VAUGHAN CONCORD GO CENTRE SECONDARY PLAN

PUBLIC MEETING #2

Today's Workshop

Good Meeting Behaviours

1. Listen to others
2. Respect others' opinions
3. Participate positively

Today's Workshop

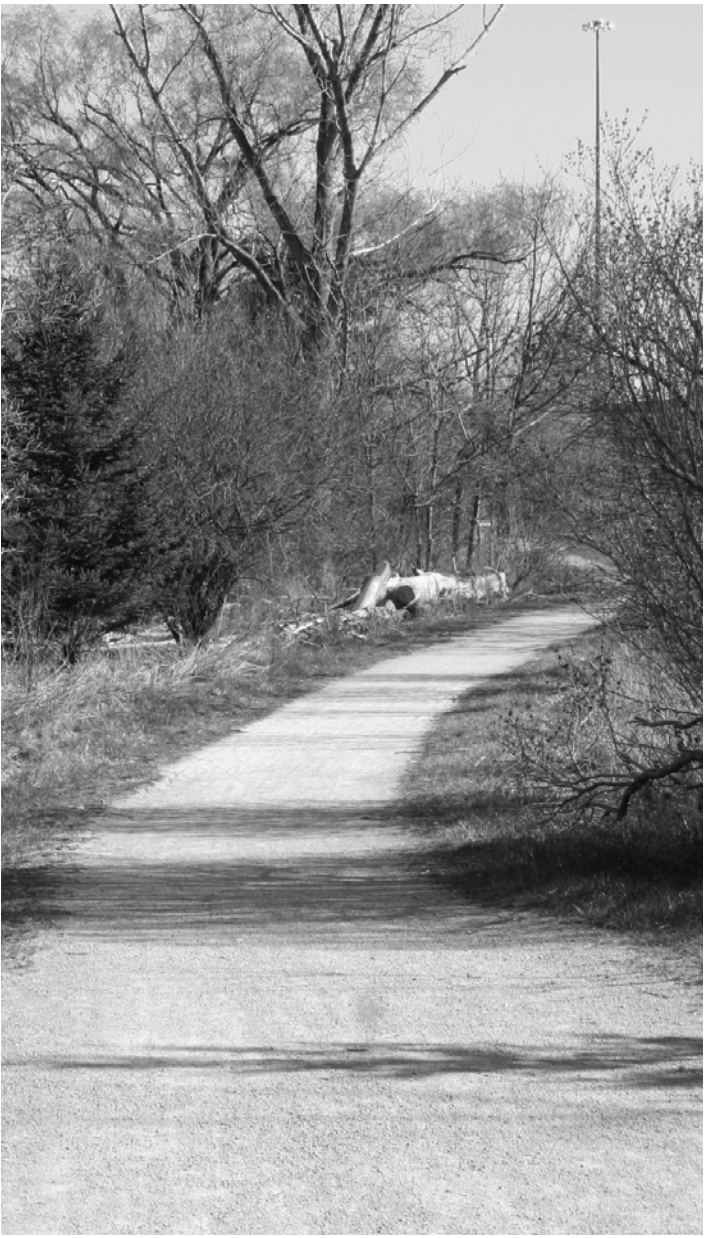
6:00 pm **Introductions**

6:15 pm **Presentation**

7:00 pm **Design Workshop**

8:30 pm **Wrap-up & Next Steps**

Presentation Outline



1. Project Introduction
2. What We Heard from the Public
3. How Options are Developed
4. Concord GO Secondary Plan Options
5. Design Workshop

1

Project Introductions

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

Project to Date

PHASE ONE

Background Study

- Background study and analysis
- Project Team Meetings
- Technical Advisory Committee Meetings
- Steering Committee Meetings
- Public Meeting

PHASE TWO

Plan Development and Testing

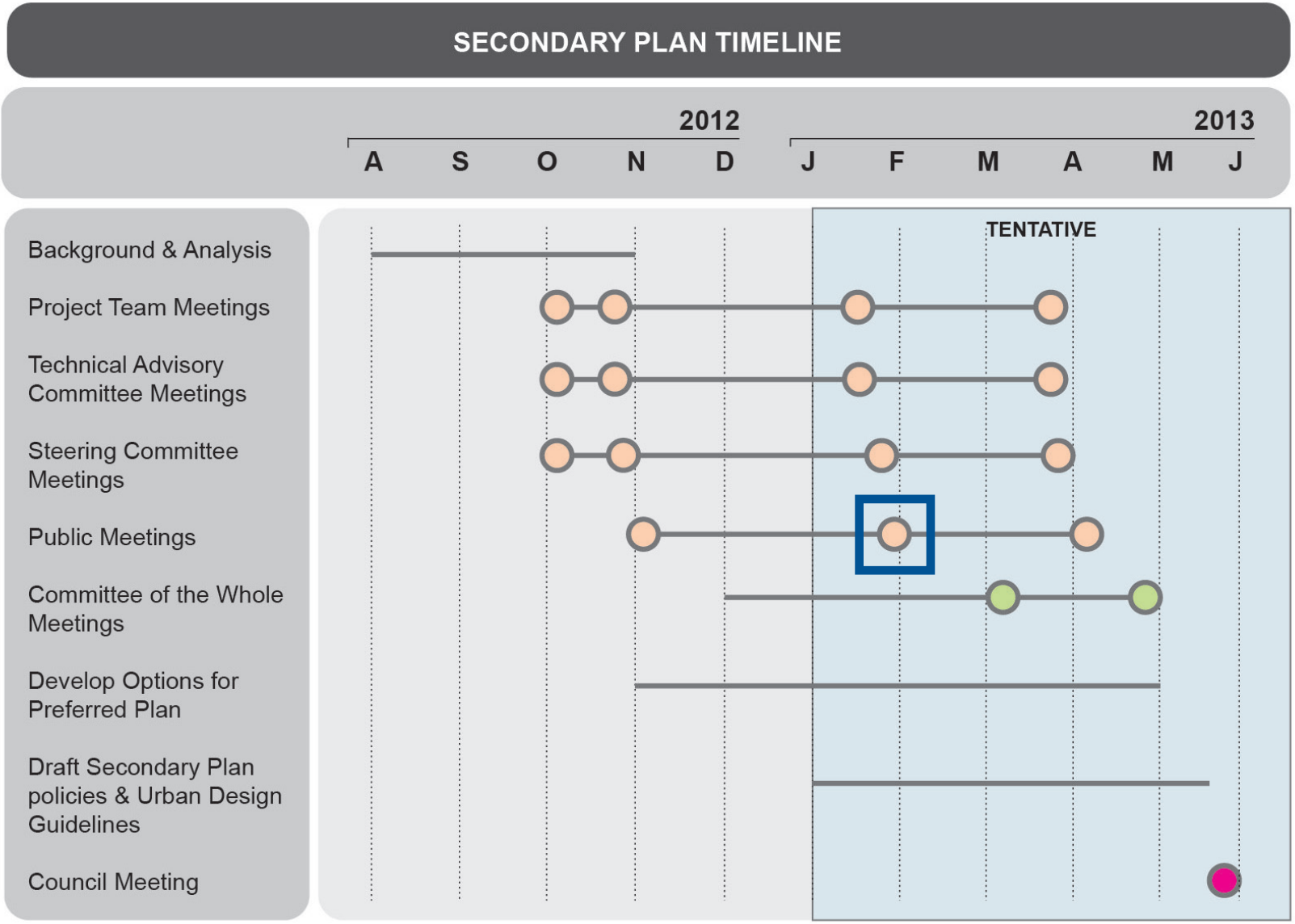
- Develop Options for Preferred Plan
- Project Team Meetings
- Technical Advisory Committee Meetings
- Steering Committee / Public Meetings
- Develop the draft Secondary Plan policies and Urban Design guidelines
- Committee of the Whole Meetings

