

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\(WS\)0118_16_4.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(WS)0118_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\(WS\)0508_17_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(WS)0508_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 crossings 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

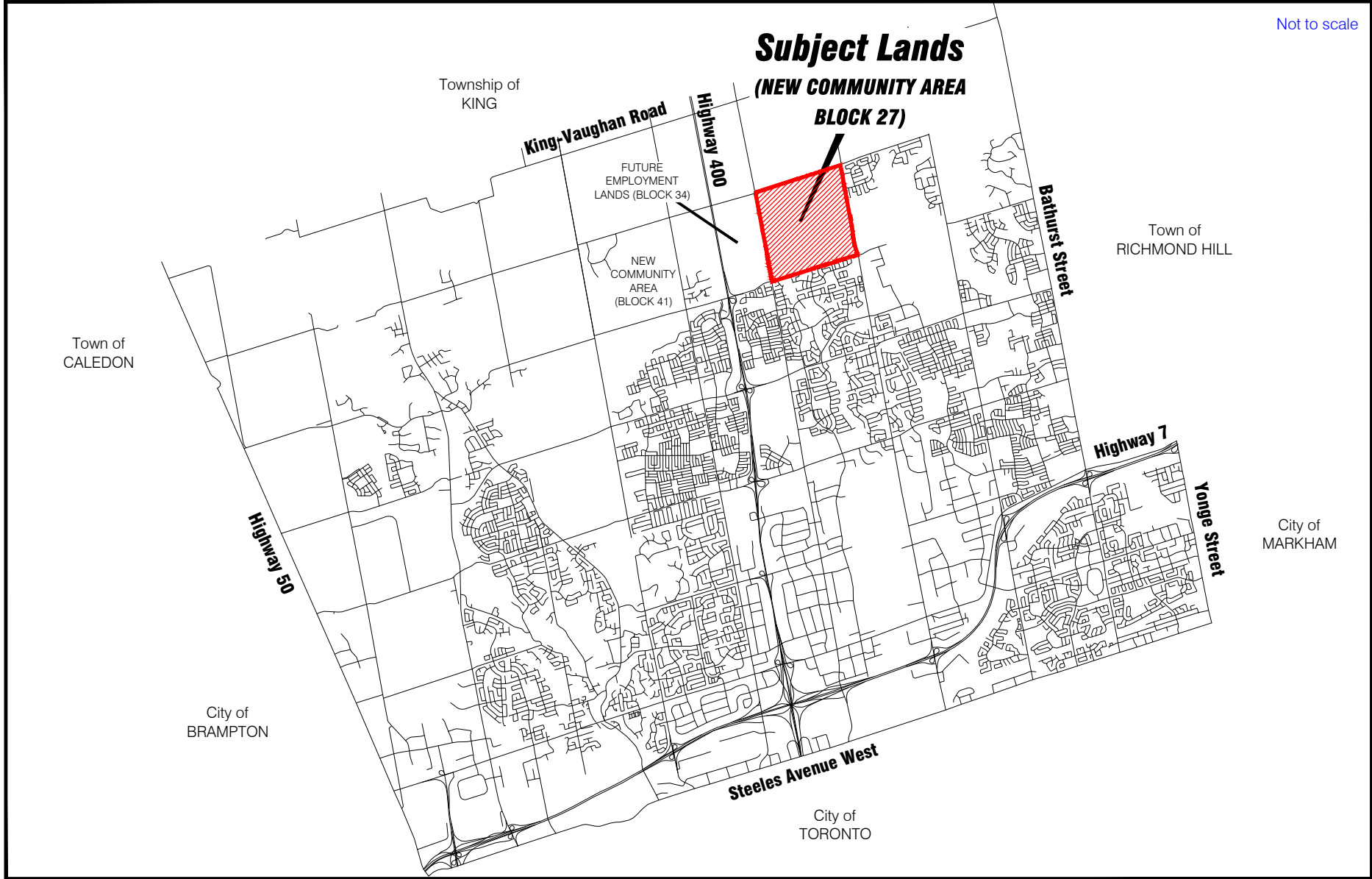
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Context Location Map

LOCATION:
Lots 26 to 30, Concession 4

APPLICANT:
New Community Areas - Secondary Plan Block 27

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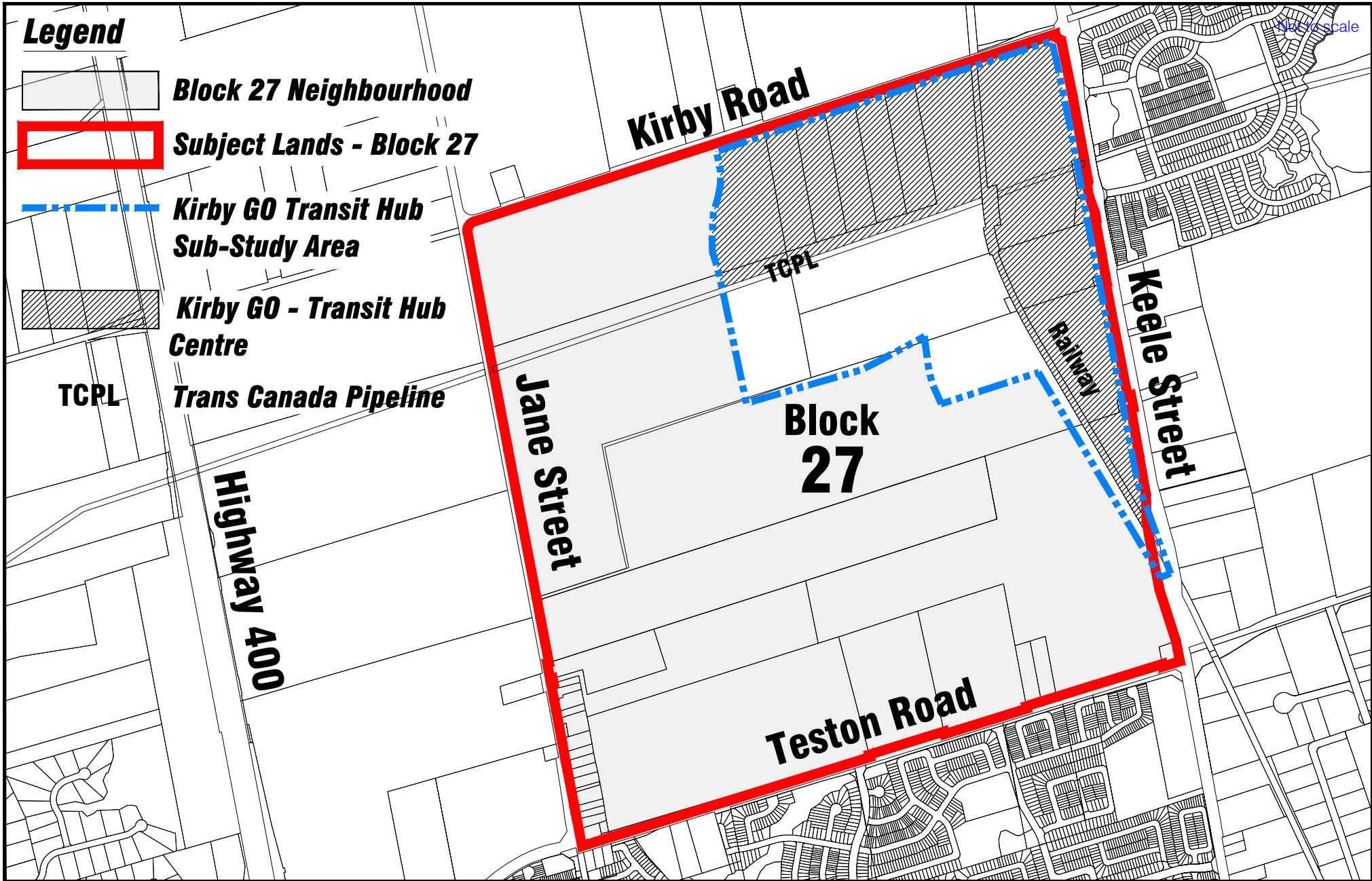


Attachment

FILE:
26.4.1

DATE:
March 6, 2018

1



Location Map

LOCATION:
Lots 26 to 30, Concession 4

APPLICANT:
New Community Areas - Secondary Plan Block 27

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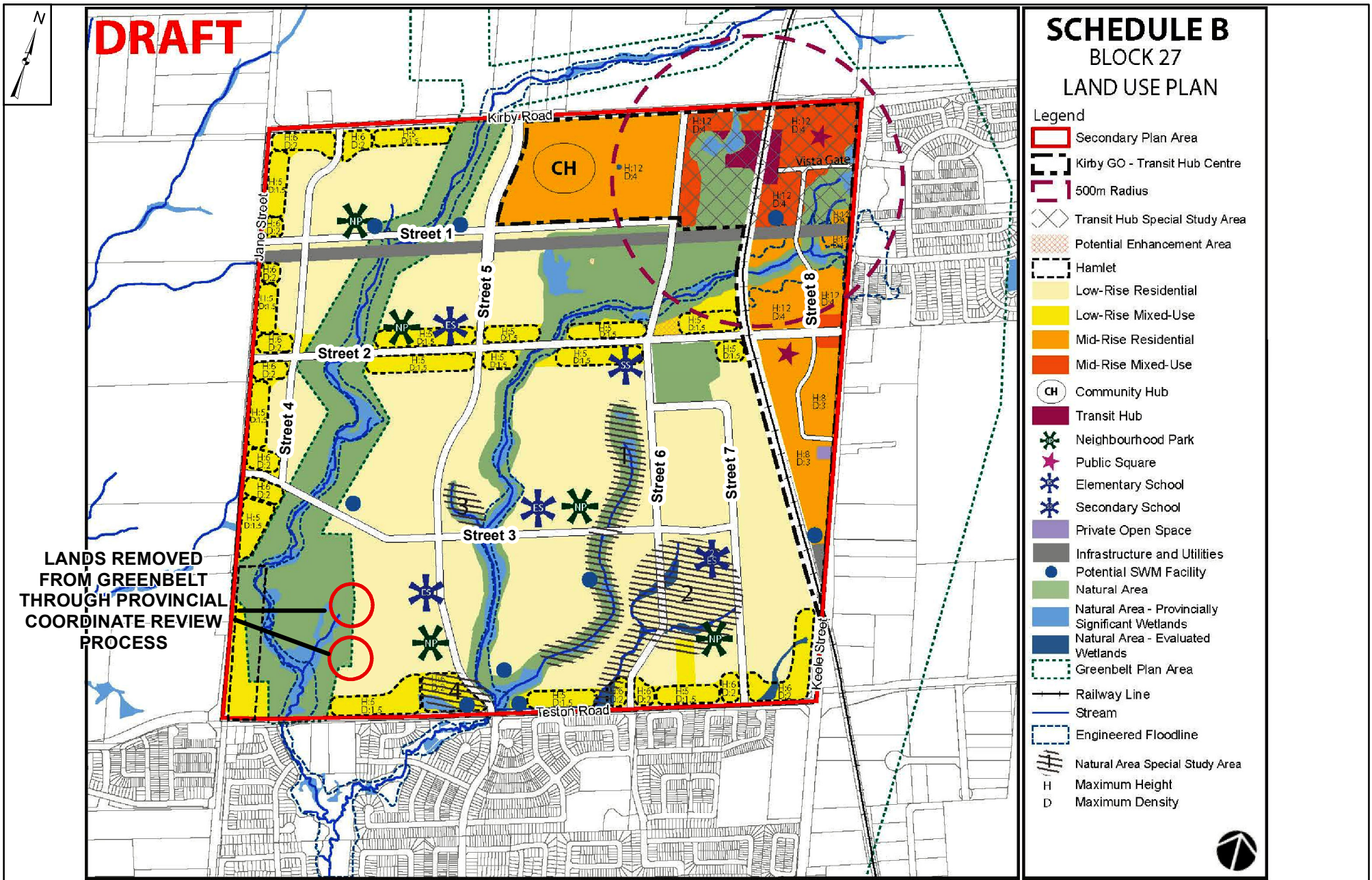


Attachment

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26.4.1

DATE:
March 6, 2018

2



Block 27 - Land Use Plan

LOCATION:
Lots 26 to 30, Concession 4

APPLICANT:
New Community Areas - Secondary Plan Block 27



Attachment

FILES:
26.4.1

DATE:
May 31, 2018

3

ATTACHMENT 4

AMENDMENT NUMBER ##
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA

The following text and schedules "1", "2", "3", "4" and "5" constitute Amendment Number ## to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I" and "II".

Authorized by <Item No. ## of Report No. ##>
of the <DATE> Committee of the Whole Meeting
Adopted by Vaughan City Council on <DATE>

I PURPOSE

1. The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 (“**VOP 2010**”). The lands subject to this Amendment (“**Subject Lands**”) are designated “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural” with a “Hamlet” overlay and “Railway” in the **VOP 2010**. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, the protection of cultural heritage and archaeological resources, transportation, *community facilities*, natural heritage and open space. The intent of the policies is to facilitate the development of a new community including a mixed-use **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, as well as new residential neighbourhoods. The policies are designed to enable the creation of a *complete community* and ensure high quality development that is compatible with the surrounding land uses.

II LOCATION

The **Subject Lands** are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprise Lots 26 – 30 of Concession 4 in the City of Vaughan, as identified in Appendix “I” to this Amendment.

III BASIS

The decision to amend the **VOP 2010** to provide detailed policies to facilitate the development of a new community including a mixed-use **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, as well as new residential neighbourhoods and related community and *retail* services is based on the following considerations:

1. On September 7, 2010, Vaughan Council adopted the **VOP 2010**. Volume 1 of the **VOP 2010** designated the **Subject Lands** “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, “Rural” with a “Hamlet” overlay and “Railway”. The “New Community Areas” designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Sections 10.1.1 and 10.1.1.1 of the **VOP 2010**, prior to the approval of any development applications. This amendment implements the results of a detailed Secondary Plan process including consultation which occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub, and the North Vaughan and New Communities Transportation Master Plan (“**NVNCTMP**”). Regular meetings were held at key points of the Secondary Plan Study with the Block 27 participating Landowners Group (“**LOG**”) and the Block 27 Technical Advisory Committee (“**TAC**”). In addition to the formal meetings with the **TAC**, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. In addition, five reports were prepared for Council, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

2. The following public consultation meetings were held for the Secondary Plan Study:
 - May 13, 2015: Public Open House #1, Secondary Plan Visioning Summit;
 - November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;
 - April 5, 2017: Public Open House Secondary Plan (combined meeting with Public Information Centre (PIC) #2 for the Kirby GO Transit Hub Sub-Study and the **NVNCTMP**); and,
 - March 6, 2018: Committee of the Whole (Statutory Public Hearing).

Additional specific public consultation sessions for the Kirby GO Transit Hub Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and,
 - April 5, 2017: Public Information Meeting #2 (combined meeting with Public Information Centre (PIC) for the **NVNCTMP** and 3rd Public Open House for the Block 27 Secondary Plan).
3. All amendments to the City of Vaughan Official Plan shall conform to the goals, objectives and policies of the York Region Official Plan, 2010 (“**YROP**”). The **Subject Lands** are located within the “Urban Area”, “Greenbelt Plan” and “Greenbelt Protected Countryside/ Hamlet” designations as identified on Map 1, Regional Structure in the **YROP**. The *Urban Area* designation is intended to allow for the creation of compact and *complete communities* which are sustainable and have the highest standard of urban design. ~~Local Centres are important components of such areas providing focal points for residential, human services, retail and office activities.~~ Lands in the Greenbelt Plan Area are to be protected in accordance with the directions of the Provincial Greenbelt Plan. Hamlets are small, existing settlements and their cultural heritage is to be retained.
 4. Places to Grow, the Growth Plan for the Greater Golden Horseshoe in Southern Ontario (2017) (“**Growth Plan**”) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Plan is intended to “support the achievement of *complete communities*” (Section 2.2.1.4). In particular, the Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form. The proposed Secondary Plan has been prepared in conformity with the directions of the **Growth Plan** to ensure that new development will result in the creation of a *complete community* which will be compact, vibrant, inclusive, healthy, sustainable and diverse.
 5. The Greenbelt Plan establishes a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Block 27 includes a stream corridor which forms part of the Greenbelt, and is identified in the Natural Heritage System overlay of the Greenbelt Plan. The proposed Secondary Plan protects the corridor in conformity with the directions of the Greenbelt Plan.
 6. The Secondary Plan is based on detailed background studies, including the Upper West Don Subwatershed Study City of Vaughan, and the North Vaughan and New Communities Transportation Master Plan, and input from public agencies including Metrolinx, the Regional Municipality of York, the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Forestry, the York Region District School Board, the York Catholic District School Board and the Conseil scolaire Viamonde. The proposed Secondary Plan takes into consideration the information gathered through the study process in the establishment of a **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, the protection of the Natural Heritage Network, the establishment of a community hub and recognition of the need for a number of elementary *schools* and a secondary *school*.
 7. Having held a statutory Public Hearing on March 6, 2018, Council for the City of Vaughan approved an amendment to the **VOP 2010** on **<DATE>** to provide for the adoption of a Secondary Plan for Block 27.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Adding the text and schedules of the Block 27 Secondary Plan, attached hereto as Schedule 1 to this Amendment, to the **VOP 2010**, Volume 2, as Section 11.##.
2. Identifying the **Subject Lands**, being the Block 27 Secondary Plan Area, on Schedule 14-A “Areas Subject to Secondary Plans”.
3. Re-designating the Subject Lands from “New Community Areas”, “Natural Areas”, “Agricultural”, “Greenbelt Plan Area”, and “Rural” with a “Hamlet” overlay to “Lands Subject to Secondary Plans” on Schedule 13 “Land Use”.
4. Adding Section 11 ## to Section 11.1 Areas Subject to Secondary Plans.
5. Adding a new Policy 11.1.1.## to Section 11.1 “Areas Subject to Secondary Plans” as follows:

“The lands subject to the Block 27 Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.## of this Plan.”

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the subject lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision approval, and Site Plan approval, pursuant to the Planning Act R.S.O. 1990, c.P.13.

VI INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

SCHEDULE 1

11.##BLOCK 27 SECONDARY PLAN (OPA # [REDACTED])

11.##.1 Secondary Plan Area

The following policies including Part A, The Preamble to the Plan, and Part B, The Secondary Plan, and Schedules “A” – “E” shall apply to the lands identified as “Secondary Plan Area” and “~~Local Centre – Kirby GO Transit Hub~~ “Kirby GO - Transit Hub Centre” on Schedule A: Block 27 Secondary Plan Area.

