

Welcome to the Concord GO Centre

Public Open House | April 15, 2026

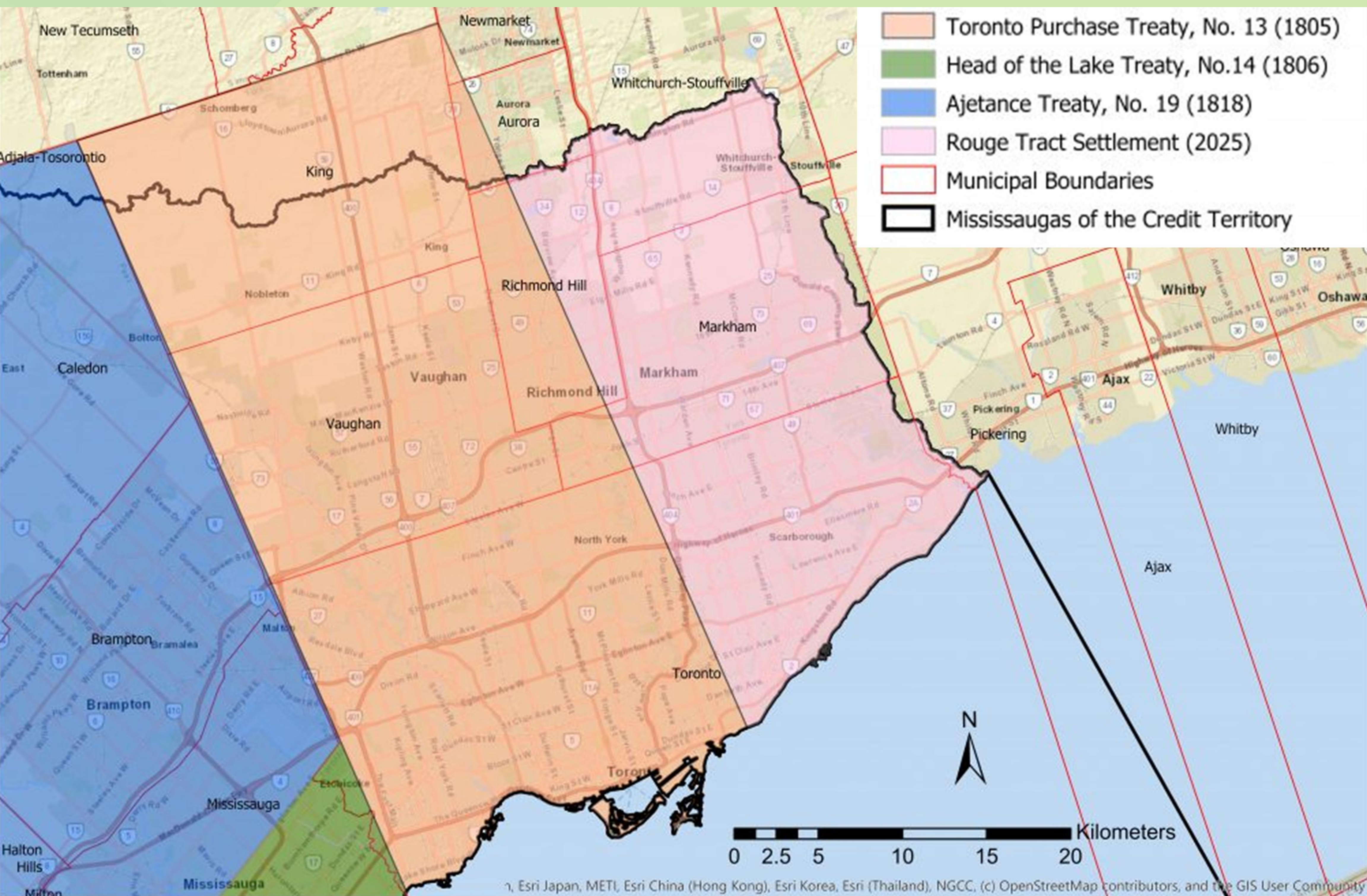


Looking west along Highway 7 towards the Vaughan Metropolitan Centre



Land Acknowledgement

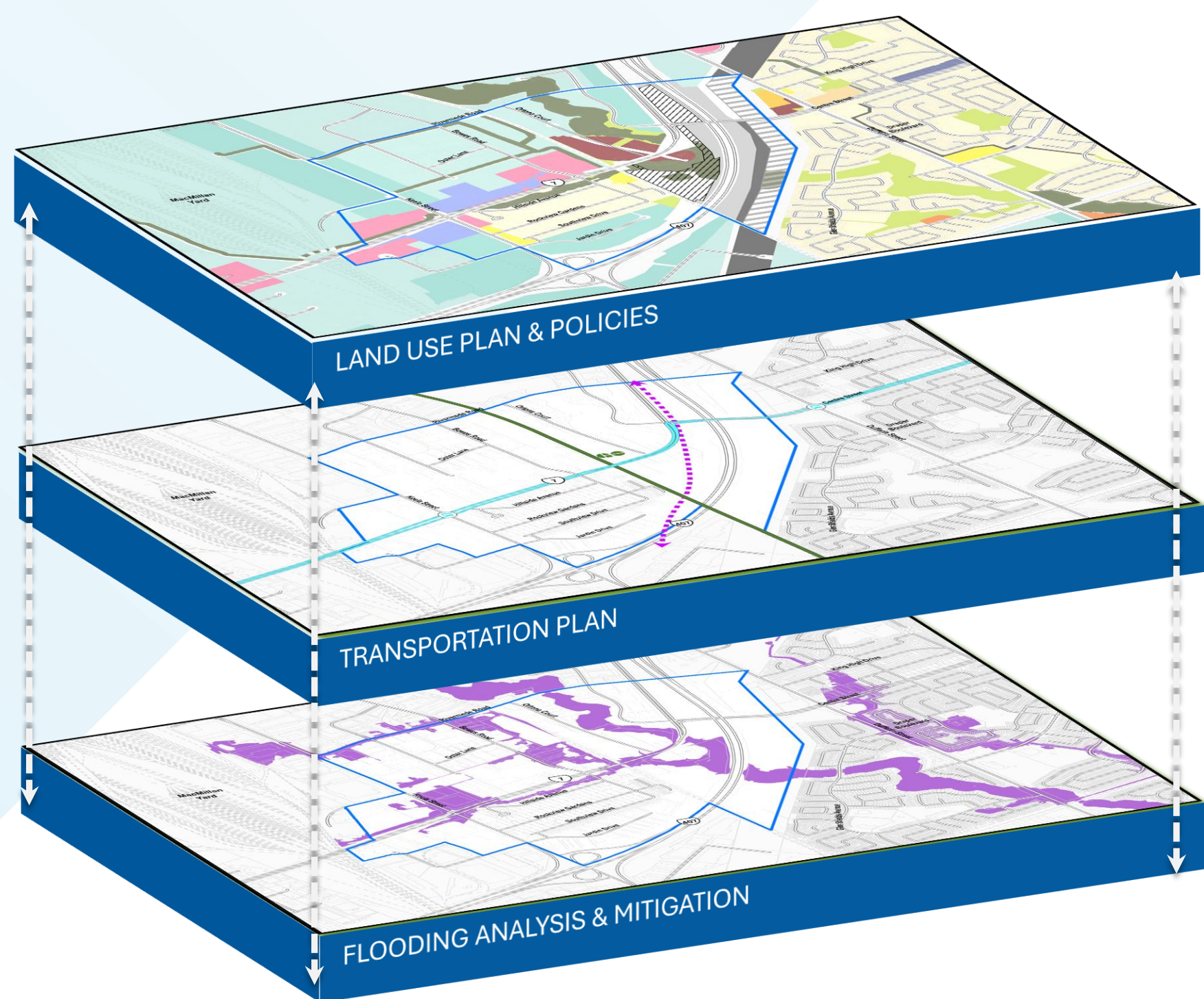
We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis 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.

Project Context

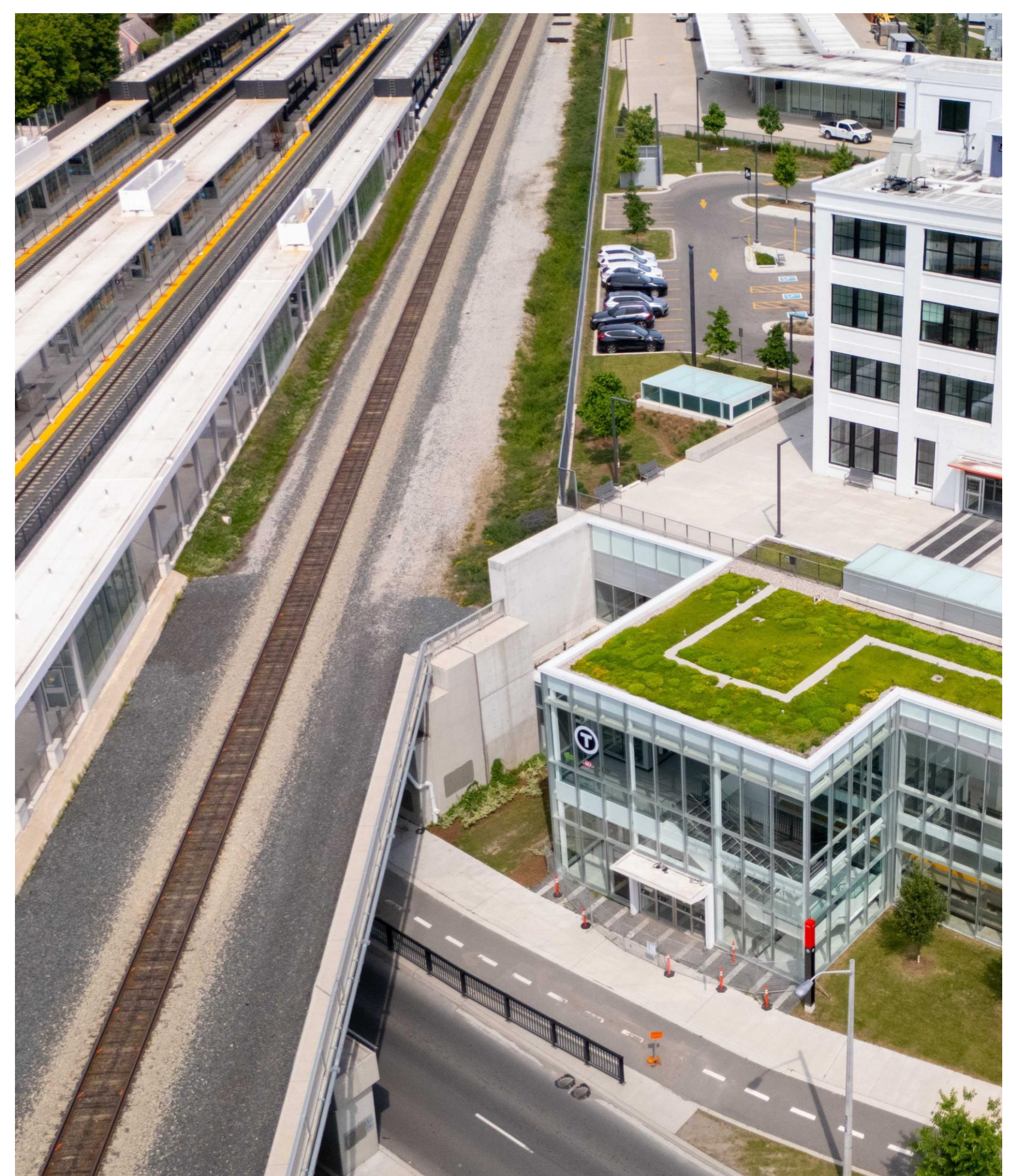
We are undertaking three integrated projects to help pave the way for a potential new GO Station!



- 1. Concord GO Centre Secondary Plan Review**
- 2. Concord GO Centre Transportation Master Plan**
- 3. Concord GO Centre Storm Drainage Master Plan**

Catalyst for Change

- ▶ In May 2023, Metrolinx issued a positive Initial Business Case (IBC) for a new GO station in Concord.
- ▶ A business case is a report that is written to explain why a project should be built. It includes benefits, potential risks and a rationale for why a project should be implemented to help inform decision-making.
- ▶ At present, there is no funding or formal commitment by the Province for the station.



Mount Dennis GO Station - Metrolinx

Concord GO Centre Secondary Plan (2015)

- ▶ The Concord GO Centre Secondary Plan was adopted in June 2014 and approved by York Region in May 2015.
- ▶ The Secondary Plan provides policy direction on land use, mobility and built form to guide intensification and redevelopment to 2031.
- ▶ The Secondary Plan provides opportunities for a mix of uses to be developed around a multi-modal transportation network and potential future GO Station.
- ▶ The Secondary Plan covers approximately 161 hectares and is planned to accommodate between 4,000 to 8,000 residents and 8,000 to 10,000 jobs by 2031.

Concord GO Centre Secondary Plan
Schedule C - Height and Density



Hierarchy of Planning



What is a Secondary Plan?

An area specific plan that provides stronger policies and direction. A Secondary Plan is intended to help guide development in an organized and comprehensive manner.

Do the 2015 Secondary Plan principles still resonate with you?

Add a dot sticker next to the principle that is most important to you and/or use a sticky note to let us know what needs to be updated or changed.

