

VAUGHAN CONCORD GO CENTRE SECONDARY PLAN

PUBLIC MEETING #3

November 4, 2013

Meeting Outline

- 1. Introductions**
- 2. Presentation**
- 3. Discussion**
- 4. Wrap-up & Next Steps**

Presentation Outline



- 1. Overview of Project Purpose and Process**
- 2. Secondary Plan Principles**
- 3. Developing the Options**
- 4. Emerging Preferred Plan**
 - Land Use**
 - Transportation and Transit Network**
 - Open Space & Pedestrian and Cycling Network**
- 5. Implementation**
- 6. Next Steps**

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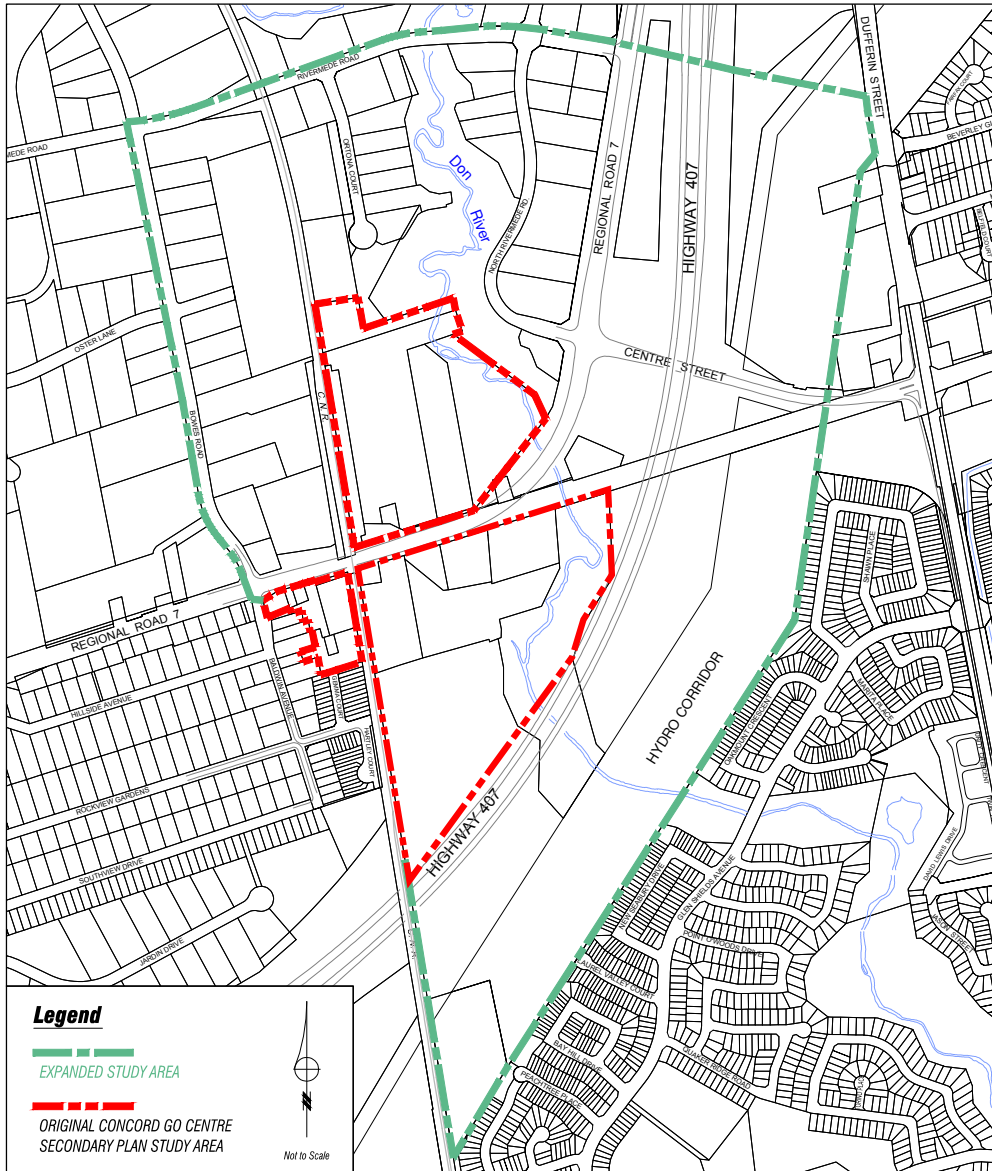
Overview of Project Purpose and Process

Purpose & Objectives of the Study



1. Identify and address the opportunities and constraints imposed by current situation and emerging influences
2. To evaluate the Study Area's future potential to 2031 horizon
3. Develop with community input, a long term vision for the Study Area as a “complete community” with a high quality of life
4. Prepare Secondary Plan policies, and guidelines to implement the vision including transitional measures
5. Identify infrastructure improvements
6. Conduct a comprehensive public consultation process

