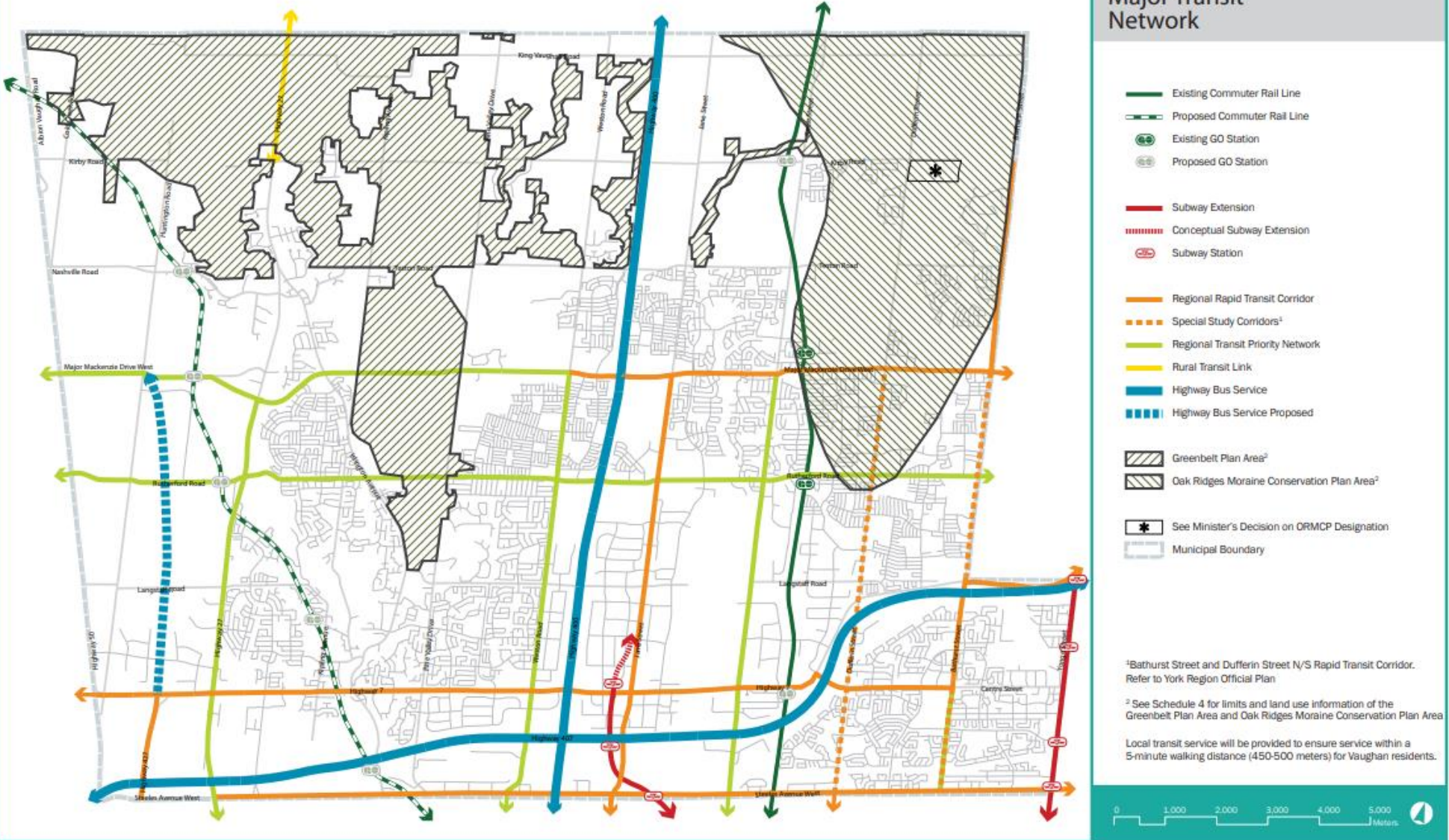
Improving the Business Case for Concord GO

- There is no commitment to build a GO Station in Concord.
- 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 along with further analysis in 2017/2018.
- While the business case showed positive results from a strategic and operational aspect, it was decided to not proceed with a new GO station in Concord for financial and economic reasons.
- The City's direction is to continue to plan for transit-oriented development in Concord Centre and update the Secondary Plan to strengthen the overall business case.



Schedule 10: Major Transit Network

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.





Opportunity to Create a Mobility Hub

- A future Bus Rapid Transit line 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.
- With the addition of a GO Station there is a opportunity to create a mobility hub in Concord (intersection of three major transit corridors) for residents to live/work close to transit.
- The Study area is close to the Vaughan Metropolitan Centre and Promenade, offering opportunities for additional transit connections.





Project Purpose

The purpose of the Mobility Hub Study is:

1. To establish the land-use planning policy framework to support the development of a complete community around a potential GO Station in the study area, and
2. To improve the inputs into the Metrolinx Business Case to support a potential Concord GO Station

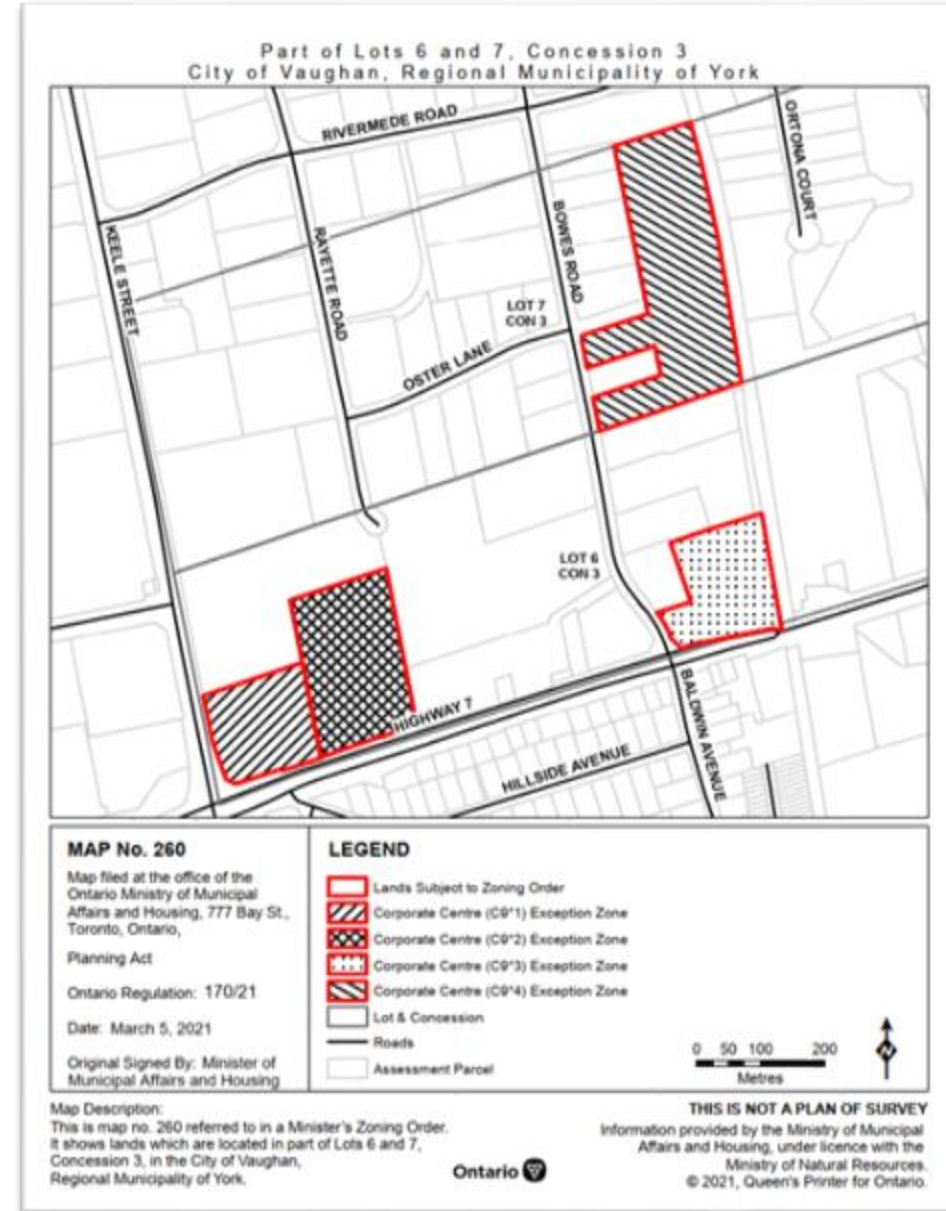
- The Background Report (2019) includes a detailed overview of key issues and opportunities to be addressed in the Secondary Plan update
- Since the completion of the Background Report there have been several additional items which will influence how the Secondary Plan is updated:
 1. Minister's Zoning Order (Ont. Reg. 170-21)
 2. Land Use Compatibility Study





Ministers Zoning Order, Ontario Regulation 170-21

- MZO O.Reg 170-21 was issued by the Province of Ontario on March 5, 2021
- The MZO applies to two specific areas in the existing Secondary Plan Area and two additional areas which are not part of the Secondary Plan area (but are within the limits of the Transportation Master Plan study area limits)
- The MZO has wide ranging implications for the Secondary Plan:
 - Land use permissions
 - Density and built form permissions
 - Compatibility and sensitive uses
 - Transit station location options
- 9% of lands within the Plan Area were subject to a MZO.