Create a cohesive Concord West Community.

Maintain and enhance existing natural heritage features, including the flood hazard area, in the context of the greater natural heritage network.

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

Create a high-quality public realm.

Improve the safety and accessing of Highway 7.

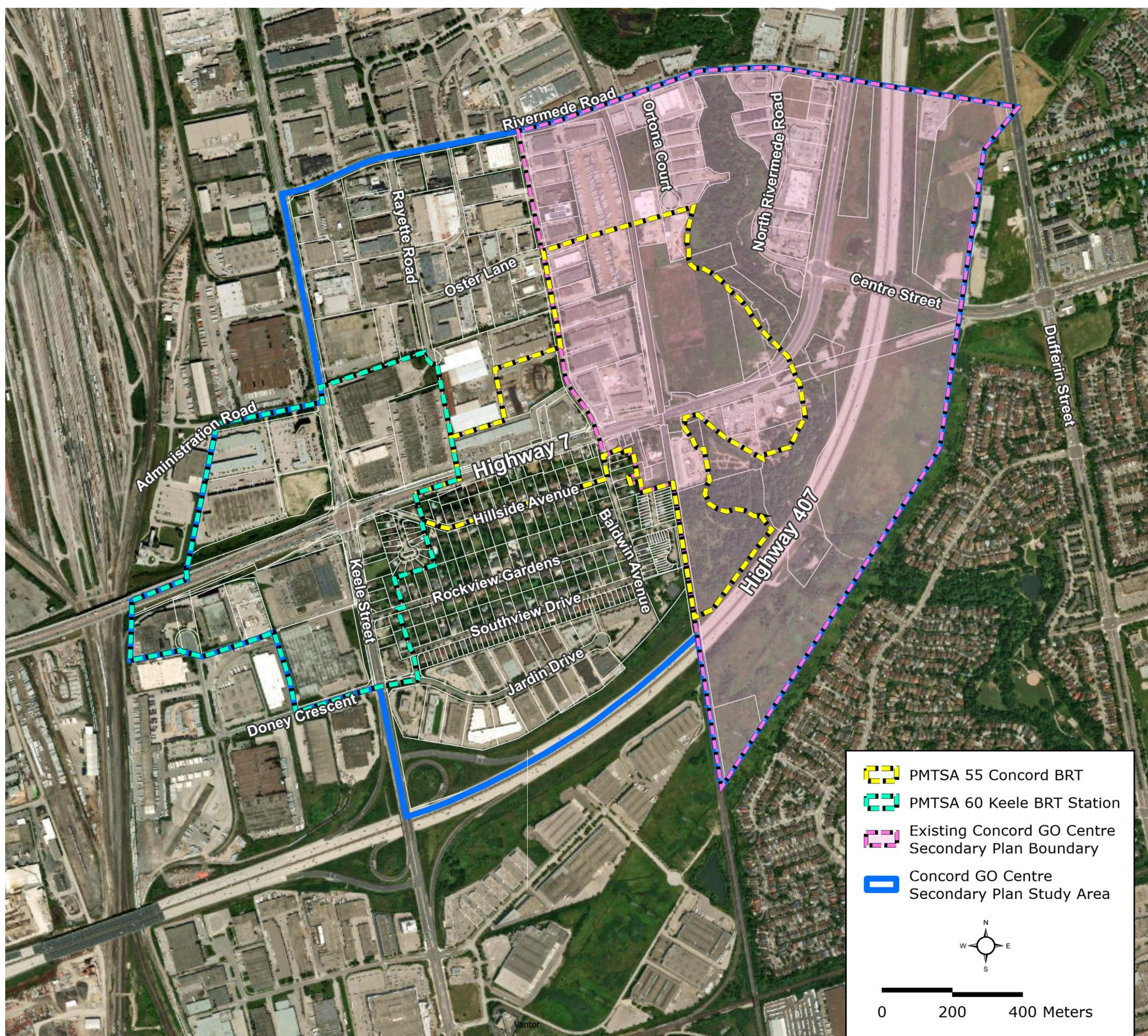
Future infrastructure investment should support good community development.

Support the creation of a higher order mobility hub through intensification.

Ensure appropriate development phasing.

Secondary Plan Study Area

- ▶ The Secondary Plan Study Area is 333 hectares.
- ▶ The Study Area includes two Protected Major Transit Station Areas (PMTSA).
- ▶ A Protected Major Transit Station Area is an area (500 to 800 metres) around an existing/planned major transit station where the Province has set a minimum density target to be achieved. The minimum density targets for the Concord and Keele PMTSAs are 160 people and jobs per hectare.
- ▶ Our Study Area is larger than the existing Secondary Plan Area to allow for better alignment with the Transportation Master Plan and Storm Drainage Master Plan boundaries.
- ▶ We are considering whether there is a need to expand the existing Concord GO Centre Secondary Plan boundary.



Updating the Secondary Plan

- ▶ Between 2018 and 2024, the City updated the 2015 Secondary Plan (Concord Go Mobility Hub Study) to build a better Initial Business Case for a GO station in Concord.
- ▶ Now, the plan needs another full update to extend the time horizon to 2051, reflect recent legislative changes and conform to the Vaughan Official Plan, 2025. This will include:
 - Revisiting and updating the long-term vision and principles;
 - Developing a plan for a complete community in the Concord GO Centre;
 - Increasing opportunities for intensification and redevelopment to ensure there are ample options to fund new transit infrastructure; and
 - Integrating the key findings from the Transportation Master Plan and the Storm Drainage Master Plan into the Secondary Plan.

Secondary Plan Timeline



We are here!

Project Launch
Winter 2025 –
Spring 2026

Updating Foundation
Studies
Winter 2025 – Spring 2026

Preferred Land Use Plan &
Policy Directions
Spring – Summer 2026

Secondary Plan Preparation
Fall – Winter 2026



Opportunity for
Engagement



Opportunity for
Engagement



Opportunity for
Engagement



Constraints and Opportunities

The Mobility Hub

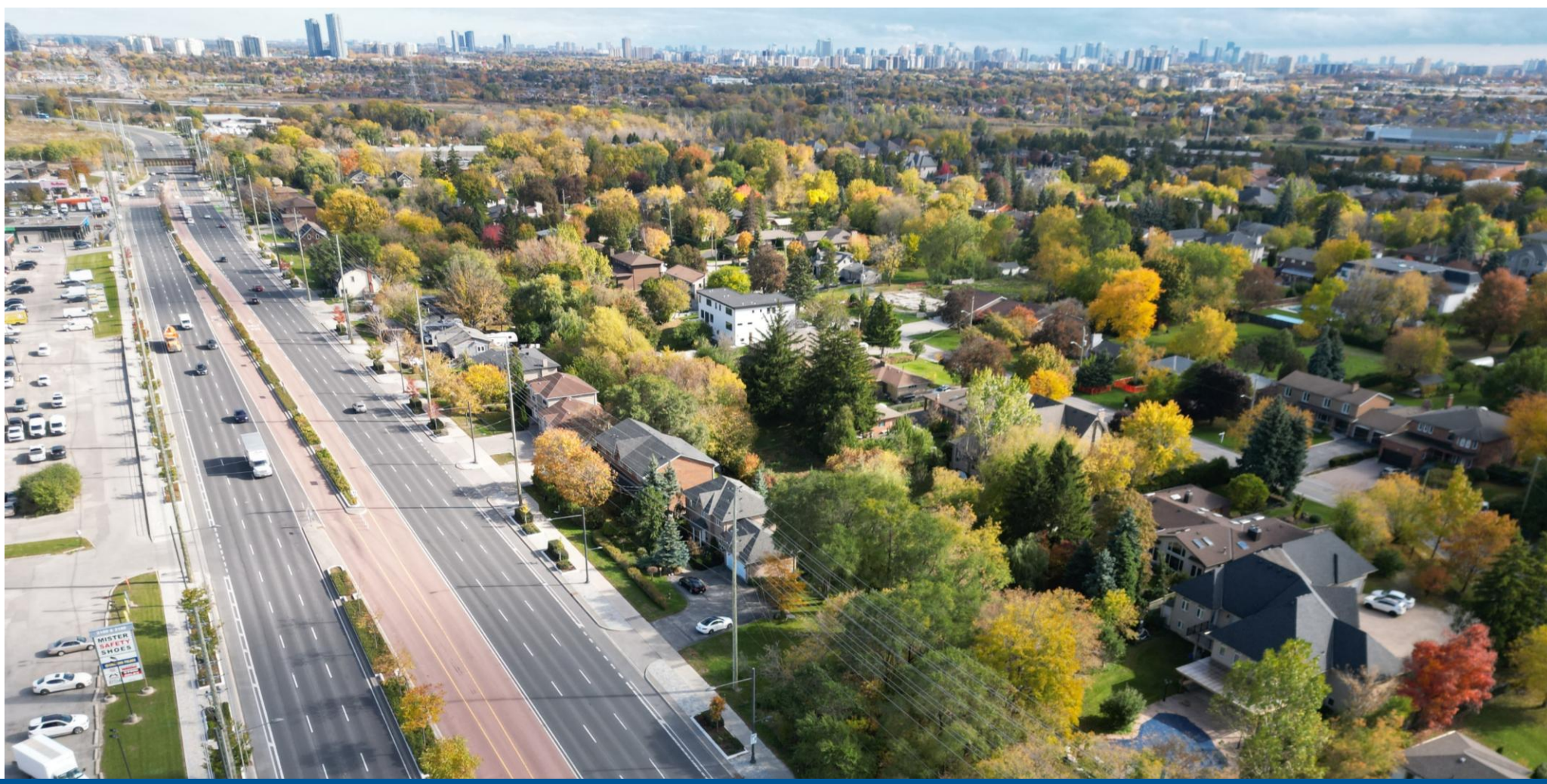
- ▶ The intersection of three major transit systems:
 - VIVA / YRT Bus Rapid Transit Corridor;
 - Barrie GO Rail Line and potential future GO Station; and
 - Future 407 Transitway.



Looking east along Highway 7

An Evolving Landscape

- ▶ The area is already seeing development interest with several active development applications and Minister's Zoning Orders (MZO).
- ▶ Portions of the Highway 7 corridor in the Study Area have a mix of low-rise commercial and light industrial uses which may offer opportunities for future transit-oriented redevelopment.
- ▶ The Concord Industrial Area is located in one of the City's major employment areas.
- ▶ The CN's MacMillan Rail Yard is a Major Facility (site that requires separation from residential and institutional uses) that provides intermodal rail service cross country and is a major economic driver for the City.
- ▶ The Study Area has the potential to accommodate a significant level of future population, employment and housing growth.



Looking southeast along Hillside Avenue from Highway 7

What is a Minister's Zoning Order?

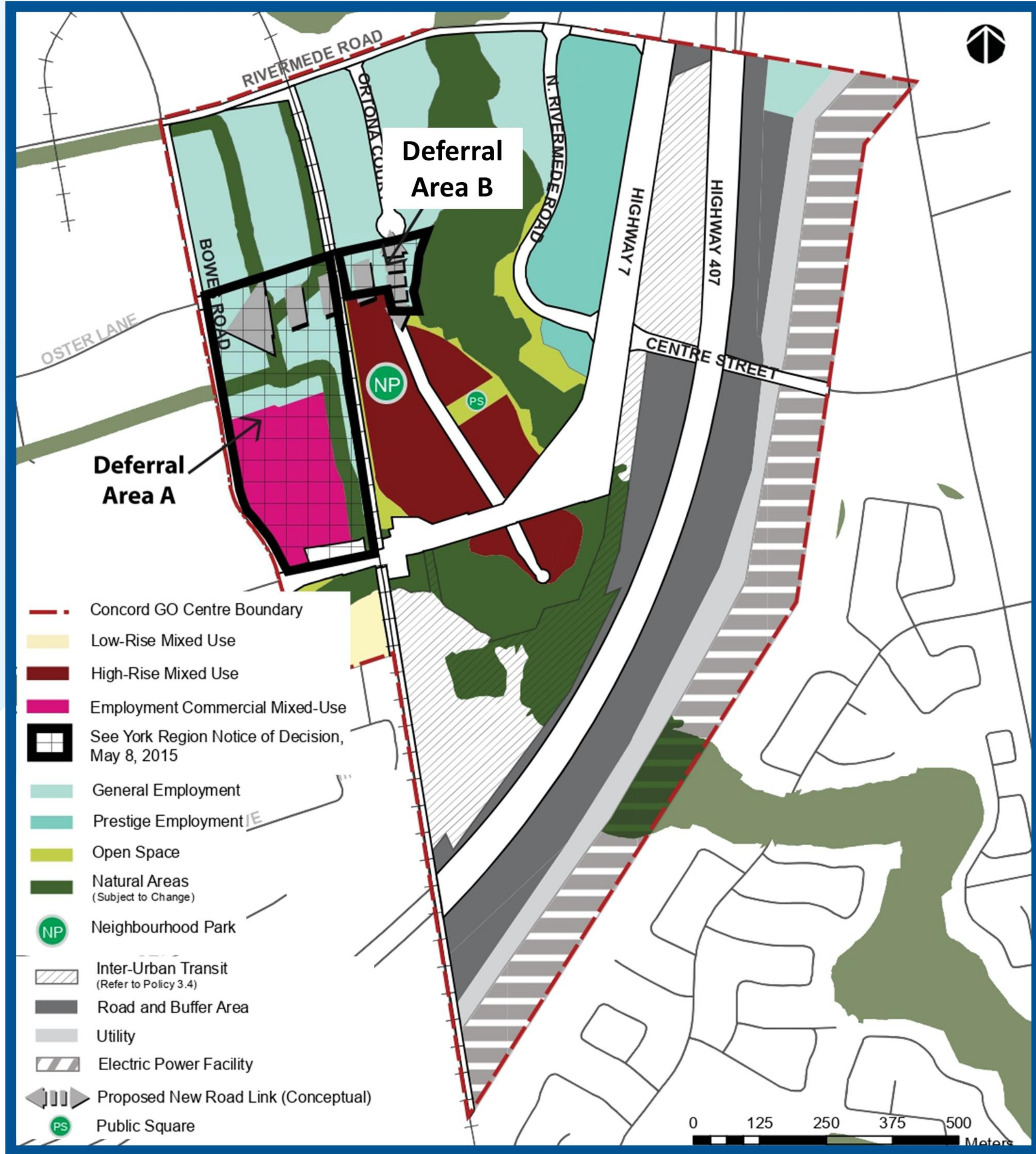
A tool under Section 47 of the Planning Act, which allows the Province to override local zoning by-laws within a municipality to approve and fast-track development projects.

