

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 19, 2018

Item 33, Report No. 21, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 19, 2018, as follows:

By approving the following in accordance with communication C10, from the Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability, dated June 18, 2018:

- 1. That the proposed draft Block 27 Secondary Plan be revised in a manner identified under the Background and Analysis section of the Memorandum dated, June 18, 2018; and***

By receiving the following communications:

- C1 Mr. Adam Grossi, Humphries Planning Group Inc., Chrislea Road, Vaughan, dated June 5, 2018;***
- C2 Mr. Michael Melling, Davies Howe, Adelaide Street West, Toronto, dated June 5, 2018; and***
- C12 Mr. Tony Nicoletti, dated June 19, 2018.***

33 NEW COMMUNITY AREA - BLOCK 27 SECONDARY PLAN STUDY FILE 26.4.1

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated June 5, 2018, be approved;**
- 2) That the following be approved in accordance with Communication C7, Memorandum from the Deputy City Manager, Planning and Growth Management dated June 4, 2018:**
 - 1. That Attachment 1 to this Communication be added as an additional response to Attachment 6 of Item 5.33 “NEW COMMUNITY AREA – BLOCK 27 SECONDARY PLAN STUDY FILE 26.4.1”; and**
- 3) That the deputation by Mr. David Falletta, Bousfields Inc., Church Street, Toronto, be received.**

Recommendations

- 1. THAT the draft Official Plan Amendment to the Vaughan Official Plan 2010 (Volume 1 and Volume 2), forming Attachment #4 to this report, BE APPROVED; and that it be submitted to Council for adoption, subject to any further direction resulting from the Committee of the Whole meeting;**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 19, 2018

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2. THAT the Official Plan Amendment, as adopted by Council, be forwarded to York Region for approval as an insertion into Volume 2 of Vaughan Official Plan 2010, being the incorporation of a new Section “11.13 New Community Area - Block 27 Secondary Plan” as one of the “Secondary Plans” identified on Schedule 14-A of Volume 1 of Vaughan Official Plan 2010; and
3. THAT the additional work required as an addendum to the Upper West Don Subwatershed Study, be required to inform the future work conducted through the Master Environment and Servicing Plan for Block 27, to be completed in advance of the initiation of the Block Plan / Master Environment and Servicing Plan process for the lands within Block 27.
4. THAT staff proceed with the Kirby GO - Transit Hub Special Study to prepare a plan and policies which can form the basis for a phased development of the Kirby GO Transit Hub Special Study Area. Such plan may be implemented through the Block Plan process for the New Community Area of Block 27 or form the basis for an official plan amendment, as warranted by the outcome of the Study.
5. THAT staff report back to the Finance, Administration, and Audit Committee for Q3 2018, with a proposed work plan and budget for undertaking the Transit Hub Special Study for the lands surrounding the Kirby GO Station and the details pertaining to the financing of the study, to be funded through the 2019 Budget process.
6. THAT the City continue to work with Metrolinx and other affected transit authorities to advance the design and construction of the Kirby GO Station and its integration with the surrounding community to achieve the objectives envisioned by the Block 27 Secondary Plan.

Item:



Committee of the Whole Report

DATE: Tuesday, June 05, 2018

WARD: 1

**TITLE: NEW COMMUNITY AREA - BLOCK 27 SECONDARY PLAN
STUDY FILE 26.4.1**

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To present the final amendments to Vaughan Official Plan 2010, as proposed through the Block 27 Secondary Plan, that provide the policies to manage land use, building heights, densities, urban design, transportation, cultural heritage, parks and open space, as well as the implementation of the Secondary Plan, as shown in Attachment #4. In addition, this report provides a summary of the final key policy components contained in the attached draft of the Block 27 Secondary Plan, as well as a summary of staff's response to comments received through the study process.

Report Highlights

- To provide an overview of the Provincial, Regional, and Municipal planning context under which the Block 27 Secondary Plan was prepared.
- To identify the key revisions to the policy framework of the Secondary Plan from the March 6, 2018 Statutory Public Hearing and the Committee of the Whole meeting of June 5, 2018.
- To provide information on the related North Vaughan and New Communities Transportation Master Plan and the Kirby GO Transit Hub Sub-Study, and other related studies which are on-going.
- To provide a high-level staff response to the comments received through the study process.
- To identify the need for a future study within the Transit Hub Special Study Area.

Recommendations

1. THAT the draft Official Plan Amendment to the Vaughan Official Plan 2010 (Volume 1 and Volume 2), forming Attachment #4 to this report, BE APPROVED; and that it be submitted to Council for adoption, subject to any further direction resulting from the Committee of the Whole meeting;
2. THAT the Official Plan Amendment, as adopted by Council, be forwarded to York Region for approval as an insertion into Volume 2 of Vaughan Official Plan 2010, being the incorporation of a new Section “11.13 New Community Area - Block 27 Secondary Plan” as one of the “Secondary Plans” identified on Schedule 14-A of Volume 1 of Vaughan Official Plan 2010; and
3. THAT the additional work required as an addendum to the Upper West Don Sub-watershed Study, be required to inform the future work conducted through the Master Environment and Servicing Plan for Block 27, to be completed in advance of the initiation of the Block Plan / Master Environment and Servicing Plan process for the lands within Block 27.
4. THAT staff proceed with the Kirby GO - Transit Hub Special Study to prepare a plan and policies which can form the basis for a phased development of the Kirby GO Transit Hub Special Study Area. Such plan may be implemented through the Block Plan process for the New Community Area of Block 27 or form the basis for an official plan amendment, as warranted by the outcome of the Study.
5. THAT staff report back to the Finance, Administration, and Audit Committee for Q3 2018, with a proposed work plan and budget for undertaking the Transit Hub Special Study for the lands surrounding the Kirby GO Station and the details pertaining to the financing of the study, to be funded through the 2019 Budget process.
6. THAT the City continue to work with Metrolinx and other affected transit authorities to advance the design and construction of the Kirby GO Station and its integration with the surrounding community to achieve the objectives envisioned by the Block 27 Secondary Plan.

Background

The New Community Area of Block 27 is identified on Schedule 14-A of Vaughan Official Plan 2010 (“VOP 2010”), as an area subject to a Secondary Plan. The Secondary Plan Study (“Study”) (File 26.4.1) was a City-initiated Study undertaken to establish appropriate land use designations. The conclusion of the Study has resulted in

a Secondary Plan that provides a policy framework in order to guide the future development of Block 27.

Block 27 is approximately 400 hectares in area and is bounded by Teston Road to the south, Kirby Road to the north, Keele Street to the east, and Jane Street to the west, as shown on Attachment #2. Block 27 is currently comprised of primarily rural land uses, and includes the following additional land uses: place of worship; a historic cemetery; residential and commercial. Both commercial and residential uses are located in the Hamlet of Teston, within the southwest quadrant of the Block.

From a major infrastructure perspective, the TransCanada Pipeline (TCPL) traverses Block 27 in an east-west direction through the northern half of the Block, as shown on Attachments #2 and #3. The Barrie GO Rail Line also crosses through the Block in a north-south direction on the east side.

A portion of the Greenbelt Plan extends into Block 27 and includes the main tributary of the West Don River Sub-watershed. In August of 2017, the Ministry of Natural Resources and Forestry (MNRF) provided their completed evaluation of the Block 27 lands and determined there are several Provincially Significant Wetlands located within the Block as per Attachment # 3.