PHASE THREE

Approvals

- Council Meeting
- Finanlize the Plan and Urban Design Guidelines for presentation to and adoption by Council

Project to Date

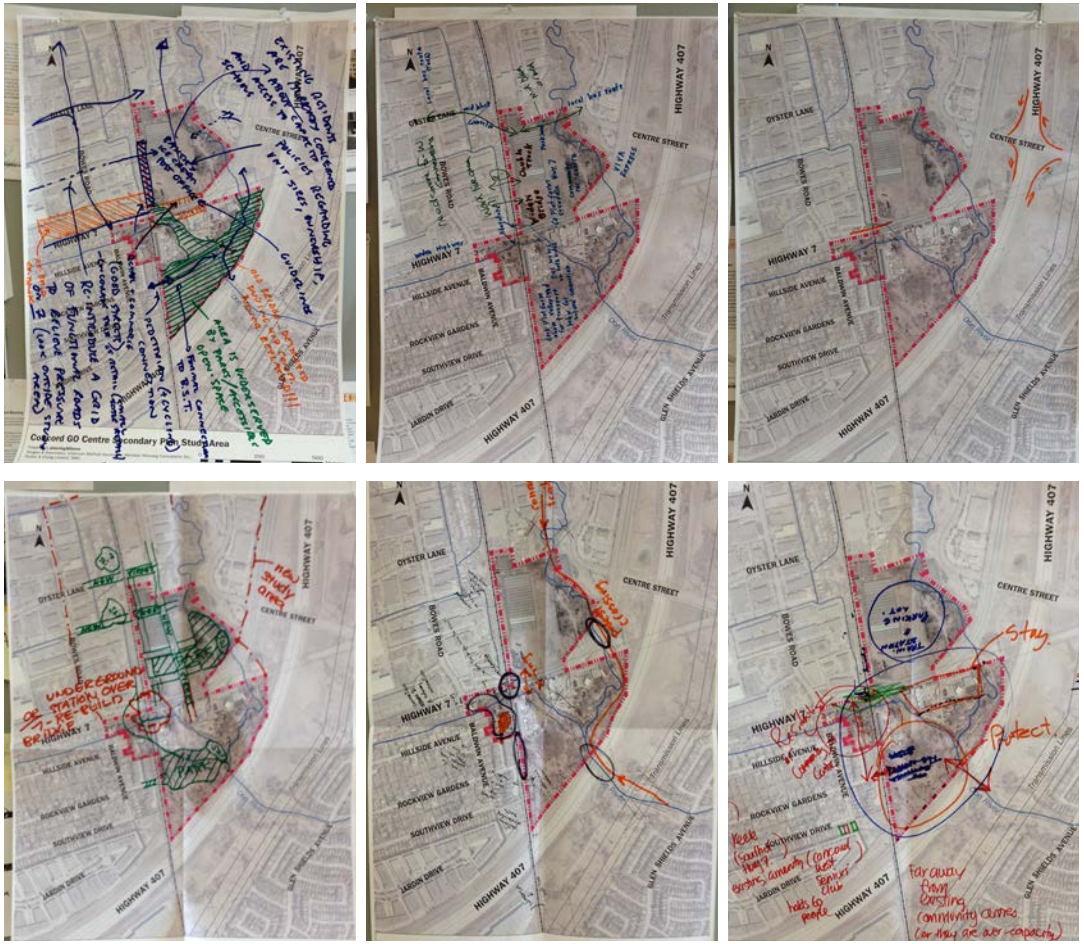


2 What We Heard from the Public

What We Heard from the Public

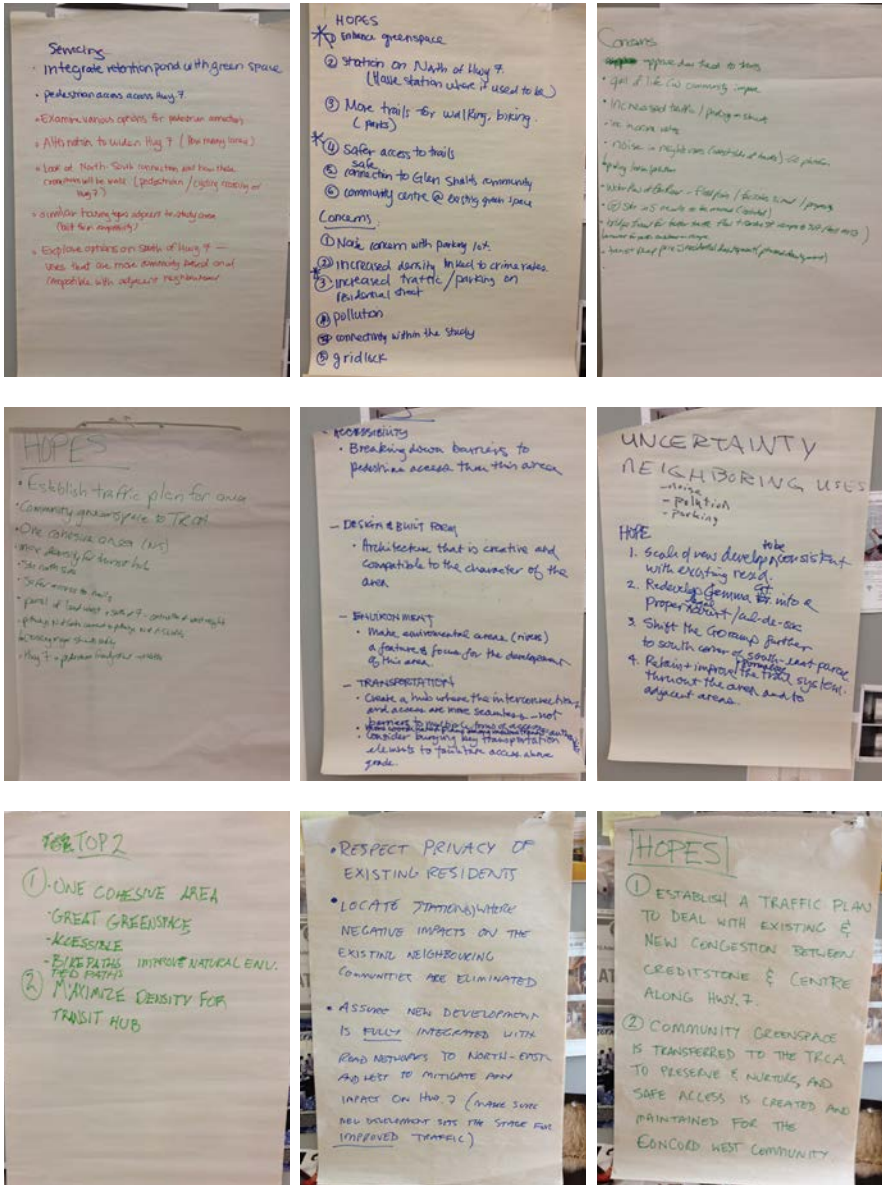
The first public meeting was held on November 7, 2012. it was a public visioning workshop that identified:

- **Hopes and Concerns**
- **Secondary Plan and Urban Design Principles**



What We Heard from the Public

safety. enhanced greenspace **cohesive trail network.** traffic flow. connectivity. **community recreation spaces.** unique and compatible built form. **multi-functional trails. park spaces.** reduced surface parking footprint. **transit-oriented development.** maintain existing quality of life.



Principles

Density and Built Form

- Ensure an equitable approach to the distribution of density across the study area, with consideration for all parcels relative to each other and the surrounding area. The distribution of density in the parcels east of the railway line should be considered together whereas the parcel west of the railway line could have different density assumptions.
- Concentrate high-density development around transit.
- Architecture of all buildings, station infrastructure and landscape should be of high quality design and indicative of best practices in sustainable design and construction.
- The urban and architectural character - including height, massing, and relationship with street - should be responsive to where the site lies in relation to Regional Road 7, valleylands and publicly accessible open space, transit, and active transportation infrastructure.
- The scale and massing of buildings should be responsive to the location and character of the more immediate context. This is particularly important relative to constraints imposed by parcel size, flood plain impacts, impact on views, and pedestrian and vehicular access.
- The architecture of the buildings and stations should have a common design style to create a sense of cohesion in the study area but should not be monotonous or distinguish it excessively from the character of existing neighbourhoods.
- Design guidelines should be informed by the character and scale of the existing neighbouring communities, height and density.

Principles

Land Use Compatibility

- Promote compatible land uses, especially with respect to existing uses, including stable residential areas.
- Provide appropriate transitions between different land use types.
- The southeast parcel (south of Highway 7 and east of the railway line) should differ in height and density from the southwest parcel.