A decorative background composed of various colored triangles (blue, green, light blue, grey) containing icons: a bridge, a train, a bus, a winding road, a car, buildings, a person on a bicycle, and a leaf.

2. Land Use Scenarios



Land Use Scenarios and Station Location Options

- As part of the work program, three land use scenarios were developed
 - Scenario 1: Current Secondary Plan Permissions (Base)
 - Scenario 2: Mixed Use (Maximum Residential)
 - Scenario 3: Transitional Land Uses to North (Including O.Reg 170-21)
- Through the Transportation Master Plan work, two station locations are being evaluated to understand their impacts on the transportation network.
 - South of Highway 7 Option, location within the MTO Transitway station (traditional station design)
 - North of Highway 7 Option (urban station, integrated with private development)
- Both station options have a number of constraints and opportunities

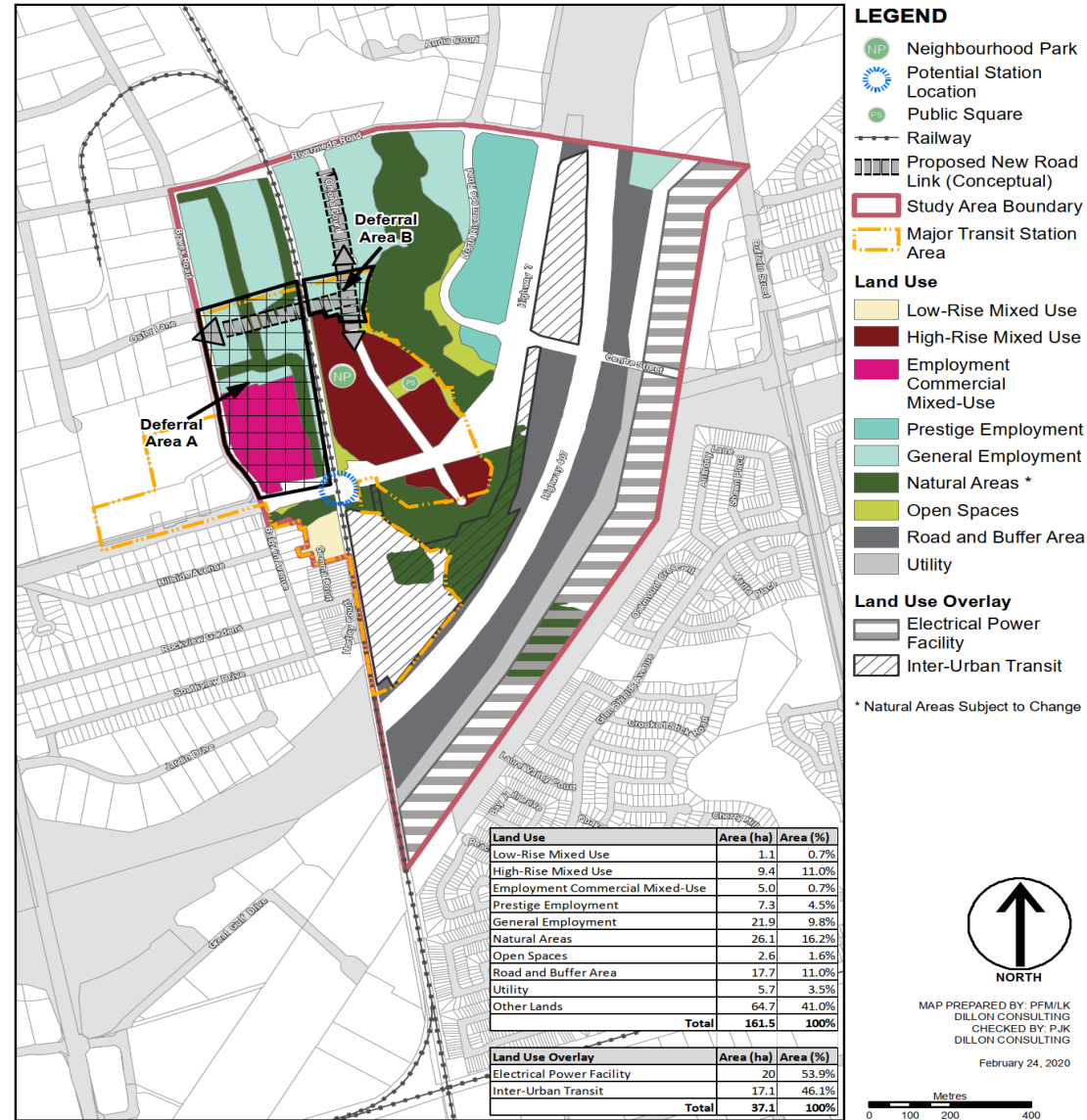


**location of facilities are conceptual only and provided for illustrative purposes*



Land Use Scenario 1: Current Secondary Plan Permissions (Base)

- Base scenario intended to provide context for transportation modelling (2031/2041).
- Potential for employment land intensification.
- Challenges attracting denser forms of employment into the area given proximity to VMC.
- Limited potential to attract public/private investors to fund new GO station on the basis of employment/commercial mixed use permissions.

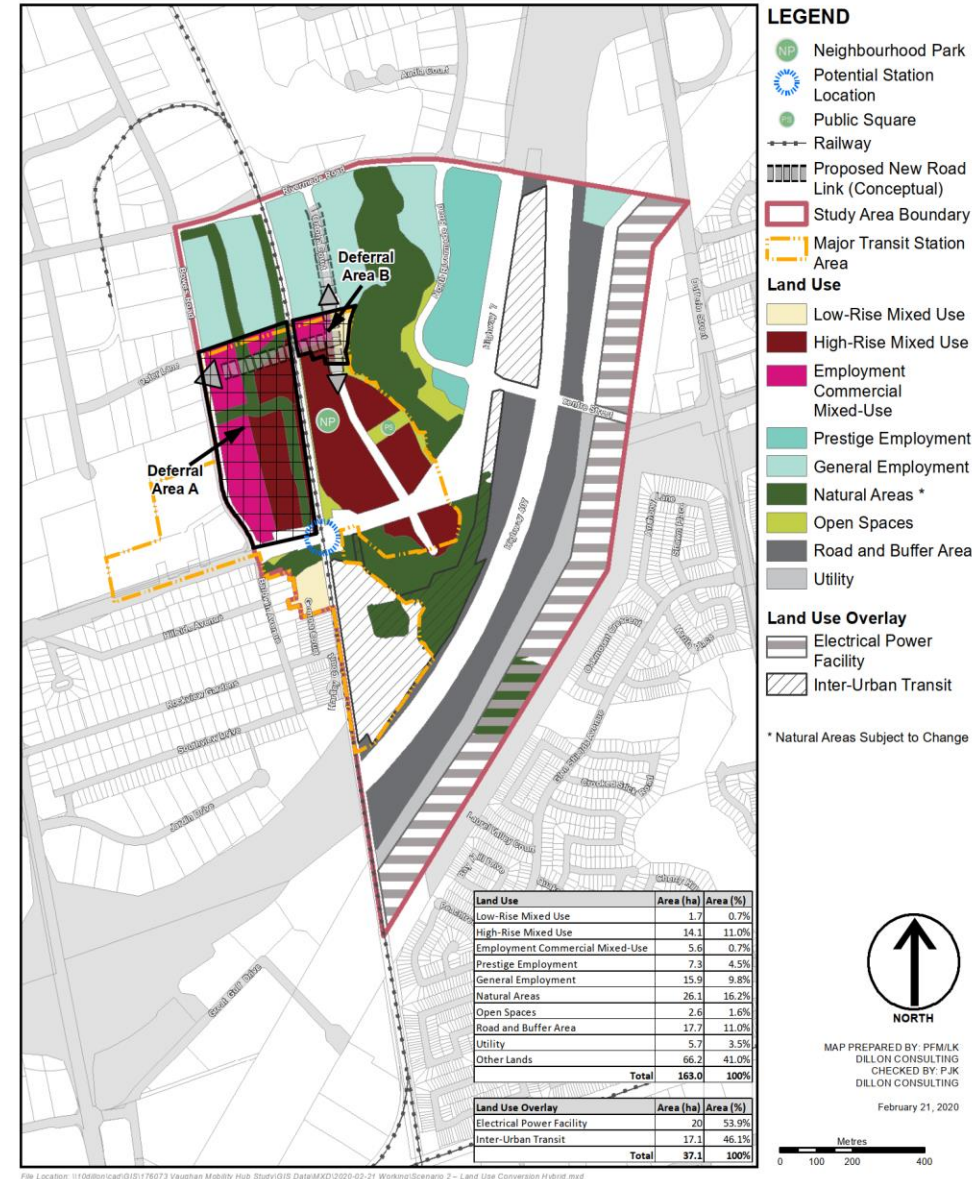




Land Use Scenario 2: Mixed Use

- High-rise mixed use designation creates potential for public/private transit station partnership
- Scenario should meet the minimum proposed density targets for lands within the MTSA
- Provides a balanced approach to addressing the compatibility concerns (approximately 300 to 130 metre setback from edge of Welded Tube site)
- Built form guidance and site planning could also help to address compatibility concerns

