

Committee of the Whole (1) Report

DATE: Wednesday, June 04, 2025

WARD: 1

TITLE: BLOCK 27 LANDOWNERS GROUP INC. -
BLOCK PLAN APPLICATION BLOCK 27:
EAST OF JANE STREET, WEST OF KEELE STREET, SOUTH
OF KIRBY AND NORTH OF TESTON ROAD:
FILE BL.27.2020

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: DECISION

Purpose

To seek approval of the Block 27 Block Plan (Application File BL.27.2020), subject to the fulfillment of the conditions appended to this report as Attachment 6. The approved Block Plan would form the basis for the submission and review of the associated development applications for lands within the Block Plan area such as: Zoning By-law Amendment(s), Draft Plan(s) of Subdivision, Site Plan(s) and Draft Plan(s) of Condominium.

Report Highlights

- The Policy Planning and Special Programs Department supports the approval of the Block Plan application subject to the recommendations in this report and the fulfillment of the conditions identified in Attachment 6.
- An analysis is provided of the revised Block 27 Block Plan application as submitted by the applicant in response to comments received from the public and technical Department/Agency review.
- A summary of input received at the public meeting from Vaughan Council and the public is provided and addressed in this report.
- Additional submission material required to finalize the Block Plan and advance the associated development applications is identified in Attachment 6.

Recommendations

1. THAT the Block 27 Block Plan, forming Attachment 3 to this report BE APPROVED, subject to any required amendments resulting from the fulfillment of the conditions of Block Plan Approval as identified in Attachment 6, and as deemed appropriate by the Deputy City Manager, Planning, Growth Management and Housing Delivery;
2. THAT the Block 27 Block Plan forming Attachment 3 to this report, as modified through the fulfillment of the conditions as identified in Attachment 6, be the basis of the implementing development applications; and
3. THAT the conditions of Block Plan approval identified in Attachment 6 shall be completed to the satisfaction of City staff, prior to Council approval of the associated development applications in Block 27.

Background

Block 27 (the “Subject Lands”) is located east of Jane Street, west of Keele Street, north of Teston Road and south of Kirby Road. The Subject Lands are municipally described as: 2700, 2270, 2588, 2546 and 2440 Teston Rd., 10971, 10977, 10995 and 11273 Jane St., 11390, 11391, 11244, 10960 and 11140 Keele St., which is legally described as Part of Lots 26 – 30, Concession 4, City of Vaughan (Attachment 1).

The Subject Lands have an area of approximately 399.7297 hectares and contain approximately 292.8692 hectares of net developable area, which includes both participating and non-participating landowners’ lands and are located within the Block 27 Secondary Plan area (OPA 33) (Attachment 2). Currently, Block 27 is characterized by rural land uses including active agricultural land and natural features such as woodlands, Provincially Significant Wetlands, evaluated wetlands, valley lands and watercourses associated with the West Don River, the latter of which is located within the Greenbelt Plan and regulated by the Toronto and Region Conservation Authority.

Several existing utility and infrastructure corridors traverse Block 27. Located along the eastern border of the Block, the Barrie GO Rail Line provides north and southbound GO Transit service, as operated by Metrolinx. A buried natural gas pipeline, the TransCanada Pipeline, crosses the northern area of the Block in an east to west orientation.

An existing historic residential area known as the Hamlet of Teston is located in the southwest quadrant of the Subject Lands. Other residential uses and places of worship are located on parcels that have frontage on the Regional roads that border the Subject Lands. The Subject Lands and proposed land uses are shown on the proposed Block Plan (Attachment 3).

The Block 27 Secondary Plan provides the basis for subsequent planning processes within Block 27.

The Block 27 Secondary Plan was adopted by Vaughan Council on Sept. 27, 2018, and approved by York Region on May 27, 2019. The Secondary Plan establishes the land use and urban design policy framework that will guide future development on the Subject Lands. As a critical New Community Area within the City’s Urban Structure, the

Secondary Plan sets a vision for a complete community that is compact, vibrant, inclusive, healthy, sustainable and diverse. To achieve this vision, the Secondary Plan permits a mix of uses, including residential, commercial and retail; a variety of built forms; as well as institutional and community uses located throughout the Block and within a centralized Community Hub. The Secondary Plan also establishes the framework for an interconnected system of parks, roads, sidewalks, and trails, as shown on Attachment 5.

In addition to providing for future development, protection of existing natural areas in the Block is a primary objective of the Secondary Plan. The Secondary Plan seeks the preservation, restoration and enhancement of the natural heritage network which includes, but is not limited to, wetlands, woodlands, permanent or intermittent streams, valley and stream corridors, amphibian habitat, and significant wildlife habitats located within and outside the Greenbelt Plan Area.

The Land Use Plan (Schedule B) of the Block 27 Secondary Plan provides for a community structure focused on two primary character areas (Attachment 5). The Neighbourhoods area comprises the majority of the Block and is primarily designated “Low-Rise Residential”, “Low-Rise Mixed-Use” and “Natural Areas”. The Low-Rise Residential areas permit a range of ground-oriented building types including single detached and semi-detached houses as well as different townhouse types reaching a maximum building height of three storeys, with provision for a four storey maximum building height in specific areas. Located on Regional Roads and Collector Streets, the “Low-Rise Mixed-Use” designation permits a mix of uses in accordance with Policy 9.2.2.2.b) of the Vaughan Official Plan 2010 (VOP 2010) within low-rise buildings, as well as different townhouse typologies (including back-to-back and stacked townhouses). A maximum building height of five storeys and a maximum density of 1.5 Floor Space Index is permitted in the “Low-Rise Mixed-Use” designation. Additional building heights and densities are permitted on sites located at the intersection of Regional Roads and Major Collector Streets within this designation.

Located in the northeastern quadrant of the Secondary Plan, the Kirby GO – Transit Hub Centre is the focus of higher density development in the Secondary Plan, anchored by the proposed Kirby GO Station and Community Hub. The “Mid-Rise Residential” land use designation permits mid-rise buildings with a maximum building height of eight storeys and a maximum density of 3.0 Floor Space Index, and within 500 metres of the proposed GO Station, a maximum building height of 12 storeys and a maximum density of 4.0 Floor Space Index. The “Mid-Rise Mixed-Use” land use designation permits a broader range of uses within mid-rise buildings built to a maximum height of 12 storeys and maximum density of 4.0 Floor Space Index. The Secondary Plan also protects lands for a proposed GO Station otherwise known as the “Kirby GO Station” within the “Transit Hub” land use designation, as shown on Attachment 5.

