

## WELCOME!

Thank you for attending, and welcome to the final open house for the Block 27 Secondary Plan.

Your feedback is important to us, and will help inform the development of the final Secondary Plan.

## CONTACT US

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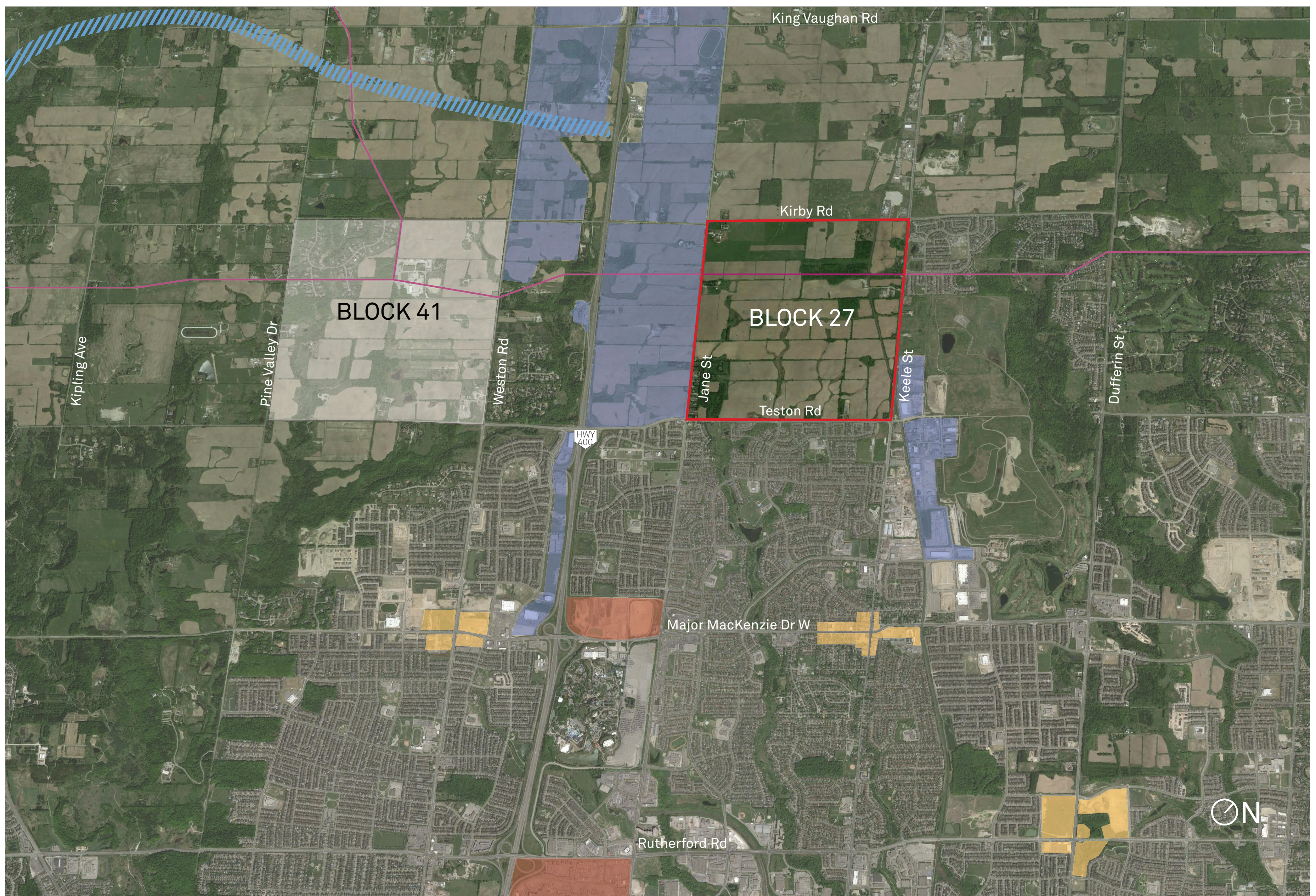
# 2 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN








## BLOCK 27 STUDY AREA

### Physical and Policy Context

The 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 forms Lots 26 – 30 of Concession 4 in the City of Vaughan. The Block has an area of approximately 400 hectares and is largely undeveloped. A significant portion of the site has been designated Natural Heritage and Greenbelt and the TransCanada Pipeline traverses the site in an east-west direction.

The Vaughan Official Plan 2010 (VOP 2010) identifies Block 27 as one of two New Community Areas. The Secondary Plan builds on the policy framework established at the provincial, regional and local level to guide the development of 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.



- |   |                      |   |   |
|---|----------------------|---|---|
|  | Study Area           | <b>Intensification Areas</b>  |   |
|  | TransCanada Pipeline |  | Primary Centre  |
|  | Block 41             |  | Local Centre  |
| <b>Stable Areas</b>   |                      |  | Part of the Potential GTA West Corridor (Provincial Study currently on hold). |
|  | Employment Area      |   |   |

Note: For the exact location and size of Streets & Centres, please refer to Schedules in Vaughan Official Plan 2010.



# 3 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN

## STUDY PURPOSE

The purpose of the Block 27 Secondary Plan is to:

1. Establish a land use planning and urban design policy framework to guide development in the Block 27 Secondary Plan Area to the 2031 time horizon;
2. Provide direction for the Local Centre to be developed around the proposed Kirby GO Transit Hub.
3. Ensure that policies and development standards support high quality development compatible with the surrounding land uses.