Existing ground related residential uses are located to the south and east of the Block, as shown on Attachment #1. Employment uses are located along Keele Street, east of the Block and south of the residential community in Block 20. Lands situated north of Kirby Road in Block 28 are outside of the Urban Boundary and predominately rural and agriculture, with some commercial uses. Lands to the west of the subject lands are located in Block 34 and are the subject of an approved Secondary Plan (Section 11.4 Highway 400 North Employment Lands Secondary Plan) in Volume 2 of VOP 2010, which is comprised mainly of employment lands.

A Secondary Plan Study for New Community Areas is required by Vaughan Official Plan 2010.

The Block 27 Secondary Plan Study commenced in January 2015. Schedule 14-A of VOP 2010 identified lands within Blocks 27 and 41 as “New Community Areas” requiring a Secondary Plan. Section 9.2.2.14 of VOP 2010 provides further guidance on the development of New Community Areas, noting that “**New Community Areas** are subject to one comprehensive and coordinated City-initiated Secondary Plan process unless extenuating circumstances (e.g. **GTA West Corridor**) would dictate otherwise...”.

In response to the VOP 2010 requirement for a Secondary Plan process, the Policy Planning and Environmental Sustainability Department prepared a staff report to initiate

the procurement process and issue the Request for Proposals (RFP) to retain a consultant to undertake the required work with staff. The staff report dated November 26, 2013, was adopted by Committee of the Whole and ratified by Council on December 10, 2013. The staff report provided a description of the Secondary Plan process and the two (2) individual draft Terms of References required for undertaking the Secondary Plan studies for the City's New Community Areas (Blocks 27 and 41). It also included the requirement for specific coordinated studies.

The Block 27 Secondary Plan review has been completed and is consistent with Provincial Legislation, as well as the Regional and Municipal policy framework

The Block 27 draft Secondary Plan policies were developed under a broader policy framework that includes the Provincial Policy Statement 2014 (PPS), the Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan), the Greenbelt Plan 2017, the York Region Official Plan (YROP), and VOP 2010, all of which establish a detailed policy direction under which the Secondary Plan Study has been undertaken.

The Provincial Policy Statement 2014 (PPS 2014)

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "... shall be consistent with" policy statements issued under the Act." (Part II: PPS 2014). This includes the PPS 2014 which "... provides policy direction on matters of provincial interest related to land use planning and development" (Part I).

The PPS 2014 recognizes that local context is important, noting that "Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld." (Part III: PPS 2014). "Land use must be carefully managed to accommodate appropriate development to meet a full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety" (Part IV: PPS 2014).

The proposed Block 27 Secondary Plan is consistent with the PPS 2014 as it addresses the following matters:

- Section 1.1.1 - Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space uses.
- Section 1.1.3.2 - Land use patterns within settlement areas based on but not limited to the following: densities and a mix of land uses which efficiently use land and resources; support active transportation; and, are transit supportive where transit is planned, exists or may be developed.
- Section 1.1.3.6 - New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- Section 1.5.1 – Planning public realm including streets, spaces and facilities are planned to be safe, meet the needs of pedestrians, and facilitate *active transportation* and community connectivity.
- Section 1.6.5 – Co-location of public service facilities in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.
- Section 2.1.1 - Protection of natural features and areas for the long term.

The proposed Block 27 Secondary Plan, appended to this report as Attachment #4, provides a policy framework for the efficient development of the subject lands. The proposed policies contained in the Secondary Plan include a range and mix of housing types and densities, employment opportunities, and institutional and public uses to support the future residential community. The draft Secondary Plan emphasizes active transportation and will achieve connectivity throughout the block based on the policies requiring the implementation of a multi-use recreational trail system in support of active transportation. On this basis, the proposed Block 27 Secondary Plan is consistent with and meets the intent of the PPS 2014.

The Growth Plan for the Greater Golden Horseshoe (2017) (Growth Plan)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including direction on; where and how to grow; the provision of infrastructure to support growth; protecting natural systems; and, cultivating a culture of conservation. Policies contained in the proposed Block 27 Secondary Plan support a number of the initiatives addressed through the Growth Plan.

The Guiding Principles of Growth Plan (2017) direct municipalities to “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.” (Section 1.2.1). As it relates to designated Greenfield Areas, such as Block 27, the Growth Plan (2017) states, “New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that: a) supports the achievement of *complete communities*; b) supports *active transportation*.” (Section 2.2.7 Growth Plan). The proposed Block 27 Secondary Plan promotes the achievement of complete communities and includes policies to support affordable housing and a wide variety of housing types, while also allowing for small-scale convenience retail uses at a minimum throughout the residential and mixed-use designations within close proximity to users to accommodate their daily needs. The Secondary Plan policies also include provisions for community facilities, such as schools and parks, within a 5 to 10-minute walk of residential uses.

In addition, the Growth Plan also provides that designated greenfield areas such as the New Community Area of Block 27, where density targets have been established in the current Regional Official Plan, "... the minimum density target contained in the applicable upper - or single-tier official plan that is approved and in effect as of that date will continue to apply to these lands until the next *municipal comprehensive review* is approved and in effect" (Section 2.2.7.4 a) Growth Plan). Based on this policy, the minimum density target of 70 jobs and people combined per hectare established in the YROP and the VOP 2010 continues to apply to the New Community Areas in Vaughan.

Through the Block 27 Secondary Plan Study process a proposed housing mix was established which informed the land use designations in support of achieving the required 70 jobs and people combined per hectare. The estimated population range is discussed further in subsequent sections of this report.

It should also be noted that, "...*Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of ... 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network*" (Section 2.2.4, Growth Plan). With the selection of the Kirby GO Station in Block 27, as one of the new GO Stations identified in the Draft 2041 Regional Transportation Plan, forming part of the Regional Express Rail (RER) expansion program, this minimum density target applies to the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk. However, the criteria to establish boundaries for the Major Transit Station Areas including the Kirby GO Station is ongoing and subject to further refinement as part of the York Region Municipal Comprehensive Review. Once the Region has completed their review the final delineated MTSA boundaries are subject to Provincial approval. The 500 metre MTSA boundary is reflected conceptually in the revised version of the proposed Block 27 Secondary Plan, as shown on Attachment #3. A portion of the lands within the 500 metre radius are located within Block 21 and 28, which are outside of the Urban Boundary, as well as Block 20 an established residential community. In support of the Growth Plan policy 2.2.4.3.c), the greatest heights and densities within the Plan are concentrated within a 500 metre radius of the proposed Station location. The Growth Plan also supports "...fostering collaboration between public and private sectors, such as *joint development* projects;..." (2.2.4.9.b) within all MTSAs.

In keeping with the Growth Plan, the draft Block 27 Secondary Plan recognizes the need for a multi-modal transportation network. The concept of complete streets is defined in the Growth Plan as "*Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit users and motorists.*"

From a Provincial policy perspective, it should be noted that where there is a conflict between the PPS and the Growth Plan, the Growth Plan prevails, except where the

conflict is in reference to the natural environment or human health, in which case the more protective policies shall prevail. The Block 27 Secondary Plan policy framework is in keeping with the policies of the Growth Plan (2017).

The Greenbelt Plan (2017)

A portion of the lands within Block 27, outside of the “Settlement Areas” designation, was designated “Protected Countryside”, which includes Agricultural and Natural Systems by the Greenbelt Plan 2005. Similar to the Growth Plan, the Greenbelt Plan was also updated through the Provincial Policy Coordinated Review while staff were engaged in the Block 27 Secondary Plan study process.