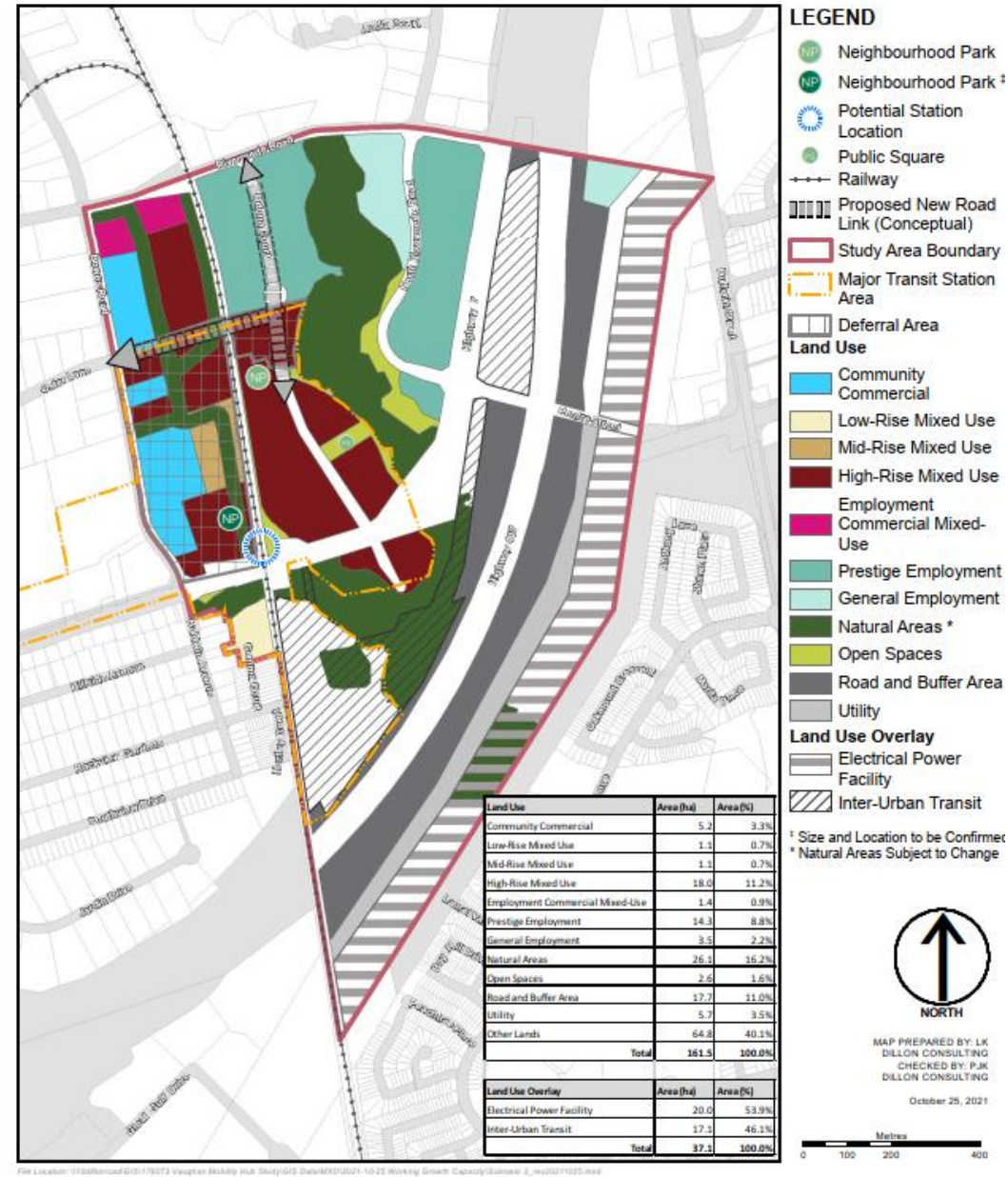
*We note that this scenario is no longer an option because of the MZO





Land Use Scenario 3: MZO Hybrid

- High-rise mixed use designation with transitional Employment Commercial mixed uses to the north, providing a transitional area to the General Employment land uses.
- MZO O.Reg 170-21 which permits a range of employment and residential land uses on lands within the Secondary Plan Area.
- MZO also permits a transit station and station elements at the intersection of Highway 7 and Baldwin Avenue.
- The community commercial designations are envisioned to provide the community services and facilities to support daily needs of the area residents.
- Scenario 3 is the preferred alternative.



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3. Policy Directions



Secondary Plan Priorities

- Part B of the current Secondary Plan is organized into the following key sections:
 1. Introduction
 2. Vision and Principles
 - 3. Land Use and Built Form**
 - 4. Streets and Mobility**
 - 5. Parks and Open Space**
 - 6. Community Services and Facilities**
 7. Water, Wastewater **and Stormwater**
 - 8. Implementation**

Targeted updates are required to implement the findings of the Mobility Hub Study and Transportation Master Plan work



(2) The current vision is sound and not expected to be substantially altered

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.



(2) The current secondary plan principles remain valid

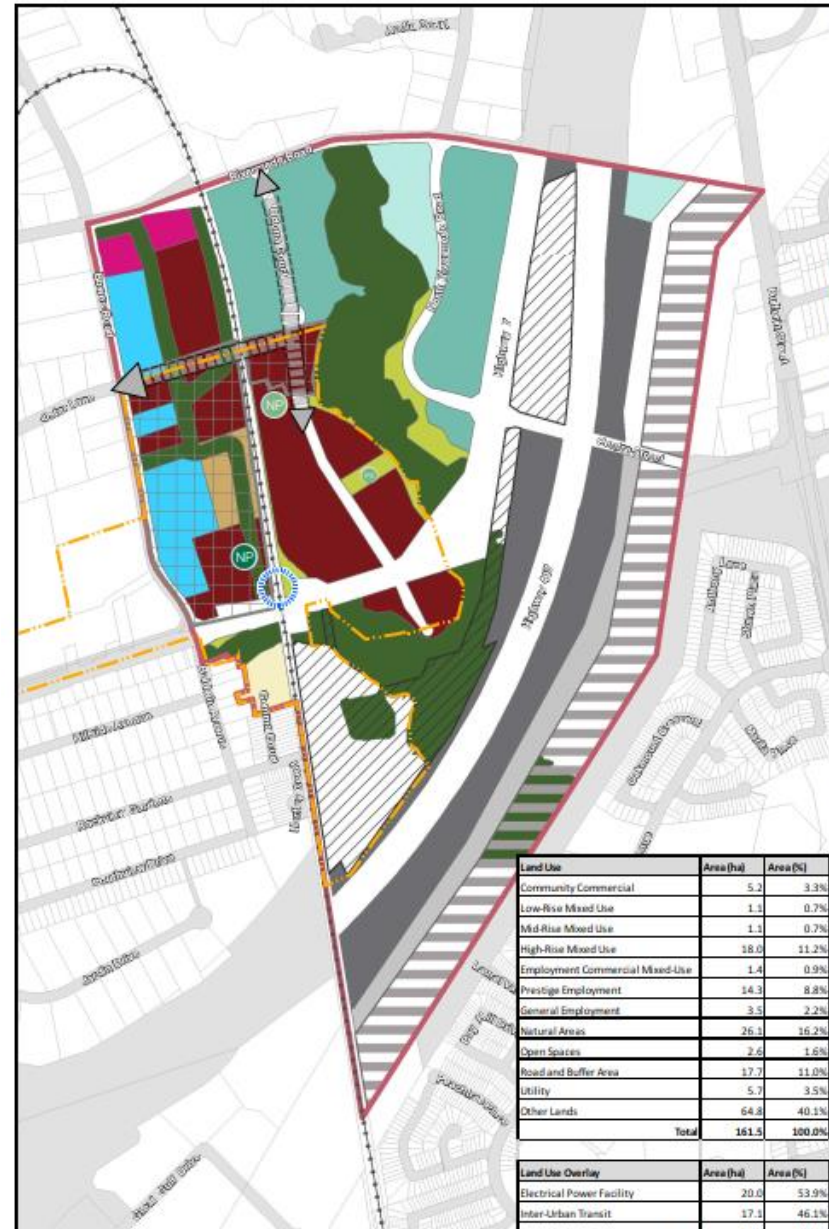
1. Create a cohesive Concord West Community
2. Support multi-modal transportation through integrated pedestrian, cycling, vehicular and transit networks.
3. Improve the safety and accessibility of Highway 7
4. Support the creation of a higher order mobility hub through intensification
5. Maintain and enhance existing natural heritage features, including the flood hazard areas, in the context of the greater natural heritage network.
6. Create a high quality public realm
7. Future infrastructure investment should support good community development
8. Ensure appropriate development phasing



