

Welcome



6:00-7:00 – Open House

7:00-7:30 – Presentation (MHS & TMP/EA)

7:30-8:00 – Complete Community Activity

Vaughan.ca/ConcordGOCentre

A decorative graphic composed of several triangles in shades of blue, green, and light blue. Some triangles contain icons: a bridge over a river, a train, a bus, a car, a person on a bicycle, and a person walking.

CONCORD GO CENTRE

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

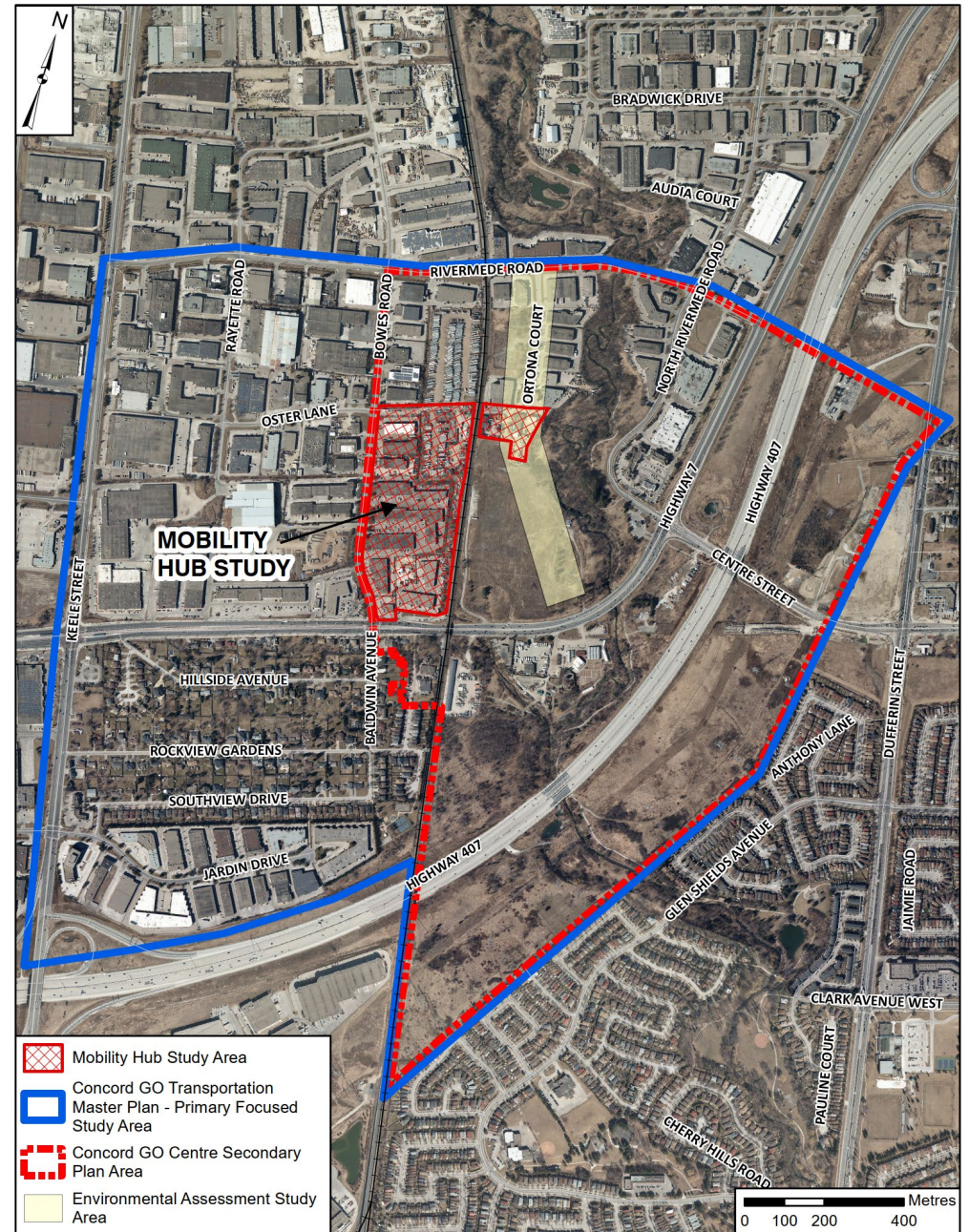
PUBLIC INFORMATION CENTRE #1

January 23, 2020



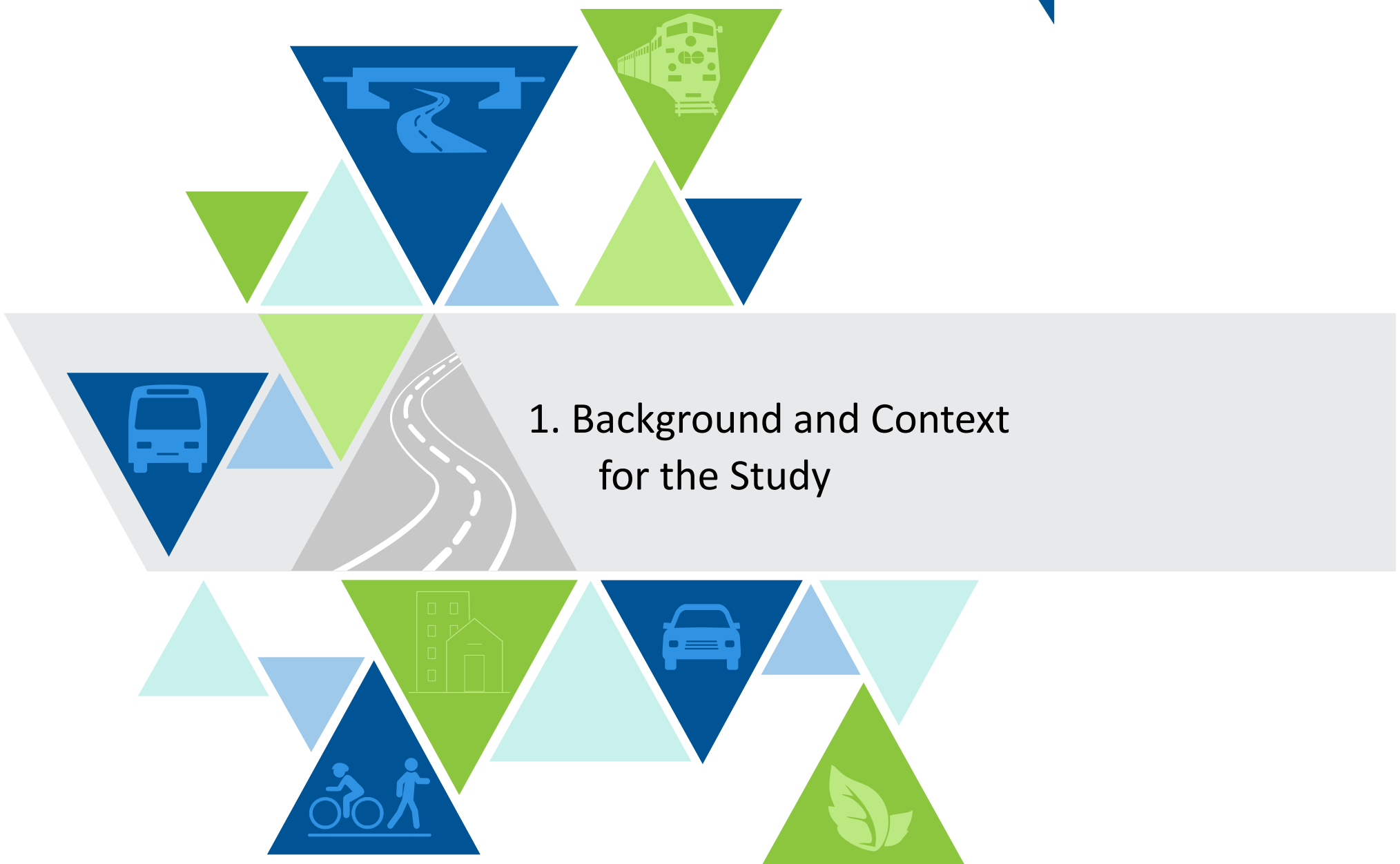
Outline

1. Background and Context
2. Opportunities and Constraints
3. Next Steps



Document Path: N:\GIS_Archive\Projects\PolicyPlanning\Concord GO Study\Concord GO Centre - MHS-TMP\ConcordGOCentre-StudyAreaMapw_AirPhoto.mxd

Created on: 12/20/2019

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, a house, a person on a bicycle, and a leaf.