The updated Greenbelt Plan (2017) generally maintains the same designations for all lands within Block 27. There are two areas in the southwest quadrant of the Block, where lands were removed from the “Protected Countryside” designation of the Greenbelt Plan Area and are now part of the “Settlement Areas” as shown on Attachment #3.

Other policy changes within the Greenbelt Plan, which may have implications for Block 27, include reference to Sections 4.2.1 and 4.2.3 related to the location of stormwater management facilities, and Section 3.4.4 related to Hamlets.

The Greenbelt Plan (2017) policies permit new infrastructure such as stormwater management facilities within the “Protected Countryside” designation subject to policy requirements established in Section 4.2.1 and 4.2.3. Section 4.2.1.2.f) states that “New or expanded *infrastructure* shall avoid *specialty crop areas* and other *prime agricultural areas* in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative” (Section 4.2.1.2.f). In instances where it has been demonstrated that infrastructure is required to cross prime agricultural areas “...an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment shall be undertaken” (Section 4.2.1.2.g). The Block 27 Secondary Plan includes language requiring an Agricultural Impact Assessment be submitted through the Block Plan process, which will address the interface between development and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility. Notwithstanding the Sections identified previously, “Stormwater management systems are prohibited in *key natural heritage features*, *key hydrologic features* and their associated vegetation protection zones...” (Section 4.2.3.3 Greenbelt Plan (2017) pg. 41). The intent of this policy is maintained in the Block 27 Secondary Plan.

The Hamlet of Teston, as shown on Attachment #3, includes properties where the rear portion of the lots are located within the “Protected Countryside” designation of the Greenbelt. The Block 27 Secondary Plan proposes to redesignate a portion of these

lots outside of the Greenbelt Plan area from “Rural” to “Low-Rise Mixed-Use” subject to additional policies which will ensure the character of the Hamlet is maintained. The proposed policies provide flexibility in order to allow some adaptive reuse that is in conformity with the Low-Rise Mixed-Use designation while still maintaining the character of the Hamlet.

The Block 27 Secondary Plan policy framework meets the intent of the Greenbelt Plan (2017). Additional detailed work required through the Block Plan and Master Environment and Servicing Plan (“MESP”) will determine the final number and appropriate locations of stormwater management facilities. In keeping with the Greenbelt Plan (2017), the Secondary Plan policies also require an Environmental Assessment (EA) or equivalent study to determine the type and location of street crossings through the Greenbelt Plan.

The 2041 Regional Transportation Plan (Metrolinx)

In November 2008, Metrolinx adopted a Regional Transportation Plan for a 25-year horizon, entitled The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (The Big Move) to address gridlock across the Greater Toronto and Hamilton Area (GTAH). One of the initiatives of The Big Move is the Regional Express Rail (RER) which provides for the development of an integrated transit and transportation system to better move people and goods. The 15-year plan for regional rapid transit identifies all day, two-way Regional Express Rail service through Block 27. In keeping with the RER, both the YROP and the VOP 2010 identify the potential for a GO Rail Station in the vicinity of Kirby Road and Keele Street.

Metrolinx released the Draft 2041 Regional Transportation Plan (RTP) in September 2017, which is an update to “The Big Move” 2008. The Draft Final 2041 Regional Transportation Plan, dated March 1, 2018 was adopted by the Metrolinx Board of Directors at their March 8, 2018 meeting. In reference to Transit Stations, the 2041 RTP supports actions that integrate land use and transportation planning decisions.

In summary, the RTP adopts the following three goals:

- Strong Connections - “Connecting people to the places that make their lives better...”;
- Complete Travel Experience - “Designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travelers”; and
- Sustainable and healthy communities – “Investing in Transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.”

York Region Official Plan 2010 (YROP)

The YROP guides economic, environmental and community building decisions across York Region. Map 1 (Regional Structure) of the YROP designated Block 27 Urban Area and “Greenbelt Protected Countryside/Hamlet”. Map 5 (Woodlands), also designates an area within the block as “Woodlands”, and Map 8 (Agricultural and Rural Area) designates the lands within the Greenbelt Plan Area Boundary as Agricultural Area. The Transit Network on Map 11 notes a “Proposed GO Station” in the vicinity of Keele Street and Kirby Road along the Existing Commuter Rail Line.

YROP policies for the New Community Areas focus on creating sustainable communities with a pedestrian friendly, transit supportive system that will reduce reliance on automobiles. Section 1.2 of YROP establishes a framework for achieving sustainability and rethinking the way communities are designed, serviced and supported.

Section 5.6 of the YROP references New Community Areas as “...places where people interact, learn, work, play and reside. Excellence in community design is essential to creating a physical place where people have the opportunities and choices required to lead rewarding lives”. Policies in consideration of the New Community Areas are listed from numbers 5.6.1 to 5.6.18.

The proposed Block 27 Secondary Plan is consistent with the YROP, specifically by addressing the following policies:

- 5.6.3 - the New Community Area of Block 27 has been planned to meet the minimum density of 20 residential units per hectare as well as a minimum density of 70 residents and jobs combined per hectare in the developable area.
- 5.6.4 – Block 27 policies encourage a wide range and mix of housing types from single detached houses to mid-rise building ranging in height from 5 to 12 storeys. Policies have also been included respecting affordable housing.
- 5.6.5 – A community core has been established within the Kirby GO Transit Hub Centre. Elements of the Hub area including the Community Hub, Main Street, and Public Squares are within a reasonable walking distance of the most intensified land uses within the Secondary Plan Area.

The York Region New Community Guidelines (YRNCG)

The YRNCG were created to assist local municipalities and the development industry in successfully implementing the YROP New Community Areas (Section 5.6) and Sustainable Buildings (Section 5.2) policies. As such, the YRNCG address YROP policy directives by providing specific criteria requirements in order to meet the intended policy objectives. This will ensure that the implementation of YROP policies and vision for the

New Community Areas including Block 27 are realized through the local planning process.

Vaughan Official Plan 2010 (VOP 2010)

VOP 2010 designates the lands within Block 27 as New Community Areas. Consistent with YROP, New Community Areas "... are part of Vaughan's *Urban Area* and are intended to develop as *complete communities* with residential and local population - serving retail and commercial uses" (Section 9.2.2.14.a).

The VOP 2010 further provides guidance on the preparation and content of Secondary Plans for New Community Areas. Policies outlined in Section 9.2.2.14 of VOP 2010 list specific objectives and describe the desired character of development for New Community Areas. The first 3 objectives contained in Policy 9.2.2.14.b are directly related to the Region's policies respecting density, housing mix and provision for a community core within proximity to the majority of the population.

It should be noted that there is an outstanding appeal of Vaughan Official Plan 2010, specifically the Natural Heritage Network policies related to Block 27.

The Block 27 Study has been informed by other studies thereby providing an integrated approach

The North Vaughan and New Communities Transportation Master Plan (NVNCTMP)

A supporting Transportation Study, the NVNCTMP, was initiated in January 2015, and is being led by the City's Infrastructure Planning and Corporate Asset Management Department in consultation with the Region of York. The NVNCTMP establishes the internal transportation network that is needed to support each of the new community blocks and the Kirby GO Station within the Transit Hub designation of Block 27; the connectivity of the New Community Area blocks to the remainder of the Regional transportation network, and the required road and transit network improvements necessary to accompany the planned growth in the North Vaughan area were the main objectives of the NVNCTMP.

The NVNCTMP is also scheduled to proceed to the June 5, 2018 Committee of the Whole, under separate cover, concurrently with this Block 27 Secondary Plan Committee of the Whole report. Information regarding the NVNCTMP can be accessed through the following link: www.nvnctmp.ca.