Purpose of Expanding the Study Area

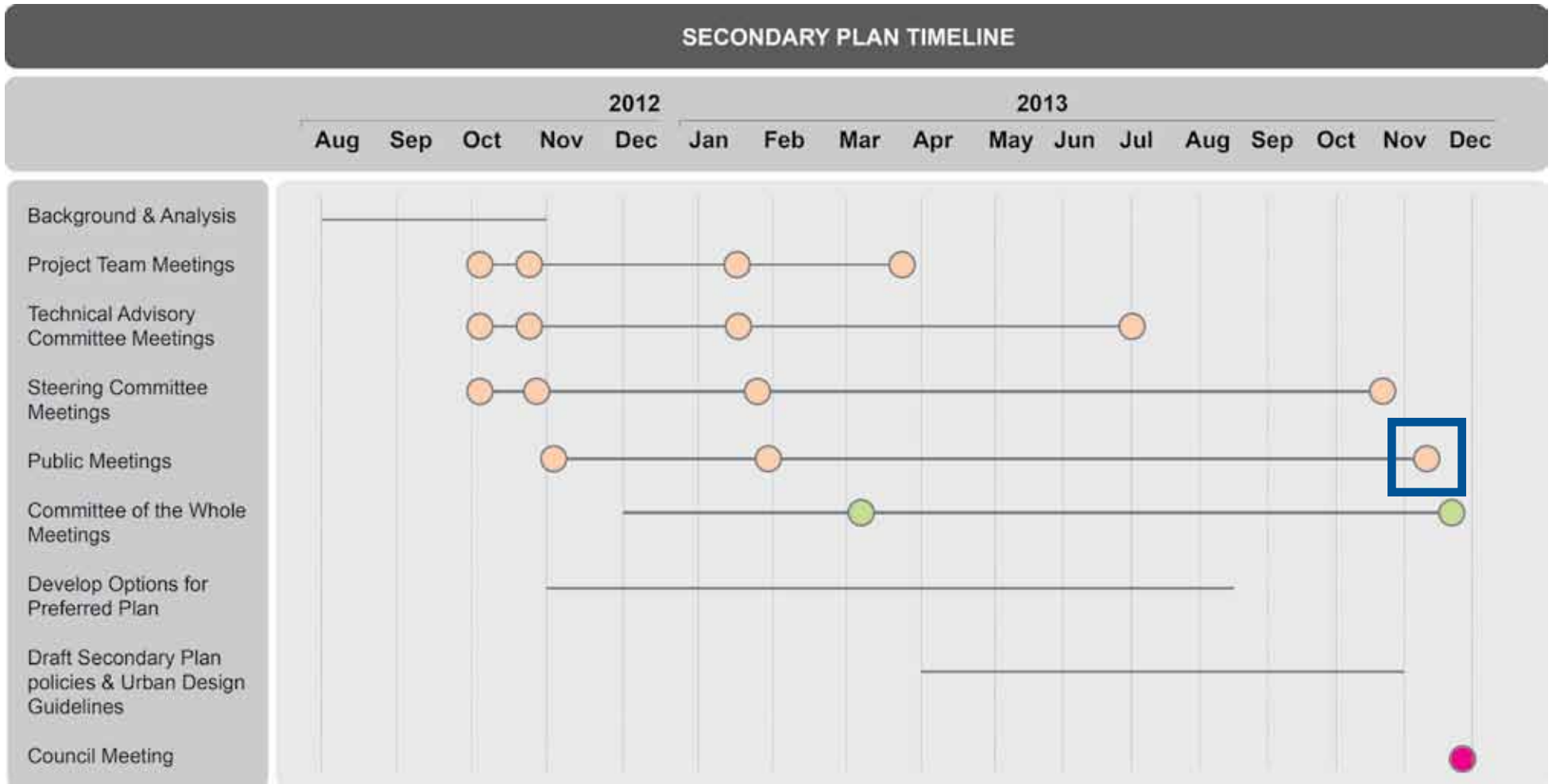


- At the Committee of the Whole meeting in March 2013, direction was given to assess expanding the study area
- Staff recommended expanding the study area further in the east, north and west to examine more closely several components including:
 - External infrastructure links
 - Stormwater issues
 - Transit infrastructure
 - Long term land use vision

Project to Date



Project to Date



2

Secondary Plan Principles

Principles

Create a cohesive Concord West Community

Promote community development in a cohesive and integrated manner to ensure the future social, environmental and economic sustainability of the Concord West community.

Support multi-modal transportation through integrated pedestrian, cycling, vehicular and transit networks

The ease of movement for existing and future residents of the Concord West Community should be enhanced through integrating a series of accessible, safe, attractive and efficient pedestrian, cycling, vehicular and transit networks.

Improve the safety and accessibility of Regional Road 7

Promote the safety and accessibility of Regional Road 7 for pedestrians, cyclists and drivers.

Support higher order transit through intensification

Support plans for higher order transit such as the vivaNext Rapidways by intensifying areas around transit stations through high-density and mixed-use development, as well as providing good connections to transit stations.

Maintain and enhance existing natural heritage features in the context of the greater natural heritage network

Respect existing natural heritage features such as the Bartley Smith Greenway and West Don River valley by maintaining and/or enhancing their ecological functions.

Create a high quality public realm

Strengthen the quality of public spaces by promoting attractive and cohesive streetscape, urban squares, public parks, natural landscapes and built form.

Future infrastructure investment should support good community development

Ensure future infrastructure decisions are consistent with good community design principles.

Ensure appropriate development phasing

The timing of development needs to be coordinated with the availability of critical infrastructure such as transportation capacity, and improvements in the stormwater management system.