1. Background and Context 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 appropriate land use, density and built form to guide intensification and redevelopment in the area.
- The Secondary Plan covers approximately 161 hectares and is 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 Mobility Hub Study.
- The deferral area is the study area for the Mobility Hub Study.

Concord GO Centre Secondary Plan
Schedule B - Land Use





Improving the Business Case

- 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.



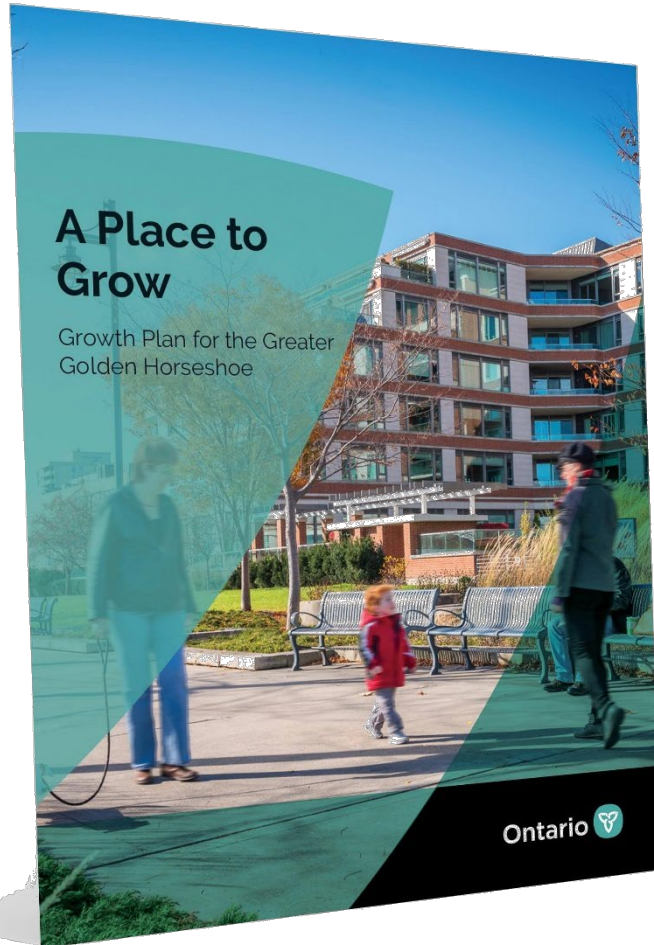
Project Purpose

- 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.
- The Mobility Hub Study will confirm if there is a need for major policy changes (e.g. land use, heights, densities, schedules, etc.).
- The work program will explore land use scenarios.
- Intent is to strengthen the overall business case for the potential Concord GO Station.
- Scope includes the preparation of urban design guidelines to support the integration of the Mobility Hub into the broader area.