11.##.2 Part A The Preamble

1.0 Context

The Block 27 Secondary Plan is designed to create a *complete community* focused on a new ~~Local Centre – the Kirby GO Transit Hub~~ **Centre, the Kirby GO - Transit Hub Centre** in the northeast quadrant of Block 27, located south of Kirby Road and west of Keele Street. The new community will be compact, vibrant, inclusive, healthy, sustainable and diverse, while being designed to have a net positive environmental outcome. It will include a mix of uses such as low-rise and mid-rise residential housing, mixed-use, and *retail*, as well as a community hub. The community hub will consist of a variety of *community facilities* such as a community centre, *schools*, a park, library and other *community facilities*. The new community will be linked by a connected multi-modal transportation system including off-road Multi-Use **Recreational Trails**, sidewalks, walkways, and cycling facilities.

1.1 Purpose

The purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide *development* in the Block 27 Secondary Plan Area. It also provides detailed direction with respect to the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

1.2 Secondary Plan Organization

The Secondary Plan includes the following:

- a. Part A The Preamble

Part A establishes the basis for the Secondary Plan, including the Secondary Plan Area, study process, consultation process, policy context and existing conditions and opportunities.

b. Part B The Secondary Plan

The Secondary Plan establishes the Vision and Guiding Principles, including the Vision and Guiding Principles for the **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, natural heritage network and open space system, *community facilities*, services and sustainable design, and implementation and interpretation including the phasing of *development*. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as identifying cultural heritage features, and establishing the transportation system, the natural heritage network and the open space system.

2.0 **Secondary Plan Area**

The Block 27 Secondary Plan Area is located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprises Lots 26 – ~~30~~ 43 of Concession 4, in the City of Vaughan. The Block has an area of approximately 400 hectares and is largely undeveloped. It includes a reach of the West Don River and an additional central tributary of the West Don River which is a component of the Greenbelt Plan and the City's Natural Heritage System. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the block in an east-west direction, while the GO Rail Line runs north-south west of Keele Street. The Hamlet of Teston is located in the southwest quadrant of the Block, north of Teston Road and east of Jane Street.

3.0 **Secondary Plan Study Process**

The Secondary Plan study process was undertaken in four phases. As part of the study process, the related Kirby GO Transit Hub Sub-Study was also carried out. The Sub-Study provides a greater level of detail with respect to the Kirby GO Transit Hub area. In addition, the North Vaughan and New Communities Transportation Master Plan **NVNCTMP** was prepared in parallel with the Secondary Plan study process and provided input to both the Secondary Plan and Sub-Study.

The Secondary Plan study process included the following phases. The Sub-Study and the NVNCTMP provided input in Phase 2, as well as Phase 3 of the Secondary Plan study process:

Phase 1 – Background Study and Report

Phase 1 involved background research to review the existing conditions, current policy framework and information available from the participating landowners as well as aerial photography and contour mapping. It also identified major influences within the study area.

Phase 2 – Plan Development Process

The second phase of the Study utilized the background information as the basis for preparing supporting studies which include:

- City of Vaughan, Secondary Plan Study for New Community Area “Block 27”, Preliminary Background Report, Macaulay Shiomi Howson Ltd., June 2015;
- Land Budget and Housing Mix Analysis for the Block 27 Secondary Plan Area, Hemson Consulting Ltd., May 2015;
- Commercial Needs Assessment, Tate Economic Research Inc., May 2015;
- Secondary Plan Study for New Community Area Block 27 – Parks and Open Space & Community Facilities Report, Macaulay Shiomi Howson Ltd., May 2015;
- Stage 1 Archaeological Resource Assessment of the New Community- “Block 27”, ASI Final January 2017;
- Cultural Heritage Resource Assessment, New Community Area Block 27, ASI, April 2015;
- Noise and Vibration Background Study, Amec Foster Wheeler, May 2015;
- Water and Wastewater Master Servicing Background Study, Amec Foster Wheeler, May 2015;
- Vaughan Sustainability and Community Energy Framework, WSP Canada Ltd., September 2015; and,
- New Community Area ‘Block 27’ City of Vaughan Environmental Report, Natural Resource Solutions Inc., May 2015.

Additional studies were also undertaken that provided input to the Secondary Plan Study process. These included:

- Natural Heritage Network Study, North South Environmental undertaken on behalf of the City;
- Upper West Don River Subwatershed Study, Cole Engineering and Beacon Environmental on behalf of the Block 27 participating Landowners Group; and,

- North Vaughan and New Communities Transportation Master Plan, HDR Inc. on behalf of the City; and,
- **Wetland Evaluation, conducted by the Ontario Ministry of Natural Resources and Forestry.**

Phase 2 also included the Secondary Plan Visioning Summit, a visioning session with the public in May 2015 to determine the vision and guiding principles for the Secondary Plan.

Phase 3 – Preparation and Refinement of the Draft Secondary Plan

A land use concept was developed in Phase 3 which was then reviewed and refined through public consultation, as well as input from the Block 27 participating Landowners Group, and Block 27 Technical Advisory Committee. The draft Secondary Plan, which was developed based on the land use concept, also incorporated the directions arising from the Kirby GO Transit Hub Sub-Study and the **NVNCTMP**.

Phase 4 – The Approval Process

The draft Secondary Plan was reviewed through a formal statutory process which included a Public Hearing. The input received was reviewed, and addressed in a report to Council with recommended changes to the Plan. The Plan was then presented to Vaughan Council for adoption.

4.0 Consultation and Engagement

On-going consultation occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub and the **NVNCTMP**. Regular meetings were held at key points of the Secondary Plan Study process with the Block 27 participating Landowners Group (“**LOG**”) and the Block 27 Technical Advisory Committee (“**TAC**”). In addition to the formal meetings with the **TAC**, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. Five reports were prepared for Council, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

The following public consultation meetings were held for the Secondary Plan Study:

- May 13, 2015: Public Open House #1 Secondary Plan Visioning Summit;
- November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;

- April 5, 2017: Public Open House Secondary Plan (combined meeting with PIC #2 for the Kirby GO Station Sub-Study and the **NVNCTMP**); and,
- March 6, 2018: Statutory Committee of the Whole (Public Hearing).

Public consultation sessions for the Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and,
- April 5, 2017: Public Information Meeting #2 (combined meeting for **NVNCTMP** PIC and the third Public Open House for the Block 27 Secondary Plan).

5.0 Policy Context

Block 27 is one of two designated “New Community Areas” in the Vaughan Official Plan 2010 (“**VOP 2010**”) where new residential uses and related *development* is planned to occur in Vaughan and preparation of a Secondary Plan is required prior to any development occurring. The Secondary Plan builds on the policy framework established at the provincial, regional and local level. In conformity with that policy direction, *development* in Block 27 is intended to create a *complete community* that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, with a mix of uses and densities that achieves the minimum provincial and regional requirements. The Plan will prioritize people through all phases of life, sustainability and livability, as well as high quality urban design.

To conform to provincial and regional policies including the **Growth Plan**, the Greenbelt Plan and the **YROP**, as well as the **VOP 2010**, the Secondary Plan has been designed to address:

- the Regional minimum ~~average density requirements~~ of 20 residential units per hectare and 70 residents and jobs per hectare, in the developable area;
- a minimum **density target** of 100 people and jobs for the **Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub**, and the Provincial minimum **density target** of 150 people and jobs within 500 metres of the Kirby GO Transit Hub, an approximate 10-minute walking distance, of the Kirby GO Station;
- a wide range and mix of housing types, sizes and *affordability*;
- a community core within reasonable walking distance from the majority of the population which will be the focus of local *retail* and community services and will provide connections to rapid transit;
- provision of live-work opportunities;

- areas that contain a high-quality public realm;
- implementation of the Active Together Master Plan Update 2013;
- implementation of the Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment and active transportation connections to key destination points;
- development that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Greenbelt Plan and Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- development that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a community energy plan;
- a Master Environment and Servicing Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;
- an integrated parks and open space network that provides facilities generally within a 5 to 10 minute walk for a majority of residents;
- reduced heat island effects;
- the protection and conservation of cultural heritage resources; and,
- a phasing plan that ensures orderly development, with a priority on the development of the **Kirby GO Station** transit hub, as well as providing that any particular phase of development is substantially complete (~~approximately 75%~~) before subsequent phases may be registered.

In addition, with respect to the Kirby GO Transit Hub, the following matters have and will be considered:

- The transit hub is of local, regional and inter-regional importance, and its function, design and integration are vital to this community;
- Major transit station areas are to be planned to achieve increased residential and employment densities and a mix of uses under the Growth Plan;
- Major transit station areas are to be planned and designed to provide access for various transportation modes including transit which, in accordance with the **YROP**, is intended to be integrated into the community at the early stages of development; and,
- Enhanced and efficient pedestrian and cyclist connections to transit station areas and the

provision of an enhanced pedestrian and cycling network within the site; and The GO Rail Station Access Plan, Final Report, dated December 12, 2016 which categorizes the new Kirby GO Station in terms of anticipated GO rail service levels as having “15 min Two-way All-day” service.

6.0 Existing Conditions and Opportunities

The Secondary Plan also responds to the existing conditions and opportunities identified through the technical background analysis with respect to the Secondary Plan Study Area including the following:

- natural heritage protection and enhancement, in particular the City’s Natural Heritage Network and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a Net Positive Environmental Outcome;
- the significant topographical changes in the Secondary Plan area;
- existing land use;
- existing transportation infrastructure including the Barrie GO railway, related noise mitigation strategies, and existing cycling infrastructure along boundary roads and within adjacent blocks;
- the planned **Kirby GO - Transit Hub Centre** Local Centre – Kirby GO Transit Hub;
- TransCanada natural gas pipeline right-of-way;
- existing cultural heritage resources including the Hamlet of Teston and the need to evaluate their significance and the potential for integration with new development;
- the potential for the identification of archaeological resources which will require investigation and potential mitigation;
- the proximity to the future planned North Maple Regional Park to the east;
- the recommendation in the Active Together Master Plan for the creation of a neighbourhood hub in Block 27;
- the opportunity to achieve high quality and sustainable design;
- existing surrounding neighbourhoods; and,
- connections to the future Highway 400 Employment lands.

Other planning considerations that must be taken into account include the conclusions of the supporting studies related to:

- Land Budget/Housing Mix Analysis;

- Commercial Needs Assessment;
- Natural Environment;
- Upper West Don Subwatershed Study City of Vaughan;
- North Vaughan and New Communities Transportation Master Plan;
- Parks, Open Space and Community Facilities;
- Archaeological and Heritage Resources;
- Sanitary Sewers and Water;
- Sustainability and Community Energy Planning; and,
- Kirby GO Transit Hub Sub-Study.

11.##.3 Part B The Secondary Plan

1.0 Introduction

The Block 27 Secondary Plan forms part of the **VOP 2010**. The Secondary Plan builds on the policies in Volume 1 of the **VOP 2010** and provides a detailed planning framework specific to the Block 27 Secondary Plan Area. The Secondary Plan should be read in conjunction with Volume 1 of the **VOP 2010**. Where the policies of this Secondary Plan conflict with the policies in Volume 1, the policies of the Secondary Plan shall prevail.

The following text and schedules constitute the Block 27 Secondary Plan:

- Schedule 'A' – Block 27 Secondary Plan Area;
- Schedule 'B' – Block 27 Land Use Plan;
- Schedule 'C' – Block 27 Built Heritage and Cultural Heritage Landscapes;
- Schedule 'D'– Block 27 Multi-Modal Transportation Network; and,
- Schedule 'E'– Block 27 Natural Heritage Network and Open Space System.

2.0 Vision and Guiding Principles

2.1 Block 27 Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on a Vision Summit with community members, will be used to guide the future planning of the Block 27 Secondary Plan area.

a. Vision Statement

Block 27 will be a *complete community* that prioritizes people, sustainability and livability with a high quality of urban design. The community will feature a range of low to mid-rise buildings that blend a variety of residential, *retail* and institutional uses. It will be anchored by a ~~local~~ **transit hub** centre that features both institutional uses such as *schools*, *community facilities* and the Kirby GO transit hub. The community will also provide an integrated and connected multi-modal on and off-road transportation system including transit, walking and cycling. Finally, building upon the area's abundant natural heritage features, a variety of parks and open spaces will provide residents with space for leisure and recreation.

b. Development Principles

- i. A distinct community character will be encouraged through the use of low-rise to mid-rise building form and scale.
- ii. New development will combine residential, *retail*, and institutional uses to create a walkable, sustainable community with a range of community amenities.
- iii. All public and private buildings will achieve design excellence.
- iv. Streetscape design will support a variety of uses and conditions, including pedestrian, transit, cycling and automobile activity.
- v. Block configuration will follow a modified grid pattern, encouraging compact and sustainable *development*.
- vi. Seamless integration of all modes of transportation will ensure local and regional transportation connectivity, while also encouraging environmental sustainability.
- vii. *Community facilities* such as schools, places of worship, community centres and libraries will be promoted and situated in a way that creates a social and cultural centre for the community.
- viii. Active and safe routes to *community facilities* through the overall multi-modal transportation system including neighbourhood active transportation connections.
- ix. A hierarchy of parks, ~~urban~~ **public** squares, and open spaces with a range of programming opportunities will provide the community with a variety of passive and active recreation space.
- x. Preservation of natural heritage features as part of a Natural Heritage Network will ensure their protection and enhancement in an urban setting while providing an opportunity for views and access to nature. This Secondary Plan will provide for an overall Net Positive Environmental Outcome to the community with the build

out of Block 27. Where there is potential ~~less~~ **modification** of a natural heritage feature(s), in support of another objective, the overall outcome shall be a Net Positive Environmental Outcome to the community.

- xi. Sustainability will be encouraged through implementation of City guidelines including conscientious selection of building materials and finishes, surface treatments, green infrastructure, and other green features such as inclusion of pervious surfaces and measures to reduce heat island effects.
- xii. Water and wastewater for Block 27 will be planned based on a spine servicing approach where appropriate, to reduce life cycle costs and will be consistent with Regional and City master plans.

2.2 ~~Local Centre – Kirby GO Transit Hub~~ **Kirby GO – Transit Hub Centre** **Vision and Guiding Principles**

The following Vision and Guiding Principles, which were developed based on consultation with community members, build on the Vision and Guiding Principles for Block 27 and provide specific direction for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Station Transit Hub~~.

a. Vision Statement

The **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be a local centre for the community, unique to Vaughan, with seamless multi-modal connections, morning, afternoon and evening destinations, and excellent regional and local transit. Centered on the GO Station and public square, the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will incorporate a combination of mid-rise mixed-use buildings, with ground floor *retail* uses, integrated with the public realm.

b. Development Principles

i. Transit Hub Function Primacy

The creation of a vibrant, efficient, class leading transit hub is paramount to the success and vitality of this community and the City, and its requirements will have planning primacy over other components of the land use planning and design in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, and in Block 27. The plan envisions all levels of government delivering transit and transit supportive development to work together to deliver this class leading transit hub and community.

ii. A Balanced Mobility Mix

The design of the Transit Hub is envisioned to provide balanced access to and from the Transit Hub with priority in the order listed below for the following modes of travel:

- Public Transit;
- Walking;
- Cycling and other forms of Active Transportation;
- Ride-sharing and taxis;
- Electric/fuel efficient Single Occupant Vehicles; and,
- Other Single Occupant Vehicles.

iii. Connected

A key objective of the **Kirby GO – Transit Hub Centre** Local Centre—Kirby GO Transit Hub is connectivity. This includes inter-regional, regional and local connectivity. In particular, the Transit Hub will provide the opportunity to connect residents and visitors to the area’s extensive natural heritage network, the future planned North Maple Regional Park, and extensive public transit infrastructure planned for the Transit Hub.

Visual and physical connections will be a central component of new *development*. This includes a particular emphasis on connectivity between all modes of public transit, as well as connectivity to the local pedestrian and cycling networks. Strong, seamless visual and physical connectivity between proposed *development* and the natural heritage network will be an integral part of the plan. The public square, located adjacent to the Kirby GO Station, and the “Main Street” along Vista Gate will be connected in a manner that provides visual direction and a sense of place.

Connections throughout the Kirby GO Station Hub area will be supported via public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans, *retail* signage and quality public art.

iv. Complete Streets, Open Space, and Parks

Streets within the Kirby GO Station Hub will be planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all

ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network of public and semi-private open spaces and pathways will be created to complement the natural heritage network and increase accessibility to outdoor open space, local public parks, and the future planned North Maple Regional Park.

v. Respect Existing Neighbourhoods

The stable residential neighbourhoods to the east of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be protected. New buildings along Keele Street will be designed to minimize shadowing, noise, air pollution and other adverse impacts with respect to this neighbourhood. Taller buildings are to be located within the immediate Kirby GO Station area and be designed to minimize any adverse impacts on the other uses in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

vi. Appropriate Scale, Form and Density

Building heights and land uses will be designed to create an appropriate interface with the other components of the Block 27 Secondary Plan.

The most intensive development in the Block 27 Secondary Plan Area will be located in the **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ **within the 500m radius of the Kirby GO Station, and will be** focused between the railway and Keele Street and immediately to the west of the Transit Hub. Within this area, the greatest *intensification*, up to 12 storeys, ~~or higher subject to~~ ~~bonusing in accordance with Section 37 of the Planning Act~~ will be adjacent to the public square, to the east of the Kirby GO Station. The rest of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will consist of Mid-Rise buildings up to eight storeys in height or higher, subject to bonusing where appropriate, and townhouse *development* as permitted in this Plan.

vii. Design Excellence

Design excellence has the power to inspire people and communities, building pride of place and improving quality of life. *Development* of all public and private buildings within Block 27, but particularly in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, shall strive for design excellence. Design

excellence is driven by functionality and informed by beauty, durability, sustainability, accessibility, value, cost and economic viability.

viii. Mix of Uses

New *development*, consistent with the Block 27 Secondary Plan directions, will provide for a broad mix of uses throughout the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ in single use and mixed-use buildings aiming to create a vibrant mixed-use community that supports existing and new transit infrastructure, and morning, afternoon and evening destinations.

ix. Strategic Parking Management and Innovative Parking Accommodations

Parking for both automobile and bicycles will support commuters accessing Kirby GO Station as well as *retail* and office uses. It is critical to the implementation of the Vision for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ to minimize surface parking. Strategic parking management will be required to achieve this goal, including the use of a range of reduced footprint parking options including maximizing the use of shared public parking resources in strategic locations, as well as providing for short and long-term bicycle parking. Optimizing the use of parking through prioritization of cyclists, carpool users, electric/fuel efficient and compact vehicles and emerging – shared mobility commuters will also be needed.

x. A Flexible Phasing Plan that Accommodates Growth and Change

Phasing strategies account for long-term growth and market conditions and the availability of services. The plan will be designed to be flexible with respect to phasing as work undertaken by Metrolinx on the detailed design for the Kirby GO Station is not complete.