- The southwest parcel should be restricted to retail and residential to be compatible with the scale of and contribute to the vibrancy of the existing stable community.
- Respect privacy of existing residents

Environment

- Maintain and enhance natural heritage/valley land functions.
- The secondary plan should incorporate the maximum amount of green space for the benefit of all residents and transit users citizens.
- Use environmental areas (rivers, ponds, etc.) as central features in the development of the area.
- Provide a significant open space (public park and stormwater management in south east quadrant.
- Area specific charge to develop and maintain natural area ecological function and high quality public realm.
- Ensure triple bottom line approach to the development of the community.

Public Realm

- Substantially improve walkability and connectivity in and beyond the study area
- Create an attractive and pedestrian-oriented public realm that includes the following elements: streets, public parks & open spaces, natural areas, trails and bikeways, transit stations and stops steps, publicly accessible private spaces, shared & common driveways, walkways and gardens associated with condominium developments
- supports the development of public art
- contributes to an improved environment

Principles

Transportation

- Plan for and maximize the benefit of proximity to transit and transportation infrastructure.
- Address existing deficiencies in transportation in the greater area (looking beyond the study area).
- Provide safe places to walk in the community, especially along and across Highway 7.
- Address the relationship between timing of transit projects and future development (phasing).
- Create efficient, strong, safe and desirable pedestrian connections to transit stations .
- All parking lots where practical should be in parking structures with green (vegetated) roofs.
- Create a hub where interconnections and access between modes are seamless; explore transfer levels between transit nodes.
- Coordination among various transport authorities and levels of government.
- Use space efficiently; consider rationale for no commuter parking.
- Explore possibilities for the widening of Highway 7 (e.g. replacement of the rail bridge).
- Development should not be permitted without existing transit capacity.
- Assess the location of the major intersection; provide rationale and look at other access to the south parcels.
- Determine capacity capability given street and transit improvements.
- Assess the other 407 Transitway EA options for suitability; possible GO connection to south of 407 Transitway Station.