3

Developing the Options

Developing the Options

Land Use



Open Space Network



Street Network



Developing the Options

Transit Network



Pedestrian & Cycling Network



Developing the Options

Demonstration Option 1



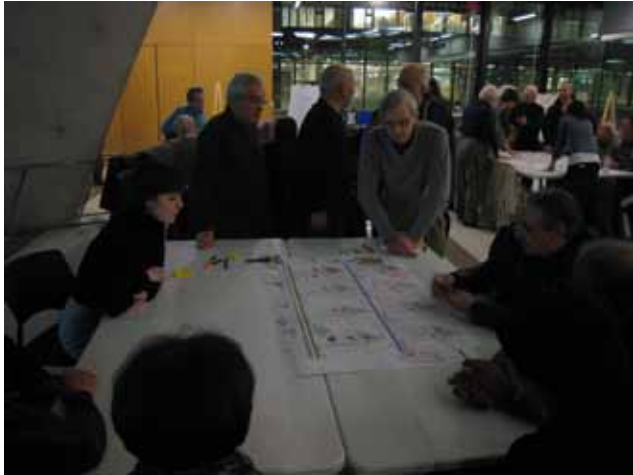
Demonstration Option 2



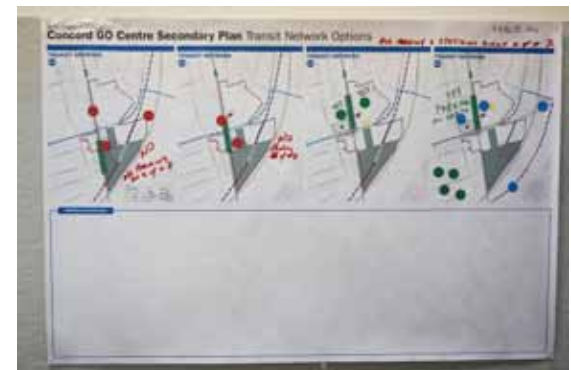
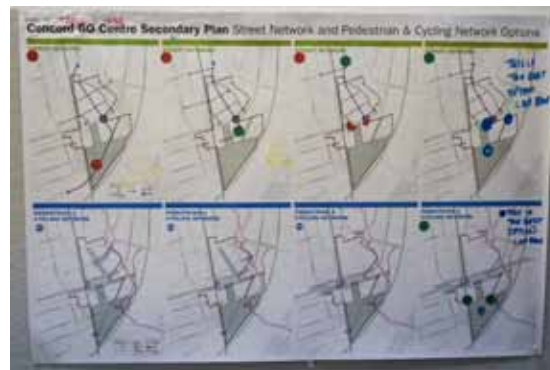
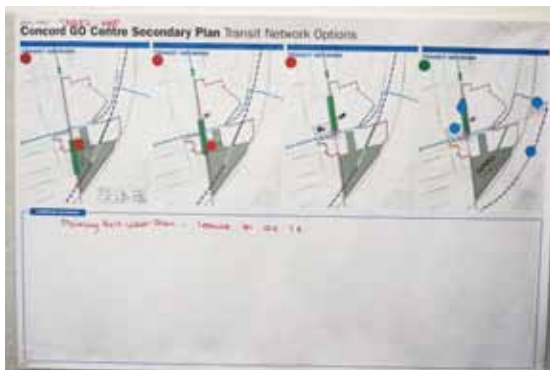
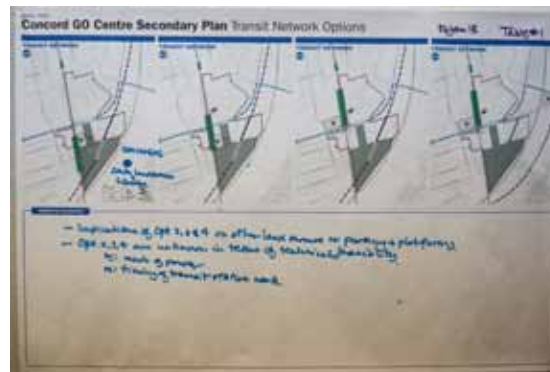
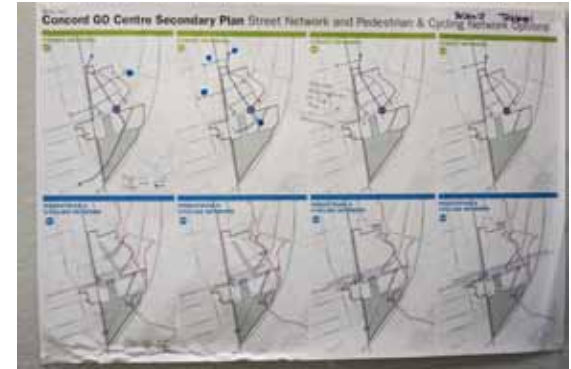
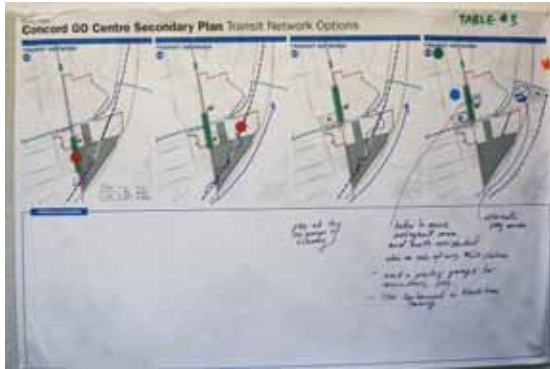
Demonstration Option 3



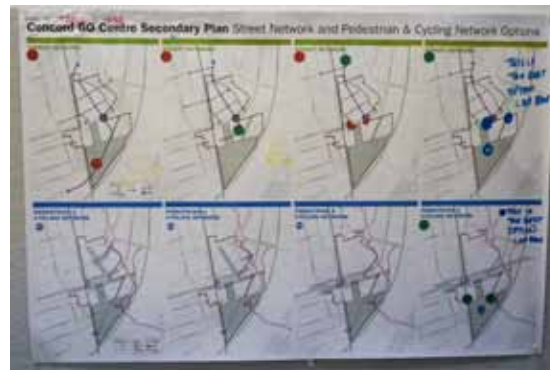
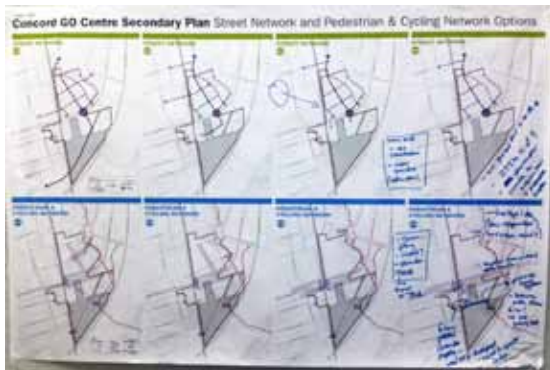
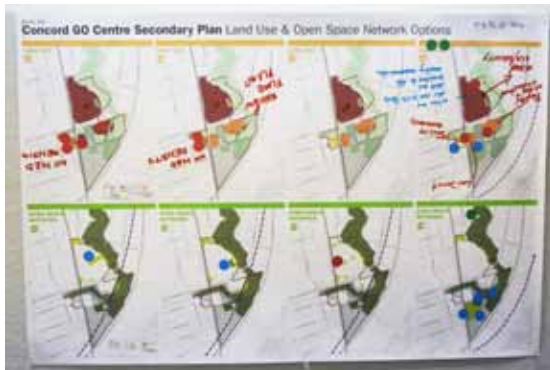
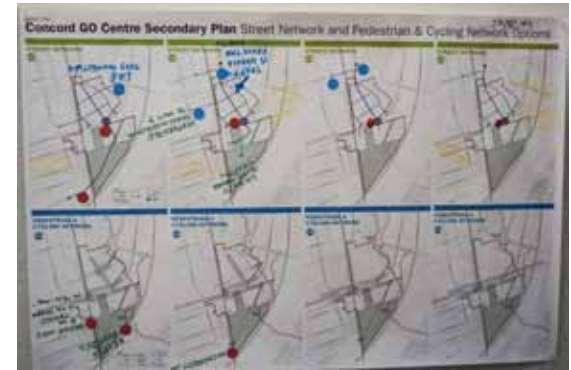
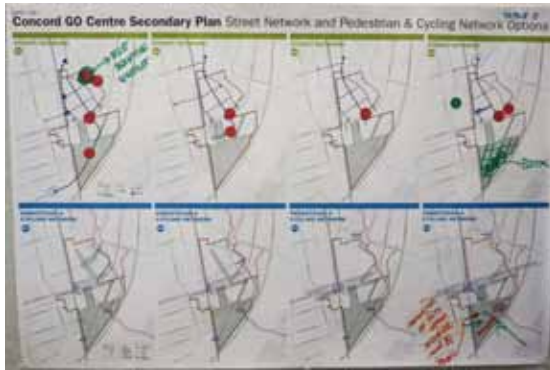
Summary of the Public Meeting