Study Context

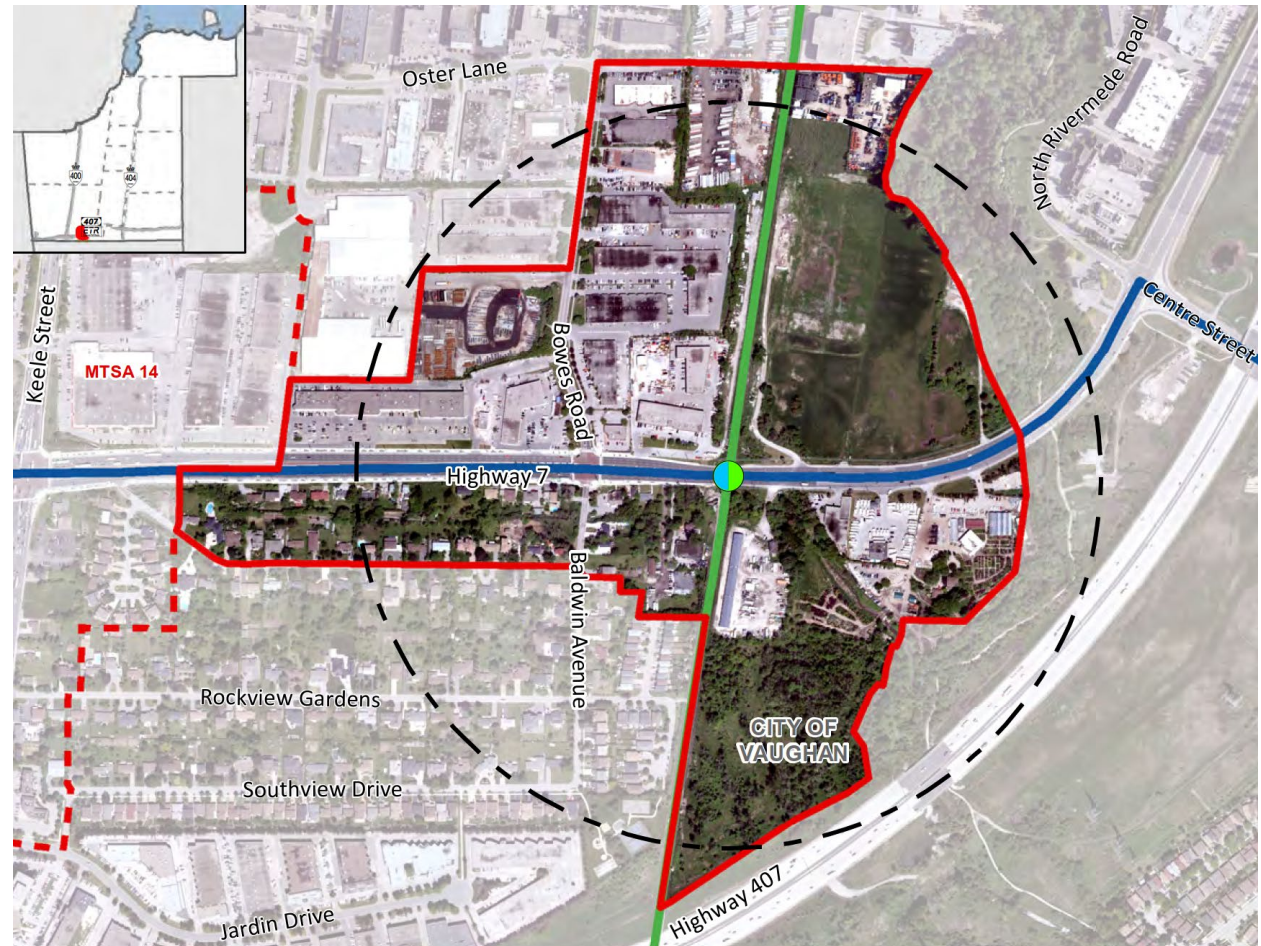


- Since the approval of the Secondary Plan there have been a number of changes to Provincial land use Plans and policies and decisions which have prompted the City to review elements of the Secondary Plan:
 1. Places to Grow Plan Updates (2017 & 2019)
 2. Metrolinx decision to not include the proposed Concord GO Station in the 10 year capital plan for RER
 3. York Region undertaking a Comprehensive Review of its Official Plan
 4. City of Vaughan Commencement of OPR
- In addition to the above, there is also a need to determine specific transportation and municipal infrastructure requirements and policies to implement the Secondary Plan.



The Study Area is within a Draft Major Transit Station Area

- The draft intensification target for this MTSA is a minimum of 160 people and jobs per hectare.
- A MTSA are lands within 500 to 800 meter radius of a planned or existing transit stop or station. This represents an appropriate 10 minute walk.
- MTSA's are to be planned and developed to achieve multi-modal access to transit stations and connections with opportunities for active transportation. Development in MTSA's will be transit supportive with a range of land uses and activities with opportunities for affordable housing and public and private joint projects.
- MTSA's form part of the city's intensification areas in the city's urban structure.
- York Region is the approval authority for MTSA's, including density targets, boundaries and policy framework.