Is there anything else we should know about growth and travel in your community? Tell us if we've missed anything regarding how the Concord community lives, plays and travels.

Use a sticky note to share your thoughts!

Constraints and Opportunities

An Evolving Landscape (continued)

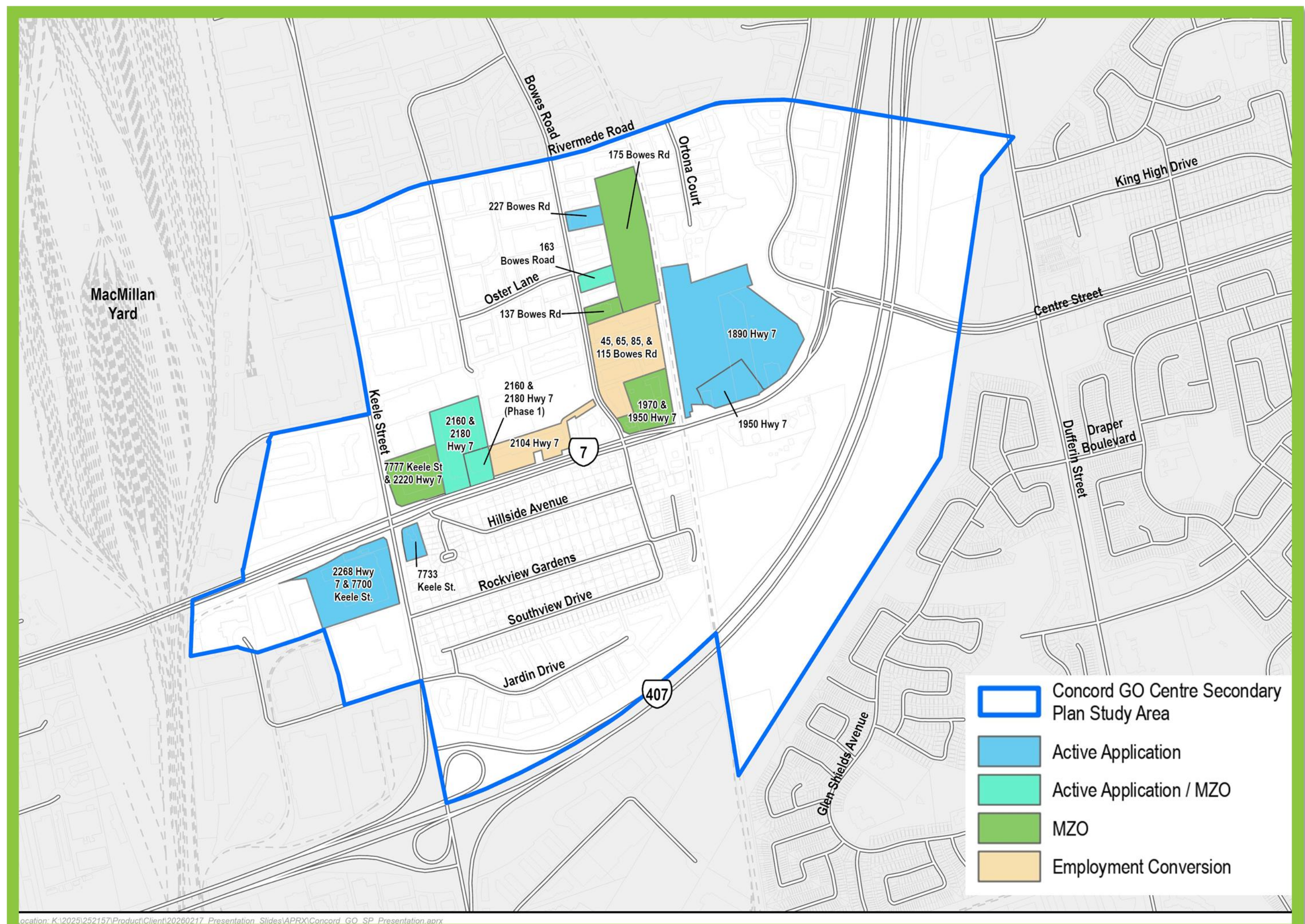


2015 Secondary Plan Land Use Designations

- ▶ This map illustrates the current land uses, highlighting the types of built forms Concord is currently planned for.
- ▶ The Deferral Areas were identified by York Region Council. The land use designations in these areas were deferred to allow for the completion of the Mobility Hub Study which would examine opportunities to strengthen the case for a GO Station in Concord.

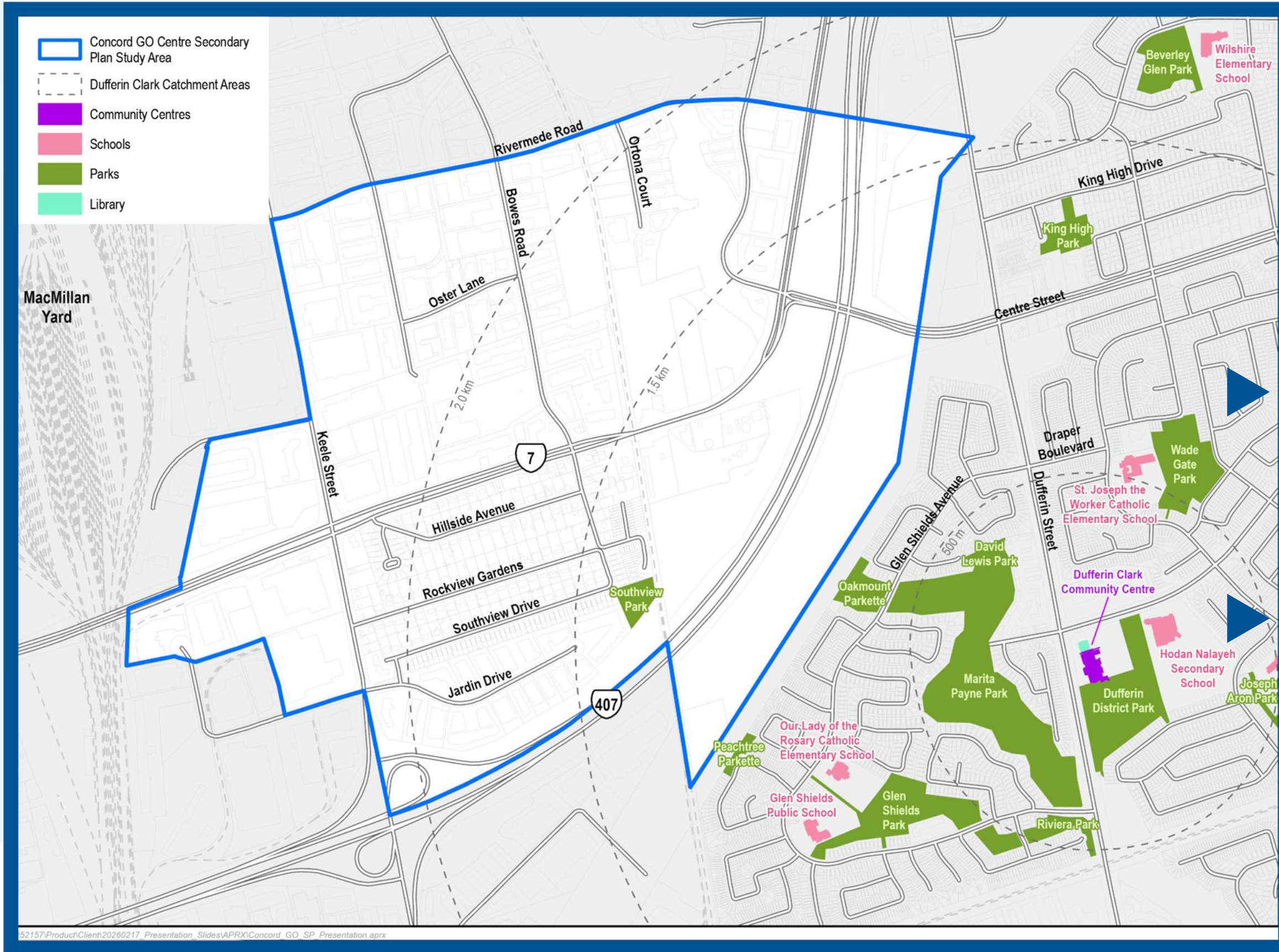
Approved Employment Land Conversions/ MZO's and Active Developments

- ▶ The map highlights the existing development interest in Concord, further showing the need to update the existing Secondary Plan.



Constraints and Opportunities

Parks and Community Facilities



There is one existing park and no community facilities (e.g. community centres, libraries, schools) in the Study Area.

There is a full complement of parks and community facilities south of Highway 407 (Dufferin Street/Centre Street area).

Given the isolated nature of the area, new parks, public spaces and community facilities will be needed to build a more complete community in Concord GO Centre Secondary Plan Area.

Natural Environment

- ▶ The West Don River bisects the study area as a designated Urban River Valley and Regional Greenlands System, acting as a protected corridor for wildlife.
- ▶ Development is prohibited within the valley and associated woodlands to protect the natural heritage.



Looking west towards the VMC

If you were to walk through the Concord GO Centre area in 2051, what kind of public spaces (e.g. parks, trails, public squares) or community services and facilities (e.g. community centres, day cares, libraries) would you like to see?

Use a sticky note to share your thoughts!

A Complete Community in Concord GO Centre



Image of a mixed-use, transit-oriented neighbourhood

What is a Complete Community?

A complete community is one that contains mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

- ▶ The goal of the Secondary Plan is to help guide development to ensure the Study Area functions as a complete community.
- ▶ Given the significant opportunities and the wide range of constraints in the Study Area, it's imperative that a **balanced approach** be undertaken in the planning for the area.
- ▶ The vision, objectives, policies and plans for the Concord GO Centre Secondary Plan need to be updated and recalibrated to achieve a balance.

What types of housing, employment and retail uses in Concord would you like to see to make it a complete community? What would make this community feel more balanced to you?