Kirby GO Transit Hub Sub-Study (Sub-Study) Related to the Block 27 Secondary Plan

The Sub-Study was initiated in April of 2016 following Council's approved recommendation that directed City Staff work with the Block 27 Participating Landowners' Group, York Region, and Metrolinx to prepare a Terms of Reference for a

Sub-Study. The Sub-Study area had an irregular shape and was bounded by Kirby Road to the north and Keele Street to the east, as shown on Attachment #2. The objectives set out in the Terms of Reference for the study included a conceptual design of the proposed GO Station and Kirby Road improvements; as well as to inform the future Environmental Assessment requirements for the GO Station, Kirby Road, and the ongoing Metrolinx Regional Express Rail Study.

The Sub-Study was undertaken concurrently with the Block 27 broader Secondary Plan Study and the NVNCTMP. The intention of the Sub-Study is to inform the Block 27 Secondary Plan by considering the location of the Kirby GO Station and the required station infrastructure/elements, such as parking facilities, pick-up/drop-off and access points to the station platform.

Two Public Information Centre (PIC)/meetings were held for the Sub-Study. The first meeting was held on June 9, 2016 and provided a background and an overview of the Sub-Study, and addressed how the findings of the Sub-Study would inform the Secondary Plan study. The second public event was a combined meeting with the final PIC for the NVNCTMP and the Block 27 Secondary Plan Study.

A Vision Statement, as well as a set of Guiding Principles for the Kirby GO Transit Hub, were developed based on consultation with the community. The Vision Statement builds on the Vision and Guiding Principles for Block 27 (Attachment #3 - DRAFT Block 27 Secondary Plan, Section 2.2.a. and b.).

A demonstration plan was produced as part of the Sub-Study review and recently refined **prior to finalization** to account for some elements of Metrolinx's Draft Reference Concept Design for the Kirby GO Station. The demonstration plan was developed to provide a visual illustration of one scenario of how the build-out of the Sub-Study area could potentially take place. The refined Sub-study area boundaries are reflected in the area of the final Kirby GO Transit Hub Centre.

The demonstration plan provides a three (3) phased approach to the ultimate build-out of the Kirby GO Transit Hub Centre. The key components of the demonstration plan and Sub-study work, which are characterized through policies in the Secondary Plan, include the development of a multi-modal transportation network which provides strong connections for the surrounding area and the Kirby GO Station. It also encourages and support intensification through appropriate scale, form and density in support of the Kirby GO Station.

York Region Water and Wastewater Environmental Assessment Process

The full build-out of the New Community Areas will be dependent upon the construction of York Region's Northeast Vaughan water and wastewater servicing solution. The

Environmental Assessment (EA) Study for these infrastructure improvements is currently underway. City staff are working closely with the Region to ensure that the City's Water/Wastewater Master Plan requirements are fulfilled through the completion of this Regional EA Study. It is anticipated that the conclusions of York Region's EA will require the construction of a large Regional Sanitary Trunk Sewer along Jane Street and water supply system improvements in order to service the full build-out of both New Community Area Blocks 27 and 41. York Region's current Capital Construction Program identifies the construction of the required infrastructure improvements by 2028.

In advance of the anticipated Regional infrastructure delivery date 2028, York Region has advised that interim servicing capacity is available within the existing Regional network for approximately 10,000 people (3,000 residential units). Although this Regional system capacity will not fulfill the ultimate water and wastewater servicing needs for both Blocks 27 and 41, initial phases of development within these areas may proceed based on available residual capacity within the City's network. However, residual local system capacity will be confirmed in conjunction with Block Plan/MESP approval. Servicing for the Kirby GO Station has been identified as a priority in the Draft Secondary Plan policies.

Metrolinx Transit Project Assessment Process (TPAP)

The TPAP is governed by the Transit Project Regulation under Ontario Regulation 231/08 and administered by Metrolinx, which differs from the typical Environmental Assessment (EA) framework and is intended to be a focused assessment of potential environmental effects and decision-making processes that can be completed within six months. The process focuses on a selected transit project and does not require the agency to examine the rationale and planning alternatives or alternative solutions. Recommendations from City Staff to coordinate and integrate the required grade separation of Kirby Road at the Barrie GO Rail Line with the planning and design for the proposed Kirby GO Station was adopted by Council on May 16, 2017 and submitted to Metrolinx. In the June 5, 2018 NVNCTMP Report to Committee of the Whole, City Staff further recommended that the Mayor and City Clerk be authorized to execute the necessary agreements with Metrolinx to integrate the Kirby Road grade separation into the Kirby GO Station project.

GO Expansion RER New Stations Business Cases

On March 8, 2018, the Metrolinx Board approved the findings of the GO Expansion RER New Stations Business Cases report. Metrolinx staff in their report recommended "THAT staff continue the delivery of all the twelve new stations identified at the Metrolinx Board meeting of June 28, 2016; subject to further policy, infrastructure and operating refinements". This expansion program includes work on the proposed Kirby GO Station. The report also noted that Metrolinx staff continue to work with municipal

officials to ensure that current policy and planning information continues to be incorporated in the next stages of the process.

On April 30, 2018, Metrolinx hosted their first public meeting related to the Kirby GO Station. The meeting provided the public with information respecting the ongoing process and conceptual design for the Kirby GO Station. The meeting included display boards for viewing and a presentation followed by a question and answer session. The Public also had an opportunity to provide written comments following the meeting. The City continues to work with Metrolinx to provide input into the TPAP process where possible, this process is discussed further in this Report (York Region New Stations Technical Advisory Committee).

Sub-watershed Study (SWS)

Block 27 is located within the Upper West Don Subwatershed Area. Policy 9.2.2.14.d.ii) of VOP 2010 “requires the completion of a sub-watershed study to be undertaken by the Toronto and Region Conservation Authority (TRCA) in coordination with the City, either preceding the Secondary Plan or concurrent with it.” Prior to the initiation of the Block 27 Secondary Plan Study, it was determined that the Participating Landowner’s consulting team would be responsible for the preparation of the SWS, which would then be reviewed by the required government agencies.

The SWS was circulated to all required internal and external agencies for review. The following works are required to be undertaken as an addendum to the SWS.

Hydrogeological Study:

Additional groundwater data is required to characterize and assess the Headwater Drainage Features (HDF) and wetlands. The installation of additional groundwater monitoring stations has been undertaken by the Participating LOG in consultation with the TRCA for the purpose of informing feature-based water balance studies for HDFs and wetlands.

Regional Storm Modelling:

The floodplain analysis and modelling was updated to include revised impervious values which was identified as a requirement by TRCA. The Participating LOG has provided the required modelling information to TRCA, which is currently under review.

The works related to the Hydrogeological Study and Regional Storm modelling are both underway in advance of and to inform the upcoming Block Plan and MESP process.

Safe access to the Block needs to be demonstrated. The City supports this requirement, and in response will be adding policy language to the Secondary Plan requiring safe access (see Analysis Section of this report).

Public Notice was provided in accordance with the Planning Act, and Council's Notification Protocol.

Public Consultation has played a significant role throughout the Block 27 Secondary Plan Study process. Notification was provided for all public open house meetings, the Committee of the Whole (Working Session), the Statutory Public Hearing, and this Committee of the Whole meeting.

