

Memorandum of Cooperation

This Memorandum of Cooperation (MOC) made as of the 23rd of July, 2015

Amongst:

Metrolinx

and

Block 27 Landowners Group Inc. (Block 27 LG)

and

The Regional Municipality of York (Region)

and

The Corporation of the City of Vaughan (City)

- I. **Metrolinx** is an agency of the Government of Ontario under the Metrolinx Act, 2006, created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area. Metrolinx' mission is to champion and deliver mobility solutions for the Greater Toronto and Hamilton Area.
- II. **Block 27 LG** is a group of landowners who will enter into an agreement for the development and servicing of the Block.
- III. **York Region** stretches north from Toronto to Lake Simcoe and includes many hectares of protected Greenbelt. York Region's diversity is evident in our nine local municipalities (including Vaughan), geography, economic development and population. York Region works to provide residents and businesses access to a broad selection of services and resources.
- IV. **Vaughan** is a city in York Region north of Toronto, Ontario, Canada. Vaughan was the fastest-growing municipality in Canada between 1996–2006, achieving a population growth rate of 80.2% according to Statistics Canada having nearly doubled in population since 1991. It is the fifth-largest city in the Greater Toronto Area, and the 17th largest city in Canada.

The parties are entering into this confidential Memorandum of Cooperation (**MOC**) for the purposes of establishing their common understanding for exploring the potential for development of a GO Rail Station to serve the residential and corporate citizens of Vaughan and York Region, to be located in the Block 27 Secondary Plan community in the City of Vaughan and adopt Guiding Principles for pursuing the deal particulars required as part of any approval process for a Go Rail Station.

The parties acknowledge the following Guiding Principles:

1. It is a priority to advance the planning, design, financial particulars, and possible approvals process for the potential future Teston Green Station with the objective of the approvals being in place to allow for the timely construction of the GO Rail station in the Block 27 Secondary Plan Community;
2. Metrolinx, the City and Block 27 LG in consultation with the Region and relevant transit agencies will review the potential for location of a Station at Kirby Road in the Block 27 Secondary Plan community (the "Potential Station"), integrated with a technical feasibility study and supporting business case work. It is a priority to support any and all efforts by Metrolinx to advance the preparation of a Feasibility Study, GO Station Master Plan and Environmental Assessment for the Potential Station required to put Metrolinx in the position to effect an approval of the Potential Station;
3. That the Potential Station presents a special opportunity to provide a community focus for Transit Oriented Development that can function as a Local Centre serving Block 27 and the surrounding communities;
4. That the Block 27 Secondary Plan approval process be accelerated to provide site specific policies, including urban design criteria, that will guide the development of a Local Centre and the Block 27 lands in accordance with the policies of the Metrolinx "Mobility Hub Guidelines", the Ministry of Transportation "Transit Supportive Guidelines", the need for a financially and economically sustainable station that supports and contributes to the success of the GO and broader transportation network, the York Region Official Plan and its "New Communities Guidelines" and the Vaughan Official Plan 2010;
5. That the resulting Local Centre will have a mix of residential, commercial and employment densities and uses, be transit, pedestrian and cycling friendly and seamlessly and attractively integrate with the GO station facilities, including appropriate GO commuter parking that is planned to maximize transit oriented development opportunities around the station, passenger pick-ups and drop-offs, a bus loop or similar facilities, vehicular access, station platforms, station building and other associated ancillary facilities, and achieve ridership levels and travel patterns which contribute to the success of the Potential Station;
6. That traditional GTHA suburban community design is likely insufficient to warrant a new GO station and that exceptional planning and community design will be required to support Metrolinx's approval of a successful station which is financially and economically justified;
7. The Metrolinx Regional Transportation Plan identifies the Barrie GO Line in the 25 Year Plan for the Regional Rapid Transit and Highway Network, but Metrolinx has no current plans to locate a GO station in the vicinity of Block 27. Any approvals to locate a GO Station will depend on a myriad of factors in addition to the planning and design considerations outlined herein, including but not limited to funding, budget, changes in projected ridership and internal priorities of Metrolinx;
8. That the Local Centre will be located in the Block 27 Community and it will provide a full range of community facilities including parks, trails and schools, retail and employment opportunities

in order to support a “complete community”; in accordance with an approved Block 27 Secondary Plan;