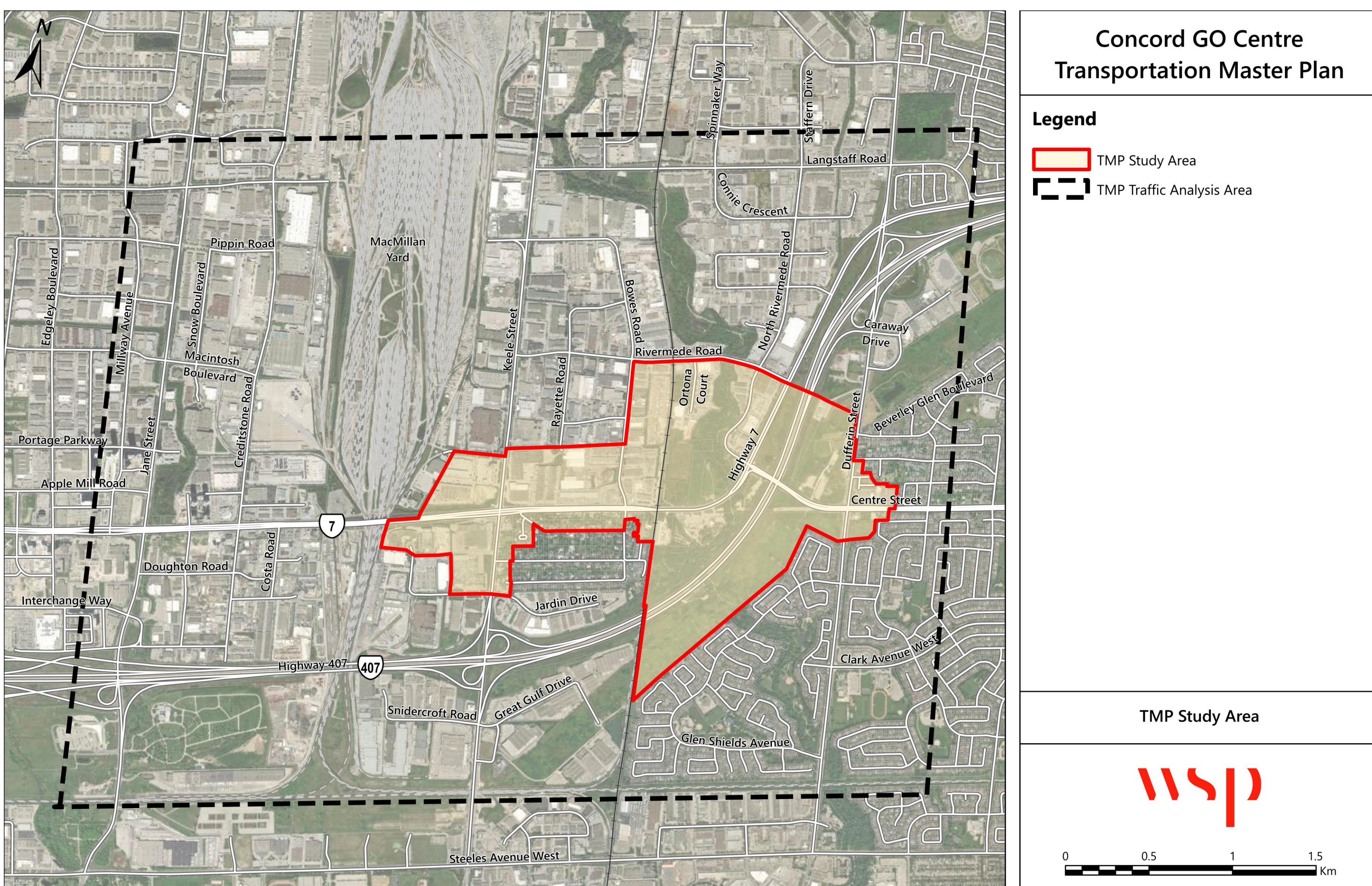
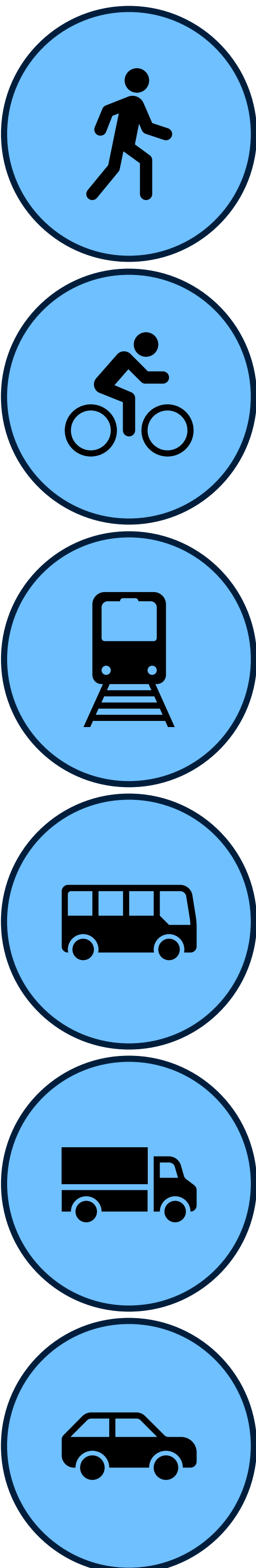
Use a sticky note to let us know

Transportation Master Plan

What is a Transportation Master Plan?

A Transportation Master Plan is a policy document that outlines strategic transportation planning directions for a specific study area. It typically analyzes the needs of a range of transportation modes and infrastructure to accommodate future growth and meet policy objectives. The goal is to produce long-term transportation recommendations that will accommodate planned growth by moving people and goods sustainably.

- ▶ Original Transportation Master Plan for the Concord GO Area was initiated in 2019 and paused in 2022
- ▶ Several new development applications have since been submitted, some with Minister's Zoning Orders
- ▶ Developer-proposed street networks differ from the previous Transportation Master Plan
- ▶ The Transportation Master Plan Study Area has been enlarged to include the emerging development applications

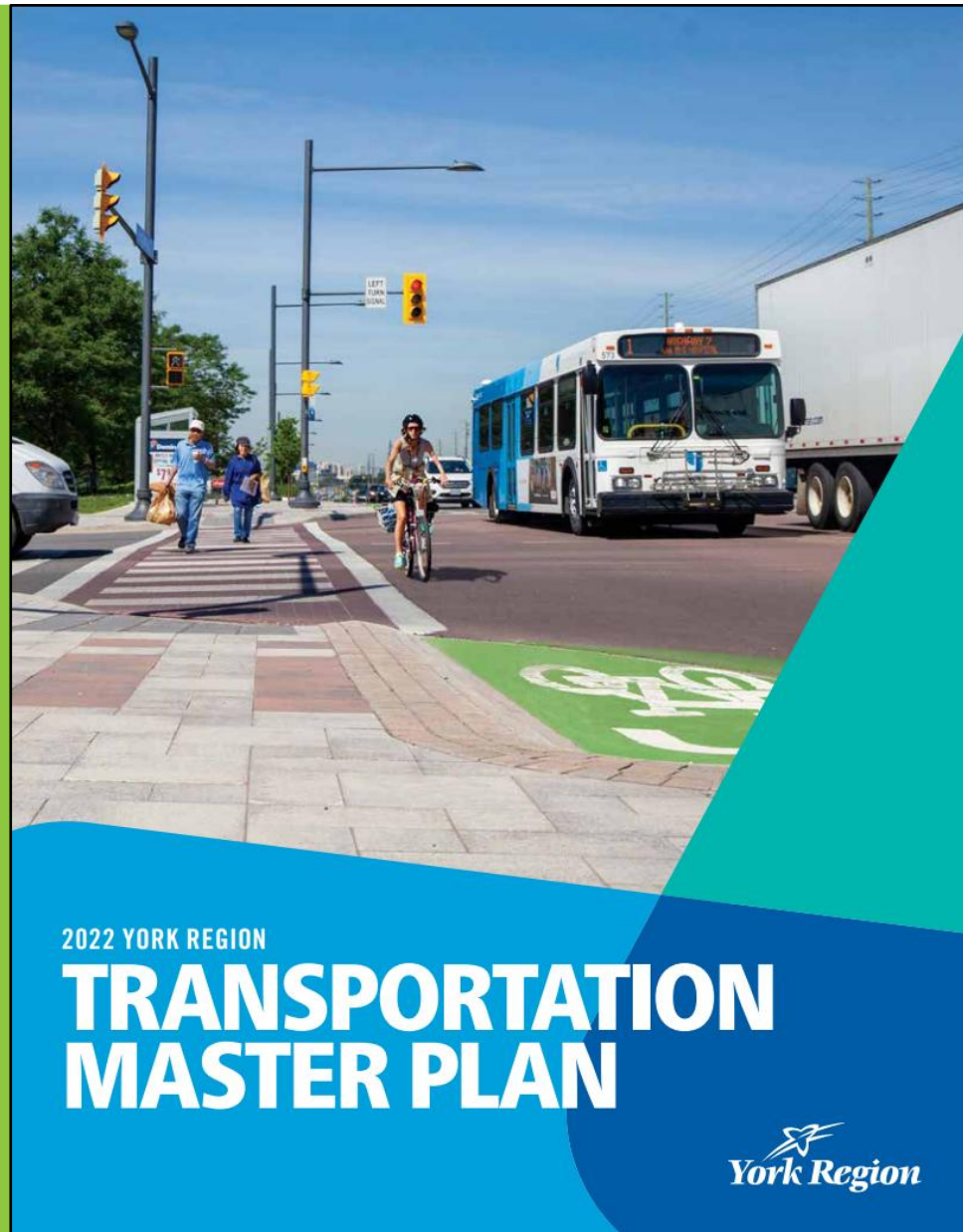


Studies Completed to Date

2019
Concord GO Centre Transportation Master Plan was initiated

2022

York Region's Transportation Master Plan is the long-term vision for their transportation network over the next 30 years. Improvements such as the Langstaff Road extension and widening between Weston Road and Dufferin Street form an integral part of the future network.



2019

2020



The City-wide Pedestrian and Bicycle Master Plan established an all ages and abilities framework for cycling facilities, including the Concord GO Centre area.

2022

Concord GO Centre Transportation Master Plan was paused

2023



The Vaughan Transportation Plan is a city-wide long-term blueprint to move people and goods safely, efficiently and sustainably, supporting current and future residents, businesses and visitors, including mobility hubs like the Concord GO Centre.

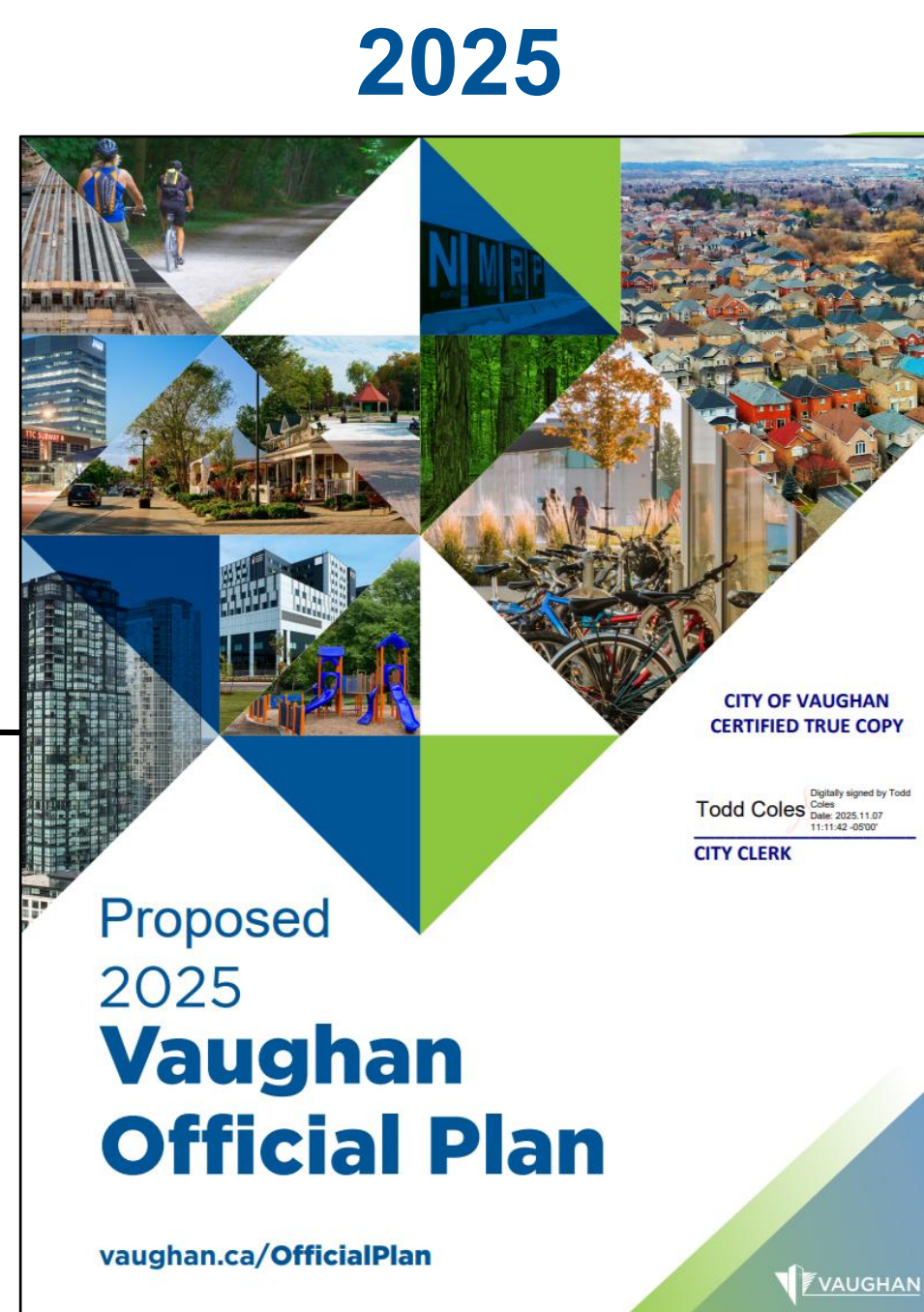
2024



The Vaughan Complete Streets Guide enables a transportation system with a fully integrated street network. This includes transit connections, active transportation and mobility options, cycling and pedestrian-friendly facilities, accessible and sustainable infrastructure and safe conditions for all users.