Notification for this Committee of the Whole Meeting

Although not required by the *Planning Act*, a Courtesy Notice was sent through an e-mail blast to those requesting additional information related to the Block 27 Secondary Plan Study process. Where an e-mail was not available, the Courtesy Notice was mailed.

Comments and Response Table

Comments received at the Public Hearing on the Block 27 Secondary Plan have been categorized based on themes and reviewed accordingly. Staff's response regarding the comments/information provided are appended to this report as Attachment 6.

Comments from members of the TAC and the LOG were also received and reviewed. Staff response to TAC and LOG comments are discussed thematically in the analysis section of this report.

A broad and varied consultation process has been undertaken to inform the Block 27 Secondary Plan review

The Block 27 Secondary Plan has been informed by an extensive public and stakeholder consultation process. The consultation strategy included two main platforms of advertising events/milestones as they related to the Block 27 Secondary Plan process. First, a social media campaign that included the placement of meeting notices on Vaughan Online, Twitter and Facebook (for one-way communication); the creation of a webpage devoted to New Community Areas, and a friendly Uniform Resource Locator (URL) www.vaughan.ca/newcommunityareas.

The second method of communication included a print campaign which involved the mailing of meeting notices to stakeholders within the immediate and surrounding community. Notice of study commencement was published in the Vaughan Citizen and Liberal newspapers on March 12, 2015. Notification of public meetings was also provided to those members of the public requesting information through an e-blast (e-mail notification).

Key participants in the consultation process include City Council, the Block 27 Technical Advisory Committee (TAC), the Block 27 Participating Landowners Group (LOG), Indigenous Communities, and residents/landowners in the surrounding communities

Block 27 Technical Advisory Committee (TAC) and Participating Landowners Group (LOG)

City staff met with the Block 27 TAC during the initial phases of the study process, and when necessary conducted focused meetings with specific subject matter experts. The City has also met with the Block 27 LOG on an ongoing basis throughout the Study process. These meetings have included members of the TAC when discussions required the participation of subject matter experts.

York Region New Stations Technical Advisory Committee

Currently, the City and Region are working with Metrolinx as part of the Metrolinx's established York Region New Stations Technical Advisory Committee. This technical Advisory Committee was initiated to provide input respecting the two new GO stations proposed in York Region, one of which is the Kirby GO Station. City staff are providing input on the establishment of the Kirby GO Station by participating in the York Region New Station Technical Advisory Committee (TAC) which has met on a number of occasions. Prior to the initiation of the TAC, the City was meeting with the Region of York and Metrolinx as part of the Kirby GO Station Working Group.

Indigenous Communities

Initial correspondence was sent to the 13 identified Indigenous Communities. Of the 13 Communities notified, five (5) Communities have responded that they would like to receive information on the progress of the study as it becomes available.

The five (5) communities were notified of the March 6, 2018 Public Hearing and also provided a draft of the proposed Block 27 Secondary Plan. As part of the continuation of the public engagement process, further correspondence was sent to the 5 Indigenous Communities notifying them of the Committee of the Whole Meeting scheduled for June 5, 2018.

Reports to Council

A number of reports related to the New Community Areas, the Block 27 Secondary Plan, and the Kirby GO Transit Hub Sub-study, have been prepared and considered by Committee of the Whole and Council. These reports are referenced in the Previous Reports/Authority Section of this report.

Public Forums

Four Public Open Houses and/or Public Information Centres (PICs) were held to inform interested parties of the Block 27 Secondary Plan Study and two related studies (the NVNCTMP and the Kirby GO Transit Hub Sub-Study). The Public Open House meetings took place between May of 2015 and April of 2017. Details of each meeting can be found at www.vaughan.ca/newcommunityareas, and Attachment #5 of this report.

Previous Reports/Authority

The following reports have been prepared in reference to the New Community Area of Block 27 and the Secondary Plan, and/or the related Kirby GO Transit Hub Sub-Study.

Draft Terms of Reference for the New Community Areas Secondary Plan Process, which can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1126_13_43.pdf

Draft Terms of Reference for the New Community Areas Secondary Plan Studies – Sub-Watershed Component, which can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0603_14_1.pdf

New Community Area Block 27 Secondary Plan Study Status Update and Direction to Increase Scope of Work, which can be found at the following link:

[https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW\(W0118_16_4.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(W0118_16_4.pdf)

Request for Additional Funding for the New Community Area Block 27 Secondary Plan Study and North Vaughan and New Communities Transportation Master Plan (NVNCTMP) Kirby GO Mobility Hub Sub-Study, which can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0404_16_2.pdf

Committee of the Whole Public Hearing Report for the New Community Area – Block 27 Secondary Plan, which can be found at the following link:

[https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW\(PH\)0306_18_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(PH)0306_18_1.pdf)

It should also be noted that 4 reports related to Metrolinx work on the Regional Express Rail and the Kirby GO Station have also gone to Council.

Various updates on the Metrolinx Regional Express Rail, which can be found at the following links:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Priorities0128_13_2.pdf

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1005_16_20.pdf

[https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW\(W0508_17_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(W0508_17_1.pdf)

Confirmation of Support for the Kirby GO Station and Metrolinx Regional Express Rail Related Studies, which can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1101_16_11.pdf

Analysis

The Draft Block 27 Secondary Plan contains a number of policy initiatives which will allow for the creation of a complete community

The draft Block 27 Secondary Plan is founded on the principle of creating a complete community for its future residents. VOP 2010 defines complete community as “Communities that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”

In consideration of the feedback received, the draft version of the Block 27 Secondary Plan attached to this report includes revisions to the original draft version initially made available to the public, and presented to Committee of the Whole (Public Hearing) on March 6, 2018. Revisions to the Block 27 Secondary Plan, other than minor edits and structural changes to the Secondary Plan, are discussed below. The Final Draft of the Block 27 Secondary Plan, can be found at the following link:

www.vaughan.ca/newcommunityareas, and is appended to this report as Attachment #4.

Structure of the draft Block 27 Secondary Plan

The draft Block 27 Secondary Plan remains structured around two key components, the Kirby GO Transit Hub Centre (Hub Centre) and the Block 27 Neighbourhoods, which will focus around the development of community facilities including schools and parks, as shown on Attachment #2.

The draft Secondary Plan establishes a comprehensive mix of land uses for both key component areas, including densities and their distribution. It defines the hierarchical role of the Hub Centre providing specific provisions for density, height, and mix of uses intended to support the transit hub and meeting the provincial requirements for development surrounding a Major Transit Station Area. In addition, urban design policies are also provided for both the Hub Centre and the surrounding Block 27 Neighbourhoods, in order to achieve high quality built form, inviting streetscapes, and pedestrian oriented environments.

Population, Employment, and Density (Section 3.1.2)

The draft policies have been edited for consistency with the Regional, and Provincial policies related to density. The original draft included the following language when referencing the density targets, “... an overall density target of 70...” whereas the proposed Secondary Plan appended as Attachment #4 has been modified to reference

a "... minimum density of 70..." in keeping with the Regional language which does not reference the word "target". A similar edit was made in reference to the requirement for 100 people, which originally stated "...minimum target density of 100..." and now has been revised to delete the word "target". In reference to the provincial requirement of 150 people and jobs, the word "density" was added to read "... minimum density target of 150...". For a more detailed discussion respecting the 150 people and jobs per hectare please see the 500 metre radius discussion.

Residential and Mixed-Uses (Sections 3.3, 3.4, and 3.5)

The various sections were restructured for ease of reading. In general, the first policy for each section addresses the location of the designation, the second policy addresses the permitted uses, followed by information on building heights and densities, and lastly a policy related to density bonusing is provided.