Accessibility & Connectivity

- Improve access and connectivity to and across Highway 7 for existing residents.
- Improve access to green spaces.
- All forms of transportation must be accessible for to residential or commercial developments.
- Improve connectivity between existing communities and the secondary plan area (including north-south connectivity) through roads streets and trails including walking and bike trails leading to the existing trail system.
- Ensure that the plan includes direction on a secondary access point at the north end of the northeast parcel as well as east-west connection under rail corridor.
- Examine various options for pedestrian connections.

Principles

Complete Communities

- Create a complete community with a mix of uses, including residential and retail, that has the ability to be a standalone neighbourhood.
- Provide amenities that will better serve nearby communities, including retail services that could serve the existing neighbourhood and the new community.
- Establish a design that is mutually beneficial to the existing and new communities.
- Determine the need for and integrate community facilities and services, such as schools and parks, where required.

Servicing and Stormwater Management

- Address deficiencies in stormwater management and integrate it with other amenities such as parks and open spaces including north-west quadrant (employment area).
- Infrastructure, such water and wastewater, should be allocated in an equitable manner to all landowners.
- Integrate retention ponds with green spaces.

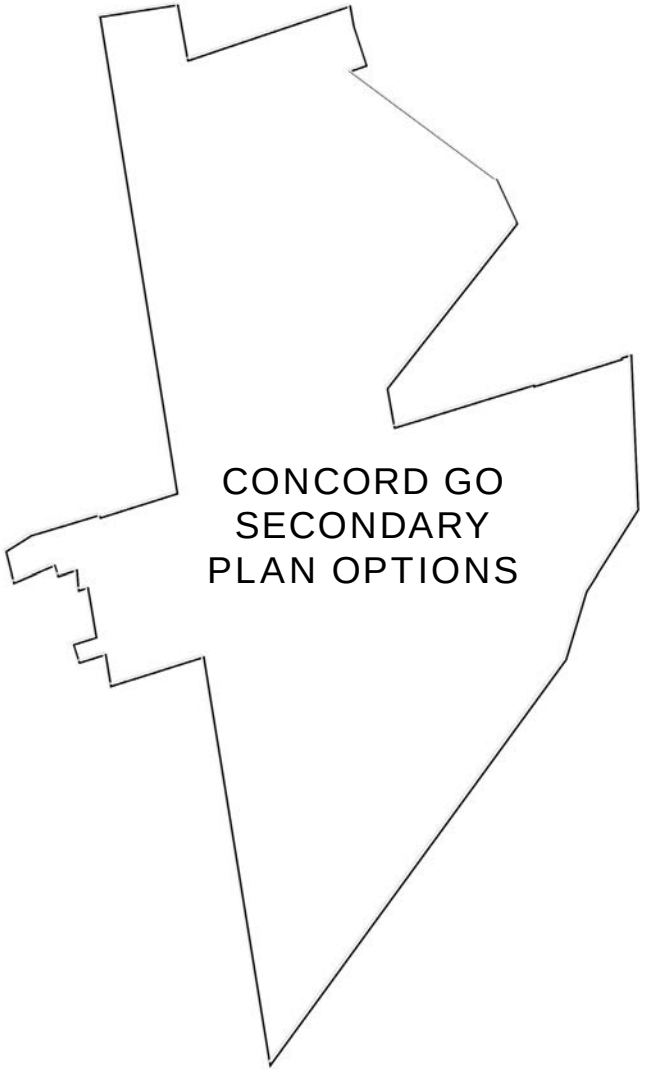
Planning Process

- Ensure an equitable approach to distribution of density.
- Ensure that constraints are communicated to stakeholders (built and cultural heritage, natural heritage, as well as provincial, regional and city plans).
- Inform and consult with landowners in the study area of decisions that have been made with regards to the study area in a timely manner when possible.
- Consult with and engage the broader community, including the Concord West Ratepayers Association, throughout the planning process.
- All design and placements of various components in the study area shall be compatible with community-based development.