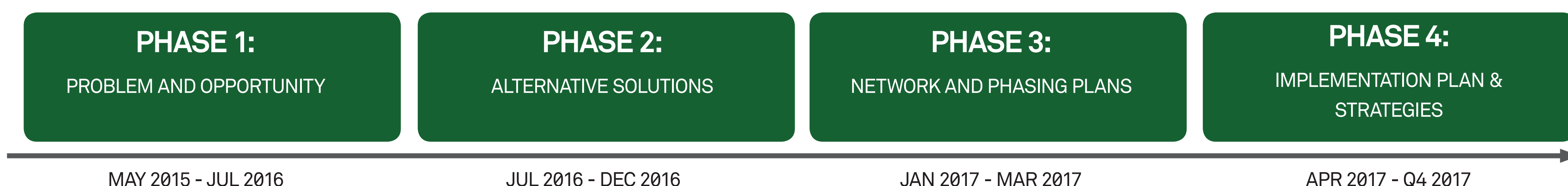
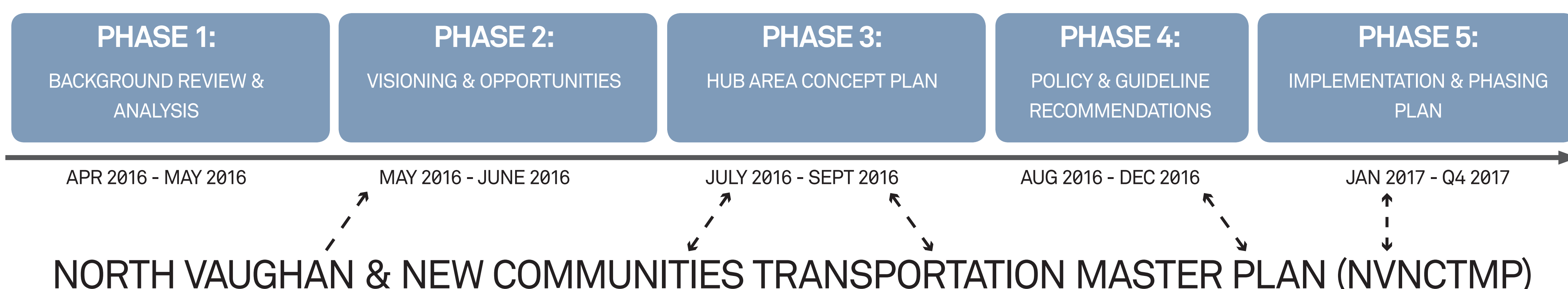
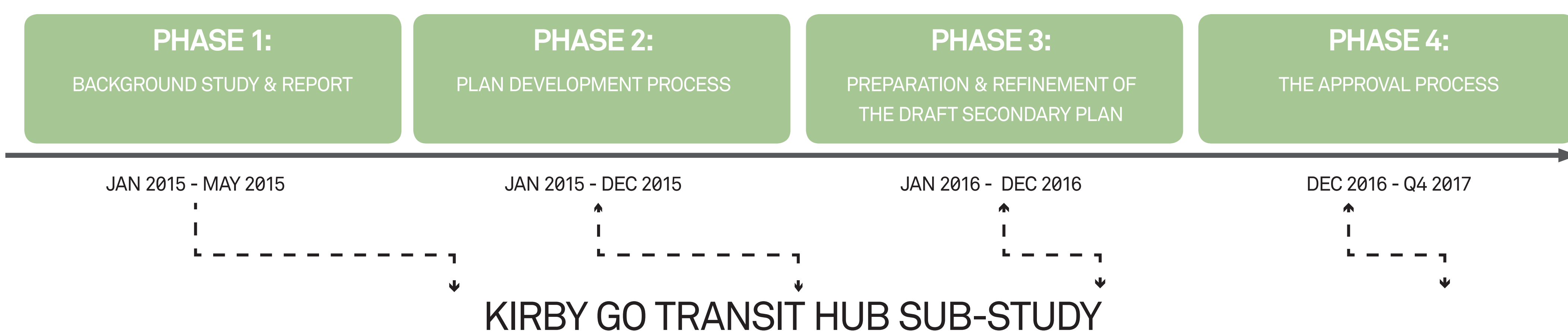
## OPEN HOUSE PURPOSE

The purpose of this open house is to:

- Engage and inform the public about planning for the future of Block 27; and
- Present and seek feedback on the Block 27 Secondary Plan.

## STUDY SCHEDULE

### BLOCK 27 SECONDARY PLAN



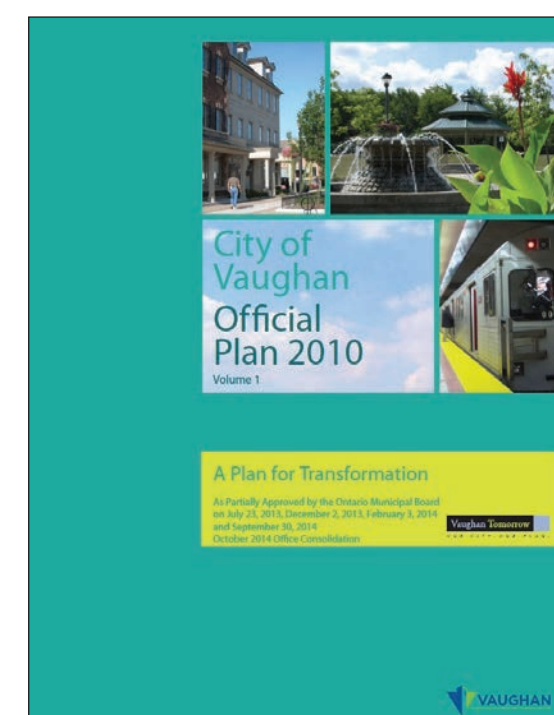
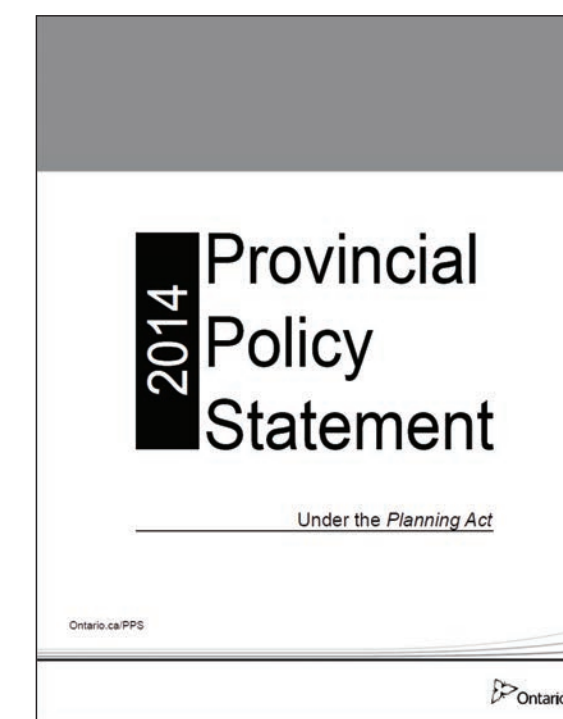
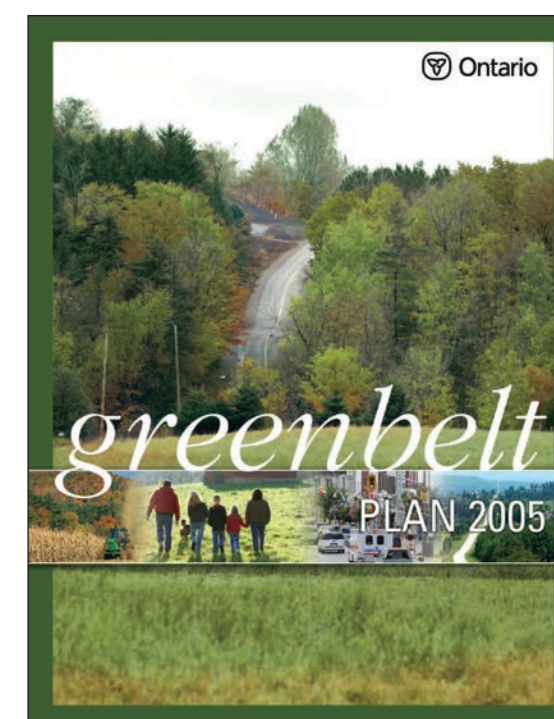
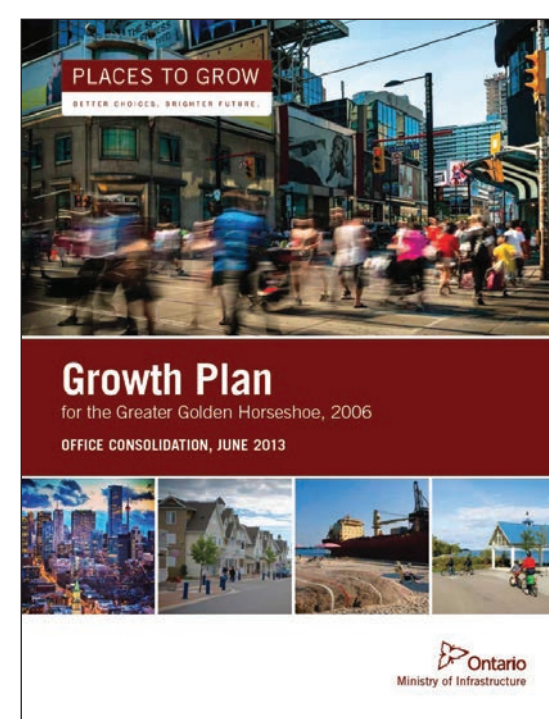