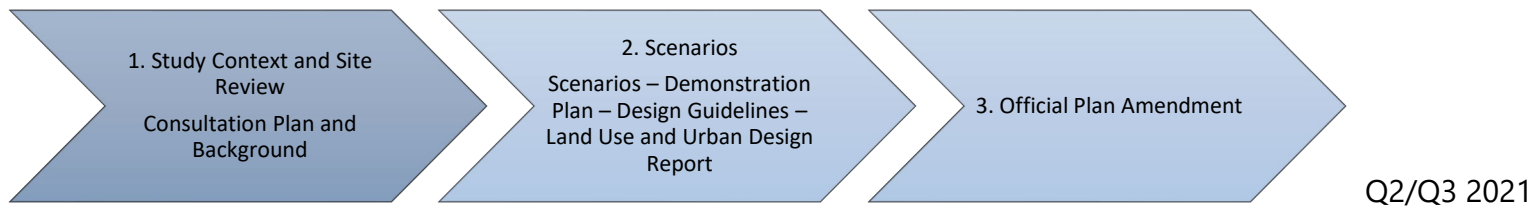


Source: YorkRegion.ca

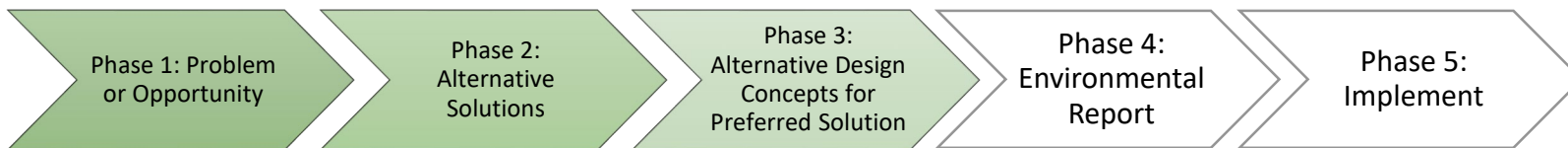


Study Process

Mobility Hub Study

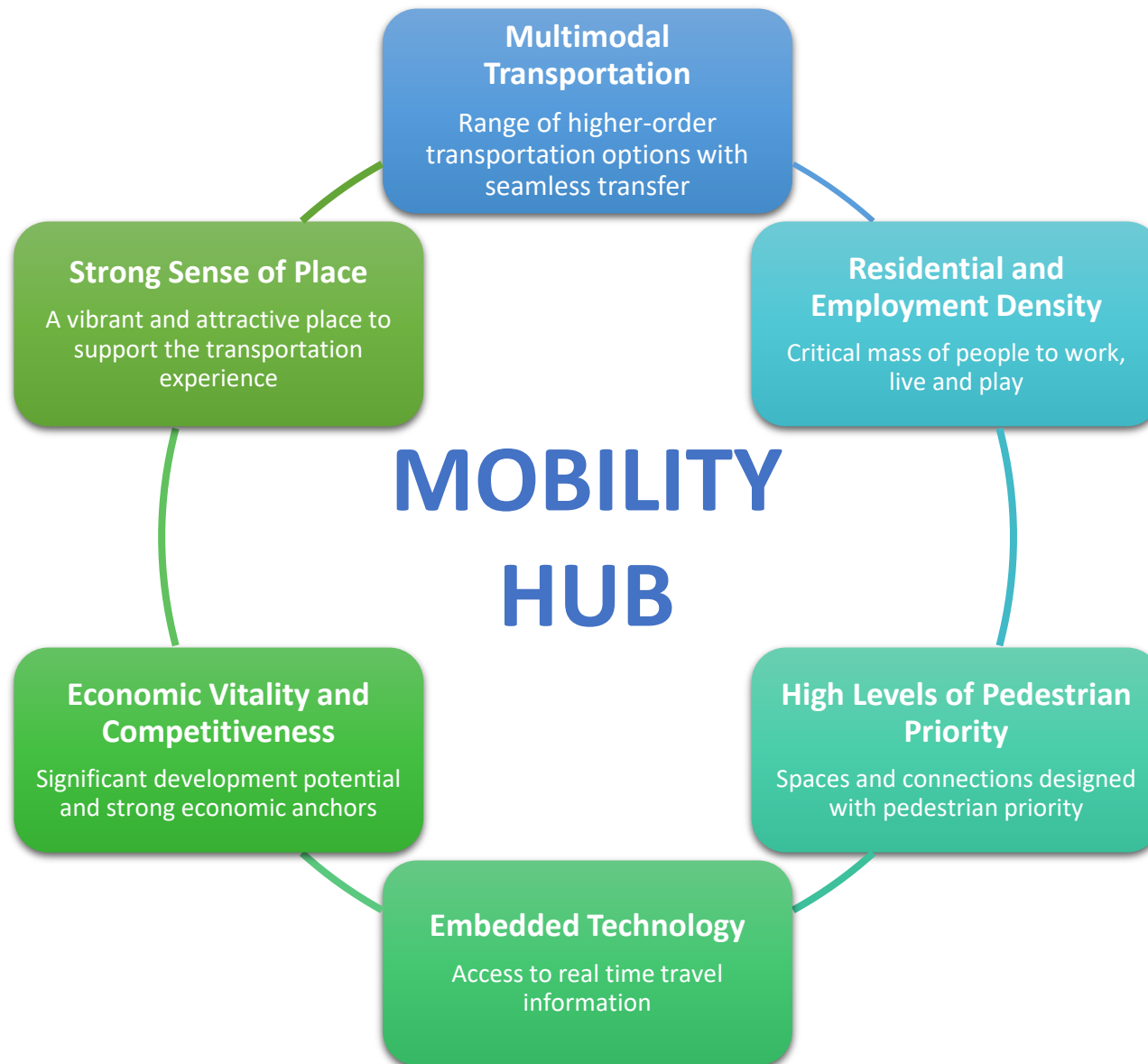


Transportation Masterplan





What is a Mobility Hub?

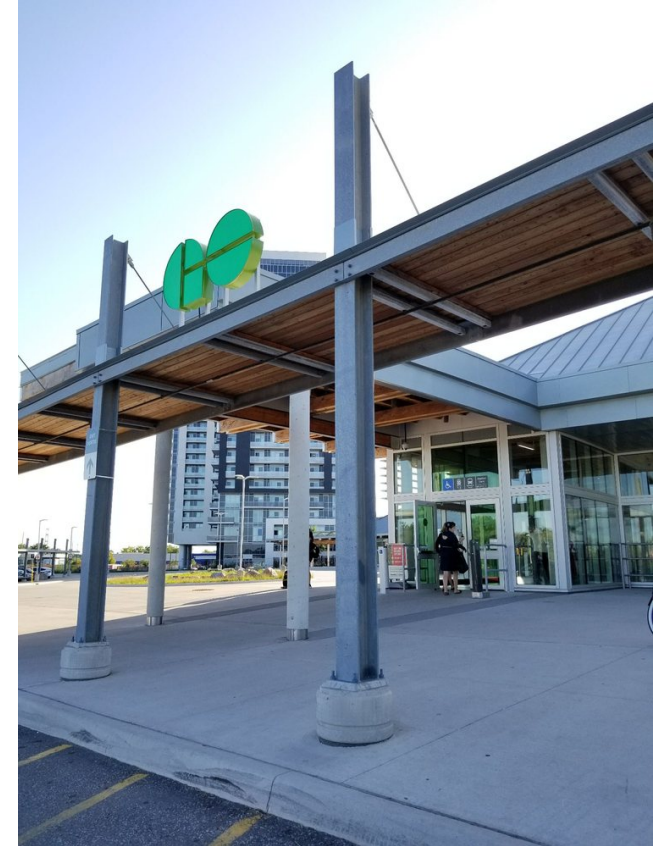


Source: Metrolinx Mobility Hub Guidelines, 2011



What is a Mobility Hub?