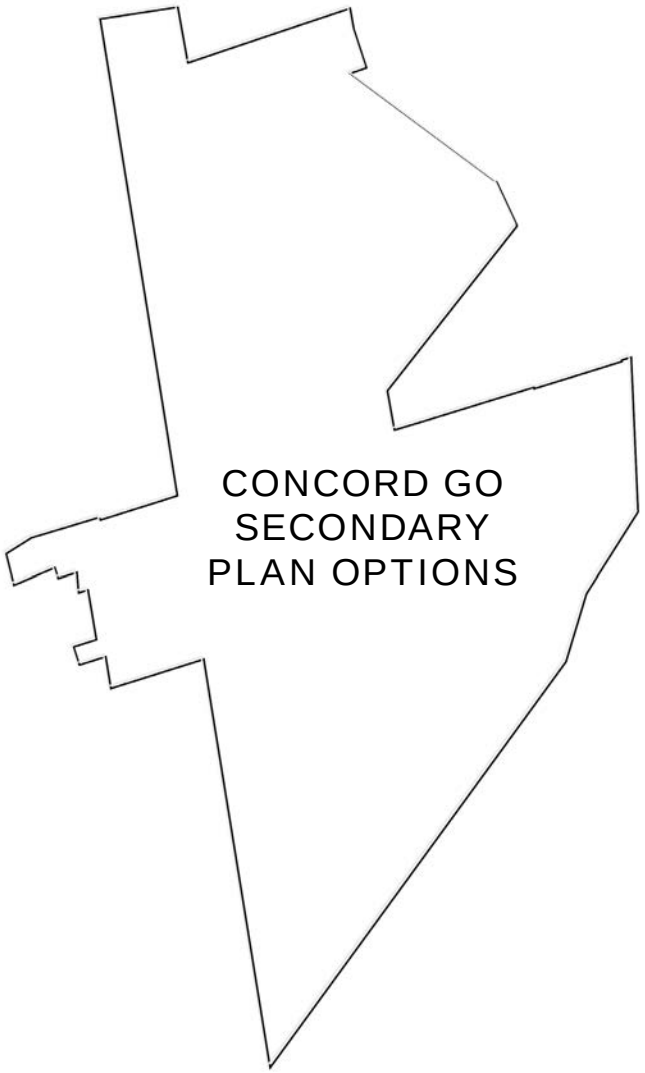
3 How Options are Developed

Options Development - Inputs

- BACKGROUND STUDIES
- PRINCIPLES
- TECHNICAL INPUT
- COMMUNITY INPUT
- STAKEHOLDER INPUT



Options Development - Design Elements



- LAND USE
- OPEN SPACE NETWORK
- STREET NETWORK
- TRANSIT NETWORK
- PEDESTRIAN AND CYCLING CIRCULATION

Considerations for Each Design Element

LAND USE

- Density
- Compatibility
- Scale
- Transition

OPEN SPACE NETWORK

- Provision of parks
- Natural heritage
- Floodplain
- Acess

STREET NETWORK

- Connectivity
- Character
- Access
- Traffic Capacity

TRANSIT NETWORK

- MTO Transitway
- GO Transit station location
- vivaNext Rapidway
- Parking facilities
- Transit integration
- Modal Split

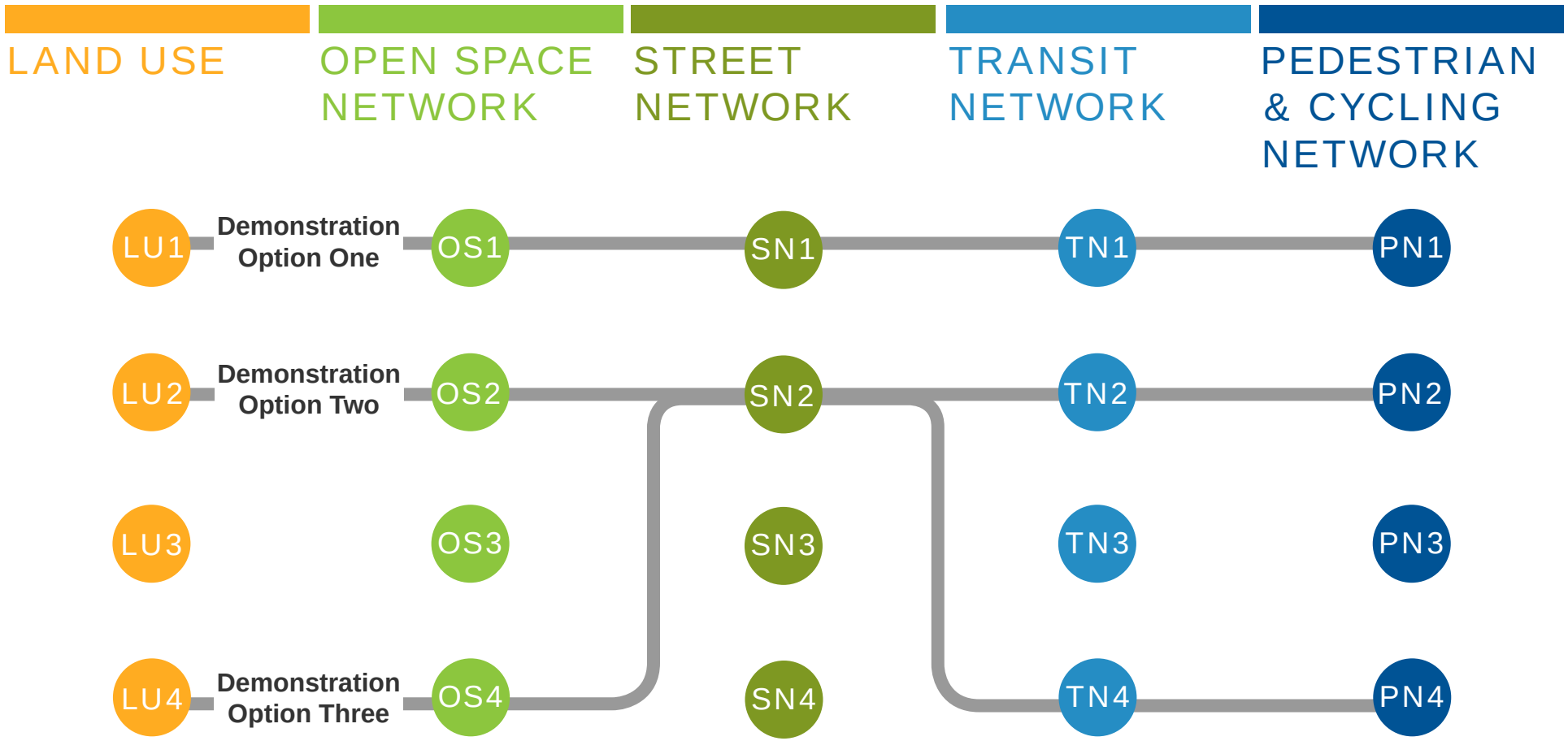
PEDESTRIAN & CYCLING NETWORK

- Acess to trails
- Street Animation
- Character
- Connectivity
- Integration with transit
- Safety

Options for Each Design Element

LAND USE	OPEN SPACE NETWORK	STREET NETWORK	TRANSIT NETWORK	PEDESTRIAN & CYCLING NETWORK
LU1	OS1	SN1	TN1	PN1
LU2	OS2	SN2	TN2	PN2
LU3	OS3	SN3	TN3	PN3
LU4	OS4	SN4	TN4	PN4

Creating Combined Options



There are many ways to combine the options.