# 4 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN

## PLANNING FRAMEWORK

Outlined on this board are the primary Provincial, Regional, and Local plans containing policy that influence the direction for the Secondary Plan Area. These include the:

- Provincial Policy Statement, 2014
- Growth Plan for the Greater Golden Horseshoe, 2006
- The Greenbelt Plan, 2005
- York Region Official Plan (under review)
- City of Vaughan Official Plan 2010 (VOP 2010)
- Metrolinx Regional Transportation Plan (RTP), The Big Move, 2008
- Metrolinx, RTP Update, in progress
- York Region, New Communities Guidelines, 2013



## RELEVANT POLICY DIRECTIONS

- Minimum target for developable area of 20 residential units per ha / 70 residents and jobs per ha
- Plan for complete community with compact urban form
- Promote public transit use
- Protect and enhance Regional Greenlands System / establish local greenlands systems
- Establish a culture of design excellence
- Establish community core areas that focus on retail/ service uses
- Encourage a diverse mix of housing uses close to transit
- Affordable housing strategy
- Phasing plan
- Parking management strategy
- Community Energy Plan





# 5 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN

## WHAT WE'VE HEARD

### BUILDING & USE TYPOLOGIES

- Ensure future development consists of low to mid-rise residential, commercial, institutional and mixed-use buildings, and not high-rise development or large scale commercial outlets
- Provide an appropriate mix of uses with a focus on community amenities including places of worship and recreation / community centres
- Elementary and secondary schools are highly desirable



Street-oriented small-format low to mid-rise commercial and residential mixed-use buildings



Low to mid-rise residential buildings

### STREETSCAPES & MOBILITY

- Manage vehicle congestion along peripheral arterial roads
- Active transportation facilities including pedestrian, cyclist, and multi-use trails should be included, with a preference for separated lanes
- Public transit options should be expanded including:
  - Bus service with stops and shelters along new collector roads; and
  - A multi-modal transit hub that combines commuter train and bus service and necessary infrastructure to serve the needs of the community



Multi-modal transit hub



Bus stops with pedestrian enclosures and seating

### PARKS & OPEN SPACE

- Significant green spaces including neighbourhood parks, open space linkages and trail networks should be included, where appropriate
- Urban spaces including squares, plazas, active outdoor spaces and community gardens should also be included, where appropriate



Public parks with seating, mature trees, trails, and programmed elements



Preservation of significant natural heritage features with trails and boardwalks

### SUSTAINABILITY OPPORTUNITIES

- Sustainable site design elements such as bio-swales, stormwater retention ponds, landscaped boulevards, permeable surface materials and landscaping should be included where appropriate
- Sustainable building design elements such as passive solar design, should be incorporated into new development to mitigate heat gain, maximize natural light, and optimize energy use



Permeable surface materials



Boulevards designed for stormwater retention



# 6 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN

## VISION

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, commercial and institutional uses. It will be anchored by a local centre that features institutional uses such as schools, community facilities and a transit hub. 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.



## DEVELOPMENT PRINCIPLES

- 1. An intimate community character** will be encouraged through the use of Low-Rise to Mid-Rise building form and scale.
- 2.** New development will blend a combination of residential, retail, and institutional uses to create a **walkable, sustainable and amenity rich community**.
- 3.** All public and private buildings will strive for **design excellence**.
- 4. Streetscape design** will support a variety of uses and conditions, including automobile, cycling, and pedestrian activity.
- 5.** Block configuration will follow a **modified grid pattern**, encouraging compact and sustainable development.





## DEVELOPMENT PRINCIPLES (CONTINUED)

**6. Seamless integration of alternative modes of transportation** will ensure local and regional transportation options and access, while also encouraging environmental sustainability.

**7.** Community facilities such as schools, places of worship, and community centres will be promoted and situated in a way that creates a **social and cultural hub** for the community.