As a result of further review following the March 6, 2018 Public Hearing, it has been determined that "other similar building types" be removed from the residential and mixed-use designations, to ensure consistency in building typologies with the vision and built form of VOP 2010.

For further clarification, a description of back-to-back townhouse building form was included as a permitted building type for the residential and mixed-use designations permitting a maximum height of 4 storeys, where there is not adverse impact on the context and lot configuration.

"Low-Rise Mixed-Use designation": Policy language was added to support additional building height and density at the intersection of two arterials or an arterial and collector through a subsequent amendment to the Secondary Plan on a site-specific basis, provided it can be demonstrated that the additional height and/or density will not have adverse impacts on the context, and or lot configuration, save and except for lands along Teston Road and in the Hamlet of Teston. In no instance can the height exceed the maximum permitted height for a mid-rise building as defined in VOP 2010.

"Mid-Rise Residential" and "Mid-Rise Mixed-Use" designation: Additional building height and density has been permitted for lands designated "Mid-Rise Residential" and "Mid-Rise Mixed-Use" located within the 500m radius as shown on Schedule B Land Use Plan.

Mid-Rise Residential designation: The draft version of the Secondary Plan, Policy 3.4.3 restricted the permissions contained in policy 9.2.2.3.d of VOP 2010 to the lands south of the TCPL in the Kirby GO Transit Hub Centre. Policy 9.2.2.3.d of VOP 2010 permits Townhouses; Staked Townhouses; and, Low-Rise Buildings within 70 metres of an area designated Low-Rise Residential or on streets that are not arterial streets or major

collectors within the “Mid-Rise Residential” designation. This is an as-of-right permission which does not need to be restricted to lands south of the TCPL in the Kirby GO Transit Hub Centre. Additional building types have been expanded to include back-to-back townhouses, and live-work units are only permitted provided the minimum density for this area of 100 people and jobs combined per hectare can be achieved.

Schedule B, Land Use Plan of the proposed Secondary Plan has been modified to add a 500 metre radius around the Kirby GO Station. This radius is conceptual and reflects the current policy intent of the Provincial Growth Plan. The Provincial Growth Plan recognizes the importance of station facilities located on rapid transit lines such as the Kirby GO Station in Block 27. Major Transit Station Areas on the GO Rail lines have specific density targets and built form objectives. The Growth Plan requires a minimum density target of “150 residents and jobs combined per hectare for those that are served by the GO Transit rail network” (Section 2.2.4, The Growth Plan, 2017). The boundary of which is to be determined by the Upper-tier municipality through a Municipal Comprehensive Review process.

The Growth Plan requires that the minimum density target must be achieved within an approximate 500 metre radius of the transit station, representing about a 10-minute walk. While work is underway at the Regional level to establish the criteria to determine the MTSA boundary in close consultation with Vaughan, it is the intent of the City to fulfill the density targets and produce a higher density mixed-use hub consisting of Mid-Rise development which will assist in defining the identity of Block 27 and the surrounding area. This target was included in the draft of the Block 27 Secondary Plan. However, Schedule B Land Use Plan of the proposed Secondary Plan now illustrates a conceptual 500 metre boundary. Furthermore, building heights and densities have been increased in the portion of the “Mid-Rise Residential” designation from a maximum 8 storeys and FSI of 3 times the area of the lot to a maximum 12 storeys and an FSI of 4 times the area of the lot. It should be noted that the established maximum building height for the Mid-Rise Residential designation has been established in policy 9.2.3.5 of VOP 2010 is 12 storeys.

Community Hub (Section 3.6)

The original draft Secondary Plan defined the Community Hub as a designation, whereas the proposed Secondary Plan attached to this report treats the Community Hub as an overlay. The original draft policy also recognized that the location of the Community Hub may be refined without amendment to this Plan. A subsequent policy was added to recognize the location of the “Community Hub” designation is modified, the applicable policies of the adjacent land uses designation shall apply as-of-right.

The draft policy permitted retail uses within the Community Hub area. Retail uses as defined in VOP 2010 as “...restaurant and service commercial uses”. Retail uses are

not permitted in the underlying designation of Mid-Rise Residential where the Community Hub is located. However, it was determined appropriate to permit small-scale convenience retail within the Community Hub in keeping with the as-of-right permissions in the Mid-Rise Residential designation.

Hamlet of Teston (Policy 3.14.5)

The Hamlet of Teston was shown conceptually in the VOP 2010 as an overlay in conjunction with a “Rural” land use designation. The Block 27 Secondary Plan proposes to redesignate the lands within the Hamlet to “Low-Rise Mixed-Use”, with a Hamlet overlay. To ensure the building heights in the Hamlet do not exceed the existing height already established for the area, and thereby impacting the character of the Hamlet, building heights within the hamlet area shall not exceed 2-storeys.

Schools (Section 7.3)

Additional clarification was provided on the number of schools within the block.

Parks and Open Space (Section 3.8 and Section 5.0)

Standard language was added in reference to the location of parks and open spaces being modified without amendment to the Secondary Plan in accordance with the Block Plan process.

Realignment of East-West Collector (Street 1) north of the TransCanada Pipeline

The east-west collector noted as Street 1 on Attachment #3 of this report has been shifted to allow for development along both sides of the street. The intent of policy 3.2.4 has not changed, however, the following wording has been deleted from the policy “...in order to avoid negative impacts on the traffic movement along the collector.” The impacted schedules have been modified to reflect the potential for consistent development. It should be noted that all the streets within the Secondary Plan area are conceptual and subject to realignment based on the outcome of further detailed transportation studies. The potential for development is dependent on a number of factors, including but not limited to the alignment of the road, and the type and impact of the required crossing over the Greenbelt Plan Area.

Pedestrian Access Policy

To ensure that development along the south side of Street 1, located north of the TCPL, will not result in the privatization of the Multi-Use Recreational Trail along the TCPL, policies have been added to Section 3.15.3 Urban Design requiring pedestrian access points every at 150 metres.

Realignment of North-South Collector (Street 4)

An adjustment was made to the draft Secondary Plan schedules which realigns the north-south collector noted as Street 4 on Attachment #3. The City can support this adjustment as the intersection of Street 4 and Kirby Road are not impacted. The final

street alignment shall be approved through the Block Plan process in accordance with the policies of VOP 2010.

Natural Areas and related Special Study Areas (Section 3.12)

In the original draft of the Block 27 Secondary Plan the Natural Areas - Evaluated Wetlands designation was referenced to include both Provincially Significant Wetlands (PSWs) and wetlands not classified as PSWs. In order to provide further clarity, the revised draft Secondary Plan has split the designation to reference PSWs and evaluated wetlands individually as “Natural Areas - Evaluated Wetlands” and “Natural Areas - Provincially Significant Wetlands”.

Policy 3.12.3 is related to the Natural Area Special Study Areas. These policies have been revised to include a more detailed description of the purpose and possible outcomes for the individual Special Study Areas. The revised policies also identify the reason for the additional studies as to accurately define and characterize the Natural Areas - Evaluated Wetlands and Natural Areas - Provincially Significant Wetlands.

Greater clarity has also been provided in outlining the process through which any potential modification and/or realignment related to the Special Study Areas may take place in support of the transportation network. The revised policy language addresses the requirement for an Environmental Assessment or equivalent study. Furthermore, the revised policy language also recognizes that any modification or realignment to a Provincially Significant Wetland is only permitted if authorized by the Province through the Ministry of Natural Resources and Forestry.