9. If the parties agree to proceed, to implement the results of this process through the adoption of all required instruments under the Planning Act and the execution of a Memorandum of Understanding and other collateral agreements as may be required to secure agreed-to partnership mechanisms for the purposes of providing the required infrastructure;
10. The Region of York Official Plan and Vaughan Official Plan Schedules designate a GO Station on the Block 27 lands; It is recognized with the Block 27 LG development, the possibility that Metrolinx and the Block 27 LG will locate a station on Block 27 and the changes to Vaughan’s Official Plan (the New Communities Secondary Plan) supporting this development and the Potential Station, will add monetary value and opportunity for the privately held lands within the community; and that some of this value will be redirected back into community services and the addressing of local and regional priorities for this block including, but not limited to transit infrastructure, parks, trails, streetscapes, and other community services so as to minimize property tax and overall financial impacts to the City, the Region and Metrolinx in delivering and maintaining these services. Mechanisms and/or processes to redirect value are to be determined to the satisfaction of the Parties to the MOC and successive collateral agreements;
11. That the Block 27 LG and transit agencies will seek to realize the development of the warranted transit station and infrastructure in accordance with the program requirements identified by Metrolinx through its station planning and environmental assessment processes;
12. That front end financing by the developers of the community for public facilities and station infrastructure is a possible approach to delivering the Potential Station and nearby community infrastructure, in order to mitigate any adverse financial impacts on government-approved capital plans; and that the City, the Region, and Metrolinx will work with the Block 27 LG to recover expenditures through Development Charges (current Region transit DC is small) or other funding sources (sources to be determined);
13. That the parties agree to establish a consultation protocol that will ensure that Metrolinx, the City and the Region comprehensively and jointly address the Potential Station site in undertaking their respective planning processes, including but not limited to the Block 27 Secondary Plan, a GO Feasibility Study, a GO Station Master Plan, an Environmental Assessment for the Station, the City’s Northeast Vaughan Transportation Master Plan and the York Region Transportation Master Plan Update;
14. That the Block 27 LG should work with Metrolinx, the City and the Region, on a planning process, including the determination of financial and delivery responsibilities, which will minimize the total cost and maximize the benefits. This project should showcase better urban design, better transit-supportive design and more efficient provision of transportation infrastructure. The Block 27 LG will need to proactively participate in the design of transit-oriented development, including the integration of active transportation modes, supporting intensification, maximizing use of transit and active transportation modes, to enhance the value of the development;

Some key considerations for a transit-supportive development that need to be addressed include (and are not limited to):

Land Use Types

- Transit supportive densities and land uses should include, but not be limited to, a mixture of townhouses, apartment and/or condominium buildings, and Mixed-Use buildings that comprise a combination of urban housing types as well as retail, commercial, office, and public spaces – all located in close proximity to the Potential Station
- Establish a retail “main street” and employment centre next to the Potential Station. The integrated location of amenities and retail with all-day train service can reduce the amount of road infrastructure required by peak road demand at train arrival times, and enhance the viability of higher-density, higher value development
- Designated Employment lands located on nearby blocks in the City should be planned to encourage future connections to the Potential Station and transit supportive built form consistent with City and Region’s requirements.

Integration with the GO Station

- Higher-density buildings should be located at and around the Potential Station and other local transit stops to create a compact built form and a critical mass of activity
- Buildings - residential, commercial, office, mixed-use, etc. - should be oriented towards the street and situated close to the Potential Station
- Opportunities to integrate the Potential Station facilities into the base of buildings should be pursued
- Direct linkages between the Potential Station and the rest of the development should be provided via a grid network of roadways and a pedestrian/bicycle system designed to accommodate and promote local transit, cyclists, and pedestrians, as well as accommodate automobiles

Site Design

- Major trip generators should be located in close proximity to the Potential Station and connected to the Potential Station with direct pedestrian linkages
- Store fronts and building entrances should be placed at the road right-of-way, creating a continuous street wall that generates street-level pedestrian activities
- Vehicular access, parking, and servicing should be oriented away from street-level pedestrian activities
- **Active modes:** development that results in more walking, cycle, and drop-off access to the Potential Station will minimize the overall costs and degree of participation in structured parking for stakeholders involved in development of the Potential Station and immediately surrounding developments
- **Managing the amount of parking** associated with new development to allow increased density and to support transit
- **Local transit creating good accessibility** -Design of Block 27 and future development blocks surrounding Block 27 so as to support more viable and frequent local shuttle service to the Potential Station throughout the day is attractive and valuable to the tenants and buyers of property

15. The parties acknowledge that the next step would be to negotiate a draft Memorandum of Understanding which would set out, at a minimum, a framework for obtaining the following information:

- A description of the parties, their interests/objectives;

- A description and scope of the project (GO Rail Station, supported by transit-supportive community design, ridership figures, and business case for GO Rail Station);
 - A proposal for establishment of a working group and the roles and responsibilities of the parties;
 - The identification and description of critical terms;
 - The identification of the potential/anticipated approval processes and next steps;
 - The proposed timelines and identification of critical thresholds;
 - The proposed funding/financing/ownership/management models.
16. The parties shall keep confidential all matters respecting financial, commercial and legal issues relating to or arising out of the MOC and shall not, without the prior written consent of each of the other parties, disclose any such matters, except in strict confidence to its professional advisors, the Ministry of Transportation (in the case of Metrolinx) and except as may be required under the *Municipal Freedom of Information and Protection of Privacy Act* or the *Freedom of Information and Protection of Privacy Act*;
17. The parties acknowledge that nothing in this Memorandum is intended to operate in any way as to fetter the Municipal or Regional Councils' discretionary powers, duties or authorities.

IN WITNESS WHEREOF the parties hereto have executed this Memorandum by the hands of their respective duly authorized officers.

METROLINX

Per: [Signature]
 Name: BRUCE MCCUAIG
 Title: PRESIDENT AND CEO

BLOCK 27 LANDOWNERS GROUP INC.

Per: [Signature]
 Name: Helen Mihailidi
 Title: A.S.O.

THE REGIONAL MUNICIPALITY OF YORK

Per: _____
 Name: _____
 Title: _____

THE CORPORATION OF THE CITY OF VAUGHAN

Per: [Signature]
 Name: BARBARA A. MCEWAN
 Title: DEPUTY CITY CLERK

CITY OF VAUGHAN	
APPROVED BY COUNCIL	
DATE	<u>July 13, 2010</u>
BY-LAW	<u>196-2010</u>
ITEM	<u>CW Rpt. 21/27</u>
INITIAL	<u>May 18/10 AS</u>