**8. A hierarchy of parks and open spaces** with a range of programming opportunities will provide the community with a variety of rich and vibrant mix of passive and active recreation space.

**9. Preservation of natural heritage features** as part of a Natural Heritage Network will provide an opportunity for views and access to nature.

**10. Sustainability will be encouraged** through consideration of City guidelines including conscientious selection of building materials and finishes, surfacetreatments, green infrastructure, and other water efficient and energy efficient features.





# 8 CITY OF VAUGHAN BLOCK 27 SECONDARY PLAN

## SCHEDULES

### LAND USE



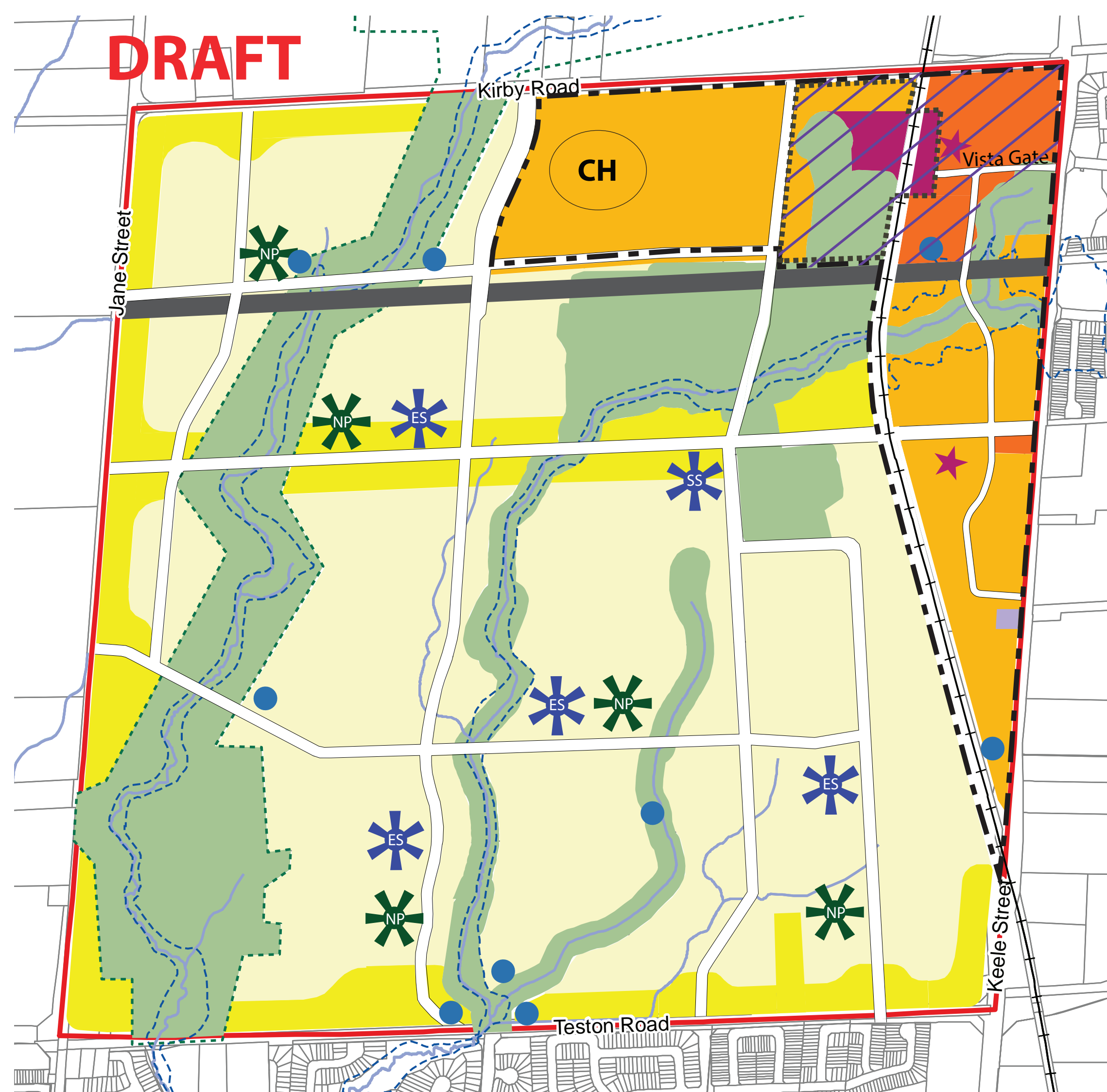
Low Rise Residential  
(1-3 Storeys)