Summary of the Public Meeting



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Summary of the Public Meeting

Approximately 50 people attended the public meeting. The majority came from the Concord West community, the rest consisted of developers and landowners within the study area. The comments received for each of the design elements include:

Land Use

- Most people from the Concord West community prefer medium to lower-densities (option 4), on the southern parcels closest to the existing residential community. Some suggested those parcels be residential and not mixed use.
- On the northern parcel – some prefer medium density overall, and some suggested transitional density from high to low - with lower densities near the valley. A question was raised whether or not the natural heritage network can handle higher densities?
- Landowners within the study area prefer high density on the northern and southeastern parcels.
- There was also a question regarding having developable areas within the floodplain – is it feasible?

Summary of the Public Meeting

Street Network

- Many participants at the meeting disliked the connection to Jardin Drive. However a few did comment that this connection is a good idea for additional access to Highway 7 – try to keep this connection as close to 407 as possible.
- Most prefer the connections on the northern parcel, especially the east/west connections to Oster Lane and to Centre Street.
- Some people have objected to the signalized intersection on Highway 7 due to spacing/sightline/street curve issues. Many mentioned that having additional access points onto Highway 7 is a bad idea due to unwanted traffic flow onto an already traffic heavy Highway 7.
- A general preference for east/west connections instead of north/south connections was apparent.
- A few suggested that having east/west connections that are too close to Highway 7 might not be a good idea and may exacerbate flooding around bridge.
- Appropriate road connections outside of the study area should be explored, particularly on the industrial lands west of the study area and north of Highway 7.
- Some thought that the northern connection to Ortona Court was preferable.

Summary of the Public Meeting

Open Space Network

- The Concord West community prefers option four with the green space on the southeast parcel where the 407 Transitway station is situated. However, many stated the green space should be extended to the entirety of the Transitway lands and should be maintained as natural as possible.
- Many also prefer having new park spaces that enhances the existing natural heritage areas.
- The landowners within the study area suggested that it is good to balance between open spaces that enhance natural heritage areas and urban parks.
- Some suggested that they do not want scattered parkettes because they are hard to maintain.
- There were suggestions to look at parks that complement the watercourse.

Pedestrian and Cycling Network

- The existing trail (especially the crossing underneath Highway 407) should be improved.
- If the southern parcel is a transit station, then pedestrian connections into the community on the west side should be limited. If it is maintained as green space then more pedestrian connections should be made.
- Some suggested that the old bridge on the southeastern parcel be restored.
- Many suggested having new and more direct pedestrian connections to the existing Bartley Smith trail.

Summary of the Public Meeting

Transit Network

- Members of the Concord West community supports having the 407 Transitway on the south of Highway 407 – closer to Highway 407 than what's shown on option four.
- Need to discuss the need for and appropriateness of commuter parking in this area.
- If commuter parking determined to be appropriate should be structured parking instead of surfacing parking (could be integrated into a redevelopment).
- GO station should be relocated onto the north side of Highway 7 for better integration with the development on the northern side.
- South landowners and Liberty Development both support the option of GO station on the south side because the other options are unknown in terms of technical feasibility regarding the mode of power and the timing of the transit station.

4

Emerging Preferred Plan

Emerging Preferred Plan - Proposed Land Use



- Highest density land uses adjacent to Highway 7
- Lowest density adjacent to existing low-density neighbourhoods
- No changes to employment land uses from existing Vaughan Official Plan (2010)
- Special requirements for midrise mixed use areas (transit infrastructure, approved access, etc.)
- Parkway Belt West Lands - southern portion of the site is subject to policies under the provincial Parkway Belt West Plan