As identified in the Secondary Plan, a graduated approach to density targets provides the basis for the Community Structure. The permitted land uses and building types identified above are intended to ensure subsequent development applications achieve the minimum density targets assigned to the specific character areas as well as the

overall Secondary Plan. Policy 3.1.2 of the Secondary Plan states (in part) that “the City shall seek to meet an overall minimum density of 70 people and jobs combined per hectare by 2031 for Block 27 and a minimum density target of 100 people and jobs combined per hectare for the Kirby GO – Transit Hub Centre, with a minimum density target of 150 people and jobs combined per hectare within 500 metres...of the Kirby GO station...”.

Block Plans are a comprehensive, non-statutory planning process.

A Block Plan Application is a non-statutory planning process provided for by the VOP 2010, as required on a site-specific basis at the discretion of the City. Block Plans are a planning tool used to ensure all physical, environmental, social and economic aspects of development are identified and precisely delineated within the plan area to ensure orderly development and implementation of the overall vision of a Secondary Plan, where applicable. The Block Plan serves as a comprehensive blueprint for future individual Draft Plans of Subdivision and related development applications. A Block Plan application is a requirement of the Block 27 Secondary Plan, as informed by the Block Plan policies of the VOP 2010; Policies 10.1.1.14 to 10.1.1.26.

Policy 9.1.2.a) of the Secondary Plan requires that a Block Plan be completed for the Subject Lands and requires the submission of a specific set of studies including: a parking strategy for the Kirby GO – Transit Hub Centre which will address reduced surface parking provisions, on-street parking, parking standards including maximum parking standards, public parking and other alternative parking arrangements. The Block Plan shall also include an Agricultural Impact Assessment which will address the interface between development and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility; and a Multi-Use Recreational Trails Master Plan showing feasible trail alignments. A detailed phasing plan is also required to be developed through the Block Plan process in accordance with Policy 9.4.1 of the Secondary Plan.

A major component of the Block Plan Application process is the preparation of a Master Environment and Servicing Plan. Guidance for the Master Environment and Servicing Plan can be found in Policy 3.9.3 of the VOP 2010. The Master Environment and Servicing Plan examines the environmental resources on the subject lands in relation to the environmental policies of the VOP 2010. The intent of this supporting study is to align new development, infrastructure and municipal service provisions with the protection and enhancement of natural heritage features and related ecosystem functions.

A Block Plan Application was submitted by the Block 27 Landowners Group.

The Block Plan application was submitted by participating landowners, known collectively as the Block 27 Landowners Group. Table 1 identifies the participating landowners and land area of the individual parcels within the Block.

Table 1 – Block 27 Land Ownership, Participation and Area

Participating Owners	Area (ha)
Gold Park (Maple) Inc.	32.6686
BW Teston Inc.	10.1028
Alderlane Estates Inc.	11.1334
Ferrara Glade Investments Inc.	46.9212
Teston Woods Development Corp.	12.3167
2640131 Ontario Ltd.	4.0511
West Jane Developments Inc.	30.6278
Gusgo Holdings Ltd.	60.3043
Lormel Developments Ltd.	52.5324
Heathfield Construction Ltd.	3.9594
Heathfield Construction Ltd.	3.9601
Erika La Posta, Stephen Di Biase, Adrian Di Biase, Kristina Di Biase, Andrea La Posta	3.9675
Heathfield Construction Ltd.	3.9722
Prestige Rentals Inc.	19.7503
Prestige Rentals Inc.	17.0665
Rosehollow Estates Inc.	13.6690
Keltree Developments Inc.	6.1156
Gusgo Holdings Ltd.	8.0974
Palmira Battistella	2.0294
Ferrara Glade Investment Inc.	0.2983
Palmira Battistella	0.9885
Total (participating owners)	344.5325
Non-Participating Owners	
Lino Nicoletti	39.4060
Vincenza Petricca, and Ferdinando Petricca	3.9754
Natalia Ajguirevitch, Ali Momeni	0.4800
Franline Investments Ltd.	0.4774
John Skurdelis	0.1063
Trustees of the Primitive Methodist Church in Canada	0.1956
Minh Tuan Nguyen	0.9887
Metrolinx	4.8948
Teston Hamlet (multiple owners)	4.6730
Total (non-participating owners)	55.1972
Gross Land Area	399.7297

The parcel locations associated with the above information in Table 1 can be found in Attachment 2.

The Block Plan application, File BL.27.2020, was initially received by the Policy Planning and Special Programs Department on Oct. 20, 2022. A revised Block Plan application was submitted on Nov. 2, 2023, which responded to technical comments provided to the applicant from City Departments and Agencies on the first Block Plan submission. On May 7, 2024, Policy Planning and Special Programs presented the

revised submission of the Block Plan application to Committee of the Whole (Public Meeting) to receive input from the public and Vaughan Council.

The third submission of the Block Plan application was received by the Policy Planning and Special Programs Department on Dec. 11, 2024 and individual supporting studies were prepared and submitted to the City through Q1/Q2 2025. The final study to be submitted by the applicant is the updated version of the Master Environment and Servicing Plan. The review and approval of this document by the City and other applicable agencies has been included as a condition of approval of the Block Plan in Attachment 6.

Prior to the submission, the applicant worked with City staff and external agencies to develop the Terms of Reference for the Block Plan which informed the various studies that were undertaken through the Block Plan process. A complete list of materials submitted as part of the Block Plan Application is shown on Attachment 7.

The proposed Block Plan will guide the future development of a new community.

The proposed Block Plan, as shown on Attachment 3, illustrates the proposed land uses for the Subject Lands based on the land use designations established on Schedule B of the Secondary Plan (Attachment 5). Table 2 below provides a summary of the proposed land uses and associated land area statistics. These statistics include both the participating and non-participating landowners' lands.

Table 2: Proposed Land Uses

Land Use Block	Area (ha)	Percent of Land Area
Low-Rise Residential	86.3894	21.6%
Low-Rise Mixed-Use	46.3677	11.6%
Mid-Rise Residential	29.7063	7.4%
Mid-Rise Mixed-Use	13.2706	3.3%
Transit Hub	1.3190	0.3%
Schools	17.5031	4.4%
Parks (outside Greenbelt)	10.9597	2.7%
SWM Facility (outside Greenbelt)	20.4083	5.1%
Parks (within Greenbelt)	1.8572	0.5%
SWM Facility (within Greenbelt)	4.4636	1.1%
Private Open Space	0.1422	0.04%
Natural Areas (including buffers) within and outside of Greenbelt	78.7982	19.7%
Additional Natural Areas (compensation)	3.6700	0.9%
Greenbelt Area (outside of Natural Areas)	7.5903	1.9%
Roads	66.9451	16.7%
Infrastructure and Utilities	10.3390	2.6%
Gross Land Area	399.7297	100%

As required by the Block Plan policies of VOP 2010, the proposed Block Plan (Attachment 3), shows the proposed location of major land use elements within the Block, including Natural Areas, the Street Network and Community Facilities and Services. The proposed Block Plan shows the locations and general configuration of community facilities, including five neighbourhood parks, two public squares, one secondary school, five elementary schools and Community Hub intended to accommodate a community centre, library, two elementary schools, and an urban park, in accordance with Policy 3.6 of the Secondary Plan. The parks have been co-located with schools or stormwater management facilities, where feasible, three of the proposed parks are partially located within the Greenbelt Plan Area.