2025

Concord GO Centre Transportation Master Plan was resumed



Vaughan's Official Plan outlines numerous policies that affect the future growth of the City and its transportation system, including identifying key Strategic Growth Areas such as the Concord GO Centre

We are here

2026



Existing Active Transportation Network

Cycling Facilities

Concord GO Centre Transportation Master Plan

Legend

AAA Cycling Facilities



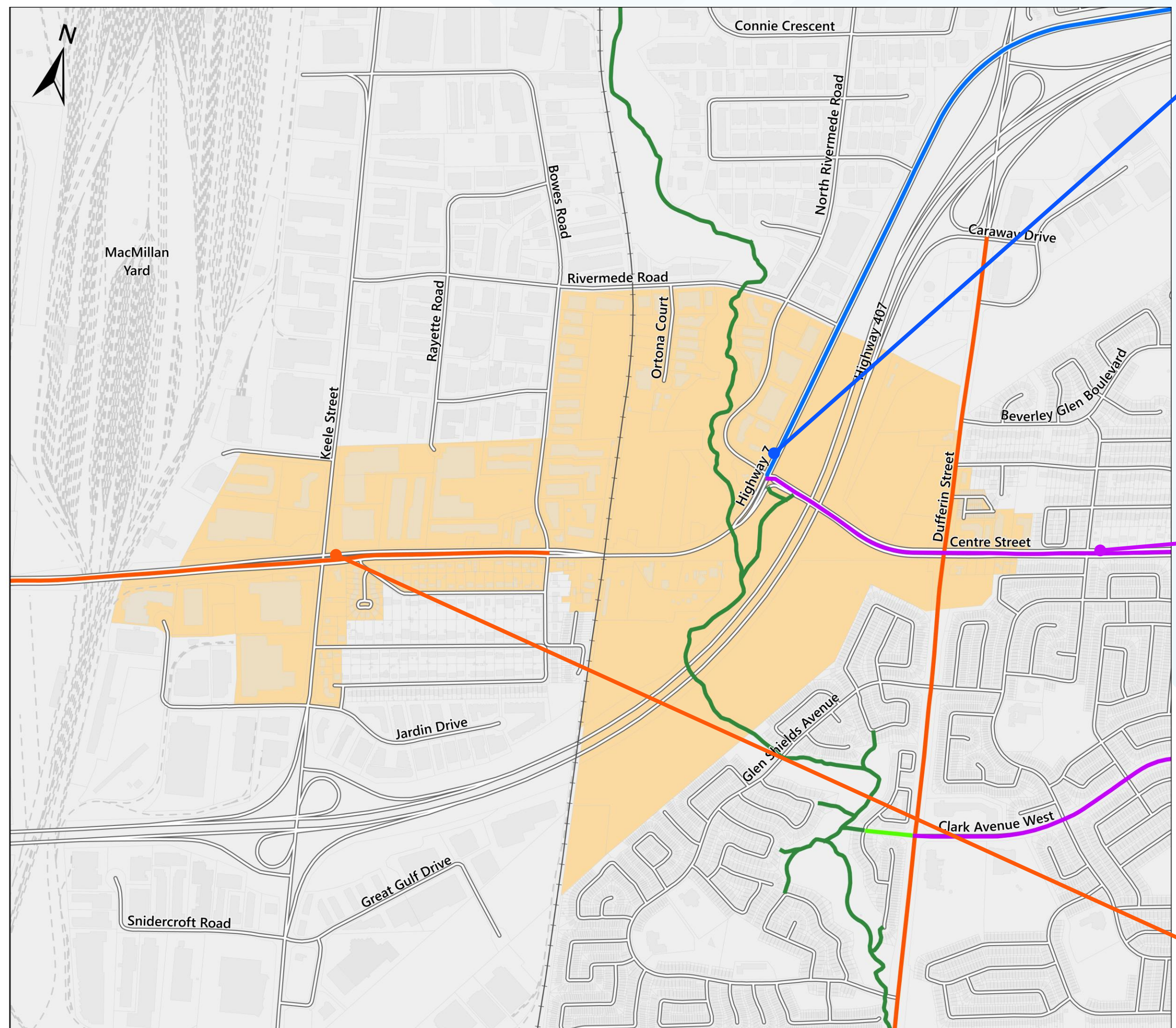
- Cycle Track
- In-Boulevard Multi-Use Pathway
- Multi-Use Recreational Trail (Open Space)

Other Cycling Facilities*

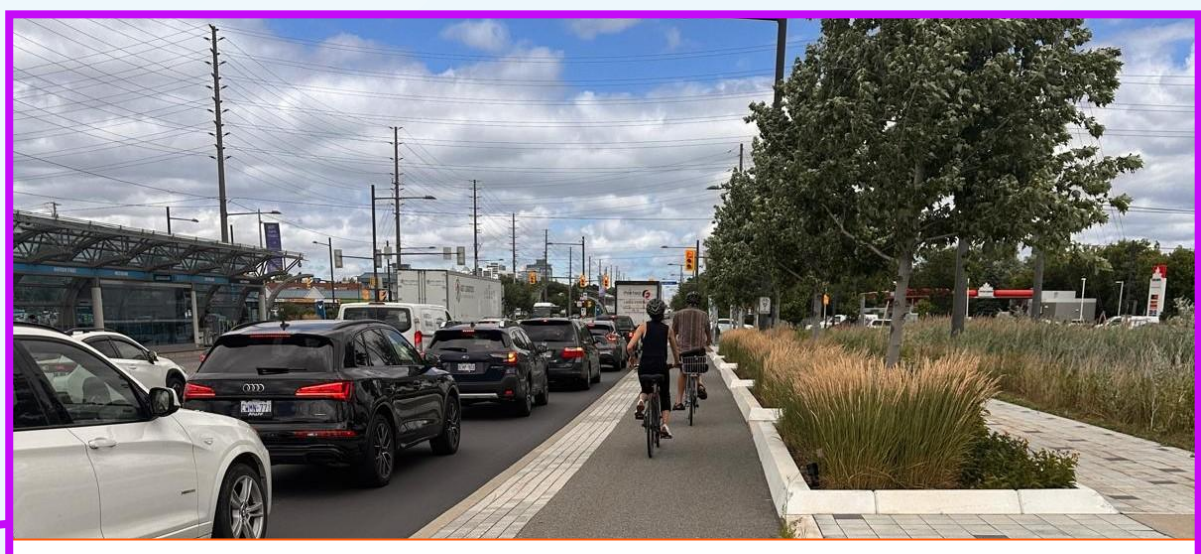
- On-Road Bike Lane
- Paved Shoulder

* Due to high vehicle speeds and volumes, these facilities do not meet the all ages and abilities cycling network standard in the study area.

Existing Cycling Facilities

Highway 7 currently has a paved shoulder on both sides of the corridor. Due to high vehicle speeds and volumes, they do not meet the all ages and abilities network standard.



On Centre Street and Clark Avenue, a cycle track provides a designated asphalt pathway within the boulevard exclusively for people riding bikes, e-bikes or e-scooters.



Painted bike lanes exist along portions of Highway 7 and Dufferin Street. Due to high vehicle speeds and volumes, they do not meet the all ages and abilities network standard.

Current network has notable gaps in connectivity and quality for users as they do not meet the all ages and abilities standard except Centre Street and Clark Avenue.

Pedestrian Facilities

Concord GO Centre Transportation Master Plan

Legend


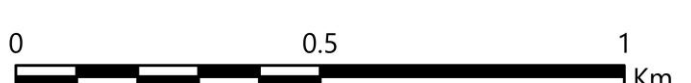
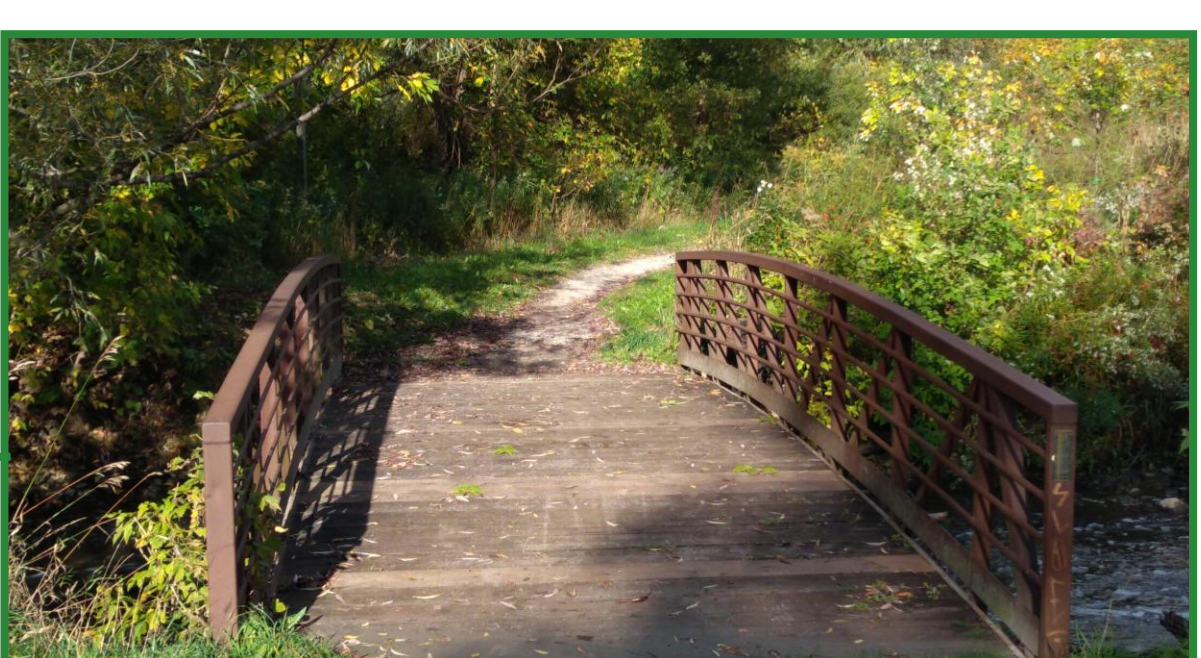
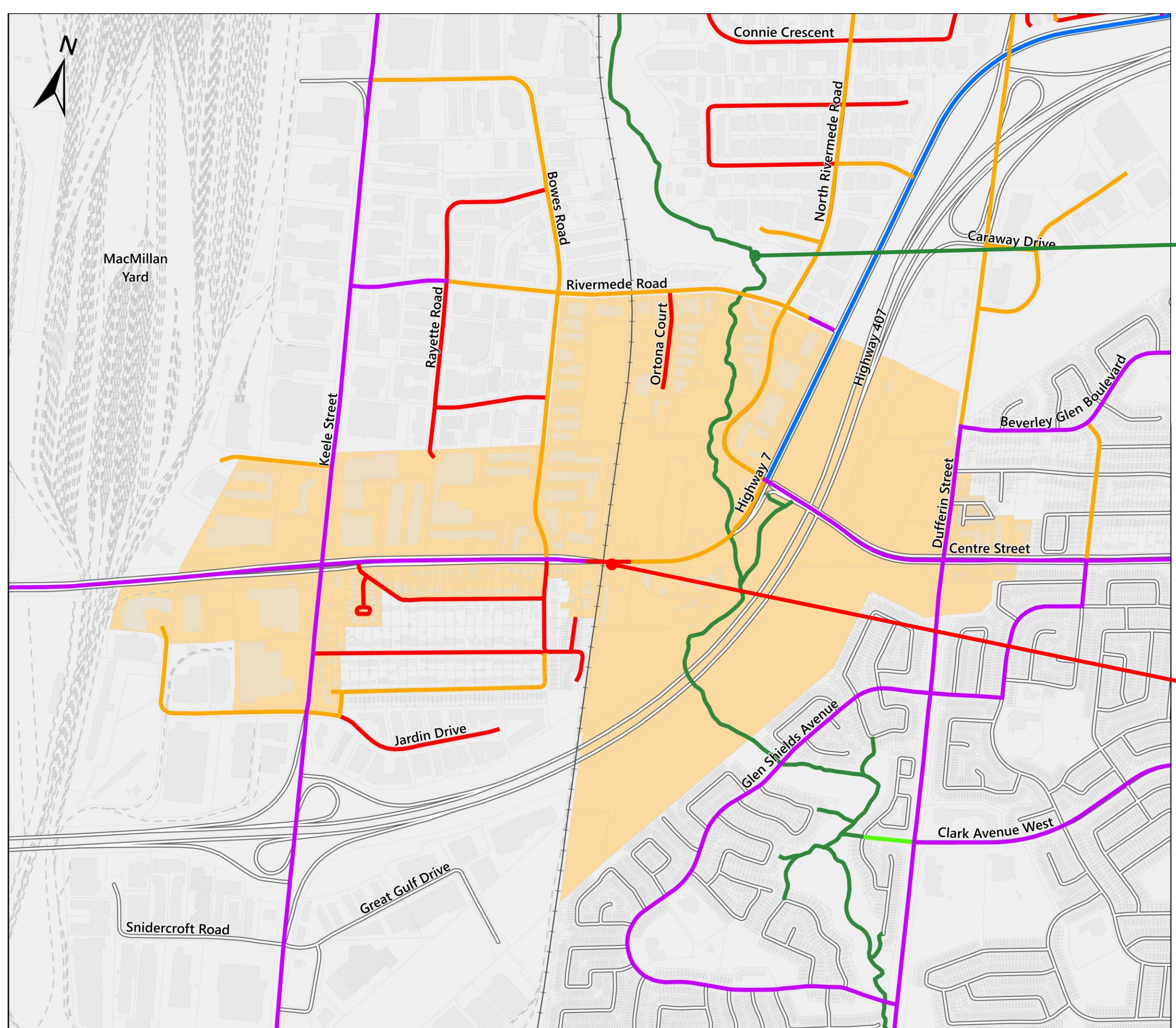
Sidewalks