3.0 Community Structure

3.1 General Land Use Policies

The land use designations on Schedule B, Land Use Plan and the policies of this section are designed to establish a community structure which implements the Vision and Development Principles established for Block 27 Neighbourhoods and the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

3.1.1 Land Use Plan

- a. Establish the mix of land uses, heights, densities, and their distribution in a manner which supports the creation of a sustainable *complete community* while being compatible with the surrounding existing and planned *development* and ensuring the appropriate protection of cultural and natural heritage resources;
- b. Define the role of the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~ in the City’s Urban Structure including provision for density, height and a mix of uses which will support the Transit Hub; and,
- c. Promote high quality urban design including streetscapes which support all modes of transportation including walking, cycling and transit and design which is sustainable.

3.1.2 Density

- a. Through the policies of this Plan, the City shall seek to meet an overall ~~density target~~ **minimum density** of 70 people and jobs per hectare by 2031 for Block 27 and a minimum ~~target density~~ of 100 people and jobs for the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~, with a minimum **density** target of 150 people and jobs within 500 metres, an approximate 10 - minute walking distance, of the Kirby GO ~~Station Transit Hub~~.
- b. The approach to building height and density focuses the maximum permitted height and density in the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~, **specifically within a 500m radius of the Station**. Building height and density are also focused along major arterial roads and transit corridors - Teston Road, Jane Street, Keele Street and Kirby Road. The policies for each land use on Schedule B establish the maximum density and height permitted in specific land use designations.

3.1.3 Bonusing

The City may use the bonusing provisions for building height and density under Section 37 of the Planning Act where appropriate to secure a range of community benefits in Block 27, with particular focus in the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Station Hub~~. The community benefits shall be those identified in Policy 10.1.2.9 of the **VOP 2010**. The City shall determine the required community benefit at the time of the development application process.

3.1.4 Housing

The community shall consist of a housing mix which provides for a diverse mix of dwelling units and types to increase housing choice. In accordance with Policy 7.5.1.2 of the **VOP 2010**, a target of 25% of all housing units in Block 27 shall be *affordable*, and that a portion of these units should be accessible to people with disabilities. To achieve this target, the City shall:

- a. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Block 27 target for *affordable* housing through the preparation of a housing option statement in accordance with the provisions of Policy 7.5.1.3 of the **VOP 2010**;
- b. Require allocation of *affordable* housing units by participating Landowners to be established through the Block Plan **approval** process consistent with the requirements of Policy 7.5.1.3 and enforce such allocations through conditions of approval for development applications;
- c. Permit *secondary suites* in accordance with policies 7.5.1.4 and 7.5.1.5; and,
- d. Encourage new dwellings to be predesigned to accommodate *secondary suites* or that such *secondary suites* be offered as a construction option.

3.1.5 Sensitive Uses

- a. All residential *development* or other *sensitive land uses*, including parkland adjacent to the railway, shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres where a safety berm has been provided, subject to review and approval by Metrolinx. Notwithstanding any other provisions of this section, Multi-Use Recreational **Trails Pathways** may be located within the prescribed setback area subject to review and approval by Metrolinx.
- b. *Development* of residential and other *sensitive land uses* within 500 m of existing Employment Areas shall have regard for the potential noise, vibration and air pollution impacts from the adjacent employment and industrial uses in accordance with Policy 5.2.1.2 of the **VOP 2010**. Development proposals shall demonstrate compatibility and mitigation of the impact on the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all provincial and municipal guidelines.

- c. Applications for residential *development* and other *sensitive land uses* shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets and transportation infrastructure and facilities within and in proximity to the Kirby GO Transit Hub. Where appropriate, applications for residential and other sensitive land uses shall include a noise and vibration study and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with Metrolinx or other agencies as required:
 - i. Within 300 metres of an industrial use; and,
 - ii. Within 75 metres of a railway.
- d. As established in Policies 9.2.2.10(d) and 9.2.2.11(e) of the **VOP 2010**, new *development* should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.
- e. *Development* adjacent to the high pressure natural gas pipelines operated by TransCanada Pipeline Limited shall be subject to the provisions of Section 9.2.2.26 c. of the **VOP 2010**.

3.1.6 Transit Supportive Development

Development shall have regard to the Metrolinx Mobility Hub Guidelines, York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the development approvals process.

3.1.7 Other Permitted Uses in all designations

In addition to the uses identified in Section 9.2.1.9 of the **VOP 2010**, the following land uses shall be permitted in all designations within the Block 27 Secondary Plan, with the exception of the Natural Areas and Evaluated Wetlands, and Natural Area – Provincially Significant Wetlands designations:

- ~~a. Public safety services and community facilities; and,~~
- a. Renewable energy facilities and district energy systems.

3.2 Low-Rise Residential

- 3.2.1 The Low-Rise Residential designation on Schedule B is planned to consist primarily of buildings in a low-rise form no greater than three *storeys*. However, in some limited areas a low-rise form no greater than four *storeys* may be permitted as identified through the Block Plan **approval** process. Generally, such areas shall be adjacent to lands in the Low-Rise Mixed-Use designation, along collector roads or the railway line. The lands in this designation will be developed as neighbourhoods focused around *community facilities* including schools and parks. The designation applies to the majority of the lands in Block 27 outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.
- 3.2.2 The Low-Rise Residential designation permits all the uses identified in Policy 9.2.2.1 b. of the **VOP 2010**, as follows;
- a. Residential units;
 - b. *Home occupations*;
 - c. Private home *day care* for a maximum (5) children; and,
 - d. *Small-scale convenience retail*, provided the use is:
 - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D; and
 - ii. a maximum of 185 square metres of gross floor area.
- 3.2.3 The Low-Rise Residential designation permits all the building types identified in Policy 9.2.2.1 c. of the **VOP 2010**, as follows:
- a. Detached House;
 - b. Semi-Detached House;
 - c. Townhouse including back-to-back and stacked townhouses. **Back-to-back townhouses provide a primary building frontage on two sides, with units sharing a rear wall, to avoid back-lotting onto pathways, lanes and streets, and may be up to four storeys in height; and will not have an adverse impact on the context and lot configuration** ~~and other similar building types~~; and,
 - d. Public and Private Institutional Buildings.
- 3.2.4 The Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) shall consist of a building typology and site design which limits and consolidates the number of driveway

accesses to the built form., in order to avoid negative impacts on traffic movement along the collector.

3.3 Low-Rise Mixed-Use

3.3.1 The Low-Rise Mixed-Use designation on Schedule B is located along arterial roads and the major east-west collector road which bisects Block 27. The designation allows for an integrated mix of residential, community and *retail* uses.

3.3.2 The Low-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.2 b. of the **VOP 2010**, including the existing place of worship and accessory buildings located at 2430 Teston Road and expansion or modifications to the existing place of worship use permitted by the zoning by-law. However, permitted *retail* uses shall be located only on a corner lot where at least one of the sides is on a collector or arterial street. In addition, *retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street. Gas stations may be permitted in accordance with Policy 5.2.3.12 of the **VOP 2010**.

3.3.3 The Low-Rise Mixed-Use designation permits all the building types under Policy 9.2.2.2 f. of the **VOP 2010** including back-to-back townhouses and other similar building types, live-work units, the existing place of worship building and accessory buildings at 2430 Teston Road, and expansion or modifications to the existing buildings permitted by the zoning by-law. In addition, retail buildings may be permitted at the corner of collectors and arterials in accordance with the policies of Section 3.15.2 g. ~~The maximum density in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be a *Floor Space Index* ("**FSI**") of 1.5 and the maximum building height shall be five storeys. However, the maximum permitted density generally located at the intersections of arterial and collector roads shall be an **FSI** of 2.0 and the maximum building height shall be six storeys pursuant to the provisions of Section 9.2.3.4 b. to 9.2.3.4 d. of the **VOP 2010**.~~

3.3.4 ~~The maximum density in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be a *Floor Space Index* ("**FSI**") of 1.5 and the maximum building height shall be five storeys. However, the maximum permitted density generally located at the intersections of arterial and collector roads shall be an **FSI** of 2.0 and the maximum building height shall be six storeys pursuant to the provisions of Section 9.2.3.4 b. to 9.2.3.4 d. of the **VOP 2010**.~~ The minimum height in the Low-Rise Mixed-Use designation shall be two storeys or equivalent, ~~excluding~~ **with the exception of** lands in the Hamlet of Teston as designated on Schedules B and C **where building shall not exceed two storeys.**

3.3.5 The minimum height in the Low-Rise Mixed-Use designation shall be two storeys or equivalent, excluding lands in the Hamlet of Teston as designated on Schedules B and C. In addition, low-rise buildings exceeding five storeys along arterial roads and the east-west collector road, as well as low-rise buildings exceeding six storeys at the intersection of two arterials or arterials and collectors, may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

3.3.6 Additional building height and/or density may be considered at the intersection of two arterial streets and at the intersection of an arterial street and a collector street through an amendment to this Plan on a site-specific basis, only where it can be demonstrated that the additional height and/or density will not have an adverse impact on the context and lot configuration, save and except lands along the Teston Road corridor. In no case shall the height exceed the maximum height of a Mid-Rise Building established in **VOP 2010**.

3.4 Mid-Rise Residential

3.4.1 The Mid-Rise Residential Use designation on Schedule B is located in the Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub. *Development* in this designation is planned to consist primarily of Mid-Rise residential buildings Buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub. The proposed Community Hub will also be located in this area designation.

3.4.2 The Mid-Rise Residential designation permits all the uses identified in Policy 9.2.2.3 b. of the **VOP 2010**.

3.4.3 The Mid-Rise Residential designation permits all the building types identified in Policy 9.2.2.3 c. and d. of the **VOP 2010**. The maximum density shall be 3.0 **FSI** and the maximum building height shall be eight storeys. The minimum height for all building types in the Mid-Rise Residential designation shall be three storeys. Where lands designated Mid-Rise Residential are located within a 500m radius of the Kirby GO Station, the maximum density shall be 4.0 **FSI** and the maximum building height shall be 12 storeys as shown on Schedule B of this Plan. However, it also permits all the building types listed in Policy 9.2.2.3 d. in those areas of the Local Centre – Kirby GO Transit Hub south of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and east of the railway.

3.4.4 The following additional permitted building types include Townhouses, Stacked Townhouses and back-to-back Townhouses, other similar building types, live-work units, and Low-Rise Buildings shall only be permitted in the Mid-Rise Residential designation outside of the 500m radius measured from the Kirby GO Station. These additional building types shall only be

~~permitted provided the minimum density target of 100 people and jobs per hectare can be achieved as required in Section 3.1.3 3.1.2.a. of this Plan, and demonstrated through the Block Plan approval process. The minimum height for all building types shall be three storeys. In addition, mid-rise buildings exceeding eight storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of the Plan, where appropriate.~~

3.4.5 In addition, Mid-Rise Buildings exceeding 8 storeys may be permitted subject to the bonusing provisions of policy 3.1.3 of this Plan, where appropriate.

3.5 Mid-Rise Mixed-Use

3.5.1 The Mid-Rise Mixed-Use designation on Schedule B is applicable to the lands immediately ~~north of the east and west of the railway, north of the~~ TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) ~~and east and west of the railway.~~ The lands in this designation are planned to serve as a community core. Development in this designation shall consist of a broad mix of mid-rise residential, *retail*, community and institutional uses in mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub.

3.5.2 The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4 b. of the **VOP 2010** with the exception of gas stations. *Retail* uses are subject to the requirements of Policy 9.2.2.4 c. and Policy 9.2.2.4 d. of the **VOP 2010**. In addition, ~~the transit station and related transit infrastructure~~ related facilities including parking will be permitted.

3.5.3 The Mid-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.4 e. of the **VOP 2010** with the exception of gas stations. ~~In addition, retail buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of Section 3.15.2 g. The maximum density shall be 4.0 FSI. The minimum height for all building types shall be four storeys. In addition, High-Rise Buildings may be permitted subject to Policy 9.2.3.6 of the VOP 2010. High-Rise Buildings which are planned to exceed 12 storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.~~

3.5.4 The maximum density shall be 4.0 FSI. The minimum height for all building types shall be four storeys. In addition, Mid-Rise Buildings are subject to Policy 9.2.3. of the **VOP 2010**.

3.5.5 Retail buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of Section 3.15.2 g.

- 3.5.6 High-Rise Buildings which are planned to exceed 12 storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

3.6 Community Hub

- 3.6.1 The Community Hub designation on Schedule B is located conceptually at the western limit of the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~. Its location may be refined without an amendment to this Plan through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the implementing development approval review process. *If through the Block Plan approval process the location of the Community Hub requires modification, the applicable policies of the adjacent land use designation shall apply.* The Community Hub designation allows the *development* of a facility with a range of community and institutional uses. These include the community services and facilities identified in Section 7.2 of the **VOP 2010** such as a community centre, a library, and elementary *schools*, as well as an Urban Park. Other *community facilities* may be located in the Community Hub and can include a library, *day care* and places of worship, as well as *small-scale convenience retail* compatible with *community facilities*. The Community Hub is to be designed and developed to ensure accessibility by all residents of Block 27 to act as focal point and meeting place for the community.
- 3.6.2 The Community Hub designation permits all the uses identified in Policy 9.2.2.12 a. and b., Major Institutional, of the **VOP 2010**. The permitted uses may serve a community function as well as a City-wide or Regional function. *Small-scale convenience retail* uses are subject to the requirements of Policy 9.2.2.3.c. and Policy 9.2.2.4.d of the **VOP 2010**.
- 3.6.3 The Community Hub designation permits all the building types identified in *the designation in which it is located* ~~Policy 9.2.2.12 e, Major Institutional, of the~~ **VOP 2010**.

3.7 Transit Hub

3.7.1 Purpose

The Transit Hub designation on Schedule B shall provide for the development of a Transit Hub including the Kirby GO Station and related railway and transit infrastructure.

3.7.2 Permitted Uses

The Transit Hub designation permits transit infrastructure and transit related facilities, that include parking for transit users, as well as all the permitted uses in the Mid-Rise Mixed-Use designation established in Section 3.5 of this Plan. Where a GO Station is located Mid-Rise

Mixed-Use *development*, shall only be permitted provided it forms part of a *development* which includes transit infrastructure, and subject to the approval of the applicable transit authority.

3.7.3 **Building Types**

The Transit Hub designation permits all of the building types required for the operation of the Kirby GO Station and related transit infrastructure and facilities as well as all the building types established in Section ~~3-4~~ 3.5.

3.7.4 **Transit Hub Special Study Area**

The prosperity of the City depends on a successful and integrated regional transportation system of which the Kirby GO Station forms a key component. The Transit Hub comprised of the Kirby GO Station is an essential element and vital to the success of the City, as it not only forms part of the Block 27 Community, but it acts as a connection to other communities in the City and other municipalities for work, play and culture.

To ensure the success of the Transit Hub, and ultimately the prosperity of the City which requires increasing accessibility throughout the City and the Region, the proper integration of transportation and land use planning is critical. In weighing the appropriate balance among policy objectives for the *development* of the Transit Hub Special Study Area, all efforts must be made to support and facilitate the *development* of the station and surrounding lands.

By planning for mixed use *development*, it will be possible to promote more live-work relationships and reduce commute times, and facilitate a shift to transit use and active transportation. Accessibility has two components: mobility options (transportation) and proximity (land use). Increasing mobility by providing modal choices reduces delay in travel allowing for more trips to be made within a given time. Whereas, increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. These components are critical to the design and decision-making in the Transit Hub Special Study Area.

The Transit Hub Special Study Area includes lands in the Transit Hub designation, as well as lands in the Natural Areas, Natural Areas – Provincially Significant Wetlands Evaluated Wetlands, Mid-Rise Mixed-Use, and Mid-Rise Residential designations. The Special Study Area also includes hydrologic and other natural heritage features. The Block Plan approval process must generally conform to the location of the Transit Hub, amount of land protected for the Transit Hub Special Study Area, land use designations within the Transit Hub Special Study Area, and location and number of roads in support of the Transit Hub including a “Main Street” aligning with Vista Gate east of Keele Street, established through this Plan on Schedule B. The exact alignment of roads, supporting types of infrastructure, and boundaries of land

designations shall be finalized through an environmental assessment or an equivalent **study process**.

The development of Kirby GO Station within the Transit Hub Special Study Area, and any related infrastructure in this area in support of the GO Station will undergo a Transit Project Assessment Process (“**TPAP**”) to be conducted by Metrolinx.

The purpose of the Transit Hub Special Study is to guide the development of the study area from an initial phase to an ultimate buildout by 2031 and beyond. The City will initiate the Transit Hub Special Study in accordance with a Terms of Reference that specifies the resources and consultation process required to engage the affected stakeholders.

~~The modification and/or realignment of any Natural Areas – Provincially Significant Wetlands key natural heritage features or key hydrologic features in the~~ **to support the final phase of development of the Kirby GO Station shall be determined through the TPAP Transit Hub Special Study and the necessary study work to confirm the limits of developable land having** ~~and have~~ regard for the primary planning and transportation objectives as established in this Plan. If required to support the primary planning and transportation objectives, modification of Natural Area – Provincially Significant Wetlands shall be permitted in accordance with Section 6.4 Net Positive Environmental Outcome of this Plan.

The successful transition of the Kirby GO Station and surrounding Transit Hub Area to an integrated mid-rise mixed-use development is crucial to ensuring the long-term operational and aesthetic quality of the area.

~~If required to support the primary planning and transportation objectives, modification of any key natural heritage features or key hydrologic features shall be permitted having regard for the principles of this Plan (Section 6.3 Net Positive Environmental Outcome).~~

3.8 Parks

- 3.8.1 The Parks in Block 27 include lands designated Neighbourhood Park and Public Square on Schedules B and E. In addition, an Urban Park is permitted in the Community Hub designation on Schedules B and E. **The location of Parks and Public Squares may be modified without amendment to this Plan through the development of the Block Plan required in accordance with Chapter 10 of VOP 2010.**
- 3.8.2 The Neighbourhood Park designations on Schedules B and E are located conceptually throughout the community to serve many of the residents within a five to ten minute walk. Neighbourhood Parks shall be located adjacent to **Natural Areas and/or** proposed elementary

~~schools and/or Natural Areas in order~~ to provide for the potential sharing of uses and facilities, wherever feasible and to the satisfaction of the City. Land required for each Neighbourhood Park shall generally be a minimum of 2.5 hectares to accommodate required park facilities.