Based on the proposed development, the Block Plan Application includes population and job projections that correspond to the community structure established in the Secondary Plan. In the Neighbourhoods area outside the Transit Hub Centre, the applicant projects a total of 4,524 residential units, 13,572 people and 667 jobs. Inside the Transit Hub Centre, the applicant projects a total of 2,950 residential units, 6,740 people and 853 jobs. With respect to areas located within the 500 metre radius of the proposed GO station, the applicant projects a total of 1,492 residential units, 3,409 people and 669 jobs (total of 4,078 people and jobs). This results in an overall total of 7,474 residential units and 21,842 people and jobs combined for the Block Plan area.

A breakdown of the proposed building types is provided below in Table 3.

Table 3: Proposed Building Typologies

Type of Built Form	Number of Units	Percent of Building Stock
Single Detached	1,080	13%
Semi-Detached	216	3%
Townhouses	2,725	36%
Apartments	3,453	46%
Total	7,474	100%

The Block 27 Collector Roads Municipal Class Environmental Assessment also supports the development of the Block Plan.

The development of the Block Plan is informed by the Block 27 Collector Roads Municipal Class Environmental Assessment. As required by the Secondary Plan, City Staff, in collaboration with the applicant as co-proponents, have completed a Schedule C Municipal Class Environmental Assessment to determine the preferred design of the collector road network in Block 27. In accordance with the *Ontario Environmental Assessment Act*, a Notice of Study Completion was issued on Oct. 29, 2024. An Environmental Service Record was subsequently submitted to the Ministry of Environment, Conservation and Parks.

Building on the recommendations of the North Vaughan and New Communities Transportation Master Plan developed in parallel with the Secondary Plan, the Municipal Class Environmental Assessment examined existing and future conditions, alternative and preferred solutions and design, as well as implementation and mitigation measures for potential road alignments. The final recommended collector road network

shown on Attachment 3 is intended to ensure the new community is served by the appropriate infrastructure to facilitate vehicular and active transportation modes. The Block Plan will primarily be served by three new east-west collector streets (one of which will be a continuous major collector street connecting Jane Street and Keele Street) and four new north-south collector streets (one of which will be a continuous major collector street connecting Teston Road and Kirby Road). Modifications to the collector road network identified in the Secondary Plan were made to minimize the impact to natural features and existing infrastructure such as the TransCanada pipeline, as well as ensure appropriate alignment at the intersection of collector and arterial roads.

A Transit Hub Special Study will commence in 2025.

In conformity with the Block 27 Secondary Plan, the proposed Block Plan as shown on Attachment 3, identifies an area located in the northeast corner of the Block as subject to the Transit Hub Special Study Area. This future Study is intended to refine the land use boundaries in relation to updated information regarding natural features; identify the preferred location and approximate configuration of a future GO Station; identify supporting infrastructure; and develop the Official Plan Amendment(s) to the Block 27 Secondary Plan to reflect the updated land use designations, including the Transit Hub designation which is intended to protect for the future GO station site. The Block 27 Collector Roads Municipal Class Environmental Assessment and Master Environment and Servicing Plan will provide essential inputs into the Transit Hub Special Study. The Study process has been initiated and Policy Planning and Special Programs Staff are collaborating with all relevant City Departments and the applicant to establish a Terms of Reference for the project.

Development applications have been submitted within the Block Plan Area.

The following development applications within the Block 27 area have been submitted to the Development and Parks Planning Department for review, as shown on Attachment 4:

1. Zoning By-law Amendment File Z.25.009 and Draft Plan of Subdivision File 19T-25V004 (Ferrara Glade Investment Inc.) – to permit the creation of 421 blocks and lots to facilitate future mixed-use development including 1,367 residential units, two co-located elementary schools, 2.5 hectares of parkland, portions of a stormwater management pond, two blocks of natural areas and a transportation network comprised of collector and local streets. The proposed residential development will include a mix of dwelling types including 225 single detached, 208 semi-detached, 360 street townhouses and 574 condominium units.
2. Zoning By-law Amendment File Z.25.014 and Draft Plan of Subdivision File 19T-25V005 (BW Teston Inc.) – to permit the creation of blocks and lots, including 31 part lot blocks, to facilitate the development of 90 residential units, a natural heritage block, two stormwater management facilities and local street network. The proposed development includes 48 single detached and 42 street townhouse residential units.

The above noted development applications are currently under review by the Development and Parks Planning Department. In accordance with the VOP 2010, parcels of land within a Block Plan that are subject to development applications must be in conformity with an approved Block Plan, where one is required (Policy 10.1.1.25). Development applications which are not consistent with a Block Plan approved by Council may receive approval provided it can be demonstrated that any deviations from the Block Plan are appropriate, represent good planning and represent an improvement and conform to the policies of the VOP 2010 (Policy 10.1.1.26).

A Public Meeting was held and Notice was provided in accordance with Council's Notification Protocol.

- a) Date the Notice of Public Meeting was circulated: April 12, 2024. The Notice of Public Meeting was also posted on the City's website at www.vaughan.ca.
- b) Notice of Public Meeting Circulation Area: to all property owners within the Subject Lands, to all property owners within 200 metres of the Subject Lands, to all property owners of the Employment Lands to the southeast, to the Mackenzie Ridge Ratepayers' Association, to anyone on file with the Office of the City Clerk having requested notice for the Block 27 Secondary Plan, and to anyone on file with the Office of the City Clerk having requested notice for this application.