- Both Sides
- One Side
- No Sidewalk

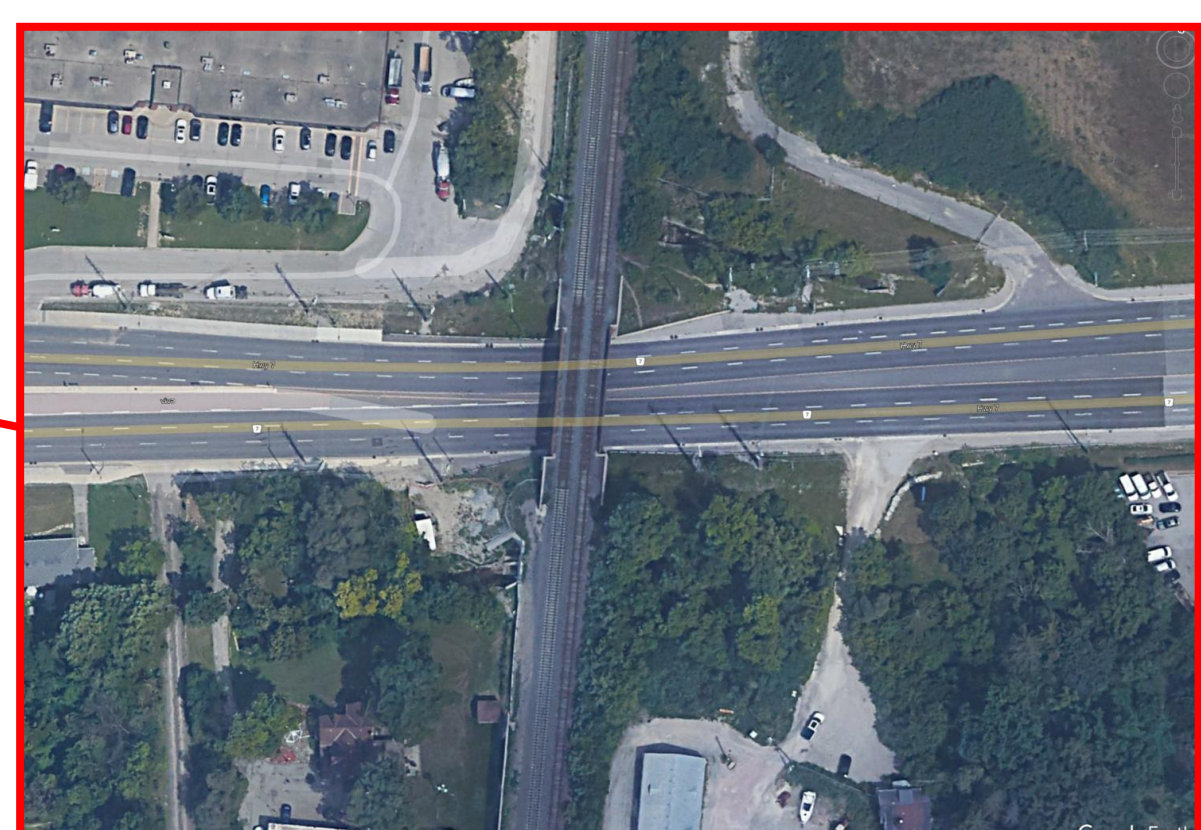
Other Pedestrian Facilities

- In-Boulevard Multi-Use Pathway
- Multi-Use Recreational Trail (Open Space)
- Paved Shoulder

Existing Pedestrian Facilities

The Bartley Smith Greenway traverses the study area, providing a key recreational corridor for walking and biking.

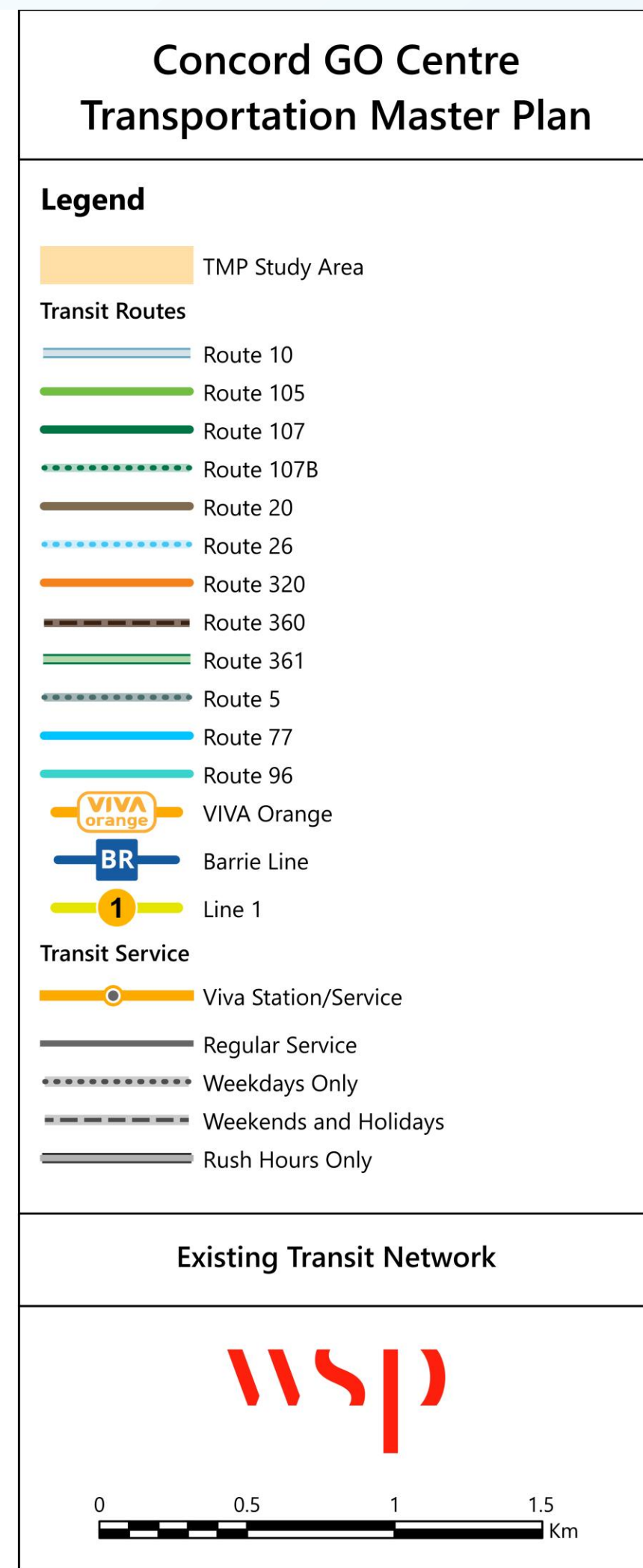
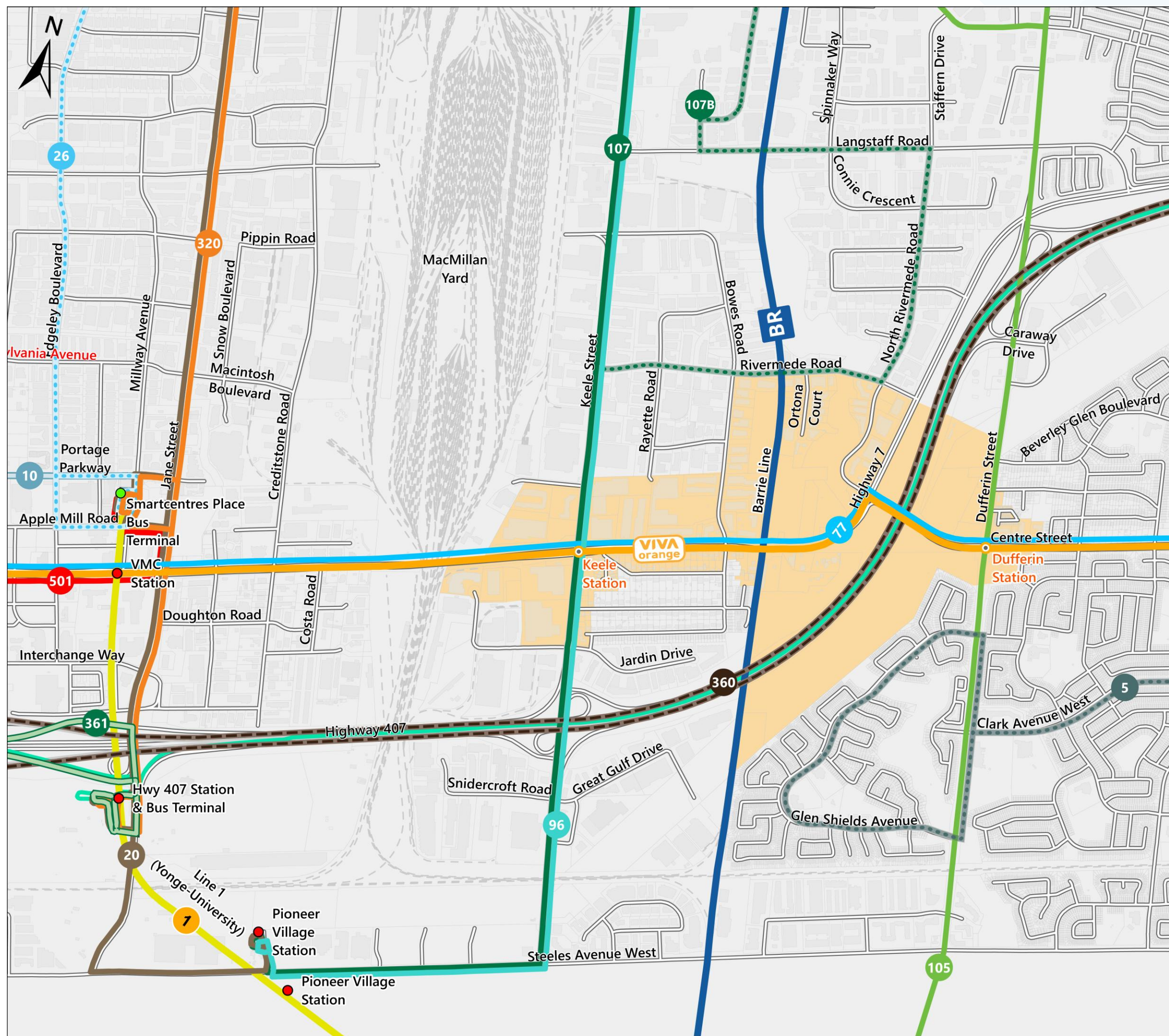


There is an existing critical gap in the pedestrian network under the GO Barrie line tracks.

Many corridors currently lack sidewalks or have substandard widths (do not meet the minimum requirements from the *Accessibility for Ontarians with Disabilities Act*).