Emerging Preferred Plan - Proposed Height and Density



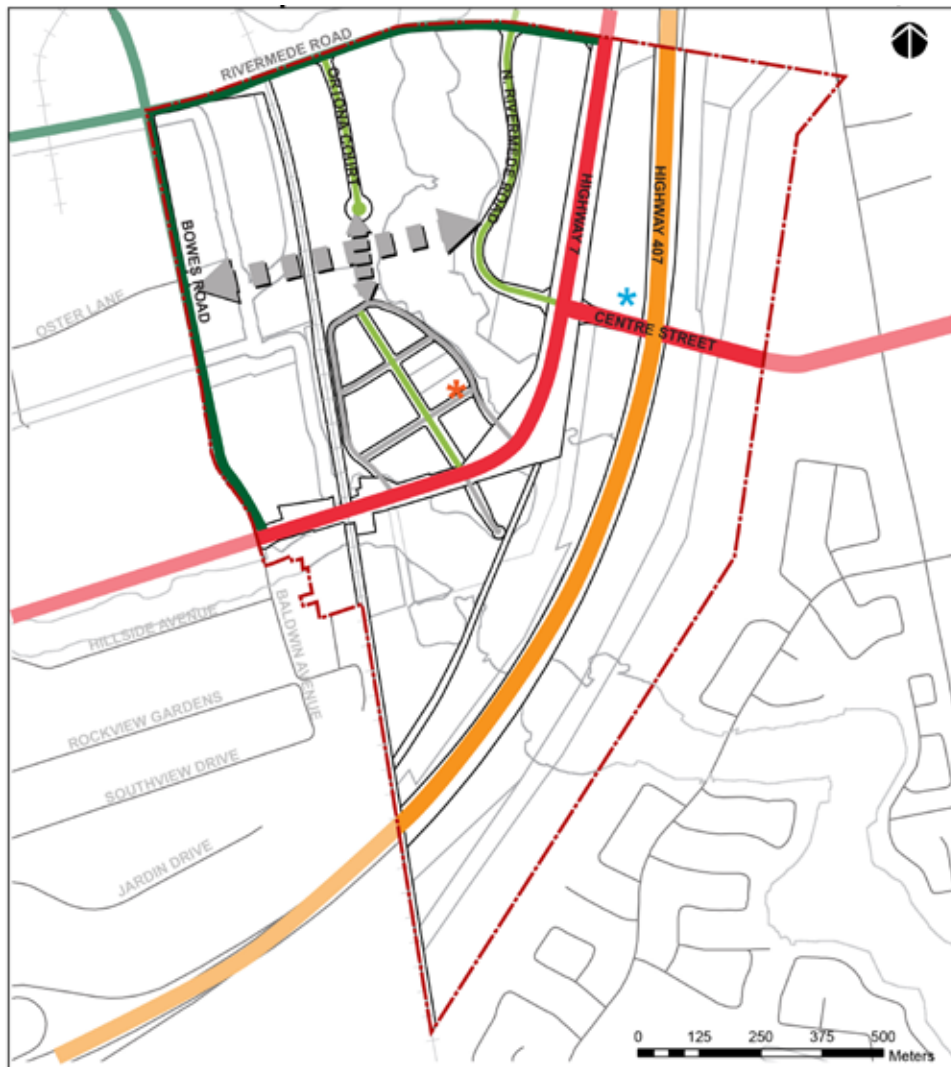
Floor Space Index (FSI) Maximums:

- High-Rise Mixed Use: 3.5
- Mid-Rise Mixed Use: 3.0
- Low-Rise Mixed Use: 1.8

Height Ranges:

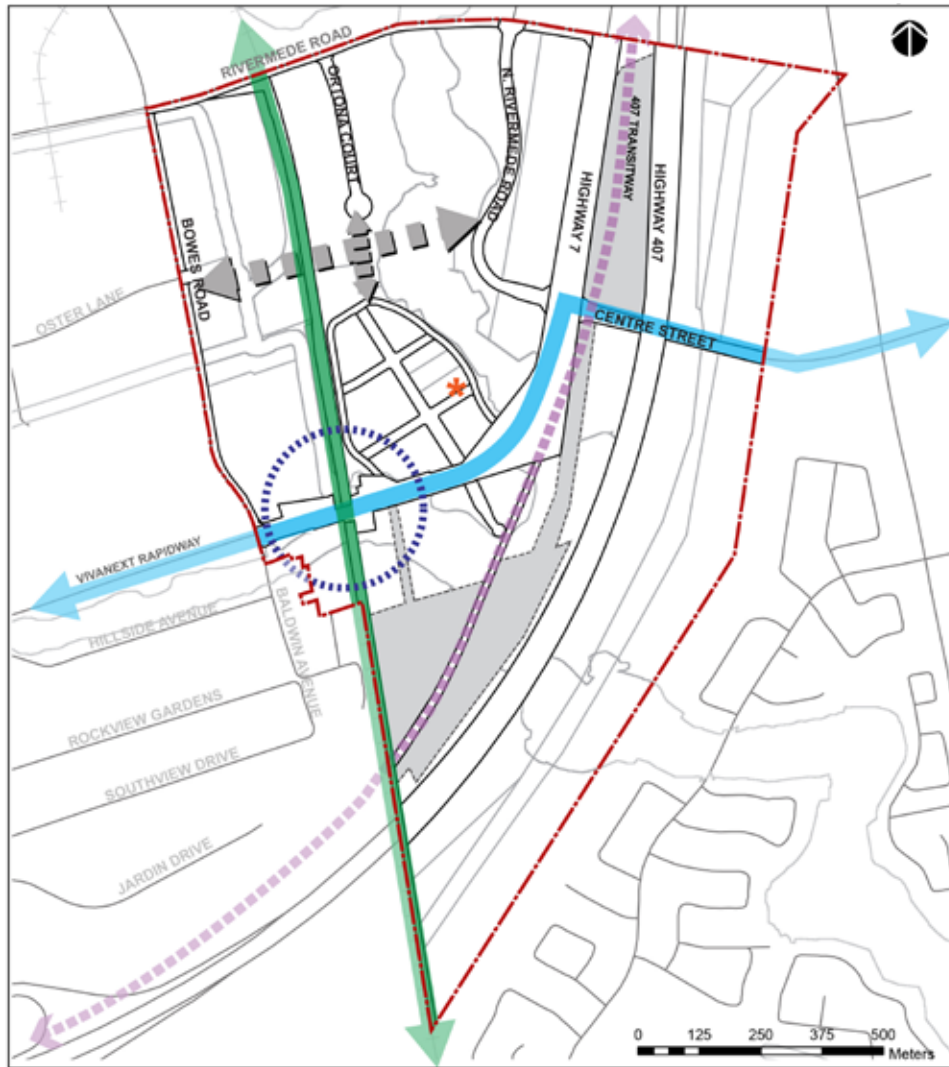
- High-Rise Mixed Use: 13-22 storeys
- Mid-Rise Mixed Use: 6-12 storeys
- Low-Rise Mixed Use: 2-5 storeys
- City may use Bonusing provisions under Section 37 of the Planning Act
- Redevelopment of the Mid-Rise Mixed Use areas will not be permitted until approvals associated with transit infrastructure and safe ingress and egress have been granted