Safe Access

The provision of safe access to developable lands has been added to policies 3.12.3.d, the Natural Areas Special Study Area 4 and 4.1.1.b.vi Street Networks. The general intent of the policy is to ensure that where flooding or other natural hazards may be a concern, safe access for all users to developable lands is demonstrated.

Potential Enhancement Areas (Section 6.5)

In order to accurately demonstrate the current limits of the Natural Heritage Network (NHN) refinements are required to Schedules B, D, and E. These refinements resulted in the need for an overlay indicating where the preferred Potential Enhancement Areas to the NHN are located within Block 27. The preferred locations will build upon an already robust network filling in gaps within the network to form a more holistic NHN.

Potential Enhancement areas are not limited to those identified on the Secondary Plan schedules, however, if there is a need to provide for compensation through a Net Positive Environmental Outcome, the enhancement areas identified on the Secondary Plan schedules are the preferred locations.

Transit Hub and Transit Hub Special Study Area (Policy 3.7.4)

Policy 3.7.4 was modified to provide more detail respecting the Transit Hub Special Study Area. The revised policy provides a rationale for the Special Study and states that the City will initiate and develop a study in accordance with a Terms of Reference that specifies the resources and consultation process. A more detailed discussion of the Transit Hub Special Study Area and details on the requirements on the further study is provided in a later section of this report.

Phasing (Section 9.4)

Phasing policies contained in Section 9.4 of the draft Block 27 Secondary Plan have been revised to reflect comments received through study process and at the Public Hearing. In response, the policy will no longer reference “(approximately 75%)”, instead phasing will be addressed through the Block Plan approval process as per Section 10.1.1.20 and 10.1.1.21 of VOP 2010 Volume 1 to the satisfaction of the City. This section has also been expanded to provide more detail on the phased development of the street network and the Multi-Use Recreational Trail system, (see Attachment #4).

Net Positive Environmental Outcome (Section 6.4)

The initial language proposed for the Net Positive Environmental Outcome has been revised, as shown in Attachment #4 (Section 6.4 of the draft Block 27 Secondary Plan). The proposed revisions provide clarification and greater detail on the intent of the Net Positive Environmental Outcome policies. Furthermore, after additional consideration, the range of benefits in support of a Net Positive Environmental Outcome were limited to those determined appropriate in relation to the potential modification of the Natural Areas.

The Draft Block 27 Secondary Plan encourages the creation of complete streets, a transportation network focused on connectivity and the promotion of active transportation through the provision of a conceptual multi-use trail system.

The street network in Block 27 will serve as the framework in order to build on other modes of transportation including walking, cycling and transit. The draft Secondary Plan, along with the NVNCTMP, establishes the collector street network for the Block, and makes connections to the greater network outside of the Block, where it is feasible.

All streets within Block 27 shall have sidewalks, and within the Kirby GO Transit Hub Centre, sidewalks shall be provided on both sides of the street. Dedicated on street or boulevard cycling shall be provided for on all major collector streets and on minor collectors within the Kirby GO Transit Hub Centre. The City will also work with York Region respecting the provision of cycling on arterial roads.

The VOP 2010 requires that "... New *development* shall be planned to support a grid-like street network with multiple connections to collector and arterial streets." (policy 4.2.1.5, VOP 2010) Furthermore, policy 4.2.1.23 states that "... a minimum of 2 north/south and 2 east/west collector streets in new *development* where feasible, including grade-separated crossings of 400-series highways and rail corridors. The purpose of these streets will be to provide for local travel between and within concessions blocks without the necessity of traveling on arterial streets and to provide effective routing for transit vehicles."

A number of constraints were identified through the NVNCTMP in developing the collector street network for Block 27. These constraints include the Natural Heritage System, Topography, the Hamlet of Teston, existing land uses and ownership, the railway line, and the TransCanada Pipeline. Key recommendations were made for Block 27 taking into consideration the various constraints and an effort was made to minimize the impacts on the environment and natural heritage system while still delivering a grid-like collector street network which provides for connectivity internal and external to the Block.

Through the NVNCTMP process alternative transportation networks were also considered and assessed. In keeping with the above-referenced policies of VOP 2010, the preferred alternative for the Block 27 Secondary Plan transportation network proposes 2 north-south collector streets spanning from Teston Road to Kirby Road (noted as streets 5 and 6 on Attachment 3). It should be recognized that Street 8 (the only north-south collector east of the rail corridor) plays a critical role in providing connectivity through Block 27 between the future Kirby GO Station and the North Maple Regional Park. The NVNCTMP states, "Given higher density land uses surrounding the GO Station it is recommended to protect for 4 lanes on Street 8 with consideration for potential transit vehicles as well connecting to the GO station." (NVNCTMP Draft Final Report)

Streets 1, 2, and 3 are all east-west collectors, however, Street 2 is the only east-west collector street which spans directly from Jane Street to Keele Street.

The NVNCTMP also classifies streets 2, 5, and 8 as major collectors having a right-of-way width of 26 metres with a 14 metre paved surface. As this relates to land use it is important to note that major collector roads such as Street 5 are generally appropriate to support institutional uses, parks, residential flankage, residential laneway and block development built form. Street 2 is flanked on both sides with the "Low-Rise Mixed-Use" designation.

The remaining streets identified on Schedule D Multi-Modal Transportation Network of the Block 27 Secondary Plan except for the “Main Street” are minor collectors with a 24 metre width right-of-way.

The “Main Street” plays a unique role in the Block 27 street hierarchy “While generally functioning as a local road, the “Main Street” being the extension of Vista Gate, west of Keele Street, will provide an animated streetscape for active uses leading to the Kirby GO Station building.” (4.1.1.b.iv, Draft Block 27 Secondary Plan). Connecting Vista Gate is crucial to the future development of the Transit Hub area, and is noted in the Block 27 Secondary Plan as part of the Transit Hub Special Study Area. Greater detail related to the Transit Hub Special Study Area has been outlined in the Analysis Section of this report.

Two future grade separated crossing are also recommended through the NVNCTMP, one along Kirby Road, to be considered through the Environmental Assessment for the Kirby Road widening from Jane Street to Dufferin Street and the second along Street 2 in the vicinity of the rail corridor. The NVNCTMP states, “A preliminary feasibility assessment conducted by the NVNCTMP project team shows that it may be challenging to provide access to the lands between the railway crossing and Keele Street along Kirby Road. These lands are potential GO station lands which would benefit from access to both Kirby Road and Keele Street. The grade separation at Kirby Road is recommended to be constructed by 2026 due to projected increases in traffic volumes on Kirby Road and Metrolinx plans for Regional Express Rail - all day, two-way GO rail service every 15 minutes.” (NVNCTMP Appendix A: Block 27 Transportation Network Draft)

The provision for a grade separation along Street 2 allows for east-west connectivity to the lands east of the railway, between the railway corridor and Keele Street. Without a grade separation, there would be no provision for an east-west collector spanning the distance between Jane Street and Keele Street.

Recommendations were made through the study process to minimize any impact to the environment and natural heritage system. Where proposed crossings are required to establish connectivity for the transportation network all efforts will be made to minimize the impact of infrastructure through the detailed design of the streets.

This applies to instances such as the Street 6 crossing of the Natural Heritage Network. The NVNCTMP states that “It is thus recommended that the design of Street 6 through the environmental area be modified to be context sensitive in the environmental area to minimize impacts as much as possible, including methods such as minimizing right-of-way and pavement widths, a semi-urban types design, and low-impact drainage methods” (NVNCTMP Appendix A: Block 27 Transportation Network Draft).