Low Rise Mixed Use



Natural Areas



Mid Rise Mixed Use



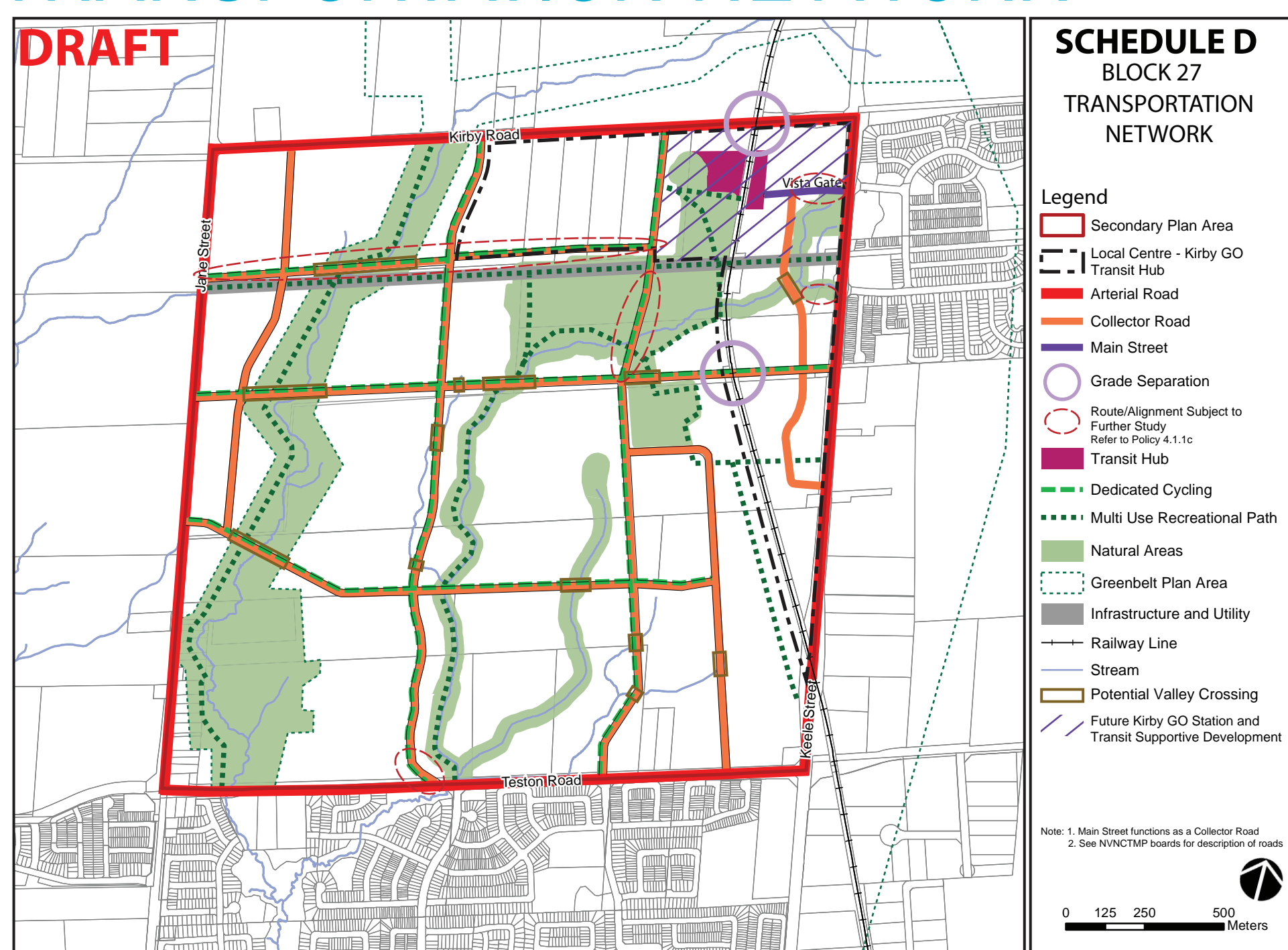
Community Hub



Mid Rise Residential

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Secondary Plan Area</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Local Centre - Kirby GO Transit Hub</li> <li><span style="border: 1px dotted black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> West Transit Hub Study Area</li> <li><span style="background-color: yellow; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Low Rise Residential</li> <li><span style="background-color: orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Low Rise Mixed Use</li> <li><span style="background-color: lightorange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Mid Rise Residential</li> <li><span style="background-color: darkorange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Mid Rise Mixed Use</li> <li><span style="background-color: purple; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Transit Hub</li> <li><span style="background-color: grey; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Private Open Space</li> <li><span style="background-color: black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Infrastructure and Utilities</li> <li><span style="background-color: green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Natural Areas</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Community Hub</li> <li><span style="color: green; font-size: 20px; margin-right: 5px;">✳</span> Neighbourhood Park</li> <li><span style="color: purple; font-size: 20px; margin-right: 5px;">✳</span> Public Square</li> <li><span style="color: blue; font-size: 20px; margin-right: 5px;">✳</span> Elementary School</li> <li><span style="color: blue; font-size: 20px; margin-right: 5px;">✳</span> Secondary School</li> <li><span style="color: blue; font-size: 20px; margin-right: 5px;">●</span> Potential SWM Facility</li> <li><span style="border: 1px dotted green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Greenbelt Plan Area</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 15px; margin-right: 5px;"></span> Railway Line</li> <li><span style="border-bottom: 1px dashed blue; display: inline-block; width: 15px; margin-right: 5px;"></span> Stream</li> <li><span style="border-bottom: 1px dashed blue; display: inline-block; width: 15px; margin-right: 5px;"></span> TRCA Engineered Floodline</li> <li><span style="border-bottom: 1px dashed blue; display: inline-block; width: 15px; margin-right: 5px;"></span> Future Kirby GO Station and Transit Supportive Development</li> </ul> |
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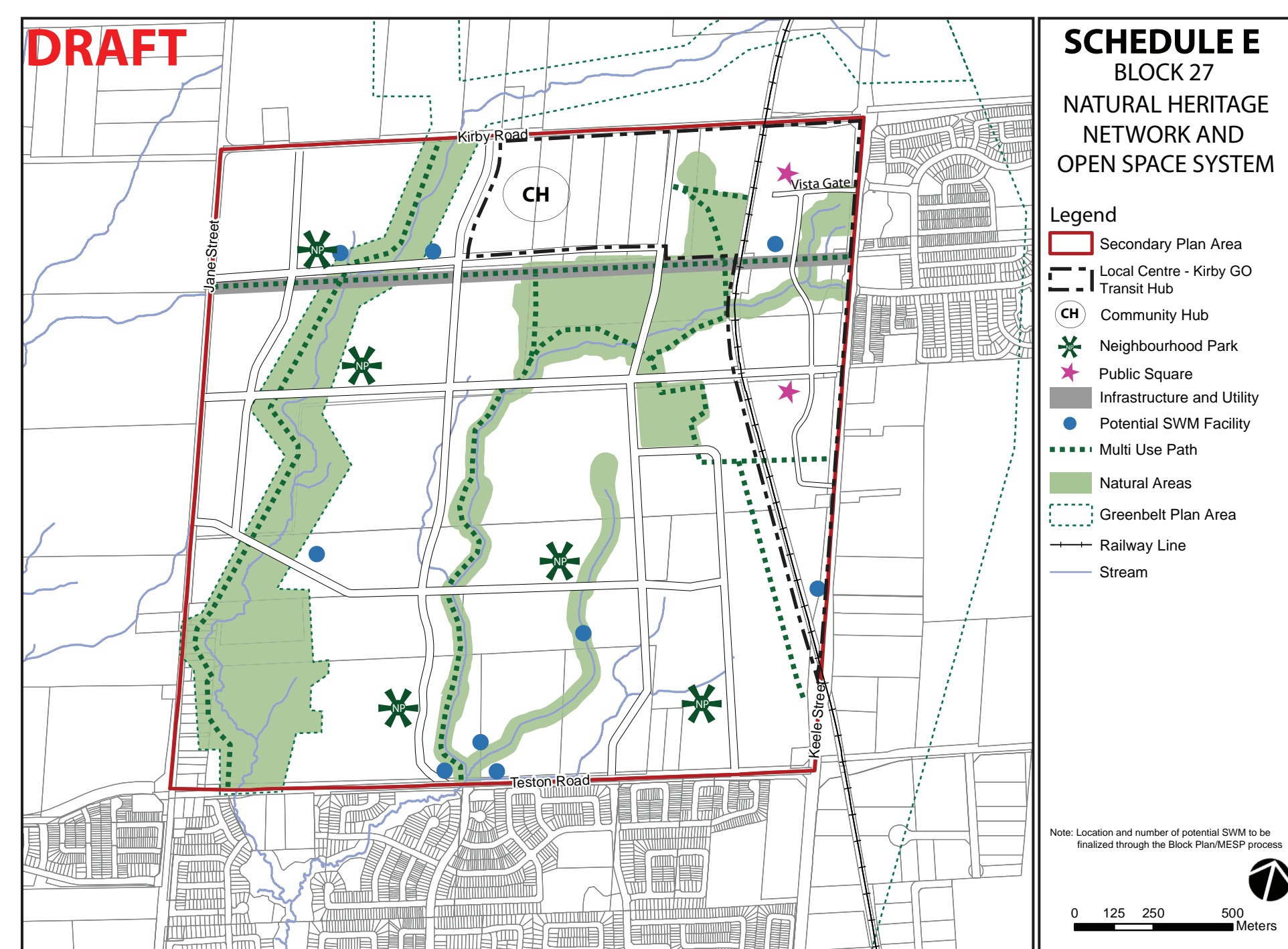
## TRANSPORTATION NETWORK