3.8.3 The Urban Park is proposed to be located in the Community Hub designation. The character and function of the Urban Park shall be coordinated and integrated with the proposed uses and facilities within the Community Hub. Should the Community Hub not be developed, the Urban Park shall be a stand-alone park. Land intended for the Urban Park shall be a minimum of 1 hectare in size and should be have a configuration that can accommodate desired Urban Park facilities and programs.

3.8.4 The Public Square designations on Schedules B and E are located conceptually in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. The Public Square located north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) is intended to act as a focal point of the *development* in the Mid-Rise Mixed-Use designation. The Public Square located south of the TransCanada Pipeline (designated “Infrastructure and Utilities on Schedule B) is intended to serve the local residential neighbourhood proposed in the area. Public Squares shall generally be 0.5 hectare.

3.9 Schools

3.9.1 The Elementary and Secondary *School* designations on Schedule B are located conceptually throughout Block 27 in locations within a five to ten minute walk of many of the residents. The *schools* are located adjacent to proposed Neighbourhood and Urban Parks to provide for the potential sharing of uses and facilities. The locations may be modified without an amendment to this Plan through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process. These designations are in addition to the Elementary *Schools* proposed to be located in the Community Hub designation.

3.9.2 The Elementary and Secondary *School* designations shall be developed and designed in consultation with the appropriate school board in accordance with the policies of the **VOP 2010** including Section 7.2.3 and the urban design policies of Section 3.15 of this ~~Secondary~~ Plan. Building types will be determined through the design process. The design and layout of *schools* shall account for and consider alternate layouts and designs including smaller *school* site sizes and shared facilities to be compatible with the character and nature of the desired planned context for Block 27. In addition, the *school* site planning process should support and prioritize active transportation access and connections as well as active and safe routes to *school*. In

particular, sidewalks should be provided on both sides of local ~~streets~~ ~~roads~~ in the vicinity of *schools*, and features such as midblock connections and walkways should be incorporated into the block plan designs, where necessary, in a manner designed to enhance active transportation connectivity to *schools*.

3.10 Private Open Space

3.10.1 The Private Open Space designation applies to an existing cemetery located on Keele Street.

3.10.2 The cemetery has been identified by the City as a “*cultural heritage landscape*”. No new *development* shall be permitted within the cemetery and the boundaries shall not be reduced.

3.11 Infrastructure and Utilities

3.11.1 The Infrastructure and Utilities designation on Schedule B is applicable to the TransCanada Pipeline Limited pipeline ~~right-of-way~~ extending through the Block, ~~corridor and required buffers~~ ~~and the paralleling station recognized as required infrastructure for the Barrie GO Rail Line~~. The designation also applies to the location of stormwater management facilities (“**SWM**”) which are shown conceptually on Schedule B.

3.11.2. The lands in the Infrastructure and Utilities designation are subject to Policy 9.2.2.26 of the **VOP 2010**. The City will seek to have the TransCanada Pipeline Limited corridor lands (designated “Infrastructure and Utilities” on Schedule B) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as a Community Multi-Use Recreational ~~Trail Pathways~~. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational ~~Trail Pathway~~ and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.

3.11.3 Stormwater Management facilities may be located in all land use designations other than ~~the Core Features of the Natural Areas~~ ~~in key natural heritage and key hydrologic features~~. The final number and locations of **SWM** facilities shall be determined through the Master Environment and Servicing Plan (“**MESP**”) developed as part of the Block Plan ~~approval~~ process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.

3.12 Natural Areas

3.12.1 Natural Areas Designation

The lands in the Natural Areas designations, including the Natural Areas - Evaluated Wetlands designation and the Natural Area – Provincially Significant Wetlands designations, on Schedules B, D and E are subject to Section 3 and Policy 9.2.2.16 of the **VOP 2010**, except as modified in this Plan. In addition, the lands in the Greenbelt Plan Area will be subject to the applicable policies of the Greenbelt Plan and Section 3.5 of the **VOP 2010**.

3.12.2 Related Directions

The lands in the Natural Areas designation will be protected in accordance with the directions in the Block 27 Upper West Don Subwatershed Study, City of Vaughan, and the Master Environment and Servicing Plan (**MESP**) developed as part of the Block Plan approval process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development process, except as modified in this Plan.

3.12.3 Natural Areas Special Study Areas

The Natural Areas Special Study Areas are comprised of the “Natural Areas”, “Natural Area – Evaluated Wetlands” and “Natural Area - Provincially Significant Wetlands” designations, as well as drainage features. The purpose of the Natural Areas Special Study Areas, as shown on Schedule B of this Plan, is to provide for additional hydrogeological and hydrological analysis through the Block Plan approval process in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. The additional analysis will be conducted to better define and characterize the Evaluated Wetlands and Provincially Significant Wetlands and drainage features. Based on this analysis, modifications and/or realignment of these Evaluated Wetland(s), Provincially Significant Wetland(s) and/or drainage feature(s) within the Natural Areas Special Study Areas may be necessary to facilitate the development of a connected, continuous grid-like transportation network designed to accommodate all modes of travel deemed necessary in the public interest.

If through an Environmental Assessment, and/or equivalent study it is determined appropriate to modify and/or realign the Evaluated Wetlands, Provincially Significant Wetlands and/or drainage features(s) within the Natural Areas Special Study Areas, all efforts shall be made to minimize any resulting negative impacts. Where modifications result in the inability to maintain hydrologic and environmental integrity of wetlands(s) and/or drainage feature(s), then works must be undertaken to provide for Net Positive Environmental Outcomes in accordance with Section 6.4 of this Plan. ~~land use designations and street configurations, including the Natural~~

~~Areas – Evaluated Wetlands designation, in the Natural Area Special Study Areas on Schedule B, Land Use Plan, reflect available information. Additional analysis will be carried out through the Block Plan process to better define key natural heritage features and key hydrologic features in the Natural Area Special Study Areas while ensuring a viable development pattern including a connected, continuous, grid-like street network designed to accommodate all modes of travel. If through the Block Plan process key natural heritage features and hydrologic features require modification and/or realignment of the features~~ **Where such modification and/or realignment occurs**, the applicable policies of the adjacent land use designation shall apply, provided the *development* reflects the results of the **monitoring and analysis conducted as part of the Block Plan approval process**. ~~analysis as follows:~~ In such instances, an Official Plan amendment shall not be required **to redesignate** the Natural Areas Special Study Areas. **Modifications to Provincially Significant Wetlands shall be authorized by the Ministry of Natural Resources and Forestry.**

a. Natural Area Special Study Area 1 ~~and 3:~~

Natural Areas Special Study Area 1 is comprised of the Natural Areas and Natural Areas – Provincially Significant Wetlands designations that are hydrologically connected along a drainage feature. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of any modification and/or realignment of the wetland(s) and/or drainage feature. An Environmental Assessment will be required to confirm the alignment of the street network. Notwithstanding the designation as Natural Areas, the status of a Core Feature in accordance with Policy 3.2.3.4 of the VOP 2010 will be confirmed through the MESP.

~~If Net Positive Environmental Outcomes are required, then the protection and enhancement of the area, and linkages to the adjacent Key Natural Heritage features shall be considered during the block plan process.~~

~~If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Net Positive Environmental Outcome as set out in policy 6.3.~~

b. Natural Areas Special Study Area 2 ~~and 4:~~

Natural Areas Special Study Area 2 is designated Natural Areas – Evaluated Wetlands and includes drainage features. The wetlands were evaluated but not identified as Provincially Significant. Additional hydrogeological and hydrological analysis will be required as part of the MESP through the Block Plan approval process to determine their importance, function,

and means of protection, and/or maintenance of function, of these features as appropriate to the satisfaction of the City of Vaughan, in consultation with the TRCA.

If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Net Positive Environmental Outcome as set out in policy 6.3.

c. Natural Areas Special Study Area 3:

Natural Areas Special Study Area 3 includes a portion of a wetland feature designated Natural Areas – Provincially Significant Wetland. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of the modification and/or realignment of this part of the wetland feature. An Environmental Assessment will be required to confirm the alignment of the street network.

d. Natural Areas Special Study Area 4:

Natural Areas Special Study Area 4 is designated Natural Areas – Provincially Significant Wetlands. The wetland and adjacent drainage feature (Kirby Creek) is recognized as Fish Habitat. An Environmental Assessment will be required to confirm the alignment of the crossing and street network in accordance with Policy 3.2.3.7 of the **VOP 2010** and ensure safe access to developable areas.

3.13 Engineered Floodline

The Engineered Floodline identified on Schedule B, represents an engineered line established by TRCA which is subject to modification based on further study to the satisfaction of the TRCA. *Development, redevelopment and site alteration* within the regulated floodplain area as determined by the engineering floodline shall be subject to the applicable policies of the **VOP 2010**, in particular Section 3.6.4 3.3-4. Such *development, redevelopment and site alteration* will be assessed through the Master Environment and Servicing Plan (MESP) which will form part of the Block Plan approval process required in accordance with Sections 3.6.4.2, 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. *Development, redevelopment or site alteration* within the regulated floodplain area shall require the approval of a flood plain assessment to the satisfaction of the TRCA.

3.14 Cultural Heritage and Archaeology

3.14.1 Cultural Heritage Resources

Schedule C identifies Built Heritage resources and *Cultural Heritage Landscapes* which have been identified through a *Cultural Heritage Impact Assessment*.

3.14.2 **Built Heritage Resources**

Built Heritage resources BHR15, BHR16 and BHR17 require a Heritage Impact Assessment as part of the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. Built Heritage resource BHR18 also has a high archaeological potential. A *Cultural Heritage Impact Assessment*, including an archaeological assessment, is required as part of the Block Plan **approval** process.

3.14.3 **Cultural Heritage Landscapes – Individual Properties**

Cultural Heritage Landscapes CHL2 and CHL7 require a Heritage Impact Assessment as part of the Block Plan **approval** process. In addition, Cultural Heritage Landscape CHL1 requires an investigation to determine the status of the removal of the buildings in 2012 to determine whether further action is required by the City. Consideration will also be given as part of the Block Plan **approval** process to a *Cultural Heritage Impact Assessment* for CHL3 to determine the boundaries of the cemetery.

3.14.4 **Cultural Heritage Landscapes – Rail and Roadscapes**

Cultural Heritage Landscapes related to the CN Rail (CHL7 **CHL6**) and Kirby Road (CHL9) should be documented as part of the Block Plan **approval** process.

3.14.5 **Cultural Heritage Landscapes – Hamlet of Teston**

CHL 8, which includes BHR 1 through 14, comprises the Hamlet of Teston. In addition, the Hamlet includes 10933 Jane Street which is designated under Part IV of the Heritage Act. This existing *development* should be conserved and integrated into future *development*. A *Cultural Heritage Impact Assessment* is required as part of the Block Plan **approval** process. The *Cultural Heritage Impact Assessment* shall establish the parameters of *development* for this area, which may include identifying the Hamlet as a Cultural Heritage Character Area as defined in the **VOP 2010**. The intent will be to provide the maximum flexibility to allow adaptive reuse in conformity with the Low- Rise Mixed-Use designation while still maintaining the heritage character of the Hamlet.

3.14.6 **Archaeological Resources**

- a. Block 27 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources throughout the majority of the Secondary Plan Area. Any future developments, beyond those areas that have already been assessed and cleared of any

further archaeological concern, must be preceded by a Stage 2 archaeological assessment.

- b. ~~The majority of an ancestral Huron Teston village remains extant within the wooded portion of Lot 26.~~ **Lot 26 is identified as having significant archaeological potential.** Any alterations in this area must be preceded by a Stage 3 archaeological assessment to ensure the protection and retention of the site.
- c. The boundaries of the cemetery fronting Keele Street in Lot 28 must be evaluated through a Stage 3 Cemetery Investigation.
- d. A Stage 3 Cemetery Investigation shall also be conducted on the former church property located in Lot 29 prior to *development* to confirm the presence or absence of any burials.
- e. *Predevelopment* topsoil removal (grading) for lands located within 1000 metres of documented village sites and within 300 metres of any current or former water source or within 100 metres of the Teston ossuary ~~should~~ **shall** be subject to archaeological monitoring, even after a Stage 2 archaeological assessment. The monitoring must be consistent with the recommendations of the York Region Archaeological Management Plan.

3.15 Urban Design

3.15.1 General Directions

In keeping with Section 9.1 of the **VOP 2010**, Elements of a Great City, Block 27 will be developed in a manner which promotes the creation of an attractive, sustainable and ~~pedestrian-oriented~~ public realm and built form **which supports active transportation**. The applicable directions in Section 9.1.1, The Public Realm, Section 9.1.2, Urban Design and Built Form, and Section 9.1.3, Sustainable Development of the **VOP 2010** will provide the general framework for *development* in Block 27 in addition to the specific directions in the following subsections. Urban design guidelines for Block 27 will be prepared having consideration for the City-wide Urban Design Guidelines and to provide more detailed direction with respect to character of *development*, as part of the Block Plan **approval** process.

3.15.2 ~~Local Centre – Kirby GO Transit Hub~~ Kirby GO – Transit Hub Centre

The following area specific urban design policies will be applied to the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. These policies will be further articulated through

guidelines resulting from the Block Plan **approval** process or other such **approval** process that may be undertaken to guide the development of the **Kirby GO – Transit Hub Centre** Local Centre – Kirby GO Transit Hub area.

a. ~~Local Centre – Kirby GO Transit Hub~~ **Kirby GO – Transit Hub Centre** Structure

- i. A wide variety of buildings will be permitted in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ including mixed use and single use buildings. However, the most intensive development and greatest mix of uses shall be concentrated in the Mid-Rise Mixed-Use designation as shown on Schedule B.
- ii. A “Main Street” will be developed between the ~~Public Square to the east of the~~ Transit Hub and Keele Street along the westerly extension of Vista Gate from Keele Street. The Public Square and street will serve as the main entrance to the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. The buildings with the highest density and height will be concentrated along the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ “Main Street”. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.
- iii. A secondary mixed-use node will be located at the intersection of Keele Street and the major east-west collector road in Block 27.
- iv. Lands in the Mid-Rise Residential designation in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be primarily residential in character. In the Mid-Rise Residential designation the highest intensity of development will be located along Keele Street and Kirby Road **within a 500m radius of the Kirby GO Station**.

b. Built Form

- i. The design of all buildings will support the pedestrian experience by creating vitality and encouraging social interaction on public streets and right-of-ways as well on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.
- ii. All buildings will be designed to respond to the topographical changes in the Local Centre – Kirby GO Transit Hub, particularly in the Mid-Rise Mixed-Use designation to minimize the use of retaining walls and to use the natural landform in placemaking. The submission of modeling including physical and/or digital models to demonstrate how buildings address the topography may be required as determined by the City through the development approval process.

- iii. Site planning for individual properties should respect, to the greatest extent possible, the Natural Areas, and where feasible provide public views and/or access to the Natural Areas.
- iv. Architectural treatments **should emphasize the entry area and other special building areas and articulate large expanses of solid blank walls. Primary entrances should be oriented towards streets and emphasized through the use of canopies, awnings, and other architectural elements.** ~~and building materials should contribute to creating a distinct sense of community/neighbourhood identity and, in particular, should be selected to define streetscape appearance, delineate the transition from public to private realm, and highlight land uses, as well as being high quality and durable.~~
- v. Buildings over six storeys in height will generally be required to provide a pedestrian-scaled podium **to maximize sunlight and minimize wind impacts on the public realm, as demonstrated through a pedestrian level wind study and sun/shadow analysis.** ~~of two to three storeys in height or other design approaches which maximize the pedestrian experience.~~
- vi. ~~High-rise~~ **Mid-rise** buildings permitted in keeping with policy 3.5.3 of this Plan must be ~~designated~~ **designed** to serve as a signature building or complex and will be integrated in an appropriate manner with surrounding development.
- vii. Buildings should be designed to create mid-block pedestrian connections, massed and articulated to avoid long building facades. **Buildings shall generally not exceed 80m in length.**
- viii. In mixed-use buildings and all buildings on the “Main Street”, grade level units should incorporate a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street.
- ix. **Buildings should be designed with high quality materials selected for performance, durability and energy efficiency. The use of exterior insulation finish systems (EIFs), as a primary façade cladding is strongly discouraged.** ~~Building entrances should promote visibility to interior lobbies to allow for safe and convenient access to and exit from the building.~~
- x. **The facades of buildings facing public streets or parks should be varied in form and materials. Multiple entrances and active grade-related uses are encouraged.** ~~Buildings with frontage onto a public street and/or parks should be designed with high quality architecture on these frontages.~~
- xi. All buildings along the “Main Street”, Keele Street and Kirby Road will have a minimum height of three storeys to help define and enclose the street.

- xii. All building entrances should generally be grade related. Entrances to retail shall generally be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupies by uses other than retail shall generally not be raised higher than 2 to 3 steps above the ground level elevations.
- c. Open Space, Landscaping and Private Amenity Space
- i. The Natural Heritage Network and Open Space System provide a context for the *development* of Block 27 including the Kirby GO – Transit Hub Centre ~~Local Centre~~ – Kirby GO Transit Hub.
 - ii. Public views and accessibility, both physical and visual to the Natural Areas, as well as to the Community Hub, Public Squares and other natural and civic features, will be important considerations in community design. Design should respect natural features and reflect that not all natural features can withstand public intrusion. In particular the siting and design of pathways and trails will be to the satisfaction of the City in consultation with the **required approval authority. TRCA.**
 - iii. Privately Owned Public Spaces (POPS) are privately owned and maintained open spaces which the public is invited to use. POPS complement the City's Natural Heritage Network, ~~and~~ public parks and open space system. POPS will be secured and built through the development application process. The layout, programming and design of POPS will be determined at the initial stages of design. POPS will serve various roles. A key function of POPS will be to incorporate publically accessible open space to provide linkages between the public and private realms including mid-block connections, walkways, forecourts, courtyards or squares, to enhance the public realm.
 - iv. Landscaping should enhance and distinguish different portions of a site by their situation and function, including building edges, the street, parking, building forecourts, mid-block connections and sidewalks and support attractive interfaces between them.
 - v. Site design should be sustainable including where feasible the incorporation of low impact development facilities (LIDs), topography and native vegetation.
 - vi. *Development* abutting Public Squares shall be designed in coordination with the Public Square to ensure an integrated design approach that considers built form, pedestrian connections, public frontage, maintenance and operations, and ground floor programming. The design of the Public Square shall also reflect the direction in Section 5.2 **of this Plan.**

d. Parking and Service Facilities

- i. It is the objective of this Plan to minimize the amount of surface automobile parking in the ~~Kirby GO – Transit Hub Centre Local Centre~~ Kirby GO Transit Hub area, in order to realize the urban design objectives of this Plan. It is recognized that surface parking may be provided on an interim basis in the early phases of *development*. It is a requirement of this Plan that all implementing development processes ~~identify~~ **demonstrate** how the transition to an end state scenario is achieved where buildings, rather than parking becomes the predominant feature of the streetscape.
- ii. A variety of parking opportunities on public and private sites ~~will~~ **should** be provided, with appropriate pedestrian access, including bicycle parking shelters. The majority of parking shall be encouraged to be provided underground or in alternative parking accommodations including modular structures. In addition, no underground parking facilities will be permitted where their use would require permanent dewatering.
- iii. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in close proximity to main entrance points or destinations.
- iv. All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block.