(3) Land Use

- It is recommended that Scenario 3 be used as the basis for updating the Secondary Plan's current land use plan because:
 - Implements the land use permissions from the MZO
 - Balances the need for providing additional opportunities for intensification while also minimizing the potential for land use conflict
 - Protects most of the existing employment areas
 - Focuses transit-oriented development in proximity to Highway 7 and future potential GO station lands
 - Schedule B should be revised to reflect the Land Use Plan

SCENARIO 3



LEGEND

- NP Neighbourhood Park
- NP Neighbourhood Park †
- PS Potential Station Location
- PS Public Square
- RR Railway
- PNR Proposed New Road Link (Conceptual)
- SA Study Area Boundary
- MTS Major Transit Station Area
- DA Deferral Area

Land Use

- CC Community Commercial
- LRM Low-Rise Mixed Use
- MRM Mid-Rise Mixed Use
- HRM High-Rise Mixed Use
- ECM Employment Commercial Mixed-Use
- PE Prestige Employment
- GE General Employment
- NA Natural Areas *
- OS Open Spaces
- RBA Road and Buffer Area
- U Utility

Land Use Overlay

- EPF Electrical Power Facility
- IUT Inter-Urban Transit

† Size and Location to be Confirmed
* Natural Areas Subject to Change

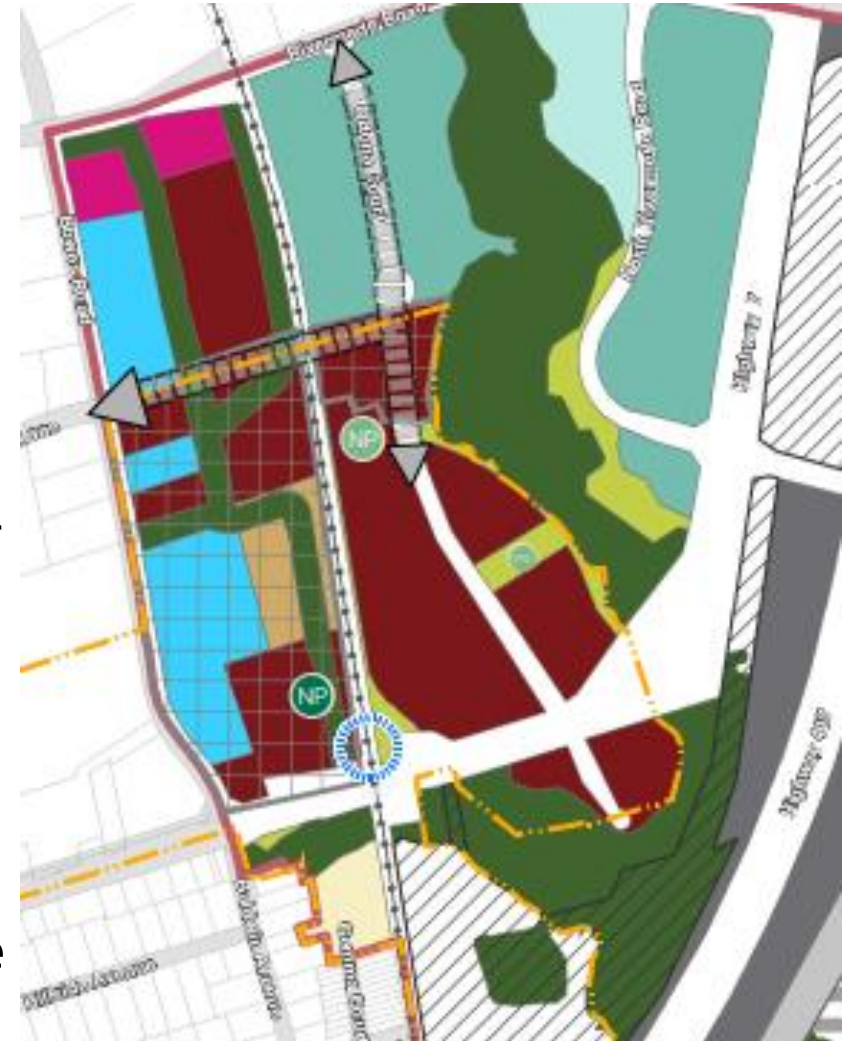
MAP PREPARED BY: LK DILLON CONSULTING
CHECKED BY: PJK DILLON CONSULTING
October 25, 2021

Metres



(3) Land Use (continued)

- Updated land use compatibility policies will be included to identify the study requirements and expectations for applicants based on the results of the land use compatibility study.
- New land use and built form policies to be included for the lands west of the rail corridor and east of Bowes Road.
- Additional urban design policies may also be required as a supplement to Vaughan City-wide Urban Design Guidelines, focusing on transit supportive development aspects of the Secondary Plan.





(4) Streets, Transportation and Mobility

- The Secondary Plan's Mobility policies will be comprehensively updated to reflect the findings and directions from the Transportation Master Plan.
- Schedules D, E and G will need to be updated to reflect the following:
 - New planned roads or road extensions
 - New planned transit infrastructure
 - New planned pedestrian/active transportation infrastructure
- A new policy(ies) will be required to address the preferred location for a future GO station site in Concord. The policy framework will need to provide some flexibility in station location, recognizing that uncertainty around the potential for private sector funding and partnership.



(5) Parks and Open Space

- The current Secondary Plan open space network on Schedule F provides the framework for planning parks and public spaces in the study area.
- Based on the additional growth planned for the area, it's expected that additional spaces will need to be located to the west of the Rail corridor between Bowes road.

Schedule F - Open Space Network

June 2014





(6) Community Services and Facilities

- Ensure that community services and facilities are provided to foster a vibrant community
- The SP states the policies related to community facilities will be consistent with Section 7.2 of the VOP 2010 and the recommendations of the Active Together Master Plan.
- Section 7.2.1.4 of the Vaughan Official Plan encourages the development of joint and/or shared use community facilities, such as schools shared with public parks.
- The Active Together Plan contains recommendations for parkland design, maintenance and redevelopment.
- The City shall work with relevant agencies to monitor and identify additional community services and facilities needed for anticipated population growth.



(7) Stormwater Management

- The area includes a large portion of lands within the TRCA's regulated floodplain area. There are significant floodplain constraints that need to be assessed and/or mitigated prior to future development / redevelopment.
- The stormwater management policies will need to be updated to recognize the need for a comprehensive flood management and natural system solution for the lands west of the rail corridor and east of Bowes Road to address concerns over the existing waterway.
- Additional future work is required prior to development including:
 - Environmental Impact Study
 - Floodplain Analysis
 - Fluvial/Geomorphological (Meander Belt Analysis)
 - Natural Channel Plans/Design Brief
 - Restoration Plans
 - Monitor Plans





(7) Stormwater Management

- Policy framework will recommend a coordinated approach for affected lands to mitigate flood risk hazards and address matters related to natural environment protection/enhancement.
- If a coordinated study is not feasible, solutions at the development applications stage could be considered – although a holistic approach would still be required.
- TRCA permit is required.



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3. Next Steps



Immediate Next Steps

- Update policy directions based on feedback from TAC and LOG
- Public Open House
- Prepare OPA and Planning Report



Question and Answer Session



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Part 2: Transportation Master Plan and North-South Collector Road EA