The following is a summary of the comments received at the Public Meeting:

Table 5: Public Comments

Comment	Response
<u>Traffic Impacts</u> A concern was raised about the potential traffic impacts resulting from the development of Block 27 on the surrounding transportation network, specifically on Jane Street. The provision of adequate active transportation connections to a nearby place of worship and extension of the Rapid Transit Corridor designation and installation of an High Occupancy Vehicle (HOV) lane along Jane Street were raised as potential transportation improvements.	Traffic studies, including a Transportation Demand Management Plan and a Transportation Mobility Plan intended to support the proposed Block Plan, have been submitted by the applicant and are under review by City staff. Additionally, the North Vaughan and New Communities Transportation Master Plan identifies the transportation network required to support the development of the North Vaughan study area, which includes Block 27. The future transportation network for this area, including improvements to public transit services and active transportation facilities, is identified in the Vaughan Transportation Plan and draft Vaughan Official Plan 2025. Additional Environmental Assessment studies have identified further required improvements concerning the Regional Roads that border Block 27.
<u>Road alignment</u>	The street network shown in the proposed Block Plan is informed by the

<p>Adjacent landowners south of Teston Road and non-participating landowners within Block 27 have raised a concern about the alignment of the street network in the proposed Block Plan.</p>	<p>recommendations of the Block 27 Collector Roads Municipal Class Environmental Assessment. City Staff continue to work with York Region and the associated landowners both within and outside the Block Plan area to ensure optimal alignment of the street network within Block 27 and connections to the surrounding transportation network. More specifically, the proposed street network associated with a development application located south of Teston Road, including intersection alignments is being addressed through this process.</p>
<p><u>Places of worship</u> A concern was raised about the lack of areas designated for places of worship in Block 27.</p>	<p>Places of worship uses are permitted within the proposed Community Hub in the Block 27 Secondary Plan. Discussions are ongoing between the applicant and residents regarding a potential site within the Block.</p>
<p><u>Greenbelt Plan Area Impacts</u> A concern was raised about the ecological impacts to the Greenbelt Plan Area within Block 27 that may arise as a result of the redesignation of this area to “Rural” from “Agricultural”, as part of the approval of the York Region Official Plan 2022.</p>	<p>As per the York Region Official Plan 2022, and policies of the Greenbelt Plan, 2017, serviced playing fields and other infrastructure uses are permitted within the Greenbelt boundary, provided that key natural features are not impacted. An analysis of this area of the proposed Block Plan is included in the Analysis and Operational Impact section of this report.</p>
<p><u>Community Hub</u> A concern was raised that due to its location, the Community Hub will not be able to serve the needs of residents within Block 27. It was suggested that a more central location within the Block is more appropriate.</p>	<p>The location of the Community Hub was determined through the Block 27 Secondary Plan Study process as informed by the Active Together Master Plan (2018) and is intended to anchor the Kirby GO-Transit Hub Centre. The exact programming and timing of the proposed Community Hub facility is subject to the outcomes of the ongoing Community Spaces Plan Study.</p>
<p><u>Affordable Housing</u> A concern was raised about the lack of affordable housing being proposed in Block 27. It was suggested that areas designated</p>	<p>The City is currently developing a Housing Strategy that will coordinate different housing initiatives currently underway at the City of Vaughan to facilitate the development of different types and forms of housing, including affordable housing. The</p>

with Mid-rise be zoned for affordable housing.	City will work with the landowners in Block 27 to address these concerns through the development application approval process.
<u>Teston Hamlet</u> A landowner has requested that the Hamlet designation and associated policies be removed from the proposed Block Plan. The landowner stated that the area is appropriate for higher intensification due to the scale of the development planned for the lands to the west in Block 34 E.	The Hamlet designation and related policies will be removed from the Block 27 Secondary Plan through the new Vaughan Official Plan 2025 process.
<u>Non-participating lands</u> A non-participating landowner commented that they reserve the right to work with the City and the Block 27 Landowners' Group to resolve any issues.	Comment received.
<u>School sites and capacity</u> A concern was raised about the current school capacity issues across the City and that, while it is useful that there are school sites proposed in Block 27, there is an immediate need for additional schools.	The City, School Boards, and the applicant have worked collaboratively through the Secondary Plan Study and Block Plan process to ensure the adequate provision of school sites based on the anticipated level of residential growth within the Block.
<u>TransCanada Pipeline alignment and survey information</u> A Landowner raised concern that the alignment of the TransCanada Pipeline and the size of their property is not accurately reflected in the proposed Block Plan. Additionally, the landowner showed concern for a water feature located adjacent to the TransCanada Pipeline and the Barrie GO Railway and inquired about the management of this area in the long term as development proceeds.	An investigation is currently underway by the applicant with the support of a surveyor. The applicant and the non-participating landowner are working collaboratively to address this matter. The delineation and management of natural features in the Block will be determined through the finalization of the Master Environment and Servicing Plan.
<u>Land Use Designation and Road Alignment – Keele Street site</u>	The land use designation has been corrected, and the road alignment has been

<p>A non-participating Landowner commented that the land use designation has been incorrectly shown (“Mid-Rise Residential”) on their property and the property directly north in the proposed Block Plan. Both parcels should include mixed use permissions. Additionally, there is no planning or environmental rationale for the realignment of Collector Street 2. The realignment of Collector Street 2 removes frontage from the noted properties and renders parts of their properties undevelopable.</p>	<p>adjusted through the latest submission of the Block Plan in order to address this issue, as informed by the Block 27 Collector Roads Municipal Class Environmental Assessment.</p>
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- c) A Courtesy Notice was provided on May 21, 2025, to those on file with the Office of the City Clerk that requested electronic notification, to anyone on file with the Policy Planning and Special Programs Department having requested notice for the Block 27 Secondary Plan Study, to anyone on file with the Policy Planning and Special Programs Department having requested notice for this application, to all First Nations Groups who requested notification, and all property owners within the Subject Lands.
- d) Indigenous Consultation – In response to previous correspondence received, Policy Planning and Special Programs Staff sent letters to all First Nations Groups that indicated an interest in the Block Plan application. The letters provided an update on the status of the Block Plan application, future archaeology assessments and monitoring that may be required on a site-specific basis, as well as access to revised Block Plan submission materials. Policy Planning and Special Programs Staff received responses from Mississaugas of the Credit First Nation, Six Nations First Nation and Alderville First Nation providing comments or requesting more information regarding the Block Plan application. Policy Planning and Special Programs Staff and the Landowners Group representatives are addressing these comments and requests for information and individual meetings.

Previous Reports/Authority

The following are links to previous reports developed for the Subject Lands:

[File BL.27.2020 Block 27 Landowners Group Inc. Block Plan East of Jane Street, West of Keele Street, South of Kirby Road and North of Teston Road](#)

(Committee of the Whole (Public Meeting) Report, Item 2, Report No. 18, May 7, 2024)

[North Vaughan and New Communities Transportation Master Plan](#) (Committee of the Whole, Item 17, Report No. 21, June 5, 2018)

[New Community Area Block 27 Secondary Plan Study](#)

(Public Hearing, Item 1, Report No. 11, March 6, 2018)

[New Community Area Block 27 Secondary Plan Study](#)

(Committee of the Whole, Item 33, Report No. 21, June 5, 2018)

Analysis and Options

Conformity and Consistency with an evolving Provincial, Regional and Municipal planning framework

Consistency to and conformity with an evolving land use planning policy framework that includes provincial and regional plans, policy statements and applicable legislation is required for all land use planning decisions as established in the *Planning Act*. While conforming to the policy framework in force at the time, significant legislative and policy changes have occurred since the approval of the Secondary Plan by York Region Council in 2019, including the introduction of the Provincial Planning Statement 2024. The following policy framework provides the basis for the evaluation of the proposed Block Plan.