Burlington GO Mobility Hub



- Multi-modal access to support seamless mobility
- Opportunities for transit-supportive development in proximity to the station area



What is a Mobility Hub?

Kipling GO Mobility Hub



- Complete streets and multi-modal access to support seamless mobility
- Attractive and multi-functional public realm to support complete community design
- Opportunities for transit-supportive development)

Kipling Go Mobility Hub

A decorative graphic composed of several triangles in shades of blue, green, and light blue. The triangles contain icons: a bridge over a river, a train, a bus, a winding road, a car, a house, a person on a bicycle, and a leaf. A central grey horizontal bar contains the section title.

2. Opportunities and Constraints



Opportunity to Create a Mobility Hub

- The 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 an 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 the Promenade Centre, offering opportunities for additional transit connections.





Opportunity for a Complete Community



- There is an opportunity to create a complete community, with live/work/play opportunities in close proximity to transit (King/Victoria Transit Hub, Kitchener)



Looking west vacant site from Ortona Court - There are several large parcels of vacant land located within the Study Area which are suitable for infilling and intensification. Additional intensification in the Study Area would require development.



Employment land to the north of the deferral lands require the City to plan for appropriate transitions to address any land use compatibility issues (although most of the lands in the Study Area are Class 1 uses).



Bowes Road is approximately 1 km from the MacMillan Rail Yard. Bowes Road provides a rough westerly limit for the westerly extent of non-employment uses.



Natural heritage constraints to consider

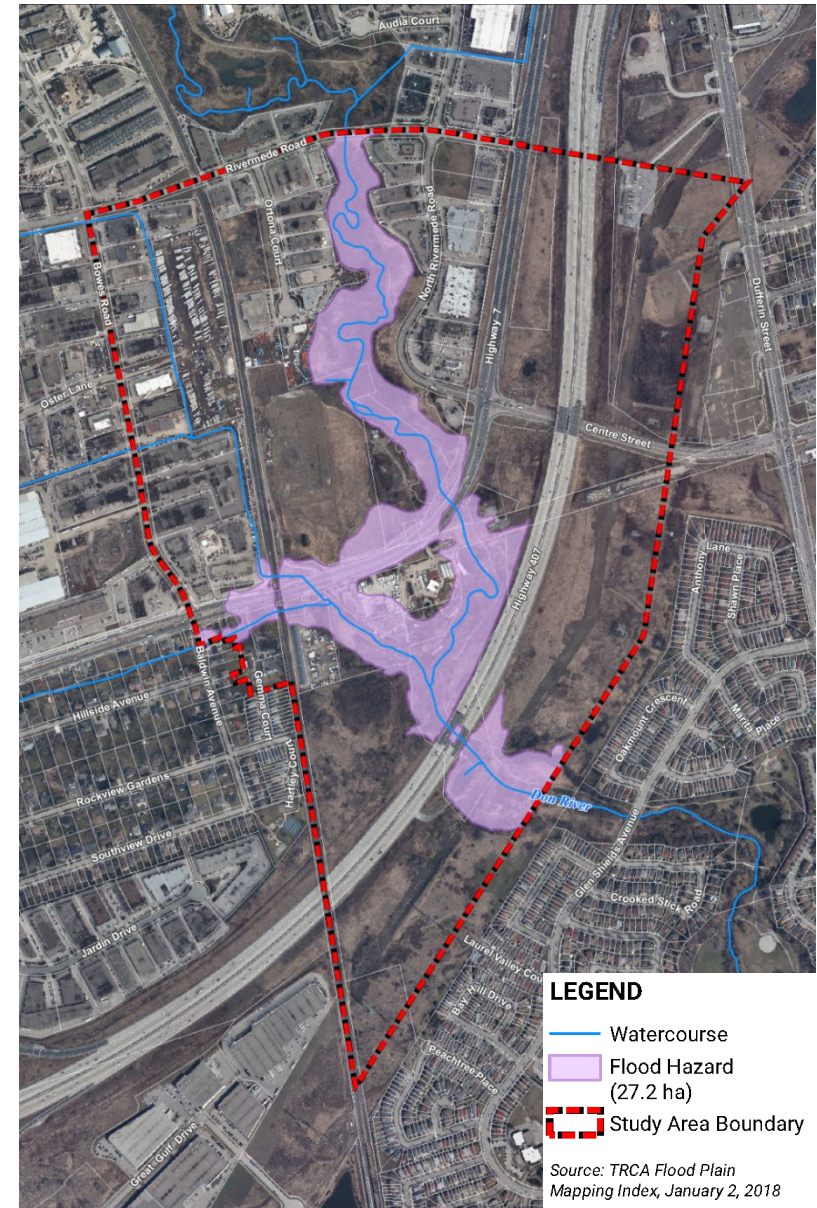
- The West Don River runs through the Study Area and is identified as part of the Region's Greenland System and the VOP 2010 as Natural Areas.
- 26 hectares of land within the Study Area (16%) are designated as Natural Areas.





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.
- Mitigation work is associated with on-going development application.