Part 2: Transportation Master Plan and North-South Collector Road EA Study

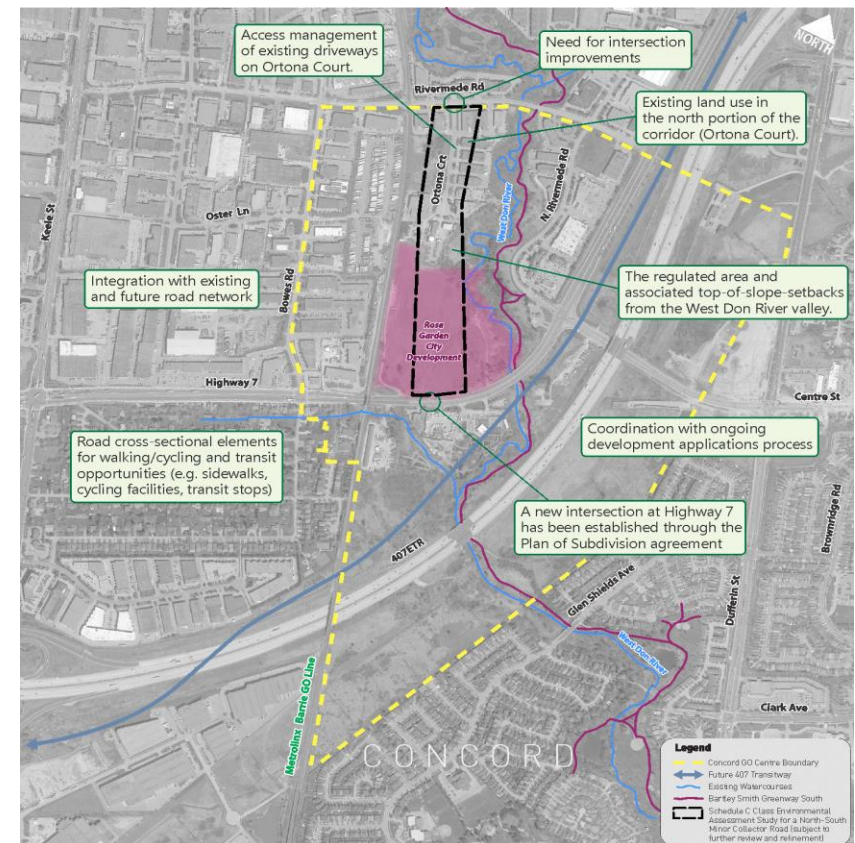
Study Purpose and Study Area: TMP

Following the completion of the TMP, further planning and design of a new north-south collector road will be undertaken.

Will follow the Schedule 'C' Municipal Class EA (Phases 3 and 4).

Study area is generally from Rivermede Road to Highway 7, and will be confirmed through the findings of the TMP.

Several design considerations including existing and proposed land uses, proximity to natural environment area and integration with the transportation network.





Transportation Policy and Planning Context

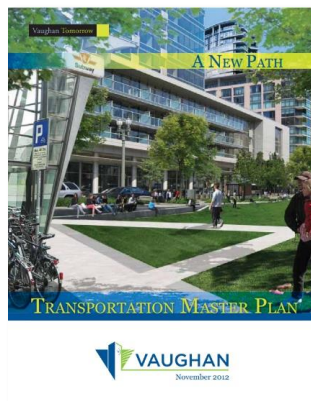
Regional

2016 York
Region
Transportation
Master Plan*



City-Wide

2012
Transportation
Master Plan
A New Path



2020 Pedestrian
and Bicycle
Master Plan



Vaughan Transportation Plan
(On going)



***2022 Update Underway**



Transportation Vision

A Multimodal Transportation Network that:

- Improves safety
- Encourages sustainable travel
- Enhances connectivity
- Embraces Smart Mobility
- Supports intensification of land use





Problem and Opportunities Statement

Currently, the Concord GO Centre area is under-served in terms of transportation infrastructure. A multi-modal transportation network is needed for the:

- 1. Concord Secondary Plan area.** A multi-modal transportation network is needed support the future growth of this area while also providing more transportation options to existing residents and businesses.
- 2. Vaughan Metropolitan Centre and Weston 7 areas.** Given their proximities and planned growth, Concord's transportation network needs to accommodate future transportation demand to and from these major nodes.
- 3. Cities of Vaughan and Richmond Hill.** The Barrie GO Line, planned for all day, 15-minute service, creates an opportunity for Concord to be the City's major southern GO Train Station. A sustainable transportation network will be needed to support the future demand that will result from a potential Concord GO Station.



The Area Today vs. the Vision

Today



Highway 7 east of Bowes Road, looking east



North Rivermede Road south of Rivermede Road, looking south

Vision



GO Transit Station



Inviting Environment



Private Public Space



Vibrant Streets



Public Information Centre #1: Summary



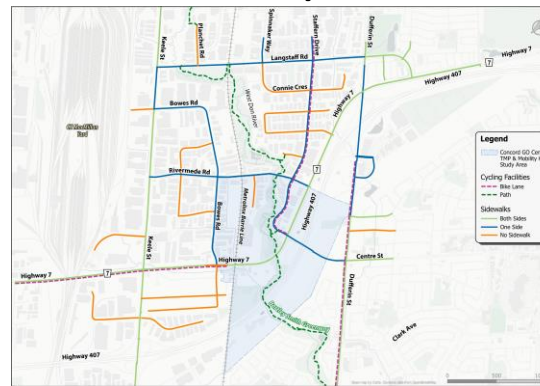
PIC #1 Summary: Overview of What Was Presented

Existing Transportation Network

Road Network



Active Transportation



Transit Network



Transportation to 2031:

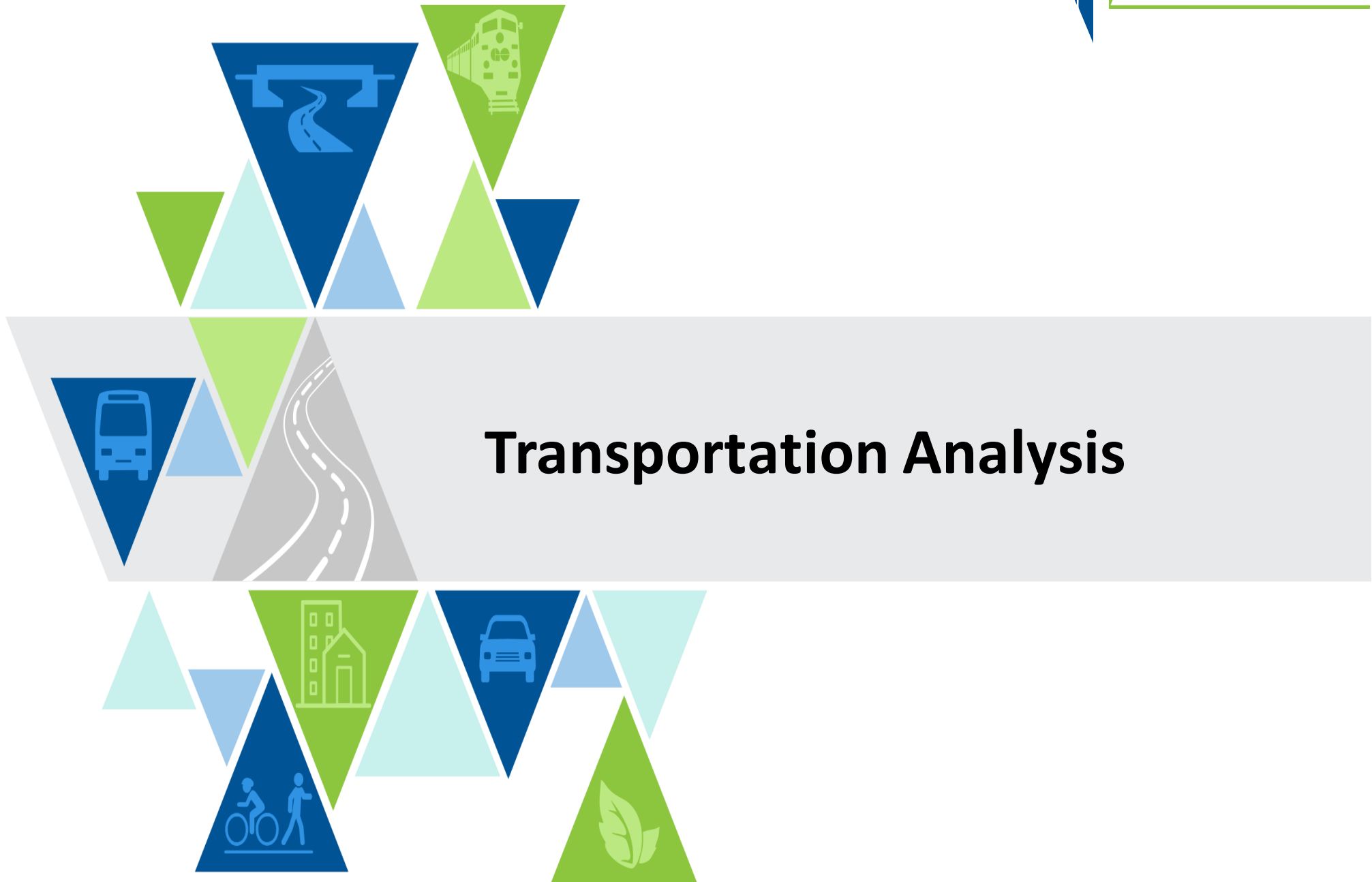
- Interim Transportation Analysis to 2031 were presented
 - The Transportation Needs and Opportunities to 2031 were discussed
- These analysis have been superseded by the 2041 Transportation analysis.