Emerging Preferred Plan - Proposed Transportation Network



- The need to explore an east-west connection generally from Bowes Road to N. Rivermede Road and a north-south connection to Ortona Court are required to improve access and permeability throughout the area.
- All new connections will be subject to Environmental Assessments and the exact location are to be determined.
- **Street Hierarchy:**
 - Regional Arterial Streets – Highway 7 (35-65m)
 - Major Collector Streets (28-30m)
 - Minor Collector Streets (23-26m)
 - Local Streets (13.5- 20m)
 - Public Lanes (minimum 8m)

Emerging Preferred Plan - Proposed Transit Network



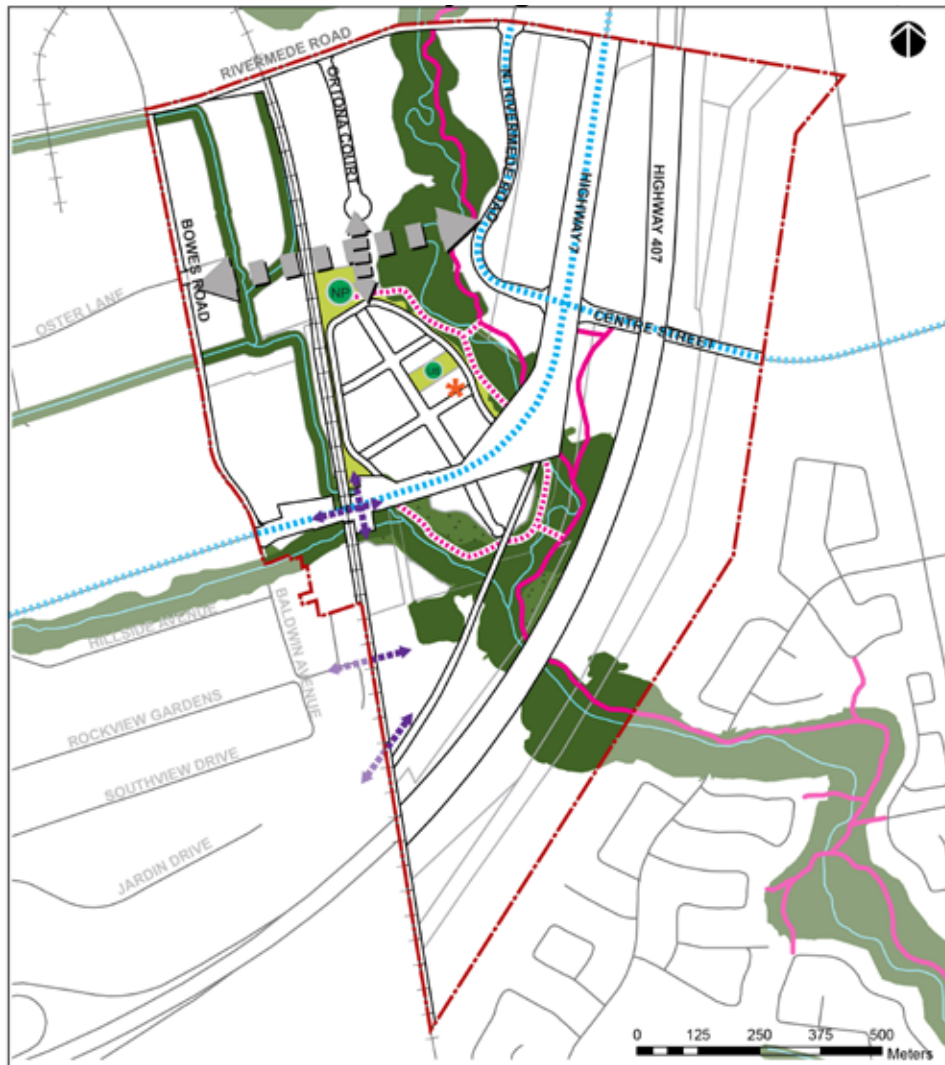
- The plan identifies a Potential Transit Hub that integrates the potential station facilities associated with GO Transit and VivaNext Rapidways.
- Integrated pedestrian connections with transit facilities are encouraged in the plan.
- Continued cooperation with Metrolinx, GO Transit, Ministry of Transportation and York Region Transit is encouraged in the plan.

Emerging Preferred Plan - Proposed Open Space Network



- The plan has identified conceptual locations of Neighbourhood Parks and Public Squares to be provided within the Secondary Plan area.
- Open spaces are encouraged provide enhancements to existing natural areas.
- A portion of the existing Natural Heritage Network identified in VOP 2010 requires further analysis.
- Development within floodplain area is also restricted. Limits of development will be determined under analysis at the time of the development approvals process.

Emerging Pref. Plan - Prop. Pedestrian & Cycling Circulation



- Potential pedestrian crossings along and across Highway 7, as well across the tracks have been identified in the plan as important to improve pedestrian movements across the Secondary Plan area.
- New multi-use trails will connect the proposed parks and open spaces with existing trail network.
- Consistent with the Pedestrian and Bicycle Master Plan, future Community Bike Lanes along Highway 7, Centre Street and North Rivermeade Road are included.