Next Steps

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



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

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Outline

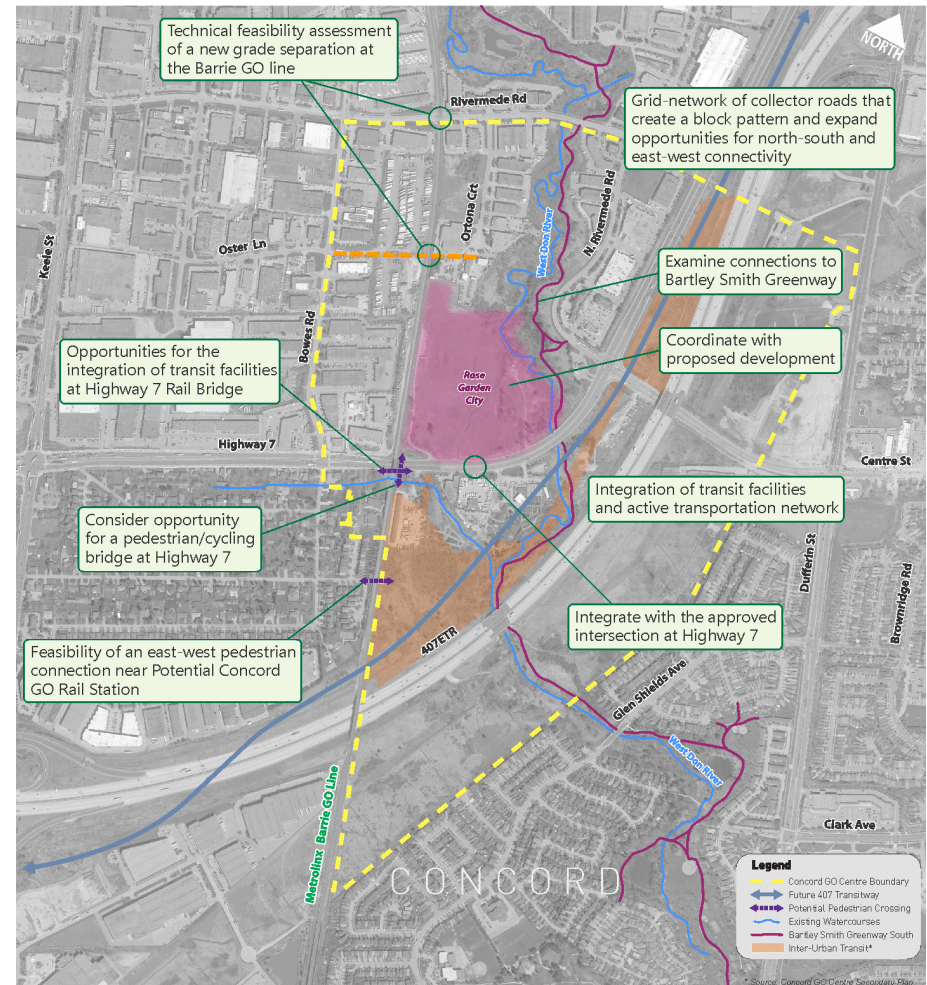
- 1. Study Purpose – TMP and EA**
- 2. Municipal Class Environmental Assessment Process**
- 3. Existing Conditions – Transportation**
- 4. Future (2031) Transportation Network Analysis**
- 5. Transportation Needs and Opportunities to 2031**
- 6. Next Steps**



Concord GO Centre Transportation Master Plan

What is a Transportation Master Plan (TMP)?

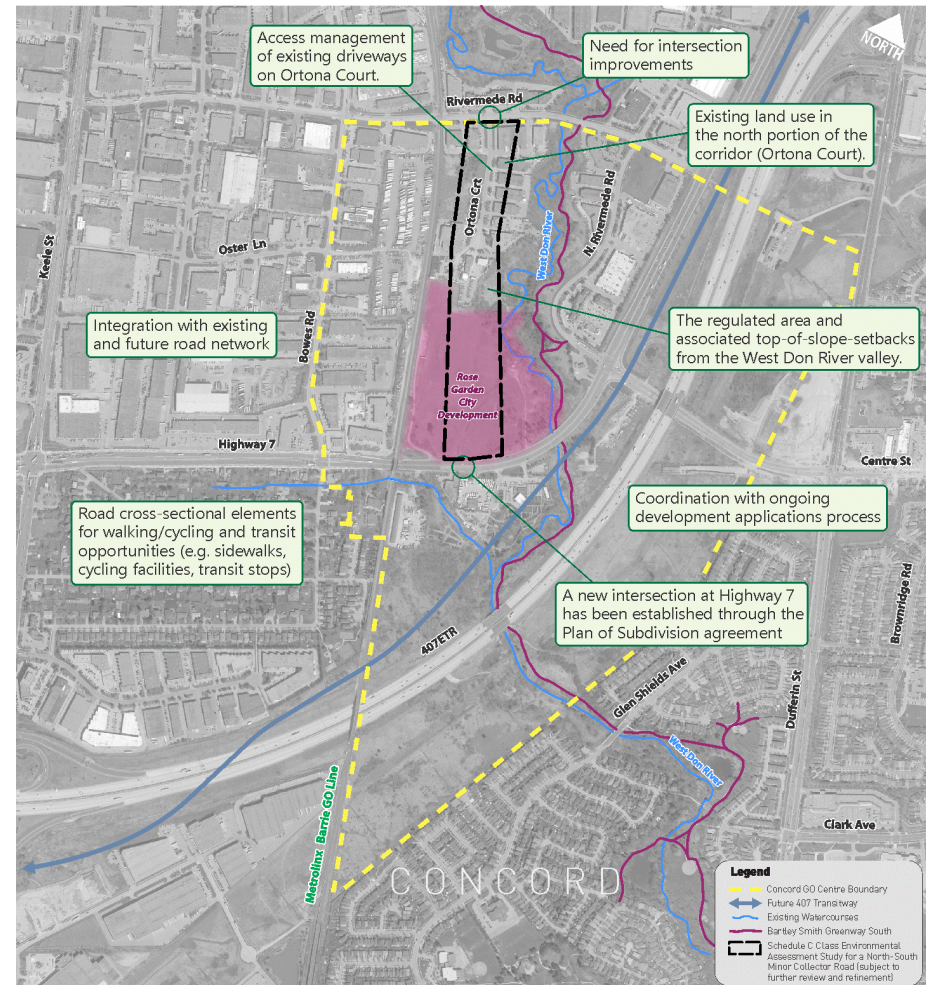
- A long-term plan for transportation infrastructure to support growth and development.
- A 'road map' and policies developed for the implementation of a well integrated, multi-modal, sustainable transportation network.
- A guide to making decisions on community transportation issues.
- Follow Phases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