Where such a location is not feasible, surface parking may be located at the side of a building. Any surface parking located adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscaping to reduce the visual impact.
- v. The total area of any surface parking shall be minimized through approaches such as reduced surface parking provisions, shared parking and other alternative parking arrangements. Where larger parking areas are required, planting strips, landscaped **pedestrian pathways**, traffic islands, and ~~or~~ paving articulation should be used to organize the parking area, improve edge conditions and provide for a comprehensive and safe pedestrian walkway system.
- vi. Alternative parking accommodations may include above-ground and underground structures. Where above-ground structures front on public streets or public open space, active ~~at-grade~~ uses are encouraged ~~where feasible~~ to provide attractive facades, animate the streetscape and enhance pedestrian safety. **The structure should incorporate minimum height requirements for future conversion of the at**

~~grade parking level to active uses.~~ Parking within above-ground structures shall be screened from view at sidewalk level. The ~~street-level and park frontage~~ wall where an active ~~use at grade level~~ is not provided for, shall be enhanced by architectural detailing ~~such as architectural panels and landscaping or similar treatments such as~~ display windows.

- vii. Service and loading facilities, including garbage storage, are to be incorporated in the main building wherever feasible. Where located in an accessory building they shall be located to the rear or side and screened by the main building or landscaping or other screening. No service or loading areas will be located outside a building.

e. Main Street and Public Squares

i. Main Street

A “Main Street” as designated on Schedule D will be developed between the Public Square to the east of the Kirby GO Transit Hub and west of Keele Street along an extension of Vista Gate. The Public Square and street will serve as the main entrance to the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~. These facilities will be designed to the City’s highest standards with enhanced street furniture, trees and ~~landscape planters, soil structures if required, other plantings,~~ as well as other features such as special paving to create an identity unique to the Block 27 Community, and enhance the linkage between the Transit Hub and Keele Street. A priority will be placed on ensuring that the Public Square and “Main Street” provide generous facilities for pedestrians that create a welcoming and attractive social space, specific to Block 27.

- v. Buildings along the “Main Street” should define the street and the Public Square. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.

The City will review the design to ensure that the potential for *retail development* or other active uses is maximized (e.g. placement of pillars, taller floor to ceiling heights, double-height glazing). The frontage of buildings, and flankage where applicable, will generally be built to a minimum setback line, with the exception of

entrances, outdoor seating areas or other architectural elements where a greater distance can be provided.

ii. Public Squares

In general, Public Squares should be designed in accordance with the provisions of the **VOP 2010** Section 7.3.2.5 and Section 5.2 of this Secondary Plan.

The Public Squares will provide flexible outdoor spaces for socializing and civic events. The Public Squares will create a focal point for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ and Block 27, particularly for the mixed-use, residential or *retail* buildings and streets that face onto the square. The Public Squares should create a common character and cohesive experience within their respective contexts and should include places to sit and socialize and may include dedicated play areas for children of all ages.

f. Community Hub

- i. The Community Hub will be designed as a “landmark” building(s) which is highly visible to reflect its role as a focal point for Block 27. It should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- ii. The Community Hub will be encouraged to be built as a multi-storey building(s) and to provide, where appropriate, the joint use of the building(s) for supporting and compatible, community services including, joint use of parking lots and outdoor recreation spaces to reduce land requirements. Facilities should establish an inviting public entrance on the main façade facing the public street.
- iii. The Community Hub should be accessible by all travel modes but designed to consider pedestrian **and cycling** safety as a priority. Bus stops at, or within the Community Hub should be incorporated as a layby within the public right-of-way or on-site where safe and efficient access can be provided. Bicycle storage shall be incorporated in convenient locations **close** to building entrances.

g. *Retail* Buildings

- i. Where *retail* buildings are permitted, the *development* shall be planned on the basis that *intensification* will occur, either through *intensification* over time or *redevelopment* or both. Nevertheless, buildings or other facilities will be viewed as permanent (i.e. potentially there for the long term). Accordingly, *retail* buildings

should be located on the site with regard to urban design standards and planned so that future *intensification* or *redevelopment* is not restricted.

- ii. *Retail* buildings should be designed to address the public street with grade level units incorporating a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street or display windows. Buildings should have a minimum height of two storeys or equivalent, and a ~~second storey~~ **additional storeys up to the maximum building height** encouraged.
 - iii. All *retail development* should provide continuous physical definition to streets (i.e. establish a street wall) and public spaces. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk with off-street parking located in accordance with the directions in subsection d.
 - iv. *Retail development* will be planned to be pedestrian, bicycle and transit friendly from the outset. In particular, *development* shall be oriented to any public streets which abut the site and designed to promote a vital and safe street life as well as support early provision of transit. Larger *developments* should be planned with a pattern of streets and blocks which encourage pedestrian circulation even where the “street” may initially be privately owned and maintained.
 - v. Landscaping will reflect the policies in subsection c.
 - vi. Section 5.2.3.8 of the **VOP 2010** and **Section 7.4.4 of the City-wide Urban Design Guidelines** ~~applies~~ **apply** in consideration of drive-through facilities. Drive-throughs shall be limited and shall only be permitted as part of a larger *retail development*. Such uses shall be designed so that vehicular traffic is directed behind the buildings to decrease visibility of the drive-through facility and to limit congestion. The drive-through facility should not be permitted between a building and a street. A traffic impact study shall be required which will consider impacts on pedestrian safety and other traffic impacts including air pollution. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.
- h. Street and Block Pattern
- i. Streets within the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ shall be designed to support a strong connection between streets, the pedestrian system, open space, and buildings. The transportation network shall accommodate all modes of travel prioritizing transit, cycling and walking over the predominant use of the car.

- ii. A system of shorter local streets and block lengths should be designed to promote more even traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed on long road stretches and mitigating the need for traffic calming measures.
 - iii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - iv. On street parking will be encouraged on local streets and along the designated “Main Street” between ~~the Public Square to the east of the Transit Hub~~ **designation** and Keele Street along an extension of Vista Gate. Such parking will be designed in a manner which does not impede transit and the on-road cycling network.
 - v. At the terminus of streets and other view corridors, buildings should employ architectural features and high quality façade and landscaping detail to emphasize the prominence of these special locations.
- i. Gateway Features
 - i. Gateways shall be designed to establish a distinctive image for the Block 27 community to ensure that residents and visitors recognize that they are arriving in a unique part of the City.
 - ii. Gateways will be defined through a series of common infrastructure items, such as lighting, sidewalk treatment, street furniture, public art, and signage, as well as landscaping and architecture of a scale and design that signifies a sense of arrival.
 - iii. *Development* at gateways should meet a high standard of design and resiliency recognizing their role as a gateway, and be appropriately oriented to the public realm.
 - iv. A major gateway should be provided at the corner of Keele Street and Vista Gate.
 - v. A minor gateway should be provided where the new east-west collector road meets Keele Street.

3.15.3 Block 27 Neighbourhoods

The following area specific design policies will be applied in the Block 27 Secondary Plan area. These policies will be further articulated through guidelines prepared ~~at~~ **through** the Block Plan **approval Stage process and** ~~or through~~ other implementation processes.

- a. Community Structure
 - i. A wide variety of buildings will be permitted throughout the Block 27 community outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

- However, the majority of the *development* will consist of low-rise residential *development* in the Low-Rise Residential designation.
- ii. Each neighbourhood, as established through the Block Plan **approval** process, will have distinctive characteristics as well as a number of common features. These features should include a central focal point such as a neighbourhood park and related facilities within a five to ten minute walk for most residents. Examples of related facilities would be ~~mail-pickup facilities~~, *retail* or a *significant* Natural Area. Neighbourhoods will be primarily residential but should also include a range of live-work, institutional and open space uses; a range of lot sizes, building types, architectural styles to accommodate a diverse population; and a variety of open space types which can act as “meeting places” for residents including not only parks but private outdoor amenity spaces, storm water management ponds, vista blocks, greenways, and landscape buffers.
 - iii. The most intensive *development* and greatest mix of uses shall be concentrated in the Low-Rise Mixed-Use designations along Teston Road, Jane Street and Kirby Road, as well as the main east-west Major Collector which extends from Jane Street to Keele Street.
 - iv. The main east-west Major Collector will be planned to develop as a “Community Main Street”. It will be encouraged to have a mix of uses including *retail* and institutional uses. *Retail* uses will be focused at intersections with collector and arterial roads.
 - v. Neighbourhood active transportation connections shall be provided focused on the local and collector roads and, where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient active transportation access to adjacent neighbourhoods and community amenities.
 - vi. **Where development is proposed north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) along the north side of the Multi-Use Recreational Trail, access to the Multi-Use Recreational Trail shall generally be provided every 150m.**
 - vii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
 - viii. The Hamlet of Teston is a heritage area which will be developed in accordance with the policies of Section 3.14 of this Plan.

b. Built Form

- i. The design of all buildings will support the pedestrian experience creating vitality and encouraging social interaction on public streets and right-of-ways as well as on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.
- ii. Architectural treatments and building materials in different neighbourhoods should be of high quality and selected to define streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.
- iii. New *development* should be designed to have buildings front onto a street with generally consistent setbacks and built form. Buildings with frontage onto public **and/or private** streets, and/or parks should be designed with high-quality architecture on these frontages.
- iv. All buildings in the Low-Rise Mixed-Use designation, excluding lands in the Hamlet of Teston as designated on Schedules B and C, will have a minimum height of two storeys or equivalent to help define and enclose the street. The buildings should front onto the arterial roads with access from the rear or side streets. ~~or single loaded (window) public streets that abut the arterial road allowance.~~

c. Landscaping and Private Amenity Space

- i. Landscaping should be provided in a form that recognizes the context of the surrounding neighbourhood.
- ii. Private amenity spaces should incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block connections, forecourts, courtyards or squares.
- iii. Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.

d. Parking and Service Facilities

- i. Parking and service facilities for mixed-use, residential buildings, ~~and~~ institutional, and *retail* and office buildings should be provided in accordance with Policy 3.15.2 d. of this Plan.
- ii. Parking for low-rise residential buildings shall be designed such that driveways and garages do not dominate the front of the building. Garages shall **generally** not project beyond the front facade of the building or any front porch. In particular,

development in the Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) shall consist of a building typology and site design that limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.

- iii. Surface parking for other low rise residential or mixed-use and institutional buildings should be provided in accordance with Policy 3.15.2 d. ii, iii and iv of this Plan. Servicing and loading facilities should be provided in accordance with Policy 3.15.2 d.vi. of this Plan.

e. **Public and Private Institutional Buildings**

- i. Institutional buildings will be designed to reflect their role as focal points for the surrounding neighbourhoods. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- ii. Institutional uses will be encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. In particular, public parks should be located adjacent to institutional uses to provide for joint use of facilities.
- iii. A key consideration in the design of *schools* and any adjacent parks and the surrounding street and pathway system is to ensure the efficient and effective use of land and encouraging residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, use of lay-by facilities for drop-off/pick-up by *school* buses and on-street parking shall be encouraged. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
- iv. Institutional buildings should establish an inviting public entrance on the main façade facing the public street.
- v. Places of worship shall be subject to the policies of Section ~~9.2.1.19~~ **9.2.1.10** of the **VOP 2010**.

f. **Retail Buildings**

Where *retail* buildings are permitted, the *development* shall be designed in accordance with the provisions of Policy 3.15.2 g.

4.0 Transportation and Mobility

4.1 General Transportation Policies

4.1.1 Street Network

a. Role of the Street Network

In accordance with Section 4.2.1 of the **VOP 2010**, the street and railway network in Block 27 will serve as the framework on which to build and enhance other movement networks, including walking, cycling and transit. The transportation network for Block 27 will be designed to accommodate all modes of travel while prioritizing transit, cycling and walking, particularly in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, in doing so, the planned street network will balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

b. Street Hierarchy

- i. The street hierarchy is identified on Schedule D with the exception of Local Roads which will be established through the development of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process. In conformity with Section 4.2.1.5 of the **VOP 2010**, the intent is to develop connected and continuous, grid-like street network while recognizing constraints such as the railway, TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and Natural Areas that create barriers which limit the achievement of a completely connected street network.
- ii. Minor adjustments to the network on Schedule D will not require an amendment to this Plan provided the general intent and purpose of the Plan is maintained and the City is satisfied that the role and function of such streets are maintained. In areas, where streets cross or abut Natural Areas their design may be modified to minimize impacts on the Natural Areas including a reduced right-of-way width, replacement of sidewalks with a Multi-Use **Recreational Trail** and use of a rural cross section.
- iii. The collector streets identified on Schedule D provide important linkages and thoroughfares within Block 27. Major and minor collector streets will be designed to accommodate moderate and low volumes of traffic respectively and will be the focus of active transportation facilities. *Development* abutting major collector streets shall consolidate vehicular accesses wherever possible and be designed to minimize conflicts with active transportation modes.

- iv. 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.
- v. The final location, configuration, width and alignment of public streets shall be determined through the Block Plan, environmental assessment and development approval processes, subject to the recommendations of the **NVNCTMP** and traffic impact studies prepared by individual applicants.
- vi. **Public streets shall be developed in consideration of safe access for all users. Safe access shall be demonstrated through the Block Plan approval process in accordance with policies 10.1.1.14 to 10.1.1.26 of the VOP 2010.**

c. Study Areas and Grade Separations

In accordance with Section 4.2.1.7 of the **VOP 2010**, an appropriate environmental assessment or equivalent **study process** will be carried out for transportation infrastructure related to the crossing of environmental features. In addition, a number of potential street routes/alignments have been identified in Block 27 on Schedule D which require an environmental assessment or equivalent **study process** to assess the alternatives and confirm the alignment of proposed street(s) including the alignment of Peak Point **Boulevard** lvd. ~~in a manner which will address floodplain mitigation based on terms of reference established in consultation with the TRCA.~~

Similarly, two grade separations of the street and the railway have been identified on Schedule D which will also require an environmental assessment **study process** to assess the alternatives and confirm final design of the grade separation.

If required to support the primary planning and transportation objectives of this Plan, modification of any **Natural Areas – Evaluated Wetlands and/or Natural Areas – Provincially Significant Wetlands** ~~key natural heritage features or key hydrologic features~~ or modification of the floodplain shall be permitted **in accordance with Section 6.4 Net Positive Environmental Outcome, and/or subject to a floodplain assessment undertaken to the satisfaction of the TRCA.** ~~Consideration shall also be given to Section 6.34 Net Positive Environmental Outcome.~~

d. Teston Road/Keele Street Study Area

The Teston Road Individual Environmental Assessment (“**IEA**”) is currently underway. The **IEA** is required to determine the alignment of Teston Road between Keele Street and

Dufferin Street. As a result, the York Region of York requires that all future *development* in the northwest quadrant of Keele Street and Teston Road be restricted until the completion of the **IEA**, as shown on Schedule D of this plan.

4.1.2 Transit Network

a. Kirby GO Transit Hub

- i. The City of Vaughan is committed to working with Metrolinx to support the *development* of a GO Station adjacent to Kirby Road in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ as part of the Regional Express Rail expansion program. The Secondary Plan is based on the City's preliminary assessment of the station location which has Metrolinx's general agreement as the proposed preferred location. The precise location of station elements and infrastructure design will be dependent on ~~a an Environmental Assessment/~~ Transit Project Assessment Process ("**TPAP**") to be carried out by Metrolinx, **and further study undertaken by the City as outlined in Section 3.7.4 of the Plan.**
- ii. The new Kirby GO Station will form part of a Transit Hub. The City will work with Metrolinx and York Region on the planning for this facility and associated infrastructure. The City will encourage the integration of transit infrastructure particularly minimizing the impact of commuter parking lots as established in Section 4.2.2.18 of the **VOP 2010** by reducing the size of such lots.
- iii. The City will work with Metrolinx and York Region ~~to coordinate the Environmental Assessment/TPAP process~~ to ensure that the planning for complementary infrastructure is timely and can support optimized results and efficient implementation. This could include a combined environmental assessment process for the Kirby Road grade separation, and the Metrolinx **TPAP** for the Kirby GO Station.

b. Transit Service

In accordance with the policies of Section 4.2.2 of the **VOP 2010**, the City will support and encourage the implementation of a transit network to support the development of Block 27. In particular, as part of the development approval process, the City will ensure that lands are secured where appropriate for transit facilities. In addition, the City will require that Minor Collectors and key Local Streets in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ and all Major Collectors in Block 27 are designed to accommodate and prioritize transit.

4.1.3 Active Transportation

a. General

In accordance with the policies of Section 4.2.3 of the **VOP 2010**, the City will support walking and cycling as viable modes of transportation for commuter, recreational and other travel.

b. Walking and Cycling

- i. All streets will have a sidewalk, and within the **Kirby GO – Transit Hub Centre Local Centre** ~~Kirby GO Transit Hub~~ sidewalks should be provided on both sides of all streets. Outside the **Kirby GO – Transit Hub Centre Local Centre** ~~Kirby GO Transit Hub~~, in areas in proximity to *schools*, parks, transit stops and other public facilities, sidewalks on both sides of the street should be included through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.
- ii. A Multi-Use Recreational **Trail Pathway** system will also be developed through the Natural Areas, along the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and along the railway. This **trail pathway** system should include pedestrian amenities such as, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit. Convenient and efficient access should be provided to the **Trail Pathway** system from abutting neighbourhoods through the use of mid-block connections and walkways.
- iii. A conceptual Multi-Use Recreational **Trail Pathway** system is illustrated on Schedule D **of this Plan** however, the actual design and layout of the system **including local trail network links** will be determined through the development of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development process. A priority of the development of the Multi-Use Recreational Pathway system will be to:
 - minimize impacts on **key** natural heritage and **key** hydrologic features;
 - provide grade separated or actuated pedestrian grade crossings at Keele Street, Jane Street, **and across the railway line** along the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) **if feasible**; and,
 - provide pedestrian crossings at Teston Road to connect to the existing Bartley Smith Greenway.