Provincial Planning Statement, 2024

In support of the Housing Supply Action Plan, the Provincial government enacted the Provincial Planning Statement, 2024 on Oct. 20, 2024. The Provincial Planning Statement, 2024 replaces the previous Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020, providing a single, consolidated policy statement on matters related to land use and development in Ontario. To achieve the provincial goal of developing 1.5 million homes by 2031 as outlined in the Housing Supply Action Plan, the Provincial Planning Statement, 2024, is oriented towards increasing residential development while maintaining protection for employment areas and the natural environment.

The proposed Block Plan is consistent with several focus areas in the Provincial Planning Statement, 2024. Based on the vision outlined in the Block 27 Secondary Plan, the proposed Block Plan (Attachment 3) includes a mix of residential, commercial, community facility and natural area uses that are consistent with the policy direction that supports the development of complete communities (policy 2.1.6.). Originally designated a New Community Area in the York Region Official Plan 2010 and VOP 2010, the Block 27 Secondary Plan area is also intended to accommodate significant population growth. In conformity with the Secondary Plan, the proposed Block Plan includes an estimated 7,474 residential units. The proposed Block Plan is consistent with the overall policy direction of the Provincial Planning Statement, 2024 to facilitate greater residential development, which also supports meeting Provincial and Municipal housing targets contained in the Housing Supply Action Plan.

The proposed residential units in the Block Plan include a range of housing types based on the permissions of the Block 27 Secondary Plan. Focused on the Neighbourhoods Area of the Secondary Plan, the applicant proposes a mix of ground-oriented housing types including single and semi-detached dwellings as well as a range of townhome types. Higher density apartment units are proposed in areas of the Block designated Low-Rise Mixed-Use generally located on Arterial and Collector Roads, as well as in the

Kirby GO-Transit Hub Centre area. A balance of proposed housing types is consistent with the direction of policy 2.2.1 Housing, which requires municipalities to achieve a range and mix of housing options.

As informed by the density targets established in the Secondary Plan, the proposed Block Plan is anticipated to accommodate 21,842 people and jobs. Producing an estimated 74.58 people and jobs per hectare, the proposed Block Plan exceeds the minimum density target for Designated Growth Areas (policy 2.3.1.5) on a block-wide basis. Higher density development proposed in the Kirby GO-Transit Hub Centre aligns with the policy direction to locate transit-supportive development in proximity to frequent transit corridors (policy 2.2.1.d.).

While the Block will accommodate significant future growth, there are existing natural features and cultural heritage resources within the Block (Attachment 5). Based on the outcomes of the Master Environment and Servicing Plan, the proposed Block Plan protects the areas designated Natural Areas and Greenbelt in the Secondary Plan, consistent with policy 4.1.1. In support of the Block Plan, the applicant has included supporting archaeological studies and identified next steps in the analysis of areas containing heritage resources consistent with policy 4.6.

York Region Official Plan 2010

At the time of Block Plan submission, the York Region Official Plan 2010 was the Official Plan in effect for York Region. The York Region Official Plan 2010 designates the majority of the subject lands as “Urban Area” as shown on Map 1 Regional Structure. Areas located within the “Greenbelt Plan Boundary” are designated “Protected Countryside/Hamlet”. Additional environmental designations also apply to the Block as several areas are designated “Regional Greenlands System” on Map 2 Regional Greenlands System, including the Greenbelt area. The underlying designation of the Greenbelt area is “Agriculture Area” as shown on Map 8 Agricultural and Rural Area.

Based on the identification of the subject lands as “New Community Areas” on Schedule 1 Urban Structure of the VOP 2010, the Block 27 Secondary Plan was developed in accordance with the New Community Areas policies of the York Region Official Plan 2010. New Community Areas are intended to develop as complete communities within a greenfield context. These areas will accommodate future population growth while ensuring adequate provision of retail and human service uses to meet the daily needs of residents (policies 5.6.5, 5.6.8). New Community Areas are required to develop at higher densities supportive of transit use and mixed-use development (minimum 70 people and jobs per hectare) and provide a range and mix of housing types (policies 5.6.3, 5.6.4).

In conformity with the Secondary Plan, the Block Plan proposes a variety of land uses, including community facilities such as parks and schools as well as mixed-use designations intended to provide opportunities for retail uses located in the Kirby GO-Transit Hub Centre as well as sites fronting Arterial and Collector Roads (Attachment 3). A variety of housing types and forms are proposed, developed at densities that meet the

minimum residents and jobs per hectare requirements assigned to New Community Areas. The proposed Block Plan conforms to the New Community Areas policies of the York Region Official Plan 2010.

Located on the west side of the Block Plan, the river valley system within the Greenbelt is subject to the Regional Greenlands System policies in the York Region Official Plan 2010. The overall goal of these policies is to protect and enhance the natural areas within the Greenlands System, which is achieved through limiting development permissions to infrastructure and servicing uses, in accordance with Provincial Plans (policies 2.1.9, 2.1.10). In conformity with the policies of the Regional Greenlands System and Agriculture Area (policies 6.1.6), the Block Plan proposes to locate portions of Stormwater Management Ponds and Collector Roads in the Greenbelt area.

Demonstrated through the environmental analysis conducted as part of the Master Environment and Servicing Plan and Municipal Class Environmental Assessment for the Collector Road Network, impacts to existing Key Natural Heritage Features and Key Natural Hydrologic Features have been minimized, subject to the approval and finalization of these studies (see Attachment 6). The proposed Block Plan conforms to the York Region Official Plan 2010.

York Region Official Plan 2022

York Region Council adopted the York Region Official Plan 2022 on June 30, 2022, which was then approved with modifications by the Minister of Municipal Affairs and Housing on Nov. 4, 2022. Subsequent legislation passed by the Provincial government, Bill 150 (*Planning Statue Law Amendment Act, 2023*) and Bill 162 (*Get It Done Act, 2024*), rescinded some of these modifications.