Land Use

LAND USE LU1

Highest Density

LAND USE LU2

Transitional Density

LAND USE LU3

Lower Density

LAND USE LU4

407 Transitway shifts South

LEGEND

- Study Area Boundary
- West Don River
- Major Natural Areas (parks to be determined)
- High-rise Mixed Use
- Mid-rise Mixed Use
- Low-rise Mixed Use
- TRCA Floodplain
- Railway
- Inter-Urban Transit (Parkway Belt West Plan)*

* the location of this designation is approximate

N

Open Space Network

OPEN SPACE NETWORK OS1

Central Park

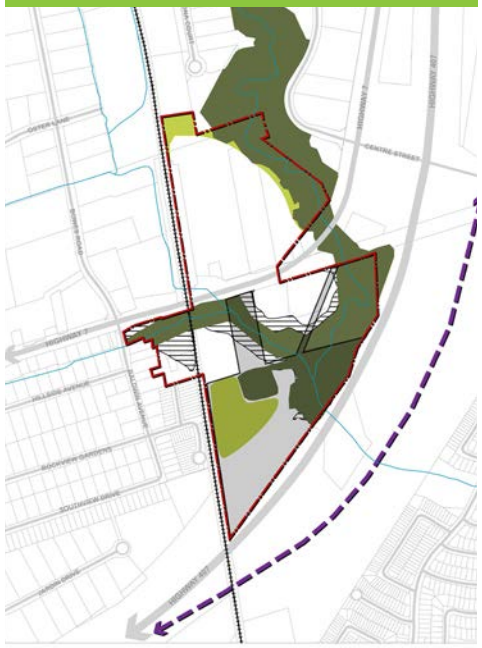
OPEN SPACE NETWORK OS2

Enhancing Existing Natural Heritage Features

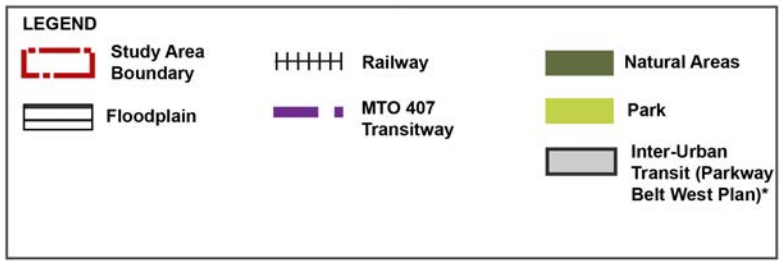
OPEN SPACE NETWORK OS3

Scattered Parkettes

OPEN SPACE NETWORK OS4

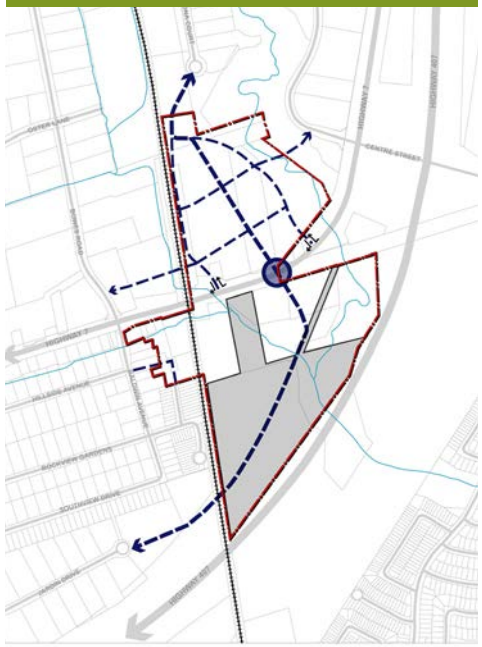


Community Park



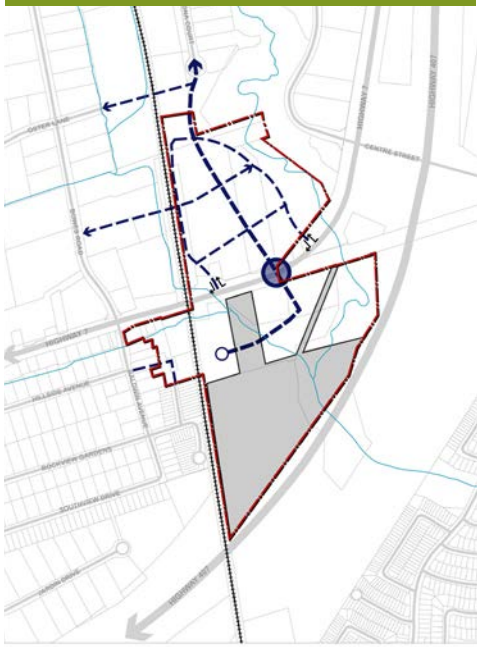
Street Network

STREET NETWORK SN1



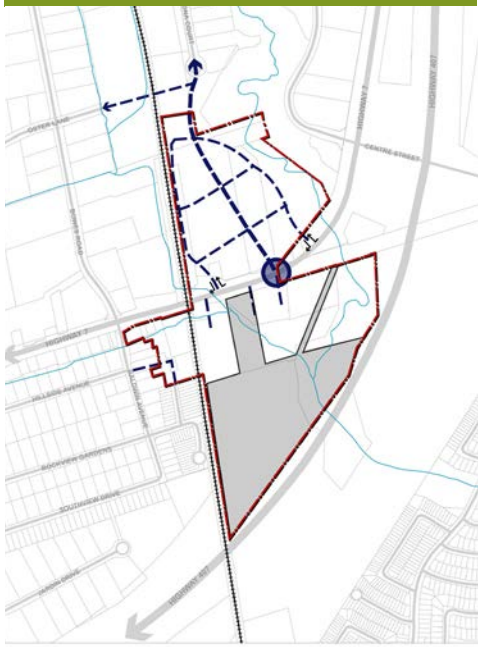
Most Connected

STREET NETWORK SN2