- SCHEDULE D  
BLOCK 27  
TRANSPORTATION  
NETWORK**
- Legend**
- Secondary Plan Area
  - Local Centre - Kirby GO Transit Hub
  - West Transit Hub Study Area
  - Arterial Road
  - Collector Road
  - Main Street
  - Grade Separation
  - Route/Alignment Subject to Further Study Refer to Policy 4.1.1c
  - Transit Hub
  - Dedicated Cycling
  - Multi Use Recreational Path
  - Natural Areas
  - Greenbelt Plan Area
  - Infrastructure and Utility
  - Railway Line
  - Stream
  - Potential Valley Crossing
  - Future Kirby GO Station and Transit Supportive Development
- Note: 1- Main Street functions as a Collector Road  
2- See NVNCTMP boards for description of roads.
- 0 125 250 500 Meters

**Note:**  
1- Main Street functions as a collector road.  
2- See NVNCTMP boards for description of roads.

## NATURAL HERITAGE NETWORK & OPEN SPACE SYSTEM



- SCHEDULE E  
BLOCK 27  
NATURAL HERITAGE  
NETWORK AND  
OPEN SPACE SYSTEM**
- Legend**
- Secondary Plan Area
  - Local Centre - Kirby GO Transit Hub
  - West Transit Hub Study Area
  - Community Hub
  - ✳ Neighbourhood Park
  - ✳ Public Square
  - Infrastructure and Utility
  - Potential SWM Facility
  - Multi Use Path
  - Natural Areas
  - Greenbelt Plan Area
  - Railway Line
  - Stream
- Note: Location and number of potential SWM to be finalized through the block plan/ MESP process.
- 0 125 250 500 Meters

**Note:**  
1- Location and number of potential SWM to be finalized through the block plan/ MESP process.

**Note:** Discussions with the Ministry of Natural Resources and Forestry and the Toronto and Region Conservation Authority are underway and refinements to the Natural Heritage Network may be forthcoming. Elements of Natural Heritage Network may change subject to an OMB appeal.



# 9 CITY OF VAUGHAN KIRBY GO TRANSIT HUB SUB-STUDY

## WHAT IS A TRANSIT HUB?

A transit hub is a defined area or location with significant levels of planned transit services having a wide range of mobility options where travelers change to or from transit. Transit hubs usually include mixed use transit-oriented developments, public facilities or other higher-density land uses and form the heartbeat of a community, seamlessly connecting people to places.

The success of a transit hub depends on the careful balancing of place making, transportation infrastructure, land use planning, transportation planning and urban design. Using Metrolinx's Mobility Hub Guidelines (Sept. 2011) as the basis for the Kirby GO Transit Hub Sub-Study, the elements required to develop a successful transit hub can be organized in the following three categories.

### 1. PLACEMAKING, 2. SEAMLESS MOBILITY, 3. SUCCESSFUL IMPLEMENTATION

#### Public Spaces

- Support vibrant public spaces
- Become a part of the community's identity
- Provide amenities that encourage transit use



#### Minimized Ecological Footprint

- Design the hub with the Greenbelt and the area's natural heritage as a focal point
- Implement innovative sustainable energy, water, landscape and waste management practices



#### Multi-Modal Connectivity

- Facilitate and encourage the use of multiple transportation modes
- Provide accessible transit for all ages and abilities
- Reduce reliance on the car



#### Mix of Uses and Activities

- Focus the greatest mix of uses and activities close to the transit station and along major roads
- Plan for active uses at the pedestrian scale
- Create appropriate transitions to the surrounding community