It is the intention of this **Secondary Plan** that the Multi-Use Recreational **Trail Pathways** be constructed **in accordance with a City approved Multi-Use**

Recreational Trail Master Plan for the Block 27 area as outlined in Section 9.1.2.a of this Plan. and available for use to coincide with the occupancy of residential units.

- iv. The City shall seek to have the TransCanada Pipeline corridor lands (designated “Infrastructure and Utilities” on Schedule B) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as Community Multi-Use Recreational Trail Pathways. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational Trail Pathway and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.
- v. *Development* occurring adjacent to Multi-Use Recreational Trail Pathways shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting along and adjacent to the Multi-Use Recreational Trail Pathways.
- vi. Cycling facilities shall be provided in accordance with the Cycling Facilities policies of Sections 4.2.3.8 to 4.3.2.12 inclusive of the **VOP 2010**. Additional cycling facilities may be considered through the Block Plan approval process to facilitate a connected network of cycling facilities.
- vii. Dedicated on-street or in boulevard cycling facilities shall be provided for on all Major Collectors and on Minor Collectors in the Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub as identified on Schedule D.
- viii. The City will work with York Region with respect to the provision of cycling facilities on Regional Arterials. *Developments* abutting Regional Roads shall provide appropriate pedestrian and cyclist access to existing and planned pedestrian and cycling networks along Teston Road, Keele Street, Kirby Road and Jane Street through the development process.

4.1.4 Traffic Calming

Streets will be designed in accordance with Section 4.3.1 of the **VOP 2010**, to avoid the need for secondary traffic calming measures. The street network should be porous and be designed to promote alternatives for traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed and mitigate the need for traffic calming measures.

4.1.5 Parking

a. General

In accordance with Section 4.3.2 of the **VOP 2010**, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

b. Parking Requirements

Reduced automobile parking requirements may be considered in accordance with the provisions of Sections 4.3.2.2 and 4.3.2.3 of the **VOP 2010** in Block 27, as well as other directions related to reducing the impacts of surface parking in Sections 4.3.2.2 through 4.3.2.9, including those policy directions related to *Intensification Areas*. In particular, automobile parking will be designed in a manner which does not impede the on-road cycling network. Bicycle parking requirements will be identified through the Block Plan **approval** process including requirements for parks, *schools* and trailhead locations.

4.1.6 Travel Demand Management

a. In accordance with the provisions of Section 4.3.3 of the **VOP 2010**, the City will encourage and support travel demand management programs which are appropriate for Block 27. The City will also work with transit agencies in considering shared mobility options appropriate for Block 27 and within the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ as part of the travel demand management program.

b. *Development* abutting Regional Roads will be subject to York Region Travel Demand Management policies and the 2016 York Region Transportation Mobility Plan Guidelines.

5.0 Parks and Open Space

5.1 Parks and Open Space System

a. The parks and open space system is identified on Schedule E. It is the goal of this Plan to create a desirable, high quality, and unique parks, and open space system through a mix of passive and active spaces that supports the strategic objectives of the City of Vaughan Active Together Master Plan. **The locations of parks and open spaces may be modified without amendment to this Plan through the development of the Block Plan approval process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010 and the development approval process.**

- b. It is the goal of this plan to develop a minimum of 17 hectares of parkland which includes approximately 14 hectares of parkland within the Block 27 Neighbourhoods located outside of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, and approximately 3 hectares of parkland within the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. To meet or exceed these targets, the City may require the dedication of parkland in addition to those identified in Schedules B and E, in accordance with the provisions of Section 7.3.3 of the **VOP 2010**.
- c. In conformity with Section 7.3.1 of the **VOP 2010**, the intent is to provide for a variety of parks distributed throughout Block 27. A minimum of five Neighbourhood Parks shall be located within the Block 27 Neighbourhoods. A minimum of one Urban Park and a minimum of two Public Squares shall be located in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.
- d. Other open spaces identified in the Plan form part of the Open Space System such as stormwater management facilities, natural areas and the TransCanada Pipeline lands in accordance with Section 7.3.1.3 of the **VOP 2010**.
- e. It is the intent of this Plan to support the use of the Natural Heritage Network and other open spaces for development of a Multi-Use Recreational **Trail Pathway** system **where appropriate** as shown on Schedule D and E, and trail connections to surrounding communities in accordance with the provisions of Section 4.1.3, Active Transportation.

5.2 Parks and Open Space Design

- a. Parks and open spaces, including Public Squares, shall be designed in accordance with the provisions of Sections 3.6.6.6, and 7.3.2 of the **VOP 2010** to the satisfaction of the City. Parks may include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan.

In addition, Public Squares shall be designed in accordance with Sections 3.15.2 and 5.1 with suitable materials and surfaces to ensure that the facilities' spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that not only creates a common character and cohesive experience.

- b. Parks should generally be rectangular in shape, have predominately flat topography, and be highly visible with approximately 50% of the park perimeter fronting public streets where feasible. Final parkland configuration shall be to the City's satisfaction.

5.3 Parkland Dedication

5.3.1 Parkland dedications shall be in accordance with the provisions of Section 7.3.3 of the **VOP 2010**. In addition to the provisions of Section 7.3.3 of the **VOP 2010**, the following shall not be counted towards parkland dedication:

- i. Private outdoor amenity space including privately owned public spaces (POPS);
- ii. Landscape buffers and vistas;
- iii. Natural Heritage Network lands and associated Vegetation Protection Zones (“**VPZ**”);
- iv. Stormwater management lands and associated **VPZs**;
- v. TransCanada Pipeline lands (designated “Infrastructure and Utilities” on Schedule B);
- vi. Buffer lands associated with the railway corridor; and,
- vii. Green roofs and sustainability features.

5.3.2 In addition to the provisions of Section 7.3.3.8 of the **VOP 2010**, parkland shall be unencumbered by railway and pipeline safety buffers, Natural Heritage Network features and associated **VPZs**, and regulated floodplain areas.

5.4 Privately Owned Public Space (POPS)

Privately Owned Public Space (POPS) are privately owned and maintained open space which the public is invited to use. POPS complement the City's Natural Heritage Network and public parks and open space system. POPS will be secured and built through the development application process in accordance with the provisions of this Secondary Plan including Sections 3.15.2 c. iii and 5.3.1.

6.0 Natural Heritage Network

6.1 Natural Heritage Network and Greenbelt Plan

The Natural Heritage Network (“**Network**”) includes the lands designated as “Natural Areas” on Schedule E, including lands designated “**Natural Area – Provincially Significant Wetlands**” and “Natural Areas - Evaluated Wetlands”, except as modified in accordance with the policies

of this Plan. The **Network** reflects the most current information based on the work undertaken as part of the Subwatershed Study and additional assessments which have been undertaken by agencies and private landowners. It reflects the components identified in Section 3.2.3 of the **VOP 2010**. The **Network** will be refined as required through the Master Environment and Servicing Plan (“**MESP**”) which will form part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and which will include consideration of any *wetlands* identified outside the “Natural Areas” designation. The **MESP** will be carried out in accordance with the policies of Section 3.9 of the **VOP 2010** based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the **TRCA**, which will address all the applicable policies of Section 3.3 of the **VOP 2010**. However, the boundaries of the lands in the Greenbelt Plan will not be modified and the lands within those boundaries will continue to be subject to the provisions of the Greenbelt Plan and Section 3.5 of the **VOP 2010**. The City will seek conveyance into public ownership of Natural Areas which includes the **Network** lands and associated **VPZ**.

6.2 Floodplain, Valley and Stream Corridors

Development, redevelopment and site alteration within regulated floodplain area and *valley and stream corridors* shall be subject to the applicable policies of the **VOP 2010**, in particular Section 3.3.1, as well as Section 3.13. Such *development* will be assessed through the **MESP** which will form part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. In particular, an erosion analysis, **demonstration of safe access to developable lands**, and the establishment of water balance targets, and potential increases in the Regional Flood elevation will be required as part of the **MESP**.

Development, redevelopment or site alteration within regulated floodplain area and *valley and stream corridors* shall require the approval of the **TRCA**. Valley lands and their **VPZs** shall generally be conveyed into public ownership.

6.3 Interface with the Natural Heritage Network

A key component of the plan is the provision of appropriate visual and physical connections to the Natural Heritage Network. It is a target of this Secondary Plan that a minimum of 25% of all developable lands that abut the Natural Heritage Network be developed with a single-loaded road, a public park, a stormwater management facility or other similar use. Should it be demonstrated that 25% frontage is not achievable due to such matters as serviceability, topography or valley configuration, then the target may be revisited during the Block Plan **approval** process. *Development* abutting the Natural Heritage Network shall be designed in

accordance with Section 9.1.1 of the **VOP 2010**.

6.4 Net Positive Environmental Outcome

As set out in policy 2.2.b.i. where the concept of policy primacy is outlined, in order to provide for the creation of a class leading transit hub and connections internal and external to the Block, there may be impacts such as modifications to key natural heritage features or key hydrologic features that comprise the Natural Areas, “**Natural Area – Provincially Significant Wetlands**” and the Natural Areas - Evaluated Wetlands.

It is a principle of this Plan to ensure a Net Positive Environmental Outcome **with respect to the modification of otherwise protected Natural Areas**. Where modifications to the Natural Areas cannot be avoided, and after all alternatives **and mitigative options** have been considered through required study, and an alternative has been established ~~which has been~~ **and** determined to be necessary to support infrastructure related to the provision of a transit hub and connections internal and external to the Block, a Net Positive Environmental Outcome shall be required through the Block Plan **approval** process. **The intent of the Net Positive Environmental Outcome is to enhance and maintain the overall land area of the Natural Areas. Notwithstanding, a Net Positive Environmental Outcome is not restricted to “like-for-like” compensation. Such compensation may consider enhancements to features to improve habitat quality, or a range of other related benefits. In accordance with Section 3.2.3.14 of the VOP 2010, environmental works to satisfy the Net Positive Environmental Outcome requirement may be directed to the preferred Potential Enhancement Areas as identified on Schedule B of this Plan. Providing for this Net Positive Environmental Outcome is over and above the mandatory requirement to protect and enhance Natural Areas. In particular, it is a requirement of the Net Positive Environmental Outcome policy that the overall land area in the Natural Areas designations shall generally be maintained.**

The range and nature of the additional works in support of the Net Positive Environmental Outcome could include:

- a. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;
- b. Greater levels of environmental protection in the form of storm water management quality control, temperature management, or peak flow protections;

- c. The enhancement or creation of habitat, wildlife linkages and corridors;
- d. ~~Community environmental awareness and sustainability;~~
- e. ~~Support for local food and community gardens; and/or,~~
- f. ~~Energy efficiencies, Emission reduction, or other significant climate change initiatives beyond existing Provincial codes and standards or municipal requirements.~~

The Net Positive Environmental Outcomes shall be evaluated **through a collaborative process led by the City**, ~~by a committee comprised of City staff~~, in consultation with the Toronto and Region Conservation Authority, York Region, and provincial ministries, as required.

6.5 Potential Enhancement Areas

Where modifications to the Natural Areas cannot be avoided, and after all alternatives and mitigative options have been considered, a Net Positive Environmental Outcome shall be required through the Block Plan approval process. The Net Positive Environmental Outcome shall be directed towards the preferred potential enhancement areas as shown on Schedules B and E, and / or an alternative area as identified through the Block Plan approval process.

7.0 Community Facilities

7.1 General

- 7.1.1 The policies of Section 7.2 of the **VOP 2010** will guide the provision of community services and facilities in Block 27, including community centres, *schools*, libraries and *public safety services*.
- 7.1.2 Schedule C, Land Use Plan identifies conceptual locations for potential key community facilities.
- 7.1.3 The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.
- 7.1.4 The City shall ensure that new community services and facilities required for development are secured as a part of the development approvals process and appropriately phased in accordance with the proposed *development*.

7.1.5 *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.

7.1.6 Where appropriate, *community facilities* are encouraged to be incorporated within both public and private *development*, and where incorporated into private *development*, may be considered a community benefit in accordance with Section 10.1.2.9 of the **VOP 2010**.

7.2 **Community Hub**

The Community Hub, as identified in Section 3.6 of this Plan, will be designed as a focal point and meeting place for the community. It will have a range of facilities including a community centre, a library, *schools* and an urban neighbourhood parks as well as other *community facilities* such as *day care*. A minimum area of 6.8 hectares will be required to accommodate all of the *community facilities*.

7.3 **Schools**

General locations are identified on Schedule C B, Land Use Plan, for *one secondary school and seven elementary schools*. Of the seven elementary schools, two will be located within the Community Hub designation in accordance with Section 3.6 and 7.2 of this Plan. Two elementary schools will be co-located on individual sites in the southeast quadrant of the Block. ~~seven elementary schools and one secondary school, including two shared sites based on consultation with the School Boards. One of the shared sites is located in the Community Hub.~~ The precise location, size, phasing and number of future *schools* shall be determined with the School Boards as part of the development approval process. Subject to the satisfaction of the City and the School Boards, the *school* sites identified on Schedule C B may be relocated without amendment to the Plan. The size and configuration of each *school* site shall be consistent with the policies and requirements of the respective school board and shall conform to Provincial and Regional policy and the policies of the **VOP 2010** and this Plan.

7.4 **Day Care**

Where possible *Day care* should be provided in the early phases of the *development* of Block 27 and integrated with *community facilities*, mixed-use *developments* and residential *developments*.

8.0 Services and Sustainable Development

8.1 General Water, Stormwater and Wastewater Policies

8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Block 27 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:

- a. leveraging infrastructure investment to direct growth and development in accordance with the policies of this Plan;
- b. providing sufficient infrastructure capacity in the **Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub**;
- c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term, **as determined by the City**; and
- d. considering the impacts of a changing climate.

8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity, as identified by the **York** Region of ~~York~~ and allocated by the City.

8.2 Stormwater

8.2.1 Stormwater management in Block 27 shall be in accordance with the directions in Section 3.6.6 of the **VOP 2010**; the Block 27 ~~Secondary Plan Subwatershed Study (Upper West Don Subwatershed Study)~~ and the Master Environment and Servicing Plan developed as part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. In addition, the applicable policies of the Approved Source Protection Plan: CTC Source Protection Region will be applied.

8.2.2 *Development* in the Block 27 Secondary Plan area is required to incorporate “Low Impact Development” measures wherever feasible to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

8.3 Water and Wastewater

8.3.1 Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner

based on a spine servicing approach where feasible and shall be guided by the recommendations contained in the City-wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of *development* shall be coordinated with the phasing of municipal services.

8.3.2. Prior to the approval of new urban development with the exception, on an interim basis, of expansions to existing uses approved by the City, a MESP shall be prepared in accordance with Section 3.9.3 of the **VOP 2010** as part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**.

8.3.3. *Development* shall consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater for use where appropriate in *wetland* flow stabilization and irrigation.

8.4 Sustainable Development

8.4.1 The Block 27 Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a *complete community*, sustainable *development* and healthy environments through the efficient use of land and infrastructure. This includes the long term protection of the Natural Heritage Network; the land use arrangement, including:

- a. the **Kirby GO – Transit Hub Centre** ~~Local Centre~~ — Kirby GO Transit Hub, which is transit-supportive;
- b. provision of a range of housing and live-work opportunities;
- c. a modified grid street system which enhances the opportunity to provide transit and active transportation facilities;
- d. a Community Hub and *schools* and parks which serve as focal points and meeting places for the community; and,
- e. health protection measures such as climate change adaption measures.

8.4.2 The City will also work with the landowners and public agencies to achieve through the *development* of Block 27 as applicable the goals and objectives of Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, to:

- a. reduce consumption of energy, land and other non-renewable resources;
- b. minimize waste of materials, water, and other limited resources;
- c. create livable, healthy, productive environments;

- d. reduce greenhouse gases and local air pollution and other climate change adaptation measures;
- e. maintain *predevelopment* recharge and run-off in the post *development* scenario in keeping with infiltration targets determined through the MESP; and,
- f. not allow for any increase in erosion and flooding within **Block 27**, and downstream of Block 27 **as a result of Block 27**.

8.4.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable *development* policies of Section 9.1.3 of the **VOP 2010**, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

8.5 Energy Efficiency

8.5.1 In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use through the implementation of the Block 27 Community Energy Plan as developed by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners.

8.5.2 The City will promote *development* in Block 27 which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design, **and** efficient technologies. ~~and behavioural change initiatives.~~
- b. District Energy – The potential for the introduction of district energy production and sharing systems in the **Kirby GO – Transit Hub Centre** ~~Local Centre-Kirby GO Transit Hub~~ will be explored by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners. Where a system is under development or has been developed, the City shall require new buildings in the area served by the system to utilize the system. Where projects proceed prior to construction of the system but after such a system has been deemed to be viable and construction plans are underway, development

plans shall be required to demonstrate that the project can link into the system through submission of a District Energy Viability Study to the satisfaction of the City.

- c. Waste Heat Recovery – The potential to use waste heat from sources such as *retail* and institutional uses, sewers, and wastewater will be explored through the development process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the development proponent.
- d. Renewable Energy Generation – Renewable energy generation and use will be maximized as much as possible. Renewable heat sources include solar, thermal and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

9.0 Implementation and Interpretation

9.1 General

- 9.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the Block 27 Secondary Plan Area. Except as otherwise provided herein, **where there is a conflict** the policies of this Plan shall supersede the policies of the **VOP 2010** and any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.
- 9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the **VOP 2010** and the policies of this Plan. *Development* within the Block 27 Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the **VOP 2010**. These implementation tools include:
 - a. A Block Plan, including a parking strategy for the **Kirby GO – Transit Hub Centre Local Centre** ~~Kirby GO Transit Hub~~ 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.

- b. Zoning By-laws;
- c. Temporary Use By-laws;
- d. Holding By-laws;
- e. Bonusing for Increases in Height or Density (Section 37 of the Planning Act);
- f. Community Improvement Plans;
- g. Legal Non-Conforming Uses;
- h. Site Plan Control;
- i. Plans of Subdivision/Condominium; and,
- j. Consents (Severances).