5

Implementation

Structure of the Plan

Part A: Preamble

1. Introduction
 - 1.1 Purpose and Objectives
 - 1.2 Structure of the Document
2. Study Area
3. Study Process
4. Consultation and Engagement
5. Policy Context
6. Existing Conditions and Opportunities

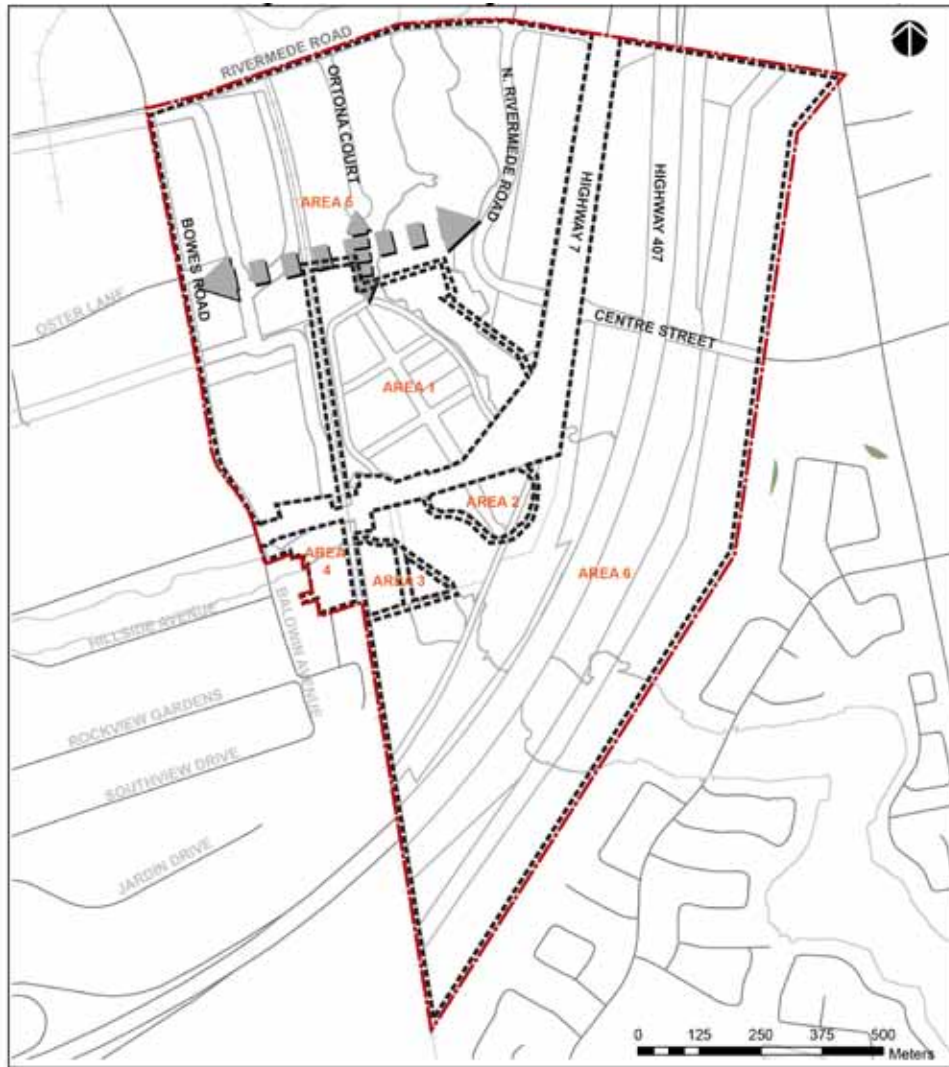
Part B: Concord GO Centre Secondary Plan

1. Introduction
2. Visions and Principles
3. Land Use, Density and Built Form
4. Streets, Transportation and Mobility
5. Parks and Open Space
6. Community Services and Facilities
7. Water, Stormwater and Wastewater Services
8. Implementation

Schedules

- Schedule A: Study area boundary
- Schedule B: Land Use
- Schedule C: Height and Density
- Schedule D: Transportation Network
- Schedule E: Transit Network
- Schedule F: Open Space Network
- Schedule G: Pedestrian and Cycling Network