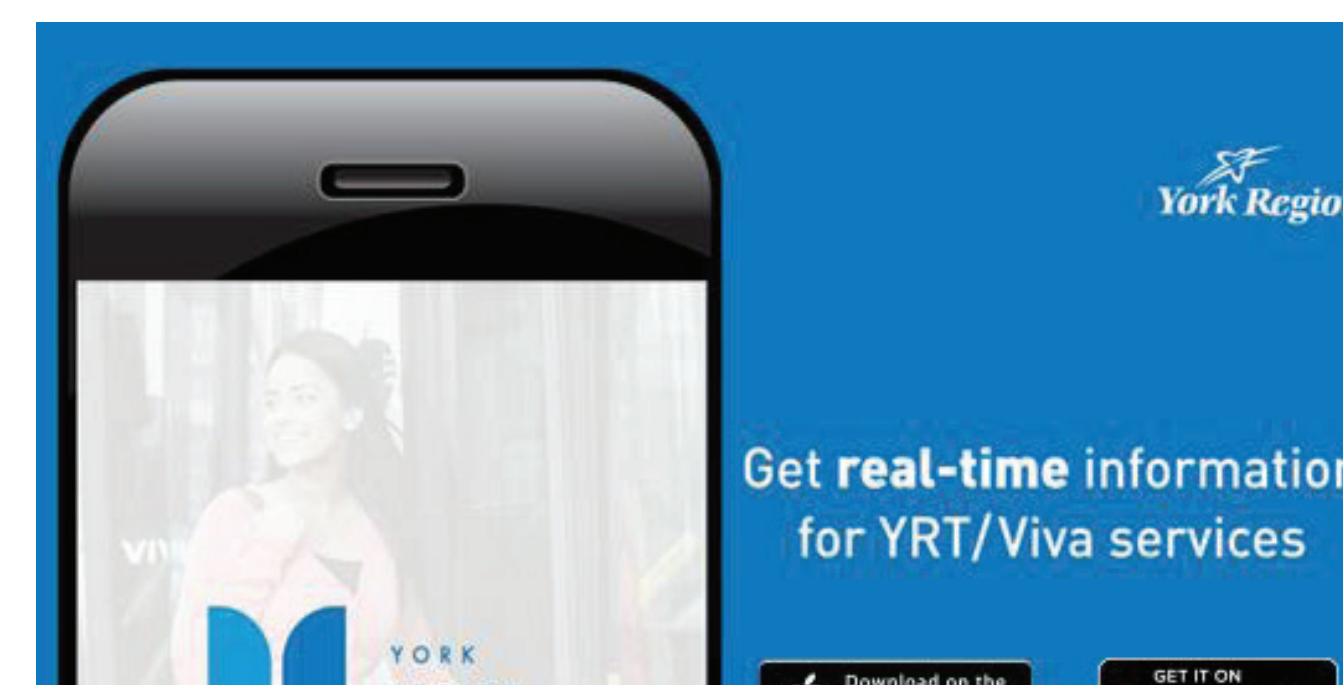
#### A Well Designed Transit Station

- Design a high quality station and public spaces
- Provide safe and efficient pedestrian connections between the station and surrounding areas
- Provide comfortable customer amenities
- Create a phased, area-based approach to parking management



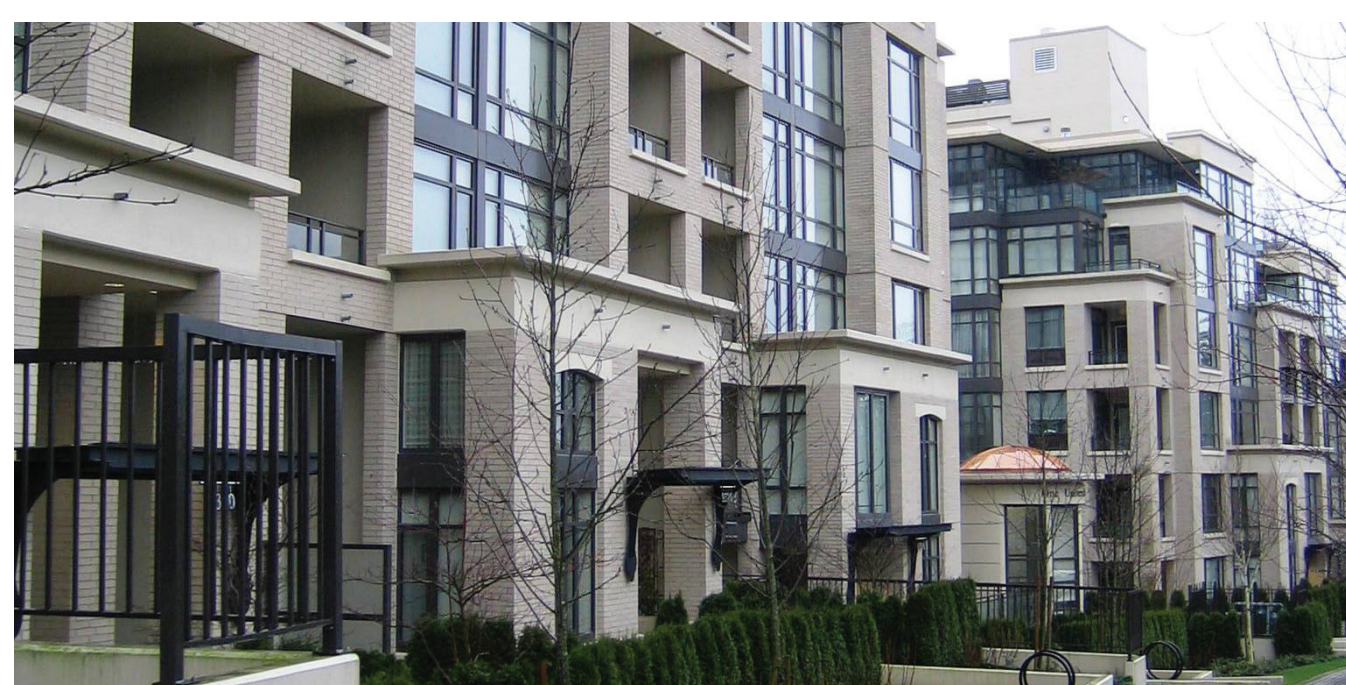
#### Integrated Technology

- Create a transit system designed with access to real time travel information to support the user experience



#### Transit Supportive Densities

- Locate a critical mass of people to support a mix of uses and transit
- Locate highest densities close to the station
- Ensure development is sensitive to community context