Visit the following link for the Public Information Centre #1 Presentation Slides:
https://www.vaughan.ca/projects/policy_planning_projects/Concord_GO_Centre/Pages/Project-Updates.aspx



PIC #1 Summary: What We Heard

Comment	Response
What is the proposed location for the Concord GO Station?	We are examining two options: one north of Highway 7 and another south of Highway 7. This will be determined in later stages of the project.
Watershed and natural spaces must be conserved and protected	A Natural Environment Impact Study is underway to define potential impacts to existing natural resources. The study will propose mitigation measures to ensure any potential impacts are minimized and/or mitigated.
Need for improved cycling, pedestrian and transit connections	Improvements to transportation infrastructure/choices are being addressed in the Mobility Hub Study and the EA. These issues are reflected in the evaluation criteria for the alternatives analysis.
Interest in creating a complete community	The Mobility Hub Study is analyzing potential improvements to land use balance and density; the TMP/EA is defining a transportation system that supports this.
Concerns over existing road capacity	A Traffic Impact Study is underway to examine options for new and expanded road connections to provide sufficient road capacity.



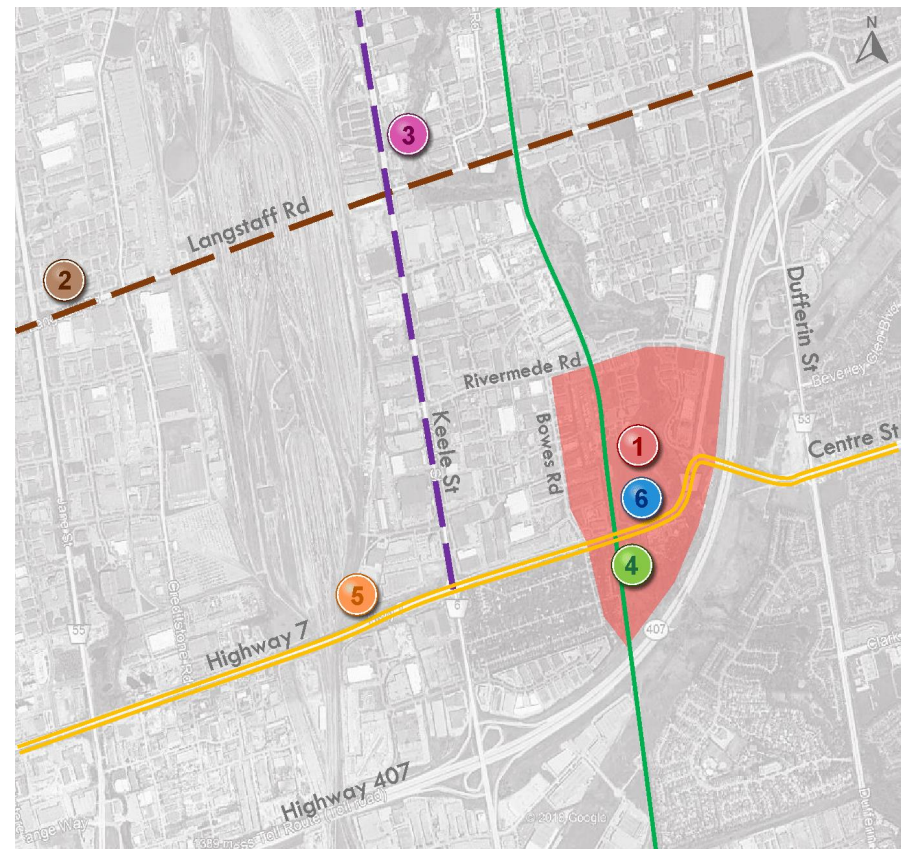


Transportation Improvements Already Planned

The Ministry of Transportation, Metrolinx and York Region have all planned transportation improvements in this area. We are building on these in our analysis.

- 1 Land Use changes
- 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%)

*Highway 407 Transitway was not included in this analysis





Planning Alternatives

Planning alternatives address the road connections and the location of the GO Station.

Alternative 1: We have also considered the “Do Nothing” scenario - which assumes only improvements that are already programmed by the City and the Region. In this case, the Do Nothing scenario also includes introduction of a GO station, to accommodate transit demand.

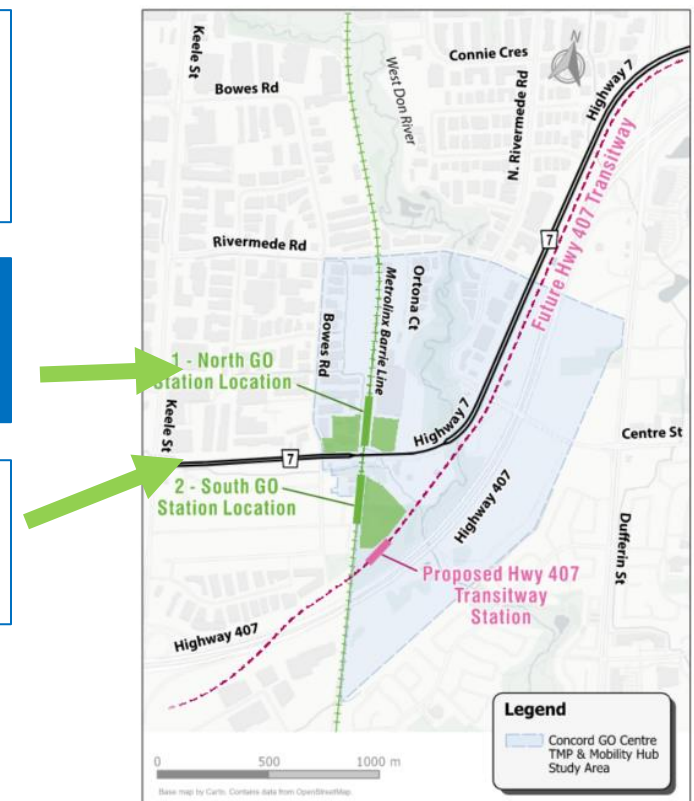
Alternative 2:

- GO station north of Highway 7
- Extension of Ortona Court to Highway 7

Alternative 3:

- GO station south of Highway 7
- Extension of Ortona Court to Highway 7

Additional road connections and improvements will also be considered.





Planning Alternatives

The Transportation Master Plan will enhance the proposal for the Concord GO Centre, no matter which road alternative is selected, by including:

- Initiatives to reduce reliance on driving, particularly for short trips
- Dedicated cycling lanes, to connect to the GO station and the City/Regional bike networks
- A continuous sidewalk network to encourage walking
- Policies to support travel by sustainable modes – for example, a reduction in parking supply, and greater support for transit





2041 Transportation Analysis

Based on the Concord GO Centre Secondary Plan (2015), population and employment are planned to grow between 2016 and 2041. 2041 is the planning horizon for the transportation study.

Year	Employment	Population
Current (2016)	6,946	783
2041	7,470	20,440

Population will grow substantially, taking advantage of the opportunity created by the proposed GO station.

A multimodal approach to transportation is needed to cope with the planned growth, given the constraints on road network access for driving.

Transportation analyses have been completed to assess how well the alternatives cope with these demands.



2041 Transportation Analysis

- A detailed **computer model** of the traffic demands has been created for the 2041 horizon
- Morning and afternoon peak travel periods have been assessed
- Traffic demands have been generated for each link in the area network, based on the planned growth in population and employment

Key performance measures

- **Intersection performance**
- **Travel speed**



2041 Transportation Analysis Results

The alternatives have been analyzed in terms of the key performance factors for the **AM peak hour**:

Alternatives	Intersection Performance (Highway 7 @)	Travel Speed (km/hr)		
		Section	Eastbound	Westbound
2 – GO Station North of Highway 7	Keele Street - LOS F Bowes Road - LOS E (Proposed) Concord GO Access - LOS D	Keele Street to Bowes Road	38	6
		Bowes Road to Concord GO	22	12
		Concord GO to Centre Street	17	20
3 – GO Station South of Highway 7	Keele Street - LOS F Bowes Road - LOS E (Proposed) Concord GO Access - LOS D	Keele Street to Bowes Road	39	7
		Bowes Road to Concord GO	19	15
		Concord GO to Centre Street	17	19

LOS

A - D	≤ 55 sec
E	55 - 80 sec
F	> 80 sec



2041 Transportation Analysis Results

The alternatives have been analyzed in terms of the key performance factors for the **PM peak hour**:

Alternatives	Intersection Performance (Highway 7 @)	Travel Speed (km/hr)		
		Section	Eastbound	Westbound
2 – GO Station North of Highway 7	Keele Street - LOS F Bowes Road - LOS D (Proposed) Concord GO Access - LOS D	Keele Street to Bowes Road	31	7
		Bowes Road to Concord GO	21	26
		Concord GO to Centre Street	21	23
3 – GO Station South of Highway 7	Keele Street - LOS F Bowes Road - LOS D (Proposed) Concord GO Access - LOS D	Keele Street to Bowes Road	32	5
		Bowes Road to Concord GO	19	16
		Concord GO to Centre Street	21	23

LOS

A - D	≤ 55 sec
E	55 - 80 sec
F	> 80 sec



Evaluation of Transportation Alternatives

In addition to the traffic impacts, it is important to assess which Alternative provides for the best access for pedestrians, cyclists and transit riders.