Class Environmental Assessment Study for North-South Collector Road

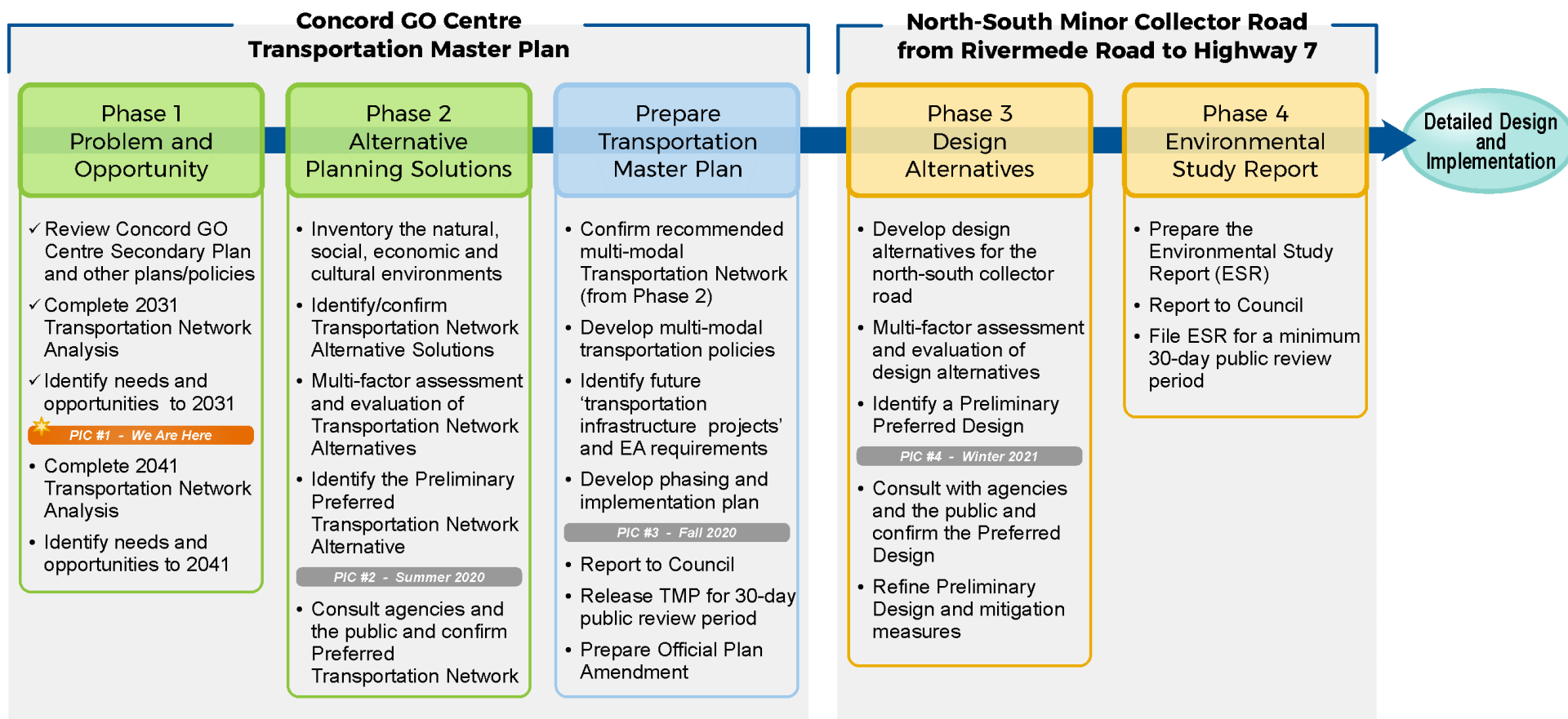
- Following the completion of the TMP, further planning and design of a new north-south collector road will be undertaken.
- Will follow the Schedule 'C' Municipal Class EA (Phases 3 and 4).
- Study area is generally from Rivermede Road to Highway 7, and will be confirmed through the findings of the TMP.
- Several design considerations including existing and proposed land uses, proximity to natural environment area and integration with the transportation network.





Municipal Class Environmental Assessment Process

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.

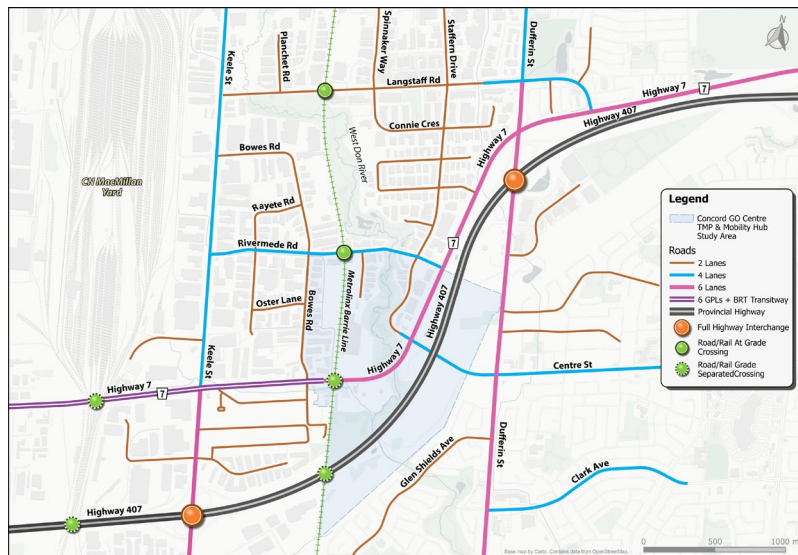


See Mobility Hub Study displays for Land Use Planning Process

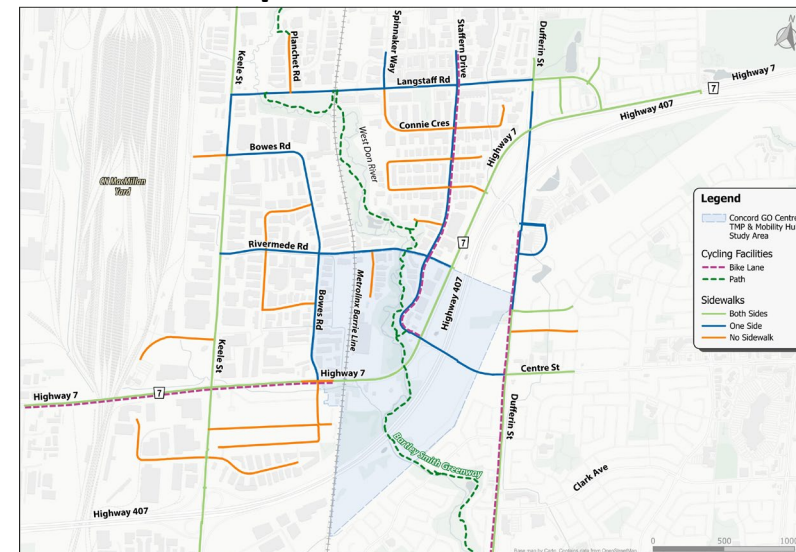


Existing Conditions – Transportation

Road Network



Active Transportation



Transit Network





Interim Transportation Analysis (2031)