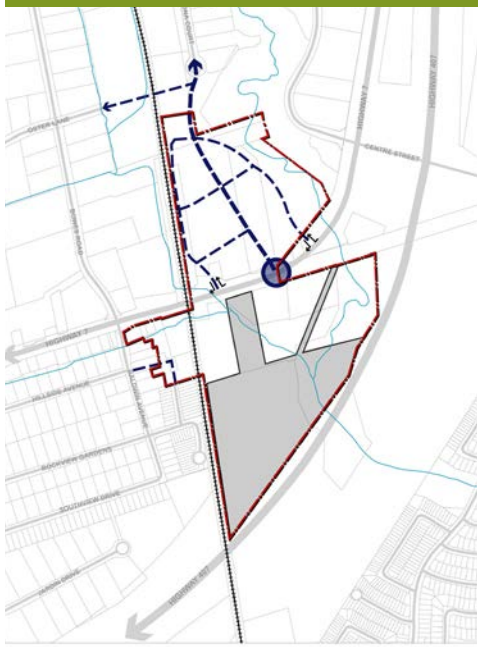
Moderately Connected

STREET NETWORK SN3

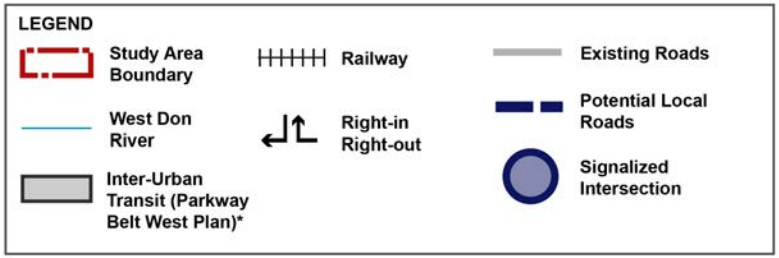


Moderately Connected

STREET NETWORK SN4



Limited Connections

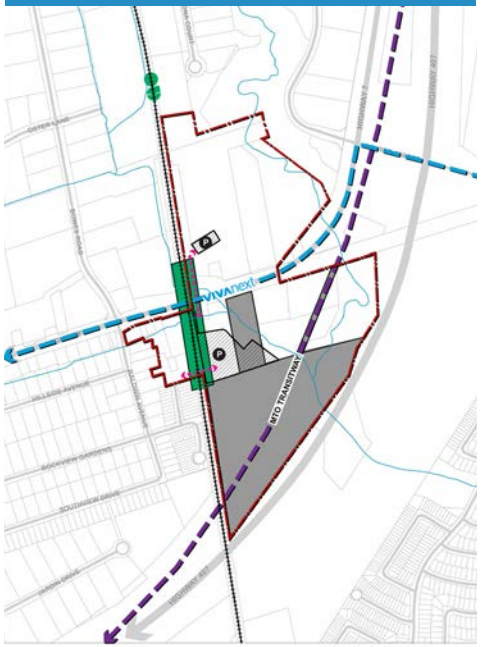


Transit Network

TRANSIT NETWORK TN1

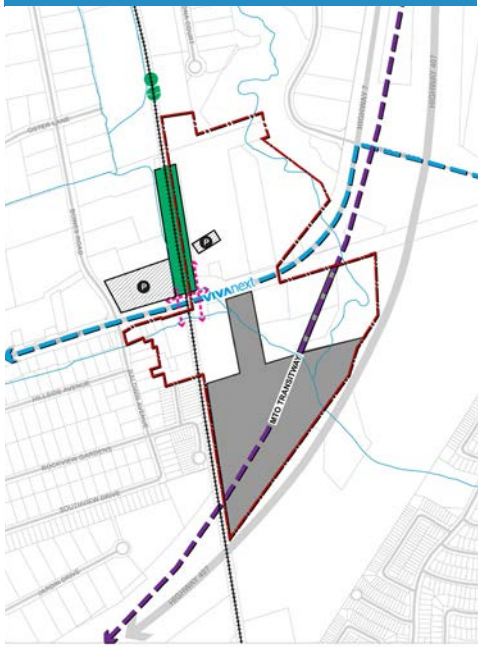
Existing MTO 407 Transitway EA Plan

TRANSIT NETWORK TN2



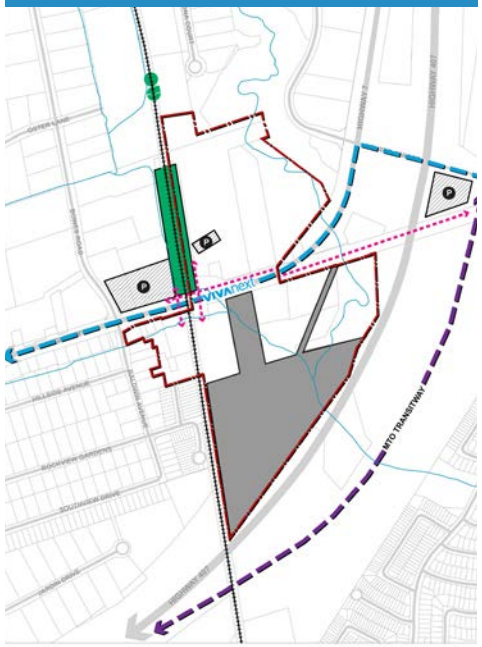
GO Platform Straddling Hwy 7

TRANSIT NETWORK TN3



GO Platform North of Hwy 7

TRANSIT NETWORK TN4



407 Transitway realigns South of Hwy 407

LEGEND

- Study Area Boundary
- MTO Transitway
- vivaNEXT Rapdiway
- Railway
- Potential Pedestrian Connections
- Potential Transit Parking (Surface or Structure)
- MTO Transit Area
- Potential GO Platform (illustrative purpose only)
- Inter-Urban Transit (Parkway Belt West Plan)*

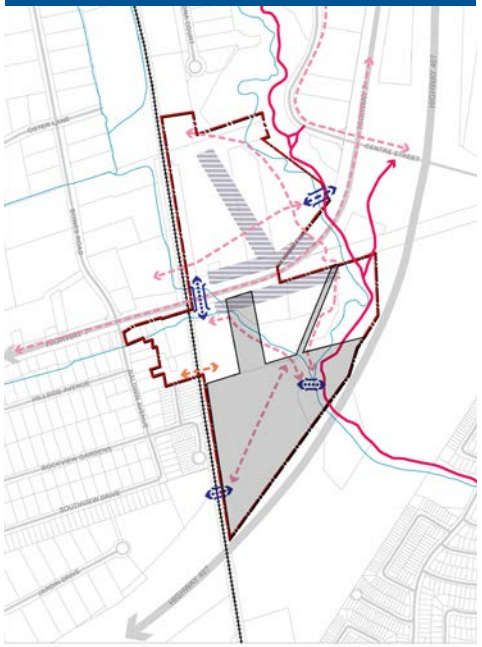
** the location of this designation is approximate*