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) ("Bill 185") received Royal Assent, which included several amendments to the *Planning Act*. As a result of these amendments, York Region was removed from land-use planning and approval responsibilities effective July 1, 2024, providing for lower-tier municipalities to assume this role, except for matters requiring provincial approval. As part of this governance change, the York Region Official Plan 2022 is deemed to constitute the in effect Official Plan for the City of Vaughan pursuant to subsection 70.13(2) of the *Planning Act*, until it is revoked or amended by the lower-tier municipality.

At the time of the Block Plan submission, the York Region Official Plan 2010 was the in effect official plan for York Region, however the Block Plan shall have regard for and not conflict with the policies of York Region Official Plan 2022. The majority of the Subject Lands are designated as "Urban Area" on Map 1 Regional Structure, the Greenbelt area is designated "Agricultural System" with a "Regional Greenlands System" overlay. The Block is further designated as "Community Area" on Map 1A Land Use Designations, the Greenbelt area is designated as "Rural Area". Map 1B Urban System Overlays designates the Block as "Designated Greenfield Area". The Greenbelt area is located within the "Greenbelt Plan Boundary" and designated "Protected Countryside

Designation” on Map 1C Provincial Oak Ridges Moraine Conservation Plan and Greenbelt Plan Designations.

Formerly designated as a “New Community Area” in the York Region Official Plan 2010, the Block is designated as a “Community Area” in the York Region Official Plan 2022. The Community Area policies provide similar guidance regarding future development achieving a greater mix of land uses and housing types. Under the “Designated Greenfield Area” policies, the local municipal density target assigned to Vaughan maintains the 70 people and jobs per hectare density requirement previously applied to the Block under the York Region Official Plan 2010 (policy 4.2.7). The proposed Block Plan demonstrates a balance of residential and non-residential uses, varied built form and achieves the minimum density target.

The environmental land use designations applied to the river valley area located within the Greenbelt are carried forward under the York Region Official Plan 2022. This area is located within the “Regional Greenlands System” and “Protected Countryside” designation, which is to remain protected and enhanced and focused on the existing natural features. As shown on Map 1A, the previous underlying designation applied to this area of the Greenbelt has changed from “Agriculture” to “Rural”, which provides for additional permitted uses. In accordance with the Protected Countryside policies of the Greenbelt Plan (4.1.2), policies 5.3.6.d of the York Region Official Plan 2022 permit the use of active recreation facilities in the Rural area designation subject to additional technical study. Based on an approach to the Greenbelt area that protects key natural heritage features and permits critical infrastructure and recreational uses to support the development of the Block, the proposed Block Plan conforms to the York Region Official Plan 2022.

Vaughan Official Plan 2010

The proposed Block Plan is subject to the Block 27 Secondary Plan, as outlined in the Background section above. Informed by the New Community Area policies of the VOP 2010, the Block 27 Secondary Plan provides comprehensive guidance with respect to subsequent planning processes, including the required Block Plan application.

Land Uses

Schedule B Land Use (Attachment 5) of the Block 27 Secondary Plan provides the basis for the development of the Block Plan. The proposed Block Plan largely conforms to the land use plan established on Schedule B, providing for a full range of residential and mixed-use development, while ensuring the protection of environmentally sensitive natural areas. Based on the outcomes of the Block Plan process and recent provincial policy change (Ontario Wetland Evaluation System), several Natural Areas associated with wetlands are proposed to be modified and/or removed from the Block. The finalization of the natural areas boundaries will be determined through the approval of the Master Environment and Servicing Plan, which is identified as a condition of Block Plan approval (Attachment 6). The boundary and extent of land uses located in the immediate area surrounding the proposed Kirby GO Station will be reviewed through the City-led Transit Hub Special Study as noted above in the Background section.

Community Services and Facilities

To support the residential growth anticipated in the Block, a number of sites intended for community services and facilities are identified on Schedule B Land Use of the Block 27 Secondary Plan. The proposed Block Plan (Attachment 3) provides all required schools sites, including five elementary school sites located in the Neighbourhoods area. Where feasible, elementary school sites have been located adjacent to Neighbourhood Parks. Two elementary schools are proposed to share a co-located site as part of a broader complex featuring a Neighbourhood Park and Stormwater Management Pond located in the southeast quadrant of the Block. As provided for in the Secondary Plan, the location of specific school sites have been modified in consultation with the relevant School Boards. Two additional elementary schools are proposed within the Community Hub site, which has been provided in the Kirby GO-Transit Hub Centre. The exact programming and timing of the Community Hub development is subject to the recommendations of the Vaughan Community Spaces Plan undertaken by the City.

The Secondary Plan provides for a comprehensive parks system comprised of five Neighbourhood Parks located in the Neighbourhoods area and two Public Squares and an Urban Park located in the Kirby GO-Transit Hub Centre. The parks system is intended to provide equitable access to recreational facilities throughout the Block. The proposed Block Plan (Attachment 3) achieves the objectives of the Secondary Plan, providing the number of required park facilities distributed evenly throughout the Block. In accordance with the Secondary Plan, several park locations have been modified based on the Block Plan process and updated Regional Official Plan mapping (see York Region Official Plan 2022 section). Neighbourhood Park 3 does not meet the minimum size requirement (policy 3.8.2.) and the overall amount of parkland provision does not meet the required 17 hectares (policy 5.1.b.) as outlined in the Secondary Plan. Discussions between City Staff and the Landowners are ongoing regarding a Master Parkland Agreement to address these issues, as required by the Secondary Plan and identified as a condition of Draft Plan of Subdivision approval (Attachment 6).

Housing and Density

As noted in the Provincial and Regional policy analysis sections above, the proposed Block Plan achieves a balanced mix of housing types including ground-oriented single and semi-detached dwellings, townhome typologies as well as higher density apartment units. The proposed mix of residential units conforms to the policies of the Secondary Plan which requires the provision of a range of housing options (policy 3.1.4). As individual Development Applications proceed, applicants will be encouraged to consider different housing forms for future development including affordable and purpose-built rental units, as supported by the VOP 2010 and which will be investigated through the City-led Housing Strategy.

As discussed above concerning the density targets contained in the Provincial Planning Statement, 2024 and York Region Official Plan 2022, the proposed Block Plan is projected to achieve 74.58 people and jobs per hectare, which meets the required minimum 70 people and jobs per hectare density target as established in policy 3.1.2.a. of the Secondary Plan. The proposed Block Plan also meets the additional 100 and 150

people and jobs per hectare requirement applied to specific areas within the Kirby GO-Transit Hub Centre (policy 3.1.2.a.).

Operational Impacts

The Block Plan Application requires the involvement of internal departments and external agencies, and their comments are provided below:

Environmental Planning

Environmental Planning staff have reviewed the responses provided by the applicant with respect to the second-round comments of the Agricultural Impact Assessment and all comments/questions have been addressed.