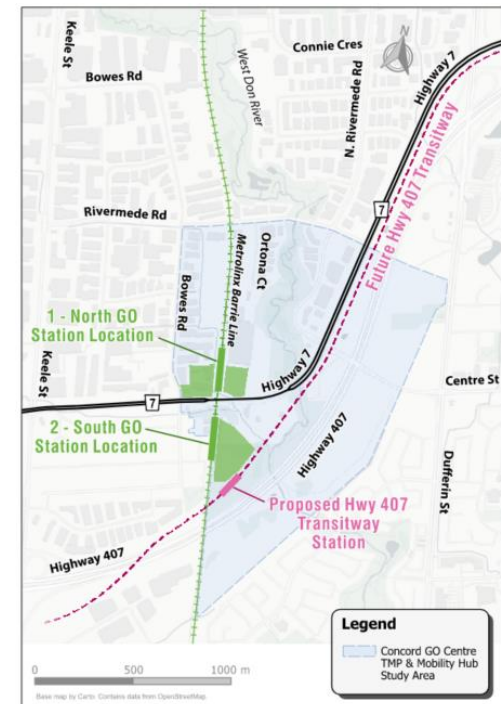
This is essential in minimizing the number of people who have to drive for work, school or other purposes.

North GO Station Alternative 2

- Closer to planned residential areas so more people will walk and bike to GO Station
- Shorter travel distance for transit riders arriving by bus from Vaughan communities

South GO Station Alternative 3

- Fewer residents likely to walk to Station
- Safety risk for pedestrians and cyclists crossing Highway 7
- Increased N/S walk and cycle trips will reduce E/W green time for traffic on Highway 7
- Integration of the GO Station and 407 Transitway Station facilitates transit transfers



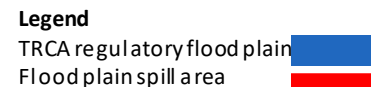
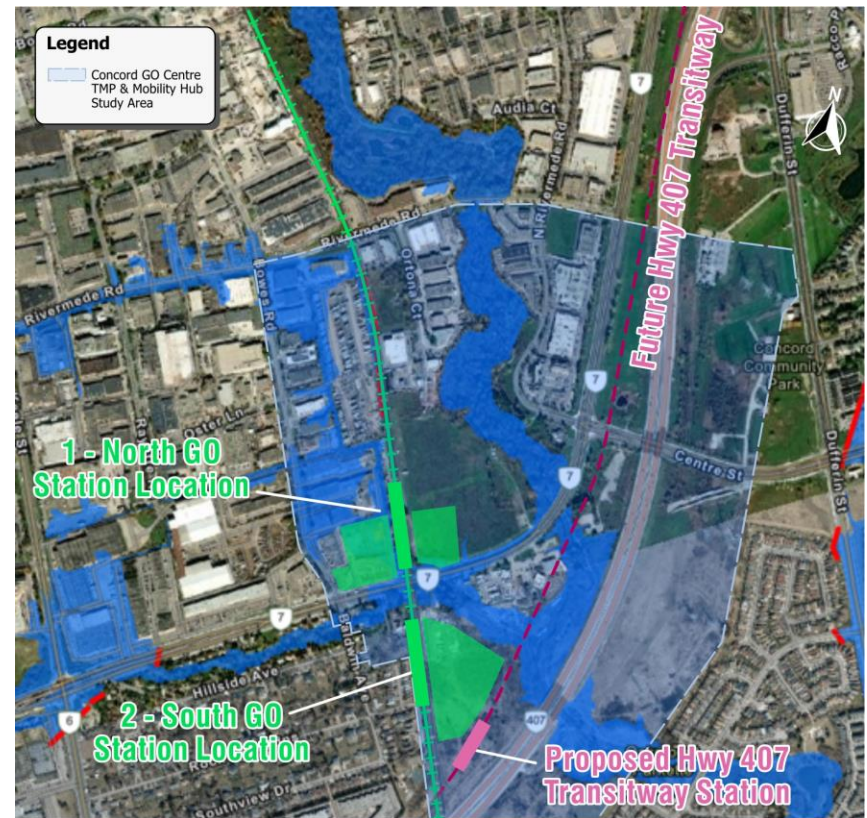


Consideration for Flood plain

The Toronto Regional Conservation Authority's flood plain mapping has been reviewed, as this may impact on the feasibility of the station locations.

The mapping shows that the project study area is within TRCA's jurisdiction and **regulatory flood plain** and a **flood plain spill area** exists near Ortona Court.

A stormwater management and hydrology assessments are being conducted to assess impacts to existing flood plain and spill areas.





2041 Preferred Transportation Network*

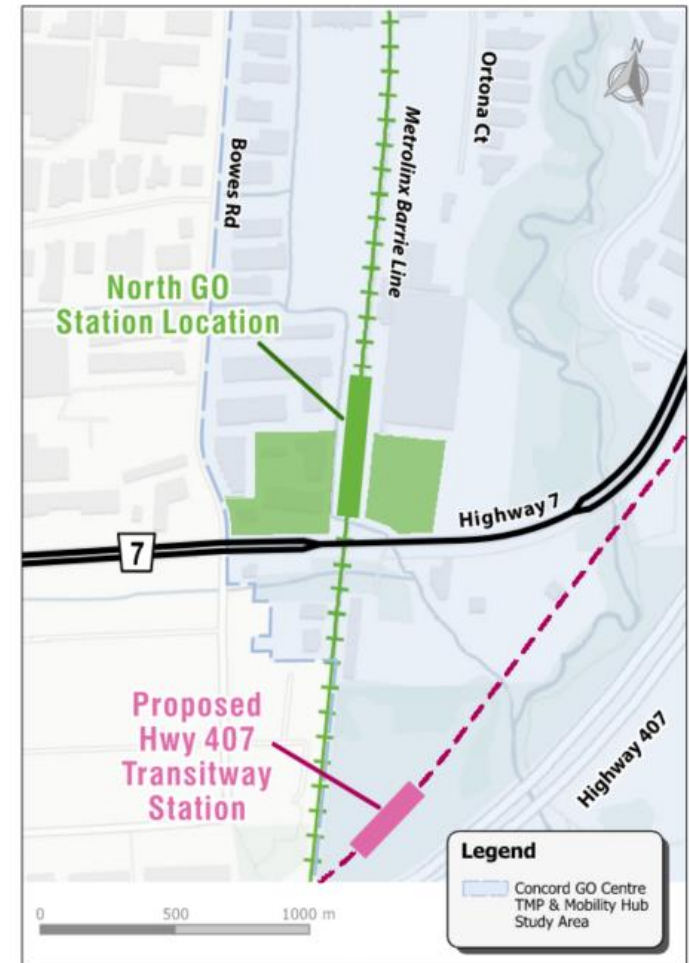
The Preferred Alternative is Alternative 2:

- GO Station north of Highway 7
- Extension of Ortona Court to Highway 7

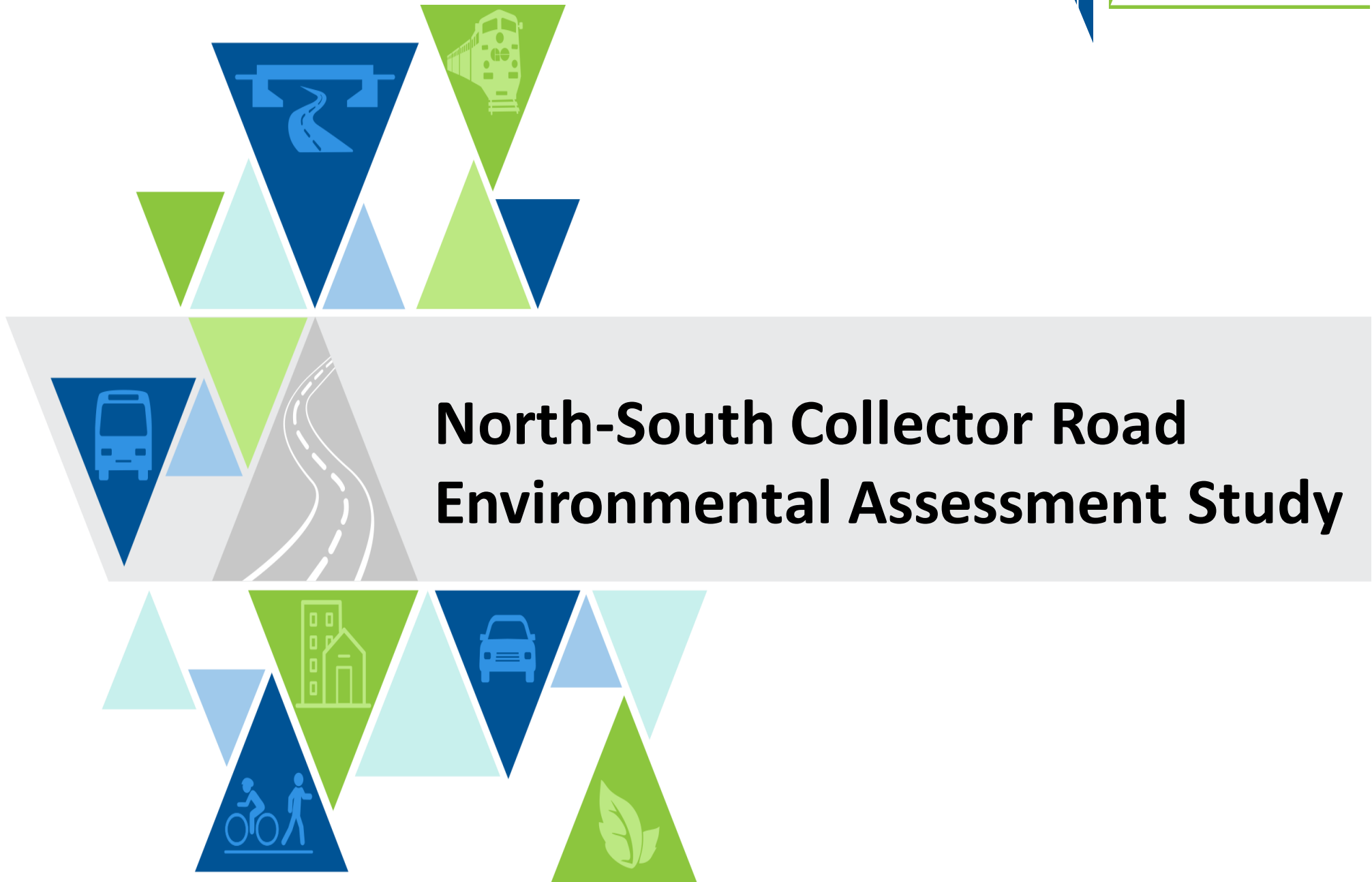
This Alternative is preferred for the following reasons:

- Better access for pedestrians and cyclists
- Reduced safety risk; pedestrians and cyclists will not need to cross Hwy 7
- Shorter distance for neighbourhood bus services accessing the Station

These factors indicate that the North GO Station location, together with the extension of Ortona Court for access, will result in the best balance of demands among transport modes.



* Subject to technical studies – specifically stormwater

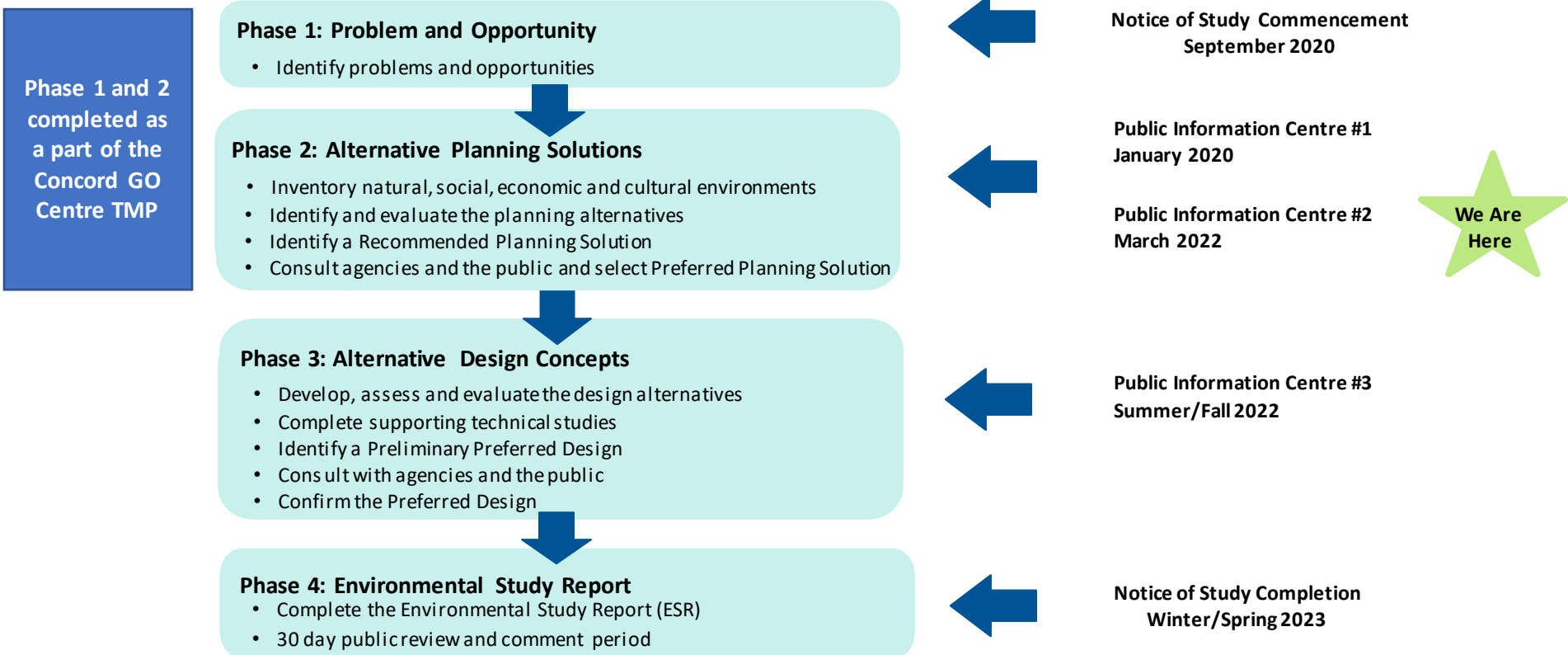


North-South Collector Road Environmental Assessment Study



Municipal Class EA Process

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





Evaluation of Design Alternatives

The following evaluation criteria are being used to compare and rank the Design Alternatives. The focus is on creating a system of equitable mobility, in which not everyone needs to own or use a car for everyday trips.

Policy Framework



- Comply with the policies and guidelines outlined by
 - Municipalities (e.g. Official Plans, TMPs),
 - the provincial government (e.g. Provincial Policy Statement (PPS)); or
 - federal government (e.g. *Species At Risk Act*).
- Addressing Problem and Opportunity Statement

Healthy Communities



- Promotion of transportation choices through the provision of well-connected, continuous and comfortable cycling and walking routes
- Potential to incorporate streetscape amenities and landscape elements
- Supports accessible network for all ages and abilities
- Connections to key destinations and community facilities

Equitable Mobility



- Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes
- Mitigate vehicular congestion (travel time & intersection operations)
- Compatibility with future transit infrastructure & services
- New/improved pedestrian routes and connections
- New/improved cycling routes and connections
- Traffic impacts to existing streets/residents
- Network resiliency for emergency services



Evaluation of Design Alternatives

Additional evaluation criteria address each aspect of the environments which could be affected.

Constructability and Design



- Construction costs
- Impact on floodplain
- Impact to existing utilities
- Lifecycle / operations and maintenance costs of new infrastructure
- Construction phasing

Socio-Economic Environment



- Property impacts
- Impacts to existing communities
- Impacts to existing residential areas
- Impacts to existing recreational facilities
- Changes in neighbourhood characteristics
- Impacts to existing land uses
- Potential for soil contamination
- Potential noise and nuisance impacts

Natural Environment



- Impacts to vegetation and flora
- Impact to wildlife resources and linkages
- Impacts to species of concern
- Impact to Fisheries and aquatic resources
- Impacts to surface and groundwater quality and quantity
- Impacts on stormwater management and retention
- Fluvial geomorphology
- Greenhouse gas emissions
- Impacts to air quality

Cultural Environment



- Impact to identified potential built heritage resources and cultural heritage landscapes
- Impact to Archaeological resources and areas of archaeological potential
- Impacts to Indigenous Peoples lands, treaty rights, archaeological sites, or land claims



North-South Collector Road EA Study – Technical Studies

Several technical analyses and disciplines will be completed as part of this EA Study and included in the analysis of the final recommendations:



Cultural Heritage



Water, Stormwater,
Wastewater and Drainage



Natural Environment



Geotechnical



Climate Change



Traffic



Archaeology



Noise and Air Quality



Soil and Contamination





Next Steps

- 1 Summarize and process input received at Stakeholder Meetings and PIC #2
- 2 Finalize the draft Transportation Master Plan and preferred multi-modal network
- 3 Present final draft recommendations to Council
- 4 Continue to undertake the Schedule 'C' MCEA Study for the North-South Collector Road from Rivermede Road to Highway 7

IMPORTANT EVENTS

Event	Date
Public Information Centre #1	January 23, 2020
Public Information Centre #2	March 29, 2022
Public Information Centre #3	TBD
Environmental Study Report 30-Day Public Review	TBD



Thank you for attending!

For ongoing updates including study notices and other information, please visit the project website at: www.vaughan.ca/ConcordGOCentre.

If you have any questions or wish to be added to the mailing list, please email us directly at: concordtmp@wsp.com

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Question and Answer Session