Proposed Implementation

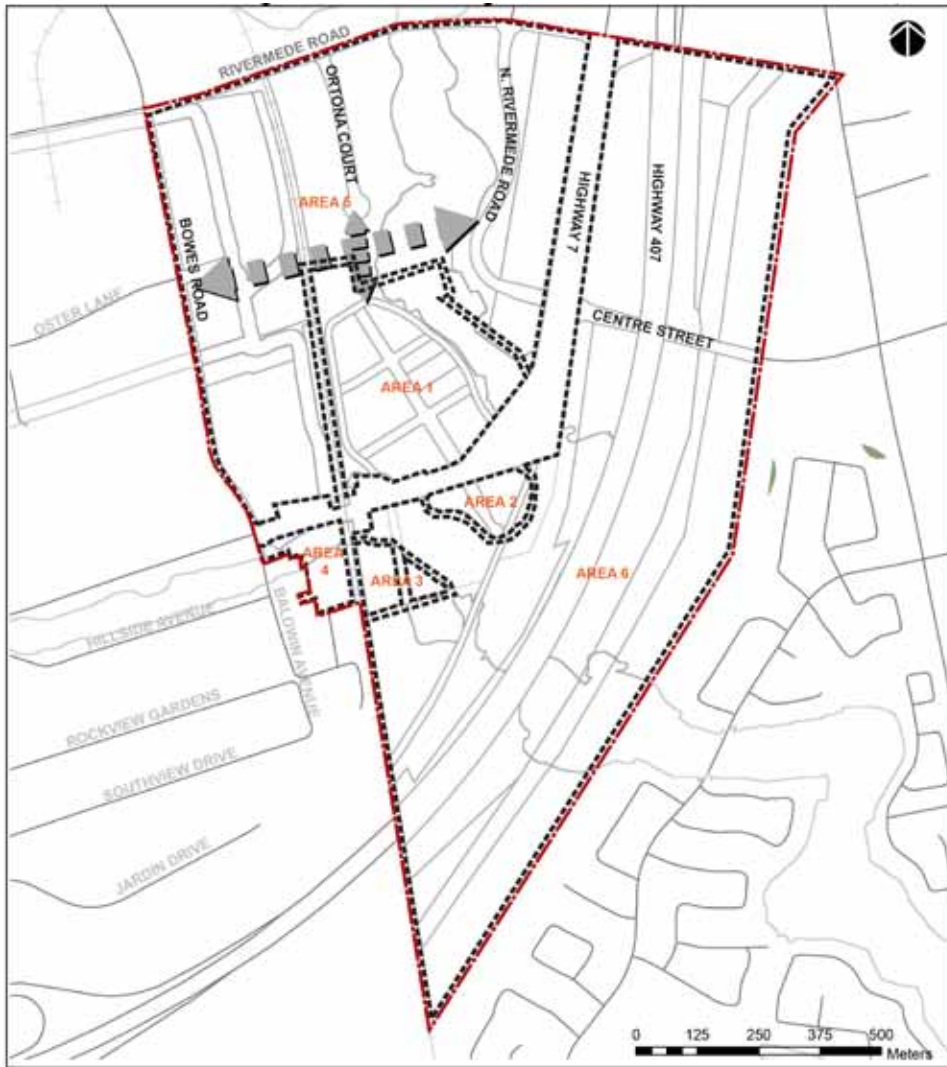


- - - - - Concord GO Centre Boundary
- - - - - Sub-Area Boundary

- **Implementation tools include:**
 - Zoning By-laws
 - Temporary Use By-laws
 - Holding By-laws
 - Bonusing for Increases in Height or Density in exchange for community benefits (Section 37 of the Planning Act)
 - Community Improvement Plans
 - Legal Non-conforming Uses
 - Site Plan Control
 - Plans of Subdivision
 - Consents (Severances)

- **Due to the unique constraints within the Secondary Plan area, development applications will be subject to a Development Concept Report, including Phasing Plan and Travel Demand Management Plan**

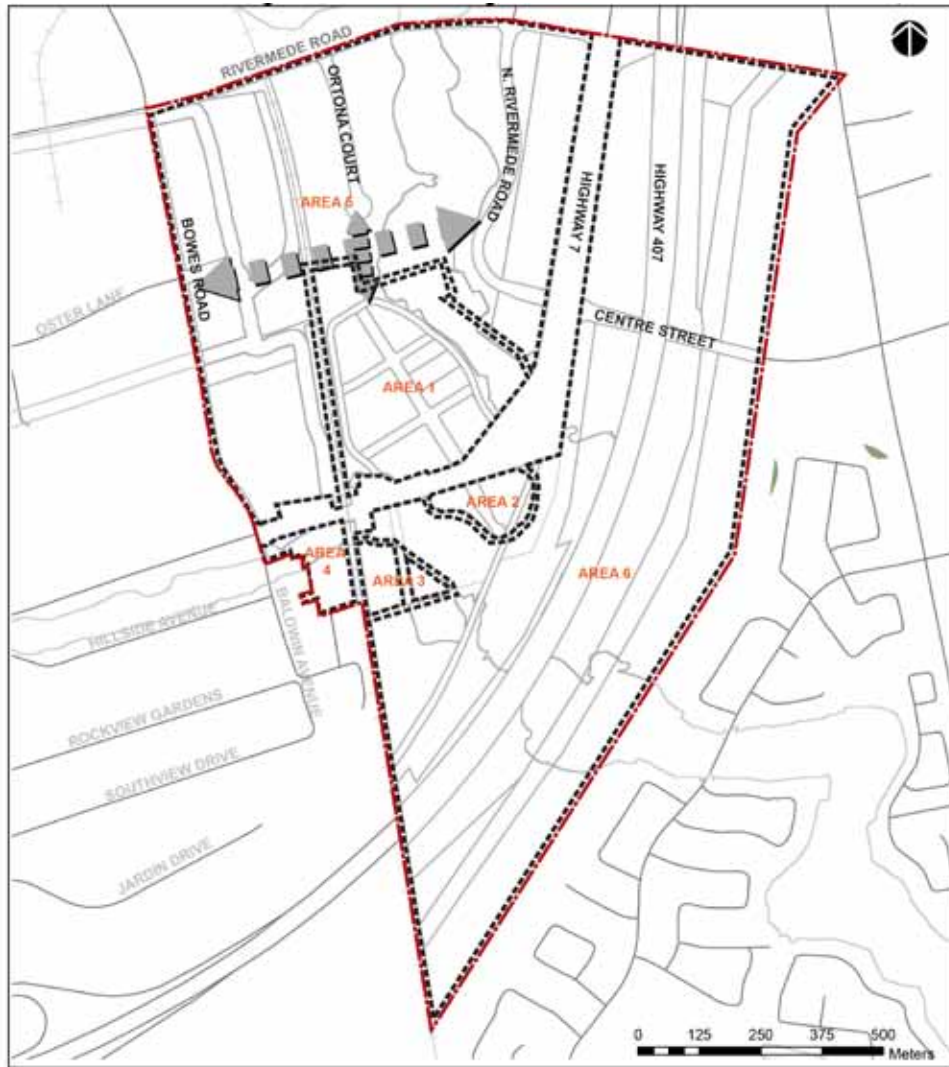
Proposed Implementation



- The City has also provided guidance within the Secondary Plan on future transit studies and planned investments, including:
 - support for the development of a Transit Hub around the intersection of the GO Rail Line and Highway 7
 - the early initiation of the approval processes for transit initiatives that would advance the twin tracking of the Barrie GO Rail Line; establishing a GO Rail Station within the study area; and approval for a connecting VivaNext Station

- - - - - Concord GO Centre Boundary
- - - - - Sub-Area Boundary

Proposed Implementation



- - - - - Concord GO Centre Boundary
- - - - - Sub-Area Boundary

- (Cont'd)
 - A list of design and functional guidelines to be taken into consideration by transit authorities when conducting relevant studies for transit initiatives
 - Support for the undertaking of concurrent processes to ensure comprehensive and timely planning
 - Support for the replacement or modification of the Highway 7 railroad bridge
 - A list of guidelines for MTO to take into consideration when conducting detailed design for the 407 Transitway

6

Next Steps & Discussion

Next Steps



- **Finalize Secondary Plan policies and schedules**
- **Public Hearing - November 26th, 2013 (there will be no recommendation on the approval of the Plan at the Public Hearing)**
- **The release of a follow-up report addressing the comments received at the public open house and within a specific time after the public hearing is targeted for the first quarter of 2014**