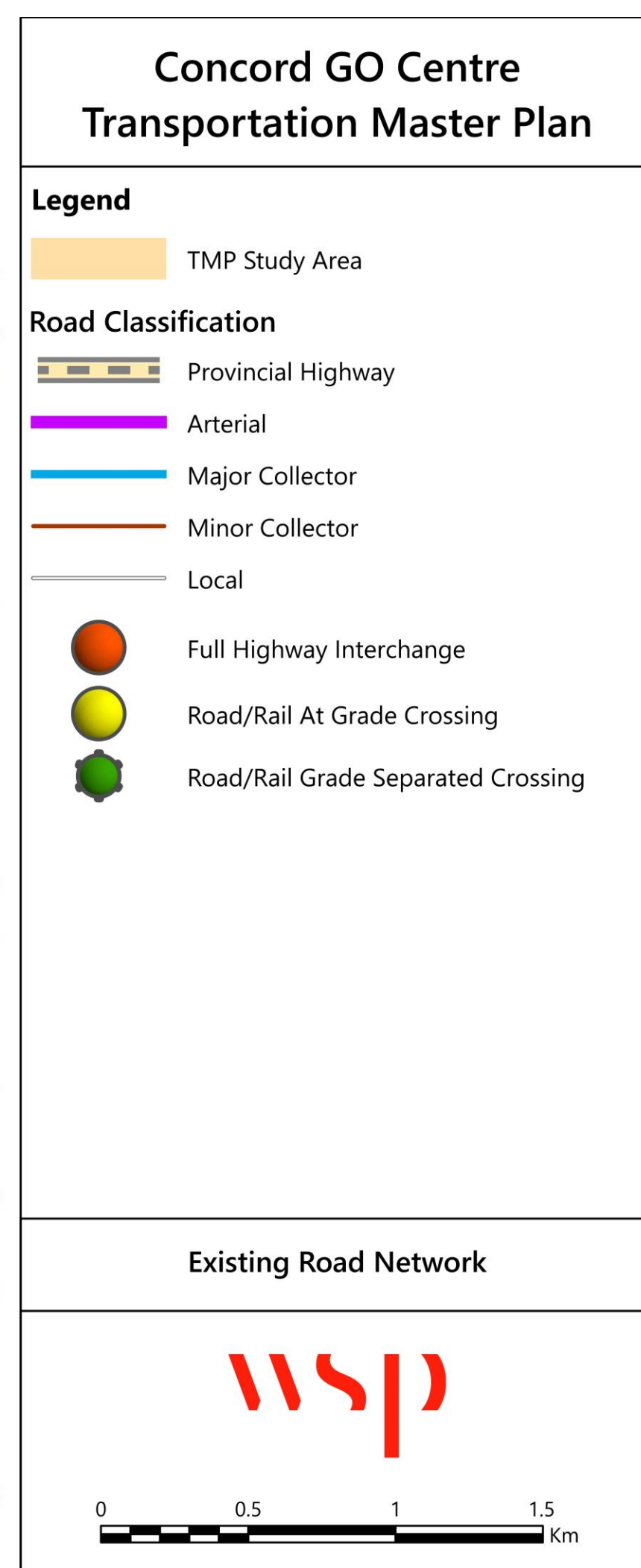
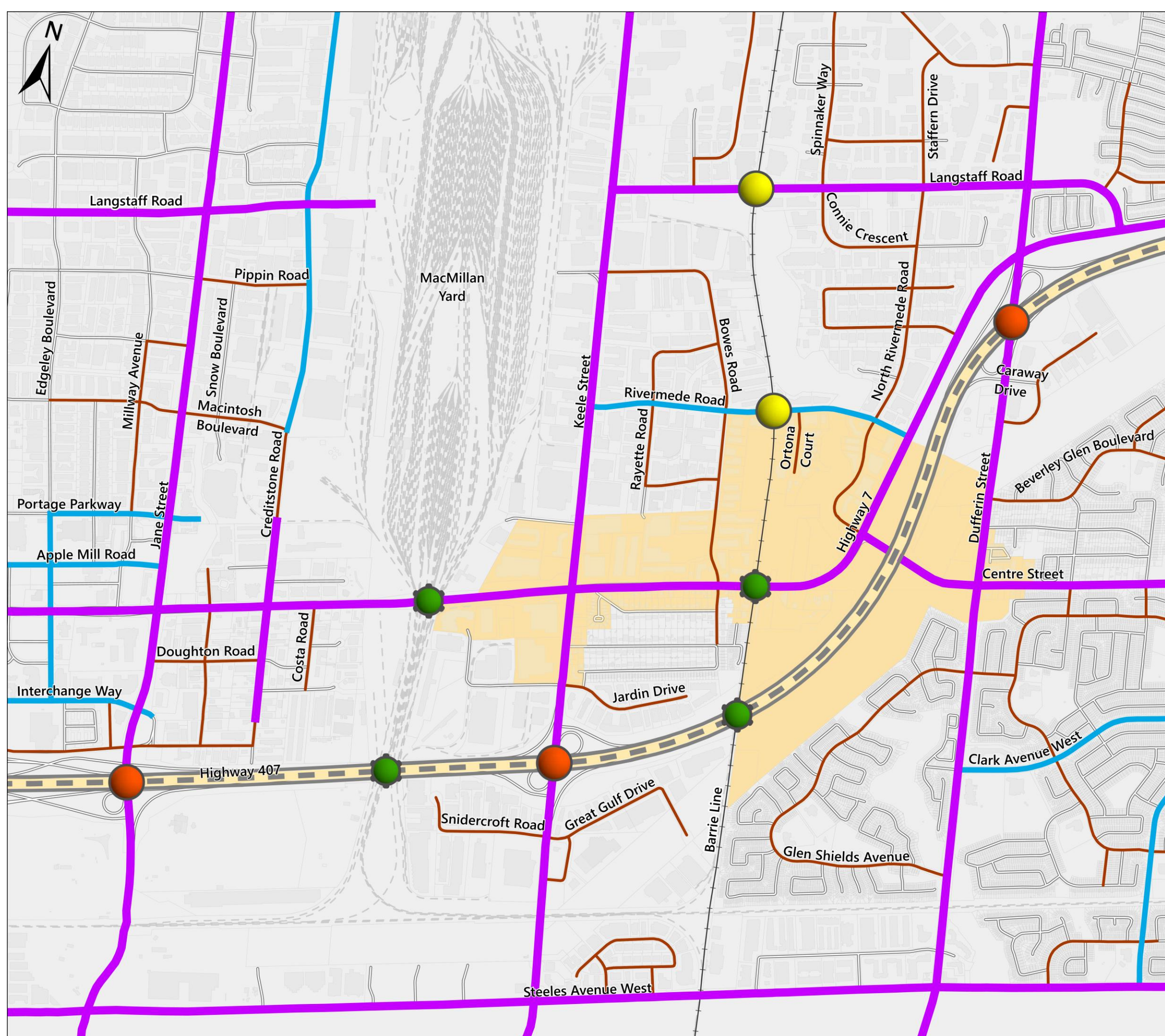
Existing Transit and Street Network

Transit Routes



Several bus routes currently serve the area, including the Viva Orange bus rapid transit line. The Barrie GO train line currently passes through the area without stopping (nearest station is on Rutherford Road).

Street Network



The area currently lacks a finer grid street network, which impedes the connectivity and walkability of the community.

Potential Transportation Improvements

Through this study, the City will explore how to design new and redesign existing streets in the study area to accommodate a wider variety of mobility options, including public transit, cycling, walking and emerging modes of transportation such as micromobility.

Minor Collector Streets



Example of an improved Minor Collector Street (Cummer Avenue, North York)

- ▶ North Rivermede Road, Bowes Road, Ortona Court
- ▶ Improvements may include provision of sidewalks on both sides of the street, separated cycling facilities and automobile lanes

Major Collector Streets



Example of an improved Major Collector Street (Clark Avenue, Vaughan)

- ▶ Rivermede Road
- ▶ Improvements may include sidewalks on both sides of the street, separated cycling facilities, and automobile lanes

Arterial Streets



Example of an improved Arterial Street (Centre Street, Vaughan)

- ▶ Highway 7, Centre Street, Keele Street
- ▶ Forms the primary grid of Vaughan's street network, and should accommodate long-distance travel by all modes
- ▶ Under the jurisdiction of York Region
- ▶ Improvements to Highway 7 between Bowes Road and Centre Street are anticipated to include bus lanes and separated cycling facilities

How do you think transportation in the area should be improved?

Add a dot sticker next to the improvements that are most important to you.

Separated cycling facilities such as cycle tracks, multi-use pathways, recreational trails, etc.

Improved pedestrian facilities such as wider sidewalks, multi-use pathways, etc.

Intersection improvements such as raised crosswalks, crossrides (bicycle crossing), pedestrian and/or transit signals, etc.

Traffic calming measures such as raised crosswalks or intersections, speed cushions, pedestrian refuge islands, curb extensions or road narrowing, in-road flexible signs, etc.

On-street parking.

Improved transit access and reliability such as increased frequency and/or routes, etc.

More pedestrian and cyclist connections throughout the area and beyond.

Other improvements (please specify using a sticky note).

Transportation Needs and Opportunities

Needs

- ▶ Substantial population and employment growth is planned for the community
- ▶ Limited existing road capacity will require a significant shift in how people travel.
- ▶ Currently there is limited connectivity to support multi-modal transportation options.

Opportunities

- ▶ Through redevelopment, access to transit and active and sustainable travel can be improved.
- ▶ Proposed Concord GO station and Highway 407 Transitway will improve access to regional rapid transit.

Are there other transportation-related issues or opportunities that we need to consider?

Use a sticky note to let us know

Concord GO Centre Storm Drainage Master Plan

Project Purpose

The purpose of this Storm Drainage Master Plan is to develop, evaluate and recommend alternative solutions to mitigate and/or eliminate flooding in the Study Area.

Project Context

The area surrounding the proposed Concord GO Station has a history of flooding posing potential hazards for the public and businesses in the area.

- Approximately 11% of the Study Area (92 ha.) is impacted by flood hazards which limits the development potential in the area.
- There is a high risk of flooding at the proposed Concord GO station.
- The existing flood hazards impact critical infrastructure, specifically the Highway 7 rail underpass and other parts of the road network.



Flooding in 2011 at Bowes Road and Rivermede Road

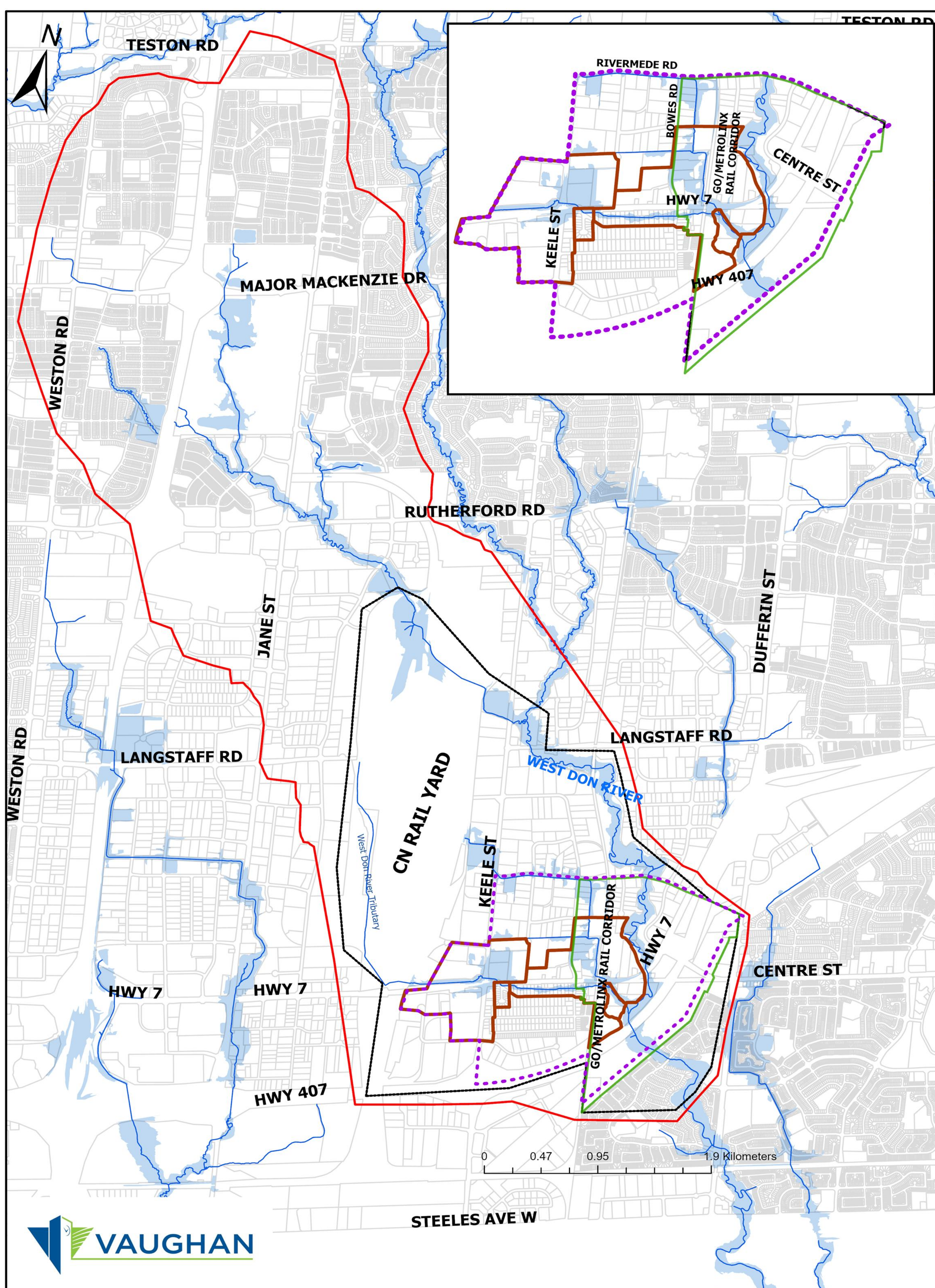


Toronto and Region Conservation Authority existing flood hazard limits



Contributing Drainage and Main Concord GO Study Areas

The Storm Drainage Master Plan has been divided into two distinct areas. The **Contributing Drainage Area** covers the area that drains into the Main Concord GO Study Area either overland or via tributaries of the West Don River. These flows impact flooding in the Main Concord GO Study Area.

The **Main Concord GO Study Area** is the area surrounding the proposed Concord GO Station that has a history of flooding. Floodplain maps and alternative solutions to mitigate/eliminate flooding will be prepared through this master plan process.



LEGEND

-  Contributing Drainage Area
-  Main Concord GO Study Area
-  Concord GO Existing Secondary Plan Area
-  Concord GO Secondary Plan Study Area
-  Major Transit Station Areas
-  Watercourse
-  Parcels
-  Toronto and Region Conservation Authority Flood Hazard Limit

Master Plan Process

The Concord GO Centre Storm Drainage Master Plan is being conducted following Approach #2 of the Municipal Class Environmental Assessment (MCEA) Master Planning Process, which involves the completion of two phases of work and the preparation of a Master Plan document, as described further below.



WE ARE HERE

As part of **Phase 1** of this study, the existing flood hazards and drainage deficiencies are being evaluated across the Main Concord GO Study Area. In addition, a long list of preliminary alternative solutions has been developed to mitigate/eliminate flooding, which will be further investigated as part of **Phase 2**.

Key Deliverables

The following key deliverables will be prepared as part of this study to establish flood limits and develop alternative solutions to mitigate/eliminate flooding:

- Updated stormwater and floodplain models to delineate areas prone to flooding (floodlines)
- Comprehensive list of drainage solutions
- Updated existing flood hazard maps
- Decision-making documentation
- Preferred solutions for implementation

Flood Mitigation Measures

A variety of measures can be implemented to mitigate/eliminate flood hazards. The following alternatives will be evaluated during future stages of this study.