N

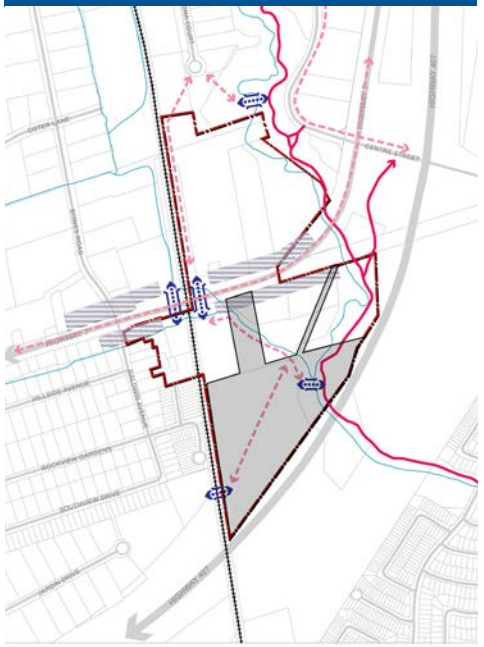
Pedestrian & Cycling Network

PEDESTRIAN & CYCLING NETWORK PN1

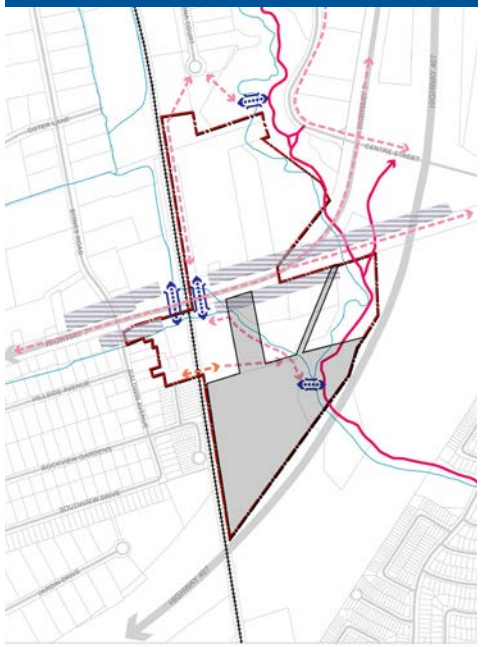
PEDESTRIAN & CYCLING NETWORK PN2



PEDESTRIAN & CYCLING NETWORK PN3



PEDESTRIAN & CYCLING NETWORK PN4



LEGEND

- Study Area Boundary
- West Don River
- Railway
- Existing Bartley Smith Greenway Trail
- Potential At-Grade Pedestrian Connections
- Potential Pedestrian and Cycling Paths
- Potential Vertical Pedestrian and Cycling Paths
- Animated Streetfront
- Inter-Urban Transit (Parkway Belt West Plan)*

N

4

Concord GO Secondary Plan Options

Demonstration Option One

LAND USE — LU1

OPEN SPACE NETWORK — OS1

STREET NETWORK — SN1

TRANSIT NETWORK — TN1

PEDESTRIAN & CYCLING NETWORK — PN1

LEGEND

- Study Area Boundary
- High-rise Mixed Use
- Mid-rise Mixed Use
- Low-rise Mixed Use
- Inter-Urban Transit (Parkway Belt West Plan)
- Natural Areas
- Top of Bank
- West Don River
- Flood Plain
- Park
- MTO 407 Transitway
- MTO 407 Transitway Facility
- Trail
- Railway

N

Demonstration Option Two

LAND USE — LU2

OPEN SPACE NETWORK — OS2

STREET NETWORK — SN2

TRANSIT NETWORK — TN2

PEDESTRIAN & CYCLING NETWORK — PN2

LEGEND

- Study Area Boundary
- High-rise Mixed Use
- Mid-rise Mixed Use
- Low-rise Mixed Use
- Inter-Urban Transit (Parkway Belt West Plan)
- Natural Areas
- Top of Bank
- West Don River
- Flood Plain
- Park
- MTO 407 Transitway
- MTO 407 Transitway Facility
- Trail
- Railway

N

Demonstration Option Three

LAND USE — LU4

OPEN SPACE NETWORK — OS4

STREET NETWORK — SN2

TRANSIT NETWORK — TN4

PEDESTRIAN & CYCLING NETWORK — PN4

LEGEND

- Study Area Boundary
- High-rise Mixed Use
- Mid-rise Mixed Use
- Low-rise Mixed Use
- Inter-Urban Transit (Parkway Belt West Plan)
- Natural Areas
- Top of Bank
- West Don River
- Flood Plain
- Park
- MTO 407 Transitway
- MTO 407 Transitway Facility
- Trail
- Railway

N

5

Design Workshop

Design Workshop

LAND USE AND OPEN SPACE NETWORK OPTONS (20 minutes)

1. Within your group, please discuss the option you like and place a **green** dot on the chosen option.

2. Within the chosen option, place **blue** dots over the elements you like, and **red** dots over elements that you would like to see changed.

3. Please write additional comments on the flipchart provided at your table.

4. please be prepared to report back to the larger group about your preferred option, the one element you like best about it, and the one elment you like least about it.

Design Workshop

STREET NETWORK AND PEDESTRIAN AND CYCLING OPTIONS(20 minutes)

1. Within your group, please discuss the option you like and place a **green** dot on the chosen option.

2. Within the chosen option, place **blue** dots over the elements you like, and **red** dots over elements that you would like to see changed.

3. Please write additional comments on the flipchart provided at your table.

4. please be prepared to report back to the larger group about your preferred option, the one element you like best about it, and the one elment you like least about it.

Design Workshop

TRANSIT NETWORK OPTONS (20 minutes)

1. Within your group, please discuss the option you like and place a **green** dot on the chosen option.

2. Within the chosen option, place **blue** dots over the elements you like, and **red** dots over elements that you would like to see changed.

3. Please write additional comments on the flipchart provided at your table.

4. Please be prepared to report back to the larger group about your preferred option, the one element you like best about it, and the one elment you like least about it.

Next Steps & Wrap Up