Based on the Concord GO Centre Secondary Plan (2015), population and employment are planned to grow between 2016 and 2031.

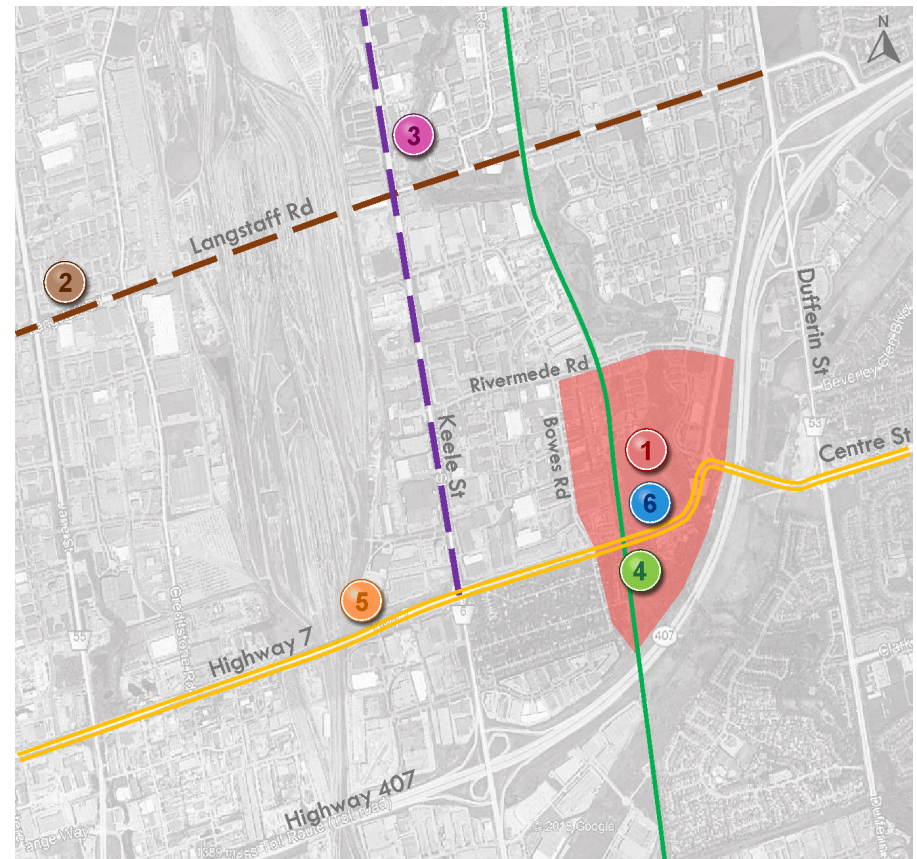
Transportation analysis were undertaken to assess how various network improvements made by 2031 will perform against the “base case”.

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

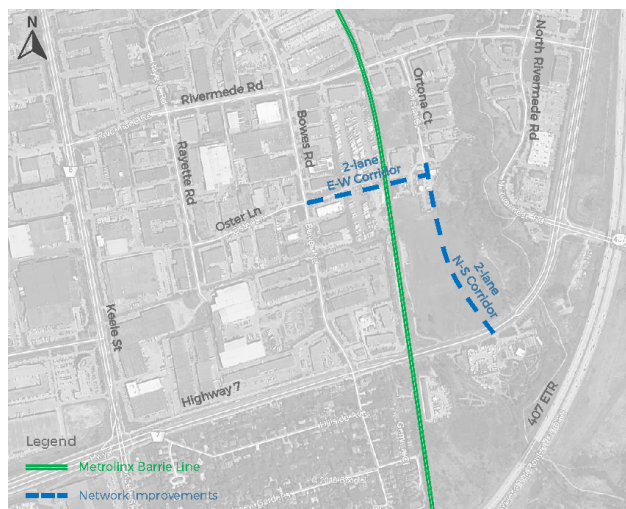




Interim Transportation Network (2031) Scenarios



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)



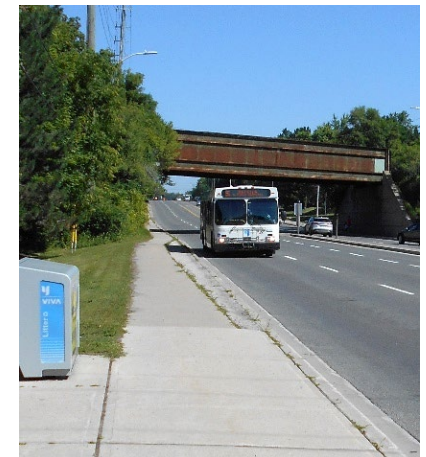
Scenario 7: Scenario 6 + a new two-lane east-west corridor extending Keele Street and north-south corridor (including an existing segment of Oster Lane)



Transportation Needs and Opportunities to 2031

The following preliminary transportation needs and opportunities to 2031 have been identified:

- Need for connectivity in the transportation network and multi-modal options
- Additional capacity and connections
- A possible rail/road grade separation on the Barrie GO Line at Rivermede Road
- Opportunities for additional active transportation facilities
- Transportation analysis will be updated and refined to 2041 and /or beyond in the next stage of the study





Next Steps

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, as well as identify multi-modal transportation needs 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)



Thank you for joining us

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