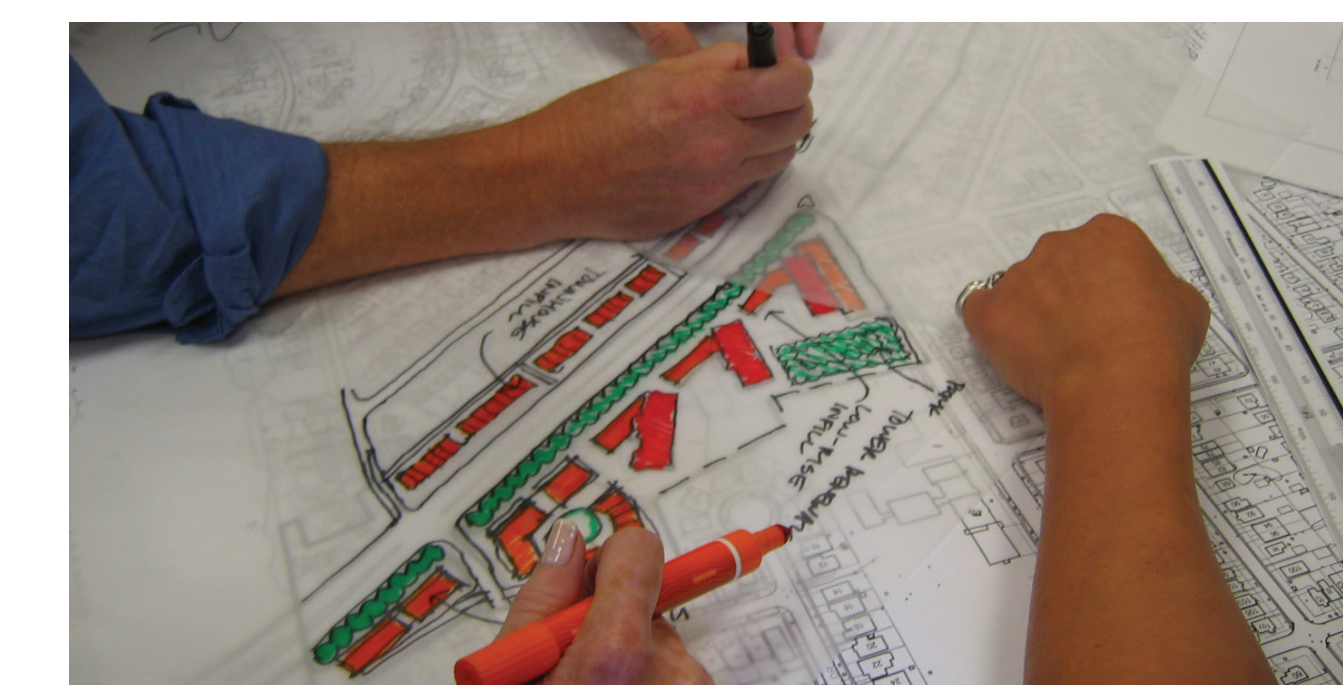
#### Pedestrian Priority

- Encourage pedestrian-friendly design of public and private spaces
- Provide easy access to stations and stops
- Create vibrant, comfortable and well-designed pedestrian spaces and corridors



#### Flexible Implementation

- Develop policy that will accommodate new growth
- Explore partnerships and incentives for increased public and private investment





# 10 CITY OF VAUGHAN KIRBY GO TRANSIT HUB SUB-STUDY

## VISION

The Local Centre – Kirby GO Transit Hub will be a local community centre, 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 Local Centre will incorporate a combination of low-rise to mid-rise mixed-use buildings, with ground floor retail and commercial uses.

## DEVELOPMENT PRINCIPLES

### 1. A Balanced Mobility Mix



### 2. Connected



### 3. Walkable, Inviting Streets, Open Space, and Parks



### 4. Respect Existing Neighbourhoods



### 5. Appropriate Scale, Form and Density



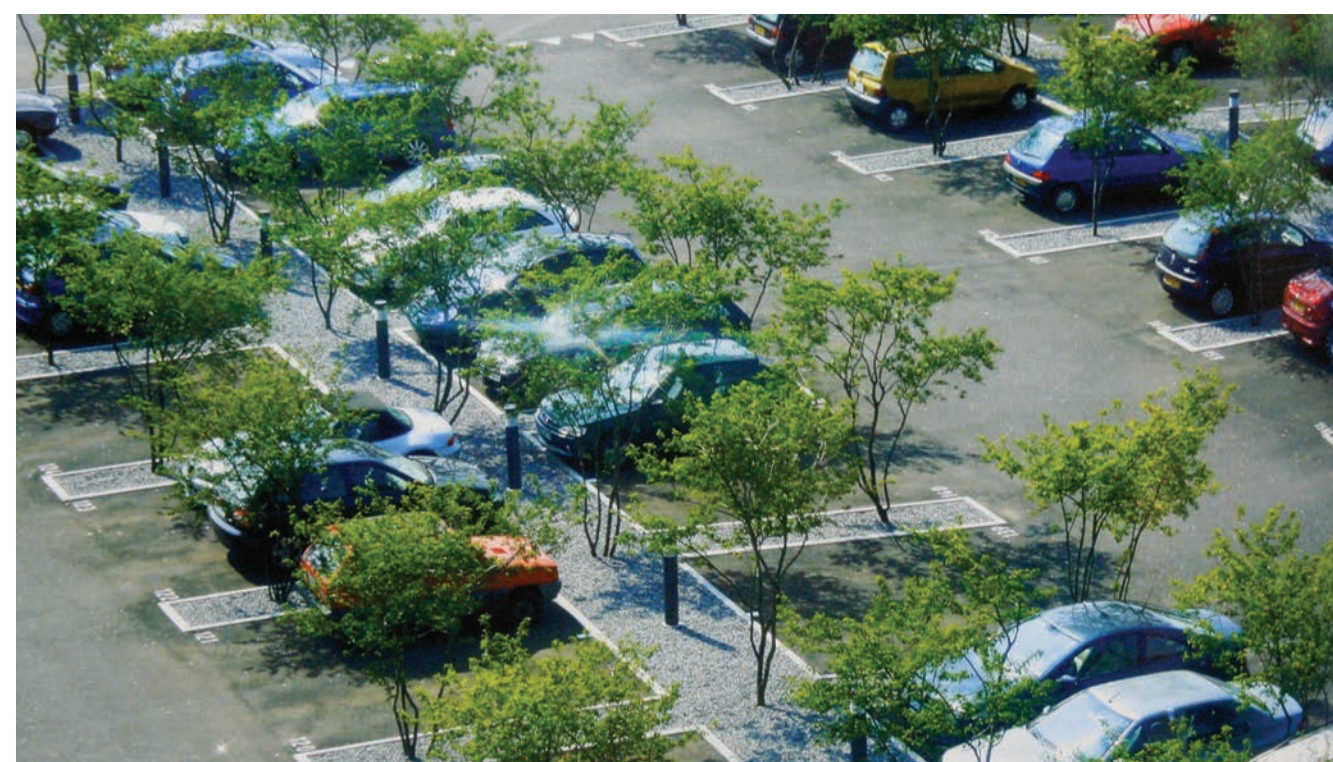
### 6. Design Excellence



### 7. Mix of Uses



### 8. Strategic Parking Management