With respect to approved tree removals, to ensure compliance with the Endangered Species Act for Species at Risk, the applicant should avoid tree removals during the migratory bird nesting season unless proper assessments are conducted. If impacts to fish habitat or significant wildlife habitat are anticipated, the applicant should engage with the appropriate federal or provincial agencies. The City expects the applicant to keep staff informed of all relevant communications with agencies such as the Ministry of the Environment, Conservation and Parks and Fisheries and Oceans Canada.

Environmental Planning staff have provided conditions for Block Plan approval that can be found on Attachment 6. These include the submission and approval of an updated Master Environmental Servicing Plan, as well as achieving a Net Positive Environmental Outcome through a compensation strategy, both to the satisfaction of the City.

Sustainability Metrics Program

A Sustainability Metrics Scoring Tool was submitted with the Block Plan application. The proposed development achieves an application score of 44 points. As a result, the application achieves the Silver Performance Level (41 to 50 points) as identified in the Sustainability Metrics Program, 2018. Individual landowners are responsible for submitting individual sustainability metrics for the subsequent development applications.

Community Energy Plan

In accordance with Policy 8.5.1 of the Block 27 Secondary Plan, Policy 8.5.1.2 of the VOP 2010, Vol. 1 and Policy 5.6.10 of the York Region Official Plan 2010, community energy plans will be developed as part of the Block Plan process as appropriate for New Community Areas. A Community Energy Plan was prepared by the applicant's consultant, buildABILITY. City staff retained a peer reviewer to conduct a review of the Community Energy Plan's findings related to energy efficiency, greenhouse gas emission reductions, and the integration of renewable energy technologies in Block 27 in consideration of the City of Vaughan's Sustainability Framework and Municipal Energy Plan. The peer reviewer prepared a letter, dated March 5, 2025, confirming that buildABILITY has updated the Community Energy Plan based on discussions held and a Peer Review Assessment Report, dated Oct. 22, 2024, on the initial submission of the Community Energy Plan. The purpose of the Community Energy Plan is to identify opportunities within the proposed Block Plan to consider energy efficiency, resiliency, and low carbon strategies to achieve the municipal emissions targets.

Land Use Compatibility

Staff have reviewed the Block Plan Application and correspondence related to Land Use Compatibility. The assessment reviewed potential impacts on the future residents of the Block Plan Area in relation to the existing adjacent industrial uses that are classified as Environmental Emergency (E2) facilities regulated by the E2 Regulations, as identified in the D-6 Compatibility Guidelines between Industrial Facilities issued by the Ministry of Environment, Conservation and Parks. There are outstanding matters related to the Land Use Compatibility Study that will need to be addressed but are anticipated to be resolved prior to future development application stages within Block 27. It is expected that a revised Land Use Compatibility Study for Block 27 will be submitted as part of subsequent development processes to provide a fulsome analysis of broader impacts to the Block Plan area, proposed mitigation measures, and detailed evaluation of hazards posed by E2 facilities located outside of Block 27.

Development Engineering

Development Engineering staff have no objections to the approval of the Block Plan Application subject to conditions, which are included in Attachment 6.

A revised Master Environmental Servicing Plan must be submitted to the satisfaction of both the City and York Region, including a phasing plan, along with an updated Transportation Impact Study addressing outstanding comments. Prior to Council's draft approval of the first Draft Plan of Subdivision, the applicant must submit a final Master Environmental Servicing Plan, an updated Functional Design Plan, and ensure the Block 27 Collector Roads Municipal Class Environmental Assessment is approved by the Ministry of the Environment, Conservation and Parks. In advance of registering the first Draft Plan of Subdivision, the Owner(s) must enter into agreements with the City to front-end finance, construct, and/or contribute their share toward both interim and ultimate wastewater servicing improvements, as well as the required water distribution infrastructure, all as outlined in the City's Integrated Urban Water Master Plan and approved Interim Servicing Strategy Study. The applicant must also agree to decommission interim wastewater servicing works at their own expense when appropriate. Additionally, all Draft Plan of Subdivision applications must conform to the recommendations of the Block 27 Collector Roads Municipal Class Environmental Assessment, subject to Ministry of the Environment, Conservation and Parks approval.

Development Planning

Development Planning staff have advised that the applicant must ensure that the land uses, road network, and block sizes provided on the Draft Plan of Subdivision is consistent with the Block Plan. All forthcoming Zoning By-law Amendments and Draft Plan of Subdivision applications must also be consistent with the approved Block Plan.

Staff requested further confirmation on the Block Plan land use designations in regards to minor mapping errors to the Natural Area north of Collector Street 3 (east of Neighbourhood Park 3), the very thin "Low-Rise Mixed-Use" immediately north of "NA 4.16 hectares" and immediately south of Collector Street 2 and the small "Low-Rise

Mixed-Use” area immediately east of the non-participating parcel in between Collector Street 6 and 7, north of Teston Road.

Parks Planning

Parks Planning staff have reviewed the third submission for the Block Plan application which included the Facility Fit Plan, Landscape Master Plan, Master Environment and Servicing Plan Comment Response Matrix, and Tree Inventory and Preservation Plan. Minor revisions are required to the Landscape Master Plan, as outlined in the detailed comments provided by Parks Planning.

Staff also acknowledge that the review of the Master Parkland Agreement is ongoing between the Block 27 Landowners Group and City Staff. Execution of this Master Parkland Agreement will be required by all landowners within the plan area as a condition of future development approvals under the Planning Act. At this stage, Parks Planning staff have no further comments or requirements regarding the Block Plan; however, additional comments may be issued upon receipt and review of outstanding documents, primarily the forthcoming Master Environment and Servicing Plan document. Conditions regarding parks matters, including the finalization of applicable studies (Master Environment and Servicing Plan, Urban Design Guidelines and Landscape Master Plan), as well as the Master Parkland Agreement can be found on Attachment 6.

Urban Design

Urban Design staff have advised that the Owner shall submit revised Urban Design Guidelines and a revised Landscape Master Plan, each addressing all outstanding comments, to the satisfaction of the City. These updated documents must reflect the City's feedback and can be found as conditions in Attachment 6.

Cultural Heritage/Archaeology

In 2015, a Block 27 Cultural Heritage Resources Assessment report was submitted and in late 2024, a Cultural Heritage Technical Memo was submitted to review and update the 2015 report's findings. Cultural Heritage staff supports the 2024 memo's recommendations, including the requirement for Heritage Impact Assessments for specific properties as part of future draft plan applications. Additional Built Heritage Resources, including those on Jane and Keele Streets, were identified as having cultural heritage value and will require Heritage Impact Assessments as part of any future draft plan applications. Cultural Heritage Landscapes was also reviewed, with recommendations ranging from no further work to more in-depth assessments and integration needed. To ensure that the recommendations of the 2024 Cultural Heritage Technical Memo are met, Cultural Heritage staff recommends that the properties identified in the proponent's submission be 'Listed' under Section 27 of the Ontario Heritage Act.