Stormwater Management Facilities can be constructed or retrofitted to hold runoff, which reduces peak flow rates and flooding downstream



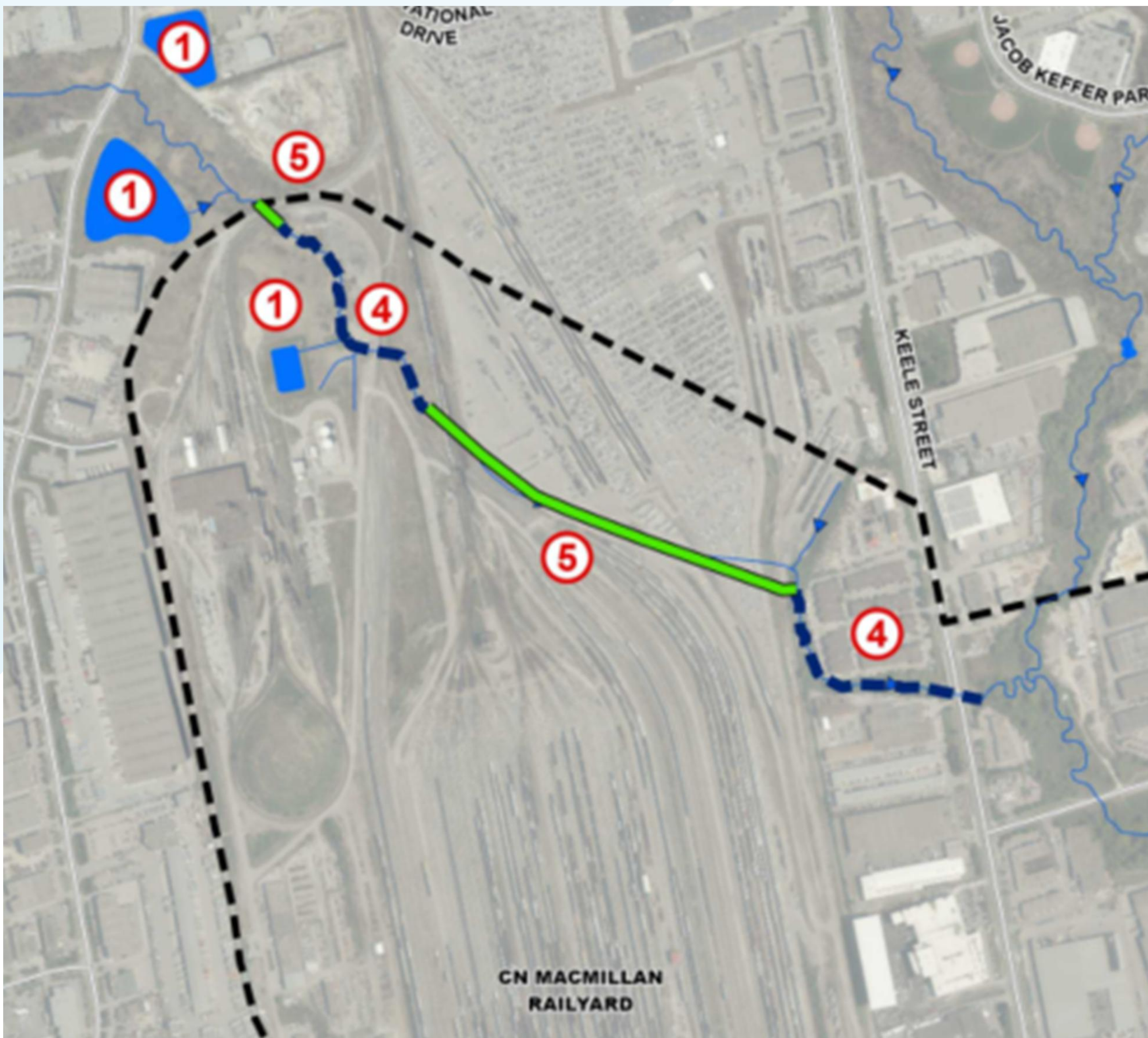
Infrastructure, such as culverts and ditches, can be cleaned out or upgraded to allow more water to flow through the infrastructure and reduce flooding over roadways



Water that flows overland along roads and water that spills from watercourses can be directed away from flood prone areas via overland flow routes, storm sewer or roadside ditches.

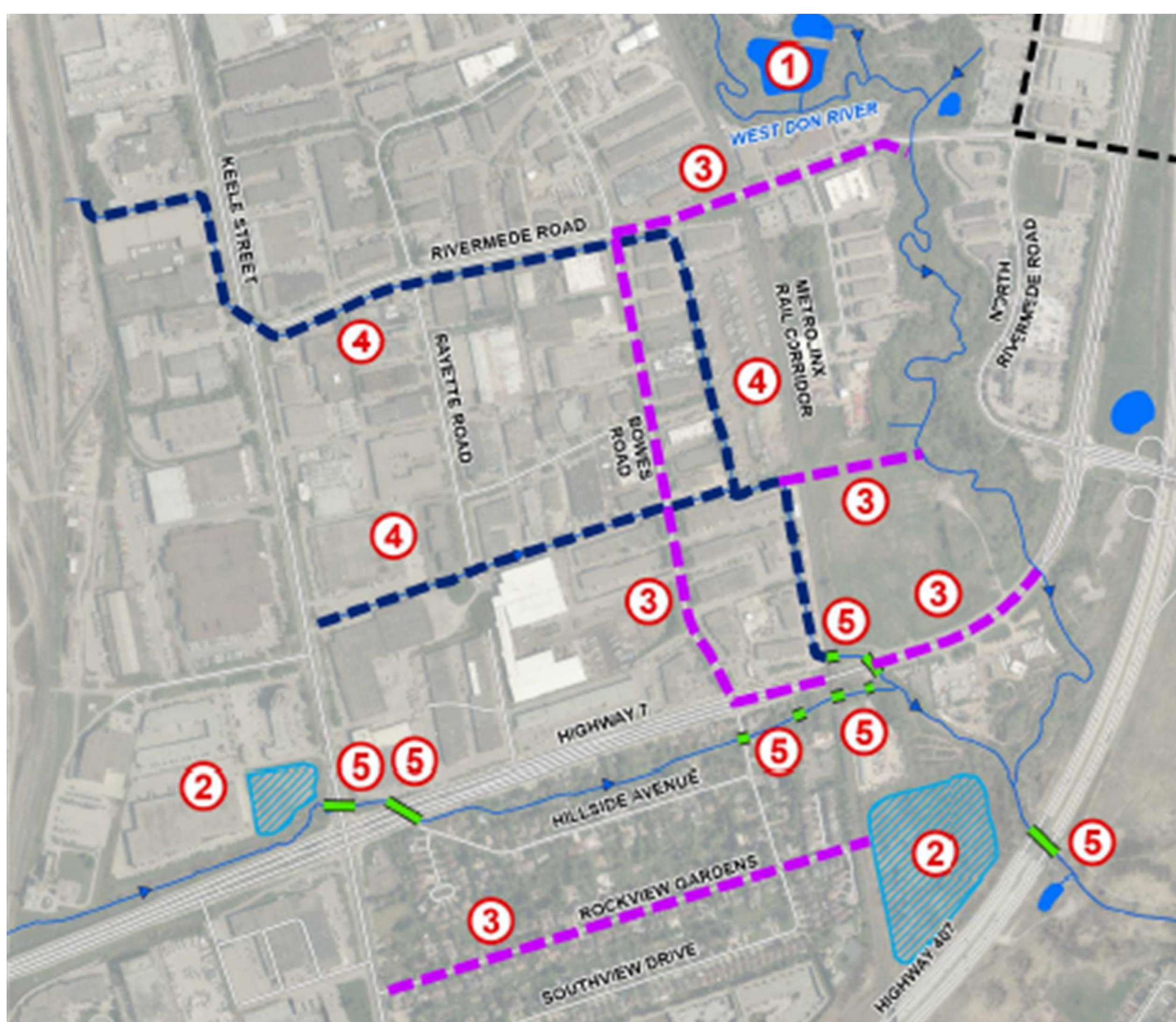
Alternative Solutions Under Consideration

A long list of potential alternative solutions has been identified to reduce or mitigate flooding in the Main Concord GO Study Area. These solutions will be evaluated in the next phase of this project.



ALTERNATIVE SOLUTIONS

- ① Retrofit of existing stormwater management facility
- ② Construct new stormwater management facility
- ③ Redirect stormwater
 - Highway 7
 - Rockview Gardens
 - Rivermede Road
 - Bowes Road
- ④ Culvert and channel cleanout/improvements
- ⑤ Infrastructure upgrades
 - Barrie GO Rail Corridor
 - Highway 7
 - West Don River Tributary
 - Keele Street



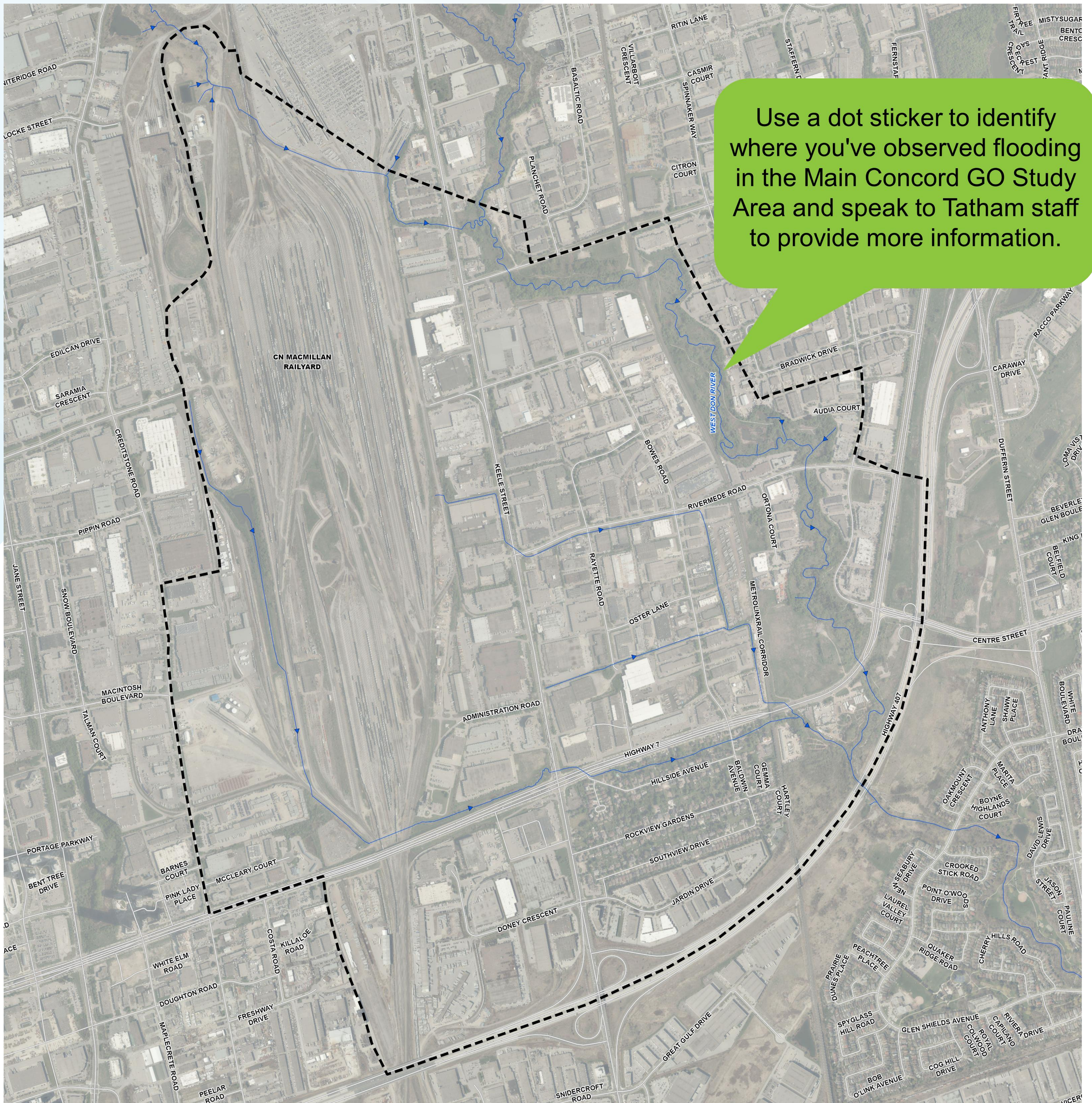
LEGEND

- Hydraulic Analysis Model Extents
- Roads
- Watercourse
- Existing Stormwater Management Facility
- Culvert and Channel Cleanout
- Infrastructure Upgrades
- Redirected Stormwater
- New Stormwater Management Facility

The alternative solutions will be assessed in more detail, and solutions may be added/removed during Phase 2 of this study.

We Want to Hear From You

Have you witnessed flooding in the Concord GO area?



Please speak to Tatham staff if you have observed flooding in the Concord GO area and can provide responses to the following questions:

Have you experienced flooding on your property?

When did the flooding occur (date/time)?

Please describe the flooding you experienced.

Was there any damage to your property?



Questions?

Secondary Plan Review

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www.vaughan.ca/ConcordGO

Check out the project website to stay involved!

Know someone who couldn't attend tonight's open house?

We are collecting community feedback via an **online survey**, available until **Sunday, May 3**.