As shown in the Schedules B, D and E of the Block 27 Secondary Plan, Street 5 is intended to connect to Cranston Park Avenue south of Teston Road in Block 26. The Block 27 Secondary Plan notes this area as Special Study Area (SSA) 4 which is comprised of a Provincially Significant Wetland and adjacent drainage feature (Kirby Creek) recognized as Fish Habitat. Policies for SSA 4 require further study be undertaken and that safe access to developable areas be demonstrated. The NVNCTMP supports this connection subject to further study.

In addition to the street network, a Multi-Use Recreational Trail system will also be developed through the Natural Areas, and along the TransCanada Pipeline and Railway to form part of the Vaughan Super Trail.

The final location, configuration, width and alignment of the public streets shall be determined through the Block Plan approval process, any required Environmental Assessments or equivalent studies, and subsequent development approval processes. The street network is subject to the results of the NVNCTMP, as well as any individual traffic impact studies that are submitted with privately initiated development applications.

Further study is required for the Transit Hub Special Study Area

The Barrie GO Rail Line is a key component of the rapid transit grid that serves the City of Vaughan. The stations serving the Barrie GO Rail line help to define the City's urban structure and influence the distribution of density and the supporting urban form consistent with the intent of the Provincial Growth Plan. The Kirby GO Station is expected to fulfill this role for the northeast part of the City and provide the New Community of Block 27 and surrounding area with a more sustainable transportation option and an attractive urban focus. The Kirby GO Station and transit hub in general are well positioned to serve Block 27, as well as the existing residential area to the east, the New Community Area of Block 41 and the Highway 400 North Employment Lands to the west.

The "Transit Hub" designation is intended to provide for the Kirby GO Station and related railway infrastructure, which includes but is not limited to parking, buildings, PPUDOS, platforms and other station elements required for the operation of the station. This designation also includes all the permitted uses in the "Mid-Rise Mixed-Use" (MRMU) designation. However, where a GO Station is located in this designation the MRMU development shall only be permitted provided if it forms part of a development which includes transit infrastructure, subject to the approval of the applicable transit authority.

To ensure the desired outcome the Block 27 Secondary Plan, specifically policy 3.7.4, provides direction for a future study, recognized as the Transit Hub Special Study. The Growth Plan (2017) provides the following policy language in support of further study, "In planning lands adjacent to or near *higher order transit* corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement

or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.” (Policy 2.2.4.11).

The Transit Hub Special Study Area is located at the southwest corner of Kirby Road and Keele Street within the Kirby GO Transit Hub Centre as shown on Attachment #3 of this report. The Transit Hub Special Study Area includes lands designated “Natural Areas”, “Natural Areas – Provincially Significant Wetlands”, “Mid-Rise Residential”, and “Mid-Rise Mixed-Use”, and “Transit Hub”, as shown on Schedule B of the draft Secondary Plan.

The uses and corresponding land use designations are structured around the Kirby GO Station (Transit Hub), and the multi-modal transportation network as shown on Schedule D of the draft Secondary Plan. The transportation network and the proposed Multi-Use Recreational Trail connect the Transit Hub Special Study Area to the remainder of the Kirby GO Transit Hub Centre, the Block 27 Neighbourhoods, the external arterial street network and the Natural Heritage Network/natural areas system.

The level of detail for the proposed land uses and street pattern within the Transit Hub Special Study Area provided through the draft Secondary Plan is conceptual and will require further articulation to refine the development limits and detailed allocation of land uses. The intention of the “Transit Hub Special Study Area” is to develop a detailed land use plan building on the background work undertaken through the Kirby GO Transit Hub Sub-Study. The Hub Area is also part of a Major Transit Station Area, as defined by the Growth Plan, which has required density and design criteria that must be fulfilled. For this to take place, a number of studies will be required to provide guidance in the planning of the Study Area. The objectives of these studies include but may not be limited to;

- The confirmation of development limits;
- The preservation of significant environmental features and functions and the application of compensation measures as deemed appropriate;
- Refinement related to the distribution of the land uses throughout the Transit Hub Special Study Area;
- Refinement of the appropriate heights and densities;
- Identification of any necessary urban design policies or measures beyond that established through the Secondary Plan or the City-wide Urban Design Guidelines;
- Incorporation of information, related to constraints and opportunities identified through concurrent Environmental Assessments or equivalent study processes;
- Refinement of the supporting transportation plan including transit, streets, and active transportation networks;
- The identification and resolution of any servicing constraints related to water, sewers, and stormwater management etc.;
- The seamless integration of the study areas within the larger Block 27 area and the external communities;

- A detailed approach to transitioning of the Kirby GO Station to a fully urban setting, inconsideration of the above, including accommodation for any necessary changes to the Station area and its functional elements, while providing for its integration into the study area and broader community; and
- A phasing plan to reflect the transition.

The Study will consolidate and reconcile a number of studies that are currently underway or about to begin. It will provide for the optimal integration of the land use and design elements, the environmental features and functions and the transportation infrastructure. The following studies will provide the necessary information to complete the planning process and develop the ultimate plan for the Transit Hub Special Study Area. These key studies include;

- The Kirby GO Station Addendum to the Barrie Corridor Environmental Project Report of the Transit Project Assessment Process (Metrolinx);
- The Kirby Road (Jane Street to Dufferin Street) Environmental Assessment including the Rail Grade separations (Vaughan);
- Class Environmental Assessment(s) or equivalent studies for valley/stream crossings associated with development of Block 27 (Vaughan);
- The North Vaughan and New Communities Transportation Master Plan (Vaughan);
- The Block 27 Secondary Plan and Upper West Don Sub-watershed Study (Vaughan); and
- The Block 27 Block Plan/ Master Environment and Servicing Plan (Block 27 Landowners' Group).

Additional studies or addendums to the identified studies may be initiated as required to complete the planning for the Transit Hub Special Study Area.

Financial Impact

Funding for the Block 27 Secondary Plan study was approved through the 2013 Capital Budget as project PL-9535-13 with a total budget of \$515,000.00. In April 2016 a change in the scope of work to the Study included the Kirby GO Transit Hub Sub-Study and an increase in funding for the Block 27 Secondary Plan was approved for an additional \$173,000.00. There is no financial impact to the City arising from the adoption of the Block 27 secondary Plan. However, staff will be bringing a report forward to the Finance, Administrative, and Audit Committee in Q3 of 2018 in consideration of a future Transit Hub Special Study for the lands surrounding the Kirby GO Station.

Broader Regional Impacts/Considerations

York Region is the approval authority for all lower-tier municipal Secondary Plans and requires an Official Plan Amendment adopted by the City as a result of this process.

York Region has actively been involved and engaged on both the Block 27 Secondary Plan and the related Kirby GO Transit Hub Sub-Study.

Conclusion

The goal of the Block 27 Secondary Plan is to ensure future development in Block 27 will be developed into a complete community incorporating principles of high-quality design, compact transit-oriented built form where intensification is strategically located. The proposed Secondary Plan meets the intent of the policies of the PPS (2014), the Growth Plan (2017), the Greenbelt Plan (2017), and the York Region Official Plan as described in the body of this report.

For more information, please contact Arminé Hassakourians, Senior Planner, ext. 8368

Attachments

1. Context Location Map
2. Location Map
3. Block 27 – Land Use Plan
4. Draft Final Block 27 Secondary Plan
5. Summary of Public Meetings
6. Comments and Response Table

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