The Block 27 Archaeological Review and Gap Analysis was submitted by the proponents and reviewed by Cultural Heritage staff who support the recommendations of the Gap Analysis, including the requirement for additional archaeological assessment for specific properties as part of future Draft Plan of Subdivision applications.

Indigenous engagement for Block 27 is underway and will continue to inform and guide the review of archaeological and cultural heritage matters. Cultural Heritage staff support the individual recommendations regarding the parcels of land that variously recommend whether Stage 2, 3 or 4 Archaeological Assessments be done in accordance with the Provincial Standards and Guidelines for Professional Archaeologist, as part of a complete application of future development applications or construction activities.

Forestry

Forestry staff have reviewed the Large Existing Tree Inventory and Landscape Master Plan for the Block Plan and have provided several comments. They acknowledge the applicant's responses in the Comment Response Matrix and emphasize the importance of preserving large native shade trees that are in fair to good condition and do not directly impact the development. Specifically, trees with a diameter at breast height (DBH) of 80 cm or greater should be retained where possible. Further comments on the Landscape Plans will be provided at the future Draft Plan of Subdivision stage.

TransCanada Pipeline

Revised requirements for the proposed trail within the TransCanada Pipeline Right-of-Way include a maximum trail width of 3 metres and a minimum 3-metre buffer from the pipeline for all parallel segments and associated features such as vegetation, lighting, and amenities. TransCanada Pipeline will conduct detailed engineering assessments at the Proponent's expense with the applicant entering into the appropriate engineering agreements to proceed building in proximity to the pipeline. The applicant will be required to submit project details for review prior to any construction activity.

TransCanada Pipeline will assess all requests for safety and must also review and approve stormwater, site servicing, grading, and landscaping plans to ensure safe clearances and avoid impacts to the pipeline. Further comments and evaluation on the pipeline will be considered at the future Draft Plan of Subdivision stage.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority has reviewed the materials related to the proposed Block Plan and have requested an updated Master Environmental and Servicing Plan to provide additional comments to address concerns around development limits, stormwater management, erosion control, water balance for natural features, floodplain management, and wetland hydrology.

The conservation authority has also highlighted specific areas that may require further study and adjustments including erosion hazards and slope stability assessments that could impact the proposed development limits. The applicant must also include a Monitoring Plan and a section on future study commitments as outlined in the Master Environmental and Servicing Plan. These revisions need to be addressed at the block level, not just at the subdivision stage, as they impact block-wide criteria and water management. The updated Master Environmental and Servicing Plan may lead to changes in the Block Plan, including adjustments to development limits and stormwater management infrastructure. Conditions of approval from the Toronto and Region Conservation Authority can be found on Attachment 6.

Metrolinx

Metrolinx has provided comments on residential development which requires the applicant to provide a Rail Safety Study, noise and vibration assessments, and drainage reports to be reviewed by Metrolinx before any residential development. To ensure all safety conditions are met, the applicant must enter into an Adjacent Development Agreement with Metrolinx. This agreement will detail how key concerns are managed and will include environmental easements for operational emissions to be registered on title for all residential units within 300 metres of the corridor.

Regarding transit expansion, Metrolinx is encouraging the development of new GO stations through a market-driven approach, with third-party developers funding and constructing infrastructure based on Metrolinx standards. The Province is introducing a voluntary Station Contribution Fee that municipalities can use to help fund GO station construction through development charges, accelerating station delivery while supporting housing growth. This tool is optional and subject to a municipality's financial capacity. Metrolinx remains open to discussions with the City of Vaughan and suggests any future planning include updated land use assumptions, possibly referencing the proposed Kirby GO station. Enhanced connectivity, higher density, and active transportation infrastructure would strengthen the case for such projects.

The Block Plan proposes higher density development in the Kirby GO – Transit Hub Centre, which is anchored by the proposed Kirby GO Station. In support of the proposed GO Station, the City will review the land use designations in the immediate surrounding area through the City-led Transit Hub Special Study as discussed above in this report.

School Boards

The school site sizes and locations have been determined in consultation with each applicable school board. The exact location of ES-III will be refined through the Draft Plan of Subdivision development application phase which will also include any relevant conditions. The configuration, location, size, and phasing of the school sites will be refined through the Draft Plan of Subdivision development application phase.

York Region

York Region has indicated that their previous comments on the Block Plan have been acknowledged and addressed to their satisfaction. They will have further comments on the forthcoming Master Environmental Servicing Plan and supporting studies. York Region's conditions for Block Plan approval can be found on Attachment 6.

Ministry of Natural Resources

The Ministry of Natural Resources has indicated that they will review the Master Environmental Servicing Plan when it is available.

Broader Regional Impacts/Considerations

The Block Plan Application has been circulated to York Region, Toronto and Region Conservation Authority, the School Boards and the Ministry of Natural Resources for review and comment. Any outstanding matters will be addressed as conditions of Block Plan approval (Attachment #6) or at future development application stages.

Financial Impact

There are no requirements for new funding associated with this report.

Conclusion

The Policy Planning and Special Programs Department has reviewed Block Plan Application BL.27.2020 in consideration of the applicable guiding Provincial, Regional and City of Vaughan policy context, as well as the comments received from City departments, external agencies and the public, and the surrounding area context.

This conditional approval is part of a series of steps that are required for the ultimate development of Block 27. For the planning of this Block to continue, staff may determine it appropriate to report back to Council as a Communication related to this report or as part of the technical report for future development applications, explaining how the conditions have been fulfilled and seeking approval of any resulting changes to the Block Plan.

On this basis, the Policy Planning and Special Programs department supports the approval of the Block Plan Application BL.27.2020 (Attachment 3), subject to the fulfillment of the conditions included in Attachment 6.

Attachments

1. Context Location Map
2. Ownership Map
3. Proposed Block Plan
4. Active Development Applications
5. Block 27 Secondary Plan Land Use Map
6. Conditions of Block Plan Approval
7. Block Plan Application Submission Materials

Prepared by

Alex Di Scipio, Planner, ext. 8259

Andrew Haagsma, Planner, ext. 8990

Cameron Balfour, Senior Planner, ext. 8411

Shawn Persaud, Senior Manager, ext. 8104

Christina Bruce, Director, Policy Planning & Special Programs, ext. 8231