9.2 Infrastructure

9.2.1 The City will work with and support Metrolinx and York Region during the planning, design and construction of the planned transit initiatives within the Secondary Plan Area, particularly the new Kirby GO Station.

9.2.2 The City shall assist Metrolinx and York Region in protecting and obtaining lands required for right-of-ways, street widening and other facilities for the provision of public transit services including parking, other transportation facilities, services, and utilities through the development approval process.

9.2.3 In addition to the policies identified in Chapter 10 of Volume 1 of the Official Plan, the City may require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, Multi-Use Recreational Trail Pathway system, stormwater management facilities, and land for *schools* and other community services.

9.3 Pre-Consultation and Complete Application Submission Requirements

To ensure that development approval process is understood by all involved, the City shall require pre-consultation meeting(s) in accordance with the provisions of Section 10.1.3 of the **VOP 2010** to identify required studies, information and materials required to be submitted as part of the development application review process. In addition, for development proposals

within 200 metres of TransCanada's pipelines, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. For crossings, applicants should consult with TransCanada as soon as possible through the third party crossings tool.

9.4 Phasing

9.4.1 Detailed phasing will be developed through the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**.

9.4.2 The first priority shall be the *development* of the Kirby GO Station facilities ~~in the Transit Hub~~ including parking and access area. *Development* of the lands in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ may proceed as soon as **the necessary municipal services and transportation network are provided to the satisfaction of the City.** ~~water and wastewater services are available.~~

9.4.3 The phasing of *development* of lands outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will reflect the **provision** ~~availability~~ of **necessary municipal services and the transportation network to the satisfaction of the City.** ~~water and wastewater services.~~ A phasing plan shall be developed for those lands that ensures that any particular phase of *development* is substantially complete (~~approximately 75%~~) before subsequent phases may be registered, **and shall not preclude the development of the Kirby GO Station.**

9.4.4 Planning controls such as holding by-laws will be used to ensure that *development* does not occur until **the necessary municipal services and transportation network are provided to the satisfaction of the City.** ~~water and wastewater services are available.~~ The allocation of **servicing capacity will be confirmed in conjunction with Council approval of individual development applications in accordance with the City's current Protocol.** ~~services will be confirmed through the execution of applicable subdivision, condominium and site plan agreements.~~

9.4.5 Construction of any segment of the Multi-Use Recreational Trail shall coincide with the *development* of such lands or phase thereof through a development application approved by Council. Where feasible temporary connections to maintain connectivity shall be provided.

9.5.5 The phasing, prioritization and ultimate construction of the transportation network will be based on an order established through the Block Plan approval process ensuring the external and

internal connections required in support of the Kirby GO Station are a priority.

9.5 Zoning By-Law

In addition to Section 10.1.2.6 and 10.1.2.7 of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

- a. A phasing plan has not been submitted and finalized to the City’s satisfaction;
- b. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks recreation facilities and *schools*, are insufficient to serve the proposed *development*; and,
- c. Technical studies are required on matters that the City considers necessary.

9.6 Conveyance of Lands

9.6.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.

9.6.2 To secure the related infrastructure improvements and community facilities required, all new *development* in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, as part of its initial development application process, generally shall proceed by way of the subdivision approval process. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of *development*, the City may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.

9.6.3 The City will seek conveying into public ownership the lands designated “Natural Areas” on Schedule B which includes the Natural Heritage Network lands and associated **VPZ**.

9.6.4 The City will seek conveyance into public ownership of the lands designated “Infrastructure and Utilities (TransCanada Pipeline lands) on Schedule B. 9.6.5 Valleylands, shall generally be conveyed into public ownership.

9.6.5 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the City. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the City, including parkland base requirements and will provide for the cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland **and an option to undertake full development of the parkland in accordance with the Developer Build Parks Policy, No. 07.2.05, or its successor.** All landowners within the area of the Plan will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed *development* or *redevelopment* of their lands.

9.7 Monitoring

Pursuant to Section 26 of the Planning Act, the City shall review the Secondary Plan as a part of the City's regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of the Plan in the context of the changing built environment such as:

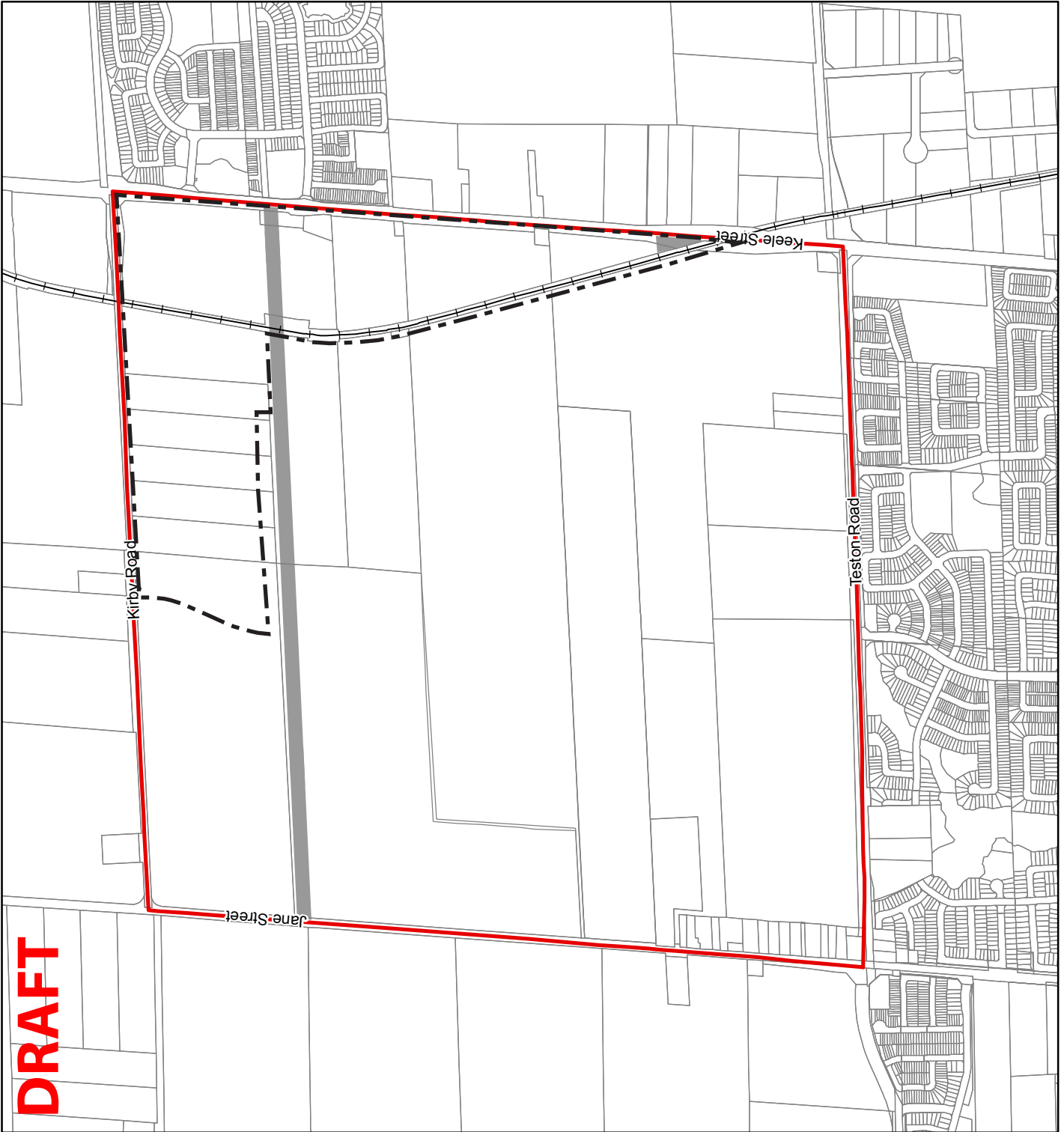
- a. Population and employment generated by both existing and proposed *development*;
- b. Pace of *development*;
- c. Implementation of planned infrastructure or infrastructure enhancements including the proposed Transit Hub;
- d. Road and servicing capacities, especially traffic volumes on key routes and at key intersections;
- e. Changes in modal split and travel behavior as infrastructure is implemented;
- f. The effectiveness of Travel Demand Management strategies; and,
- g. Monitoring of the natural heritage system in terms of targets and thresholds that are identified in the MESP.

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SCHEDULE A
BLOCK 27
SECONDARY PLAN AREA

Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Infrastructure and Utilities
- Railway Line

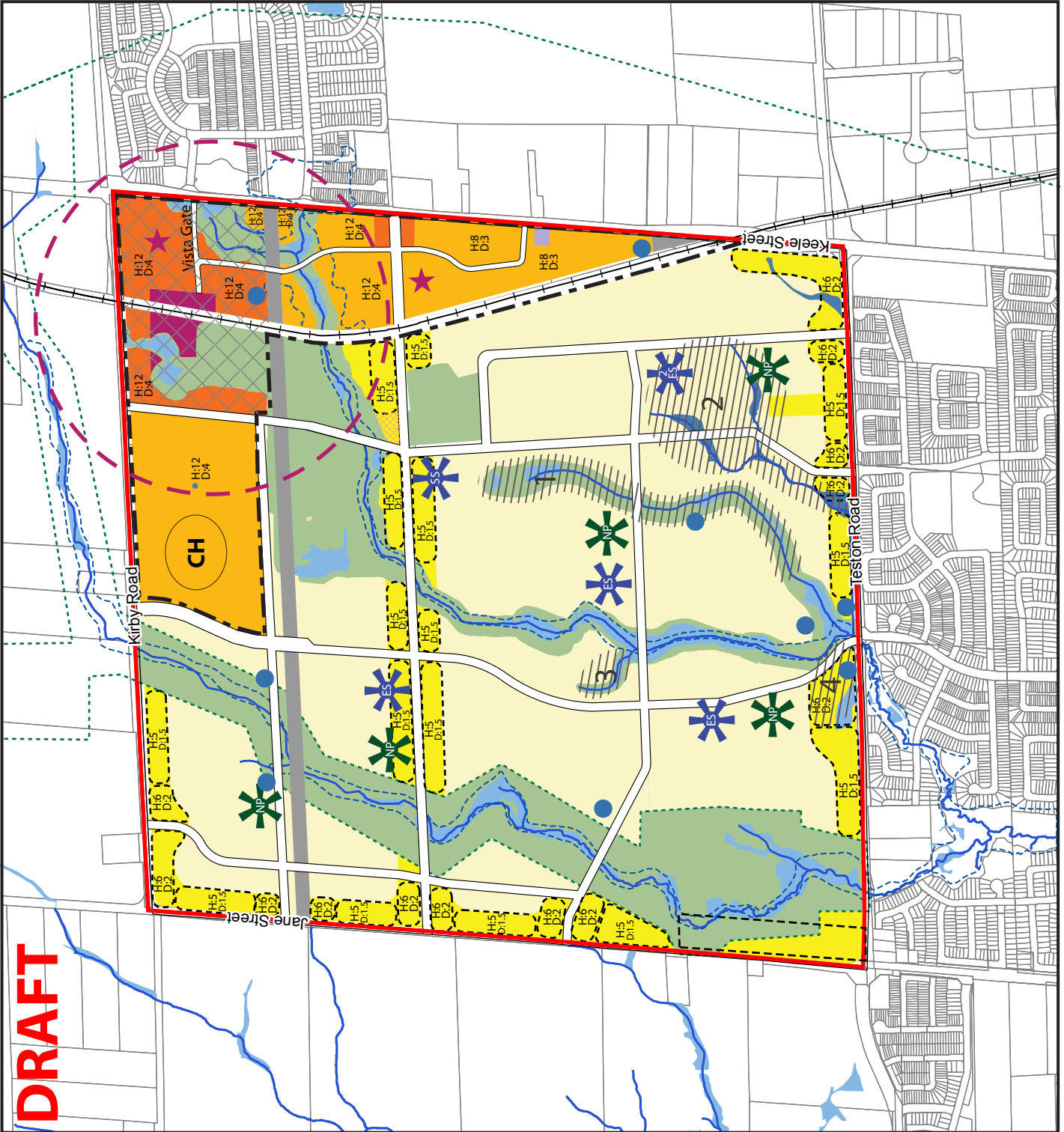


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SCHEDULE B BLOCK 27 LAND USE PLAN

Legend

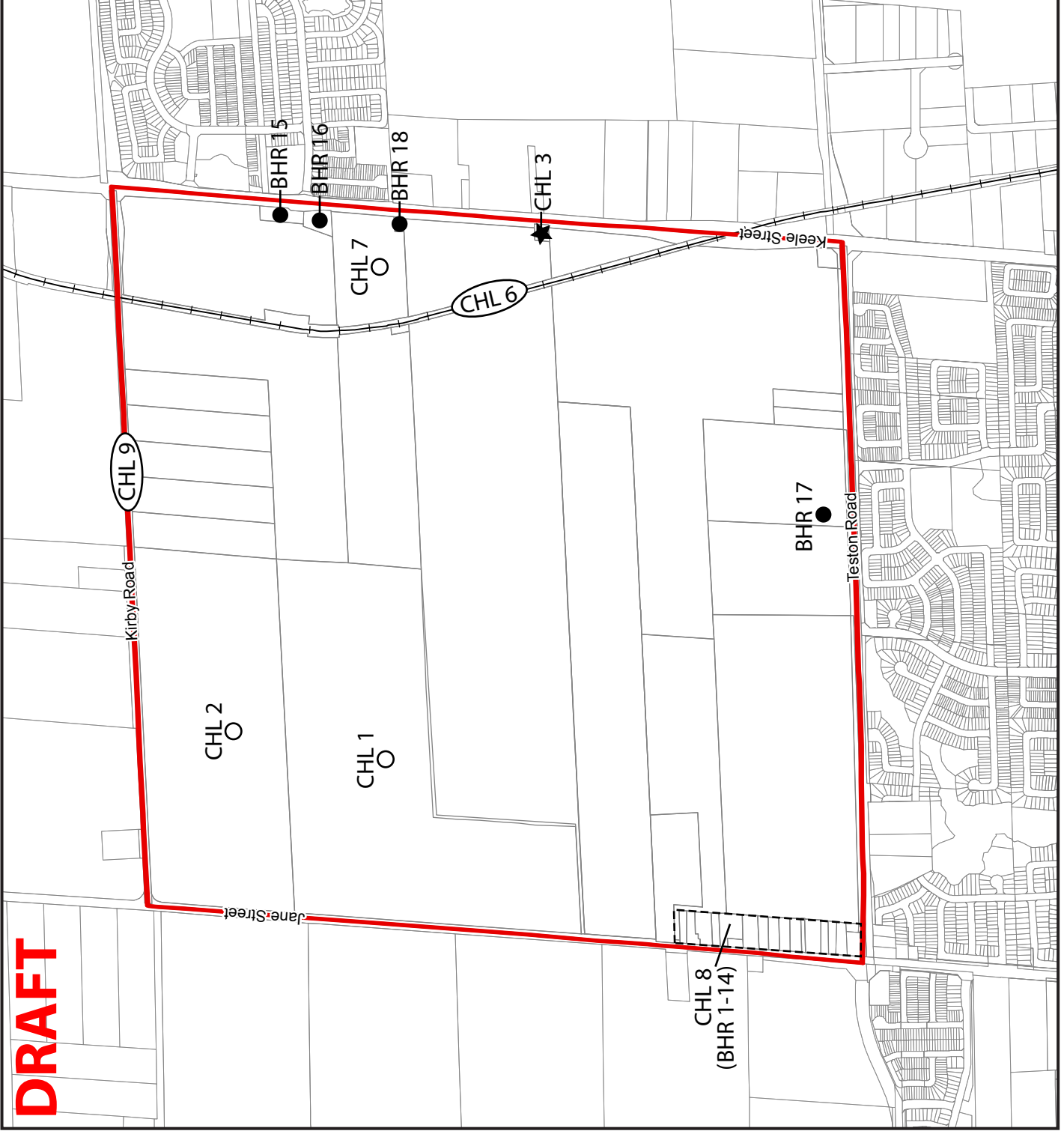
- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- 500m Radius
- Transit Hub Special Study Area
- Potential Enhancement Area
- Hamlet
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- Community Hub
- Transit Hub
- Neighbourhood Park
- Public Square
- Elementary School
- Secondary School
- Private Open Space
- Infrastructure and Utilities
- Potential SWM Facility
- Natural Area
- Natural Area - Provincially Significant Wetlands
- Natural Area - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream
- Engineered Floodline
- Natural Area Special Study Area
- Maximum Height
- Maximum Density



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SCHEDULE C BLOCK 27 BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES

- Legend
- Secondary Plan Area
 - Built Heritage Resource
 - Cultural Heritage Landscape
 - Cemetery (CHL 3)
 - Hamlet of Teston
 - Railway Line
























SCHEDULED

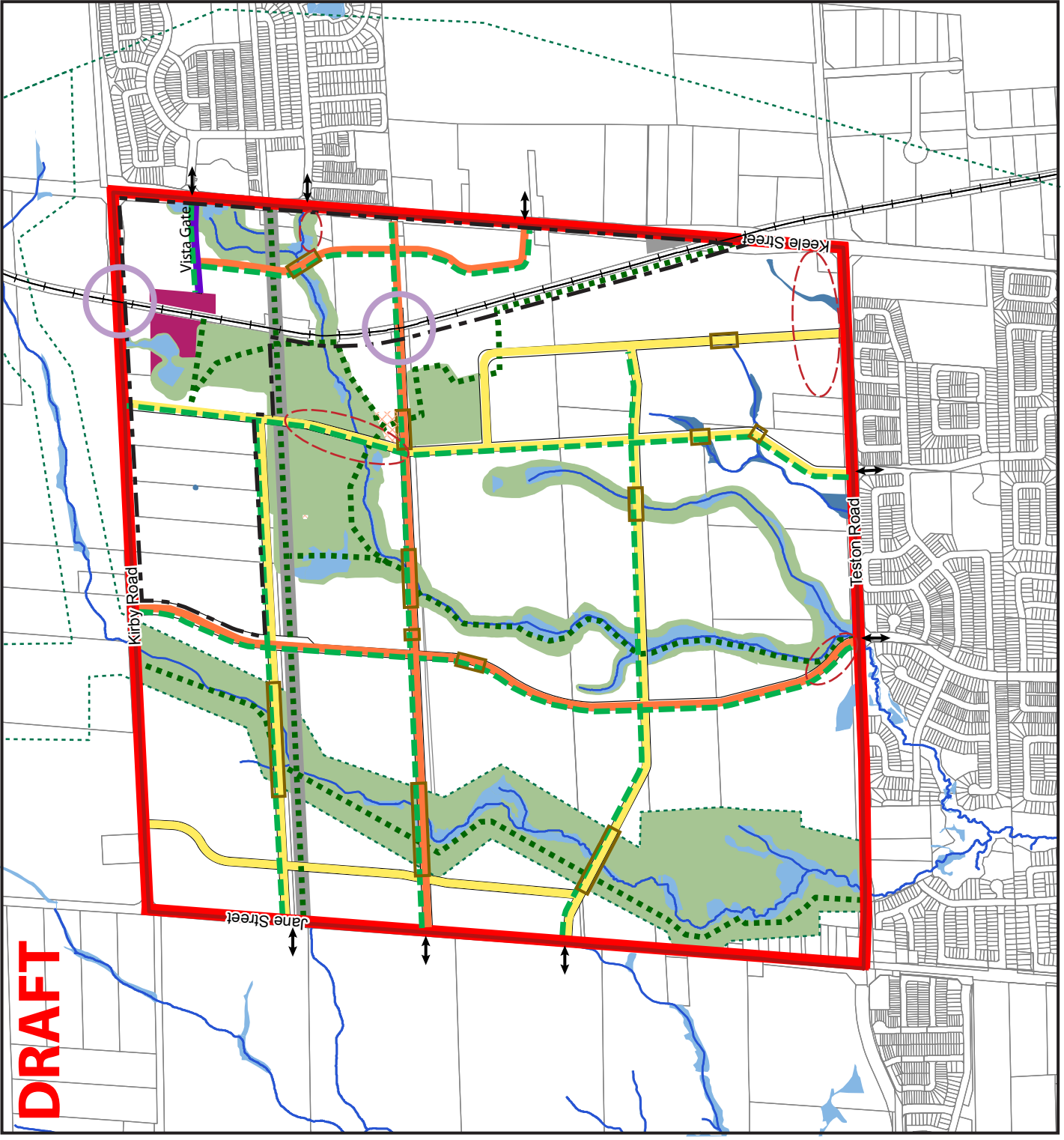
BLOCK 27

MULTI-MODAL TRANSPORTATION NETWORK

Legend

-  Secondary Plan Area
-  Kirby GO - Transit Hub Centre
-  Arterial Street
-  Major Collector Street³
-  Collector Street³
-  Main Street
-  External Connections
-  Grade Separation
-  Route/Alignment Subject to Further Study
Refer to Policy 4.1.c and d
-  Transit Hub
-  Separated Cycling Facility
-  Multi-Use Recreational Path
-  Natural Area
-  Potential Enhancement Area
-  Natural Area - Provincially Significant Wetlands
-  Natural Area - Evaluated Wetlands
-  Greenbelt Plan Area
-  Infrastructure and Utilities
-  Railway Line
-  Stream
-  Potential Valley Crossing
Refer to Policy 4.1.1.c and d

Note: 1. Main Street functions as a Collector Road
2. See IVNCTMP for description of roads
3. Route/Alignment subject to further study



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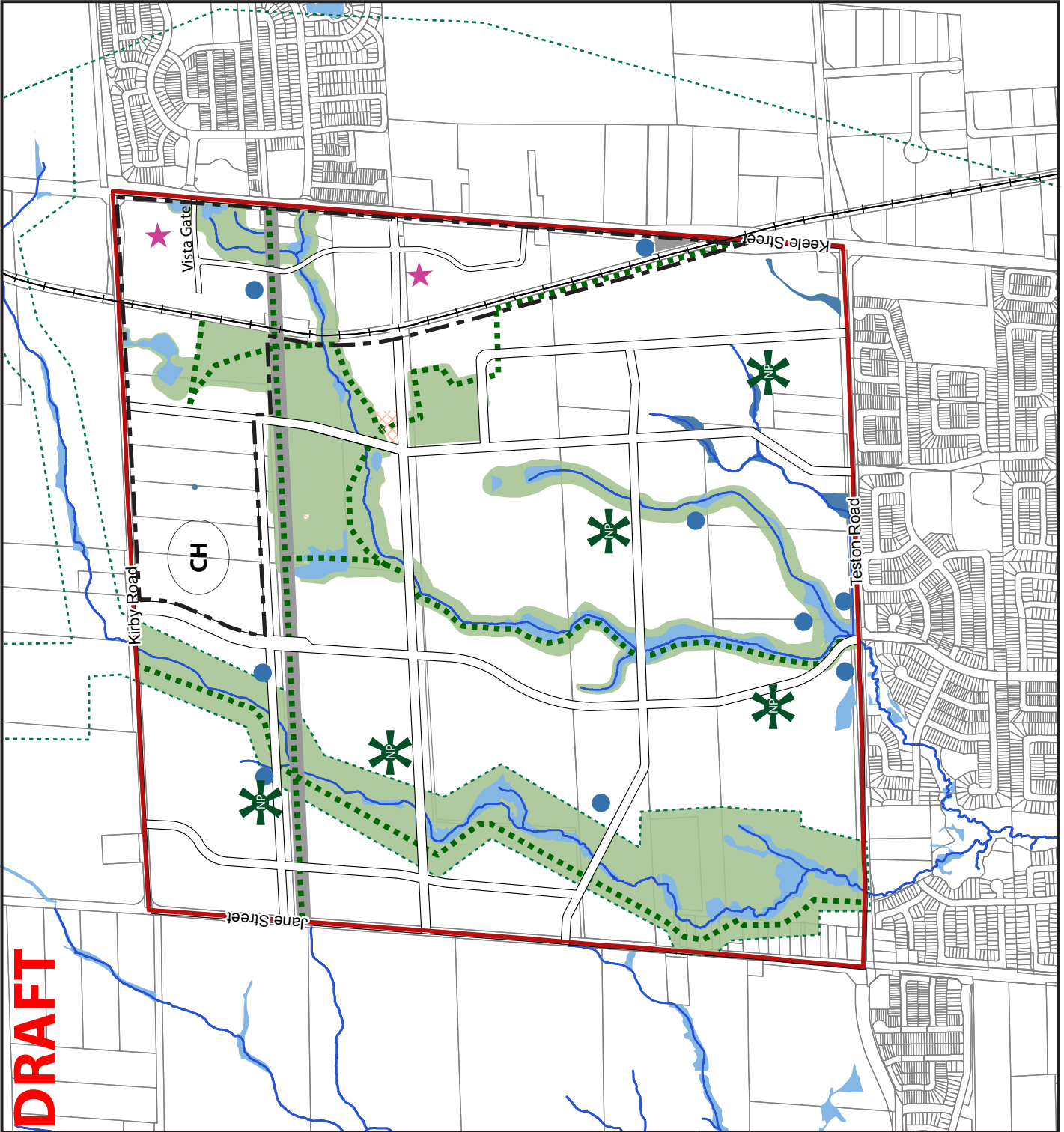
SCHEDULEE

BLOCK 27

NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Community Hub
- Neighbourhood Park
- Public Square
- Infrastructure and Utilities
- Potential SWM Facility
- Multi-Use Path
- Natural Area
- Potential Enhancement Area
- Natural Area - Provincially Significant Wetlands
- Natural Area - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream



Note: Location and number of potential SWM to be finalized through the Block Plan/MESP process



APPENDIX I

<Context Location Map>

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APPENDIX II

The subject lands are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and forms Lots 26-40, Concession 4, City of Vaughan.

On <DATE>, Council considered a report and the following recommendation from the Commissioner of Planning with respect to the <TITLE OF SECONDARY PLAN>, File No. ##.##.

- c. THAT <RECOMMENDATION FROM REPORT>; and,
- d. THAT <RECOMMENDATION FROM REPORT>.

At the <DATE> Council Meeting, Council approved the above-noted recommendation.

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ATTACHMENT 5

Summary of Public Meetings for the Block 27 Secondary Plan and related studies:

First Public Open House – Visioning Summit: A Visioning Summit hosted by the City was held on May 13, 2015. Approximately 100 people were in attendance. The meeting consisted of a presentation and workshop component. The City's consultant Macaulay Shiomi Howson presented panels that provided an overview of the study process, as well as development and land use type precedent images which participants were asked to label as being 'desirable' or 'not desirable' for the Block 27 Community. The second half of the meeting consisted of a workshop. The results of the workshop included the development of a draft vision statement and development principles for Block 27.

Second Public Open House – Review of the Draft Emerging Land Use Concept: A second Public Open House was held on November 25, 2015. The public meeting was attended by approximately 45 people. For the first 30 minutes of the evening participants were provided an opportunity to view and comment on several display boards reflecting important aspects of the study material and the draft emerging land use concept. This was followed by a presentation and a question answer period.

PIC/Public Meeting #1 for the Kirby GO Transit Hub Sub-Study: The first Kirby GO Transit Hub Sub-study meeting took place on June 9, 2016 and was attended by approximately 30 people. The purpose of the first public consultation meeting for the Kirby GO Transit Hub Sub-study was to present the study objectives, draft vision and site analysis for the study area, and receive feedback from community members/stakeholders that were in attendance.

Third Public Open House/PIC for the Block 27 Secondary Plan Kirby GO Transit Hub Sub-study and the NVNCTMP: The final Public Open House for the Block 27 Secondary Plan was a combined meeting which included information on the NVNCTMP and the Kirby GO Transit Hub Sub-study. The meeting was held on April 5, 2017 and attended by approximately 50 people. A presentation providing information on the land use plan and how it relates to proposed Secondary Plan policies, as well as a discussion related to the next steps in the study process, was provided followed by a question and answer (Q and A) session. Following the Q and A session attendees were given an opportunity to view the display boards and staff members were available to answer any follow-up questions.

New Community Area - Block 27 Secondary Plan – Summary of Public Hearing Comments and Response

Theme	Response	Policy Reference VOP 2010	Block 27 Secondary Plan
<p>Land Use Height and Density – Kirby GO – Transit Hub Centre</p>	<p>Concerns were raised regarding the proposed concentration of higher density development in the Kirby GO - Transit Hub Centre.</p> <p>The inclusion of the Kirby GO Station in the Regional Transportation Plan 2041 (Metrolinx) has a significant influence on the land use structure and transportation network of the Block 27 Secondary Plan. The location of higher density, mixed-use development in the Kirby GO Transit Hub Centre achieves several key policy objectives concerning the integration of compact, complete communities and higher order transit service, as established through provincial, regional and municipal policy. The <i>Growth Plan (2017)</i> introduced a minimum density target (150 people and jobs combined per hectare) within a 500 metre radius of 8 Major Transit Station Areas (MTSA). In anticipation of the Region’s Municipal Comprehensive Review work related to the implementation of MTSA policy, the City has included policies in the Secondary Plan to reflect this requirement for the Kirby GO Transit Hub Centre.</p> <p>The Secondary Plan proposes Mid-Rise Mixed-Use and Mid-Rise Residential designations in the Transit Hub Centre. These designations permit a range of Low-Rise and Mid-Rise building types to a maximum of 12 storeys, which are intended to produce a varied built form while meeting the required density targets. The Secondary Plan also incorporates an Urban Design policies, including policies specifically focused on the treatment of Kirby GO - Transit Hub Centre. These policies are intended to address the built form and public realm in the Kirby GO Transit Hub Centre and the transition to existing communities in adjacent Blocks through design elements such as Gateway features.</p>	<p>Section 4.2.2.12 GO Transit</p>	<p>Part B: Section 3.1.2.a.b. Density</p> <p>Part B: Section 3.15.2 Kirby GO - Transit Hub Centre</p>
<p>Retail Uses - Access</p>	<p>A key objective of the proposed Block 27 Secondary Plan is to establish the policy framework required for the development of a “complete community”. The proposed Plan includes mixed-use designations to ensure greater access to commercial and retail services that meet the daily needs of users in the New Community. Concerns regarding the distribution of commercial land uses was raised at Public Hearing, particularly in the Neighbourhood Areas, interior to the Plan area.</p>	<p>Section 9.2.2.14.a. New Community Area</p>	

	<p>Mixed-use development is located along Arterial Streets that border the Plan area and in the areas adjacent to and surrounding the proposed Kirby GO Station. The major east – west mid-block Collector Road located in the centre of the Block is flanked by Low-Rise Mixed-Use designations that permit a variety of retail uses. Furthermore, the Low-Rise Residential designation in VOP 2010 permit <i>small-scale convenience retail</i> uses as-of-right, subject to specific locational and size criteria.</p>	<p>Section 9.2.2.1.b.iv. Low-Rise Residential: <i>small-scale convenience retail</i></p>	<p>Part B: Section 3.2.2.d. Low-Rise Residential / Section 3.3.1 Low-Rise Mixed-Use</p>
Heritage Policies - Hamlet of Teston	<p>The Block 27 Secondary Plan area includes lands in the Hamlet of Teston, as identified in the YROP. The Plan proposes a Low-Rise Mixed-Use designation and a Hamlet overlay for this area, that is intended to preserve the character of the Hamlet, while permitting a range of uses to promote adaptive re-use of existing structures. The maximum building height in the Hamlet is two storeys to maintain the built form and scale of the heritage area. Specific policies are included in the proposed Secondary Plan to determine the heritage value of existing buildings, including the requirement for a Cultural Heritage Impact Assessment (CHIA) to be conducted as part of the Block Plan process.</p>		<p>Part B: Section 3.14.5 Cultural Heritage Landscapes – Hamlet of Teston</p>
Greenbelt Plan - Area Boundary	<p>The mapping contained in the <i>Greenbelt Act 2017</i>, delineates the boundaries of the Greenbelt Plan areas in Vaughan. The schedules contained in Volume 1 of the VOP 2010 (Sch. 2 and 13) and the proposed Block 27 Secondary Plan conforms to these established boundaries.</p>		<p>Section III Basis 5, Part B Section 6.1 Natural Heritage Network and Greenbelt Plan</p>
Transportation			
Street Network - Collector Streets	<p>The Transportation Network identified in Schedule D of the Secondary Plan reflects the Major and Minor Collector streets as required in the VOP 2010. The Collector Road system was developed taking into consideration constraints such as the existing land uses, infrastructure and the Natural Heritage Network. The Secondary Plan conforms to Section 4.2.1.23 of the VOP 2010 which requires a minimum of two north / south and two east / west Collector Streets to be provided in new development areas.</p>	<p>Section 4.2.1.23 Collector Streets</p>	<p>Part B: Section 4.1.1.b.iii. Street Hierarchy</p>
Street Network - Arterial Upgrades	<p>Street network capacity in the Secondary Plan area was raised as a concern at the Public Hearing. Traffic volume on arterial Streets connecting to Block 27, particularly Teston Road and Kirby Road, are subject to significant pressure. Required upgrades to Arterial Streets were identified as necessary, given the number of additional vehicular trips that will be generated by future development within Block 27 and the Kirby GO Station.</p>		

	<p>In response, York Region is currently undertaking the required studies to complete the necessary upgrades to Teston Road, including road widening and further connections east of the Block 27 Plan area. An Environmental Assessment for the widening Kirby Road through the Secondary Plan area will be undertaken. The North Vaughan and New Communities Transportation Master Plan outlines the required transportation network improvements for this area.</p>		
<p>GO Station – Parking and Grade separation</p>	<p>Existing traffic conditions at the Maple GO and Rutherford GO Stations were raised at the Public Hearing in relation to the planning for the Kirby GO Station. Residents expressed concern regarding access and capacity at GO Station parking lots and the need to construct a grade separated crossing on Kirby Road at the Barrie GO Railway Line.</p> <p>The City acknowledges the concerns with traffic in existing GO Station sites, and is working with partner agencies to address these conditions. In response, the City is working closely with Metrolinx and York Region to ensure the proposed Kirby GO Station site features adequate access points for vehicular, transit and active modes of transportation. Section 3.7.4 Transit Hub Special Study Area of the Secondary Plan provides for the requirement of additional studies to be conducted in the designated Transit Hub Special Study Area including, consideration for a planned transportation network.</p> <p>In accordance with Section 4.2.1.23 of VOP 2010, a review is underway to complete a grade separated crossing at the intersection of Kirby Road and the Barrie GO Railway Line in the north end of the Block 27 Secondary Plan area.</p>	<p>Section 4.2.1.23 Collector Streets</p>	<p>Part B: Section 3.7.4 Transit Hub Special Study Area</p>
<p>Population</p>			
<p>Population forecasts</p>	<p>Concerns were raised through the Study process regarding the total population forecast for the full build out of the Secondary Plan area.</p> <p>Block 27 was identified as a New Community Area in the YROP and VOP 2010. In conformity with the YROP, New Community Areas must achieve a minimum density requirement of 70 people and jobs combined per hectare. The Growth Plan 2017 maintains these requirements until the completion of the Region's Municipal Comprehensive Review. The forecasted total population for Block 27 presented at the Public Hearing on March 6, 2018 is consistent with these targets and the overall population target for the City.</p>	<p>Section 9.2.2.14.b.i. New Community Area</p>	<p>Part B: Section 3.1.2.a.b. Density</p>

<p>Servicing Capacity – Water and Wastewater</p>	<p>Questions were raised at the Public Hearing regarding the water and wastewater servicing capacity for the Block 27 Secondary Plan area.</p> <p>The ultimate servicing scheme for the Block 27 Secondary Plan development areas has been identified in both City and Regional Master Plan Studies. Implementation of all necessary Municipal and Regional infrastructure will be secured via the development review and approvals process, after the Secondary Plan is approved. Specific development approval conditions associated with a Block Plan, Draft Plan of Subdivision and/or Site Plan approval will be used to ensure the sequencing of infrastructure is delivered with approved development phasing for the area. Allocation of servicing capacity to specific development applications will be distributed in accordance with City Council's approved Protocol.</p>		<p>Part B: Section 9.4.2 Phasing</p>
<p>Public Consultation – Notification</p>	<p>The Block 27 Secondary Plan Study process included several public open houses, meetings of Public Hearing and Committee of the Whole. The Policy Planning and Environmental Sustainability Department provided notification of these meetings through a comprehensive Communications Plan as discussed in the main report. Electronic channels including social media and the City of Vaughan website was used to communicate the Study process. Notification was also published in the Vaughan Citizen, the Thornhill Liberal and mailed to residents within the Study Area and the immediate surrounding community beyond the minimum polling requirements established in <i>Planning Act</i> and local Council notification protocol. All notification complied with the <i>Planning Act</i> requirements. In addition, electronic communications were also provided to individuals requesting notification through the study contact list, including email notification and courtesy notices not required under the <i>Planning Act</i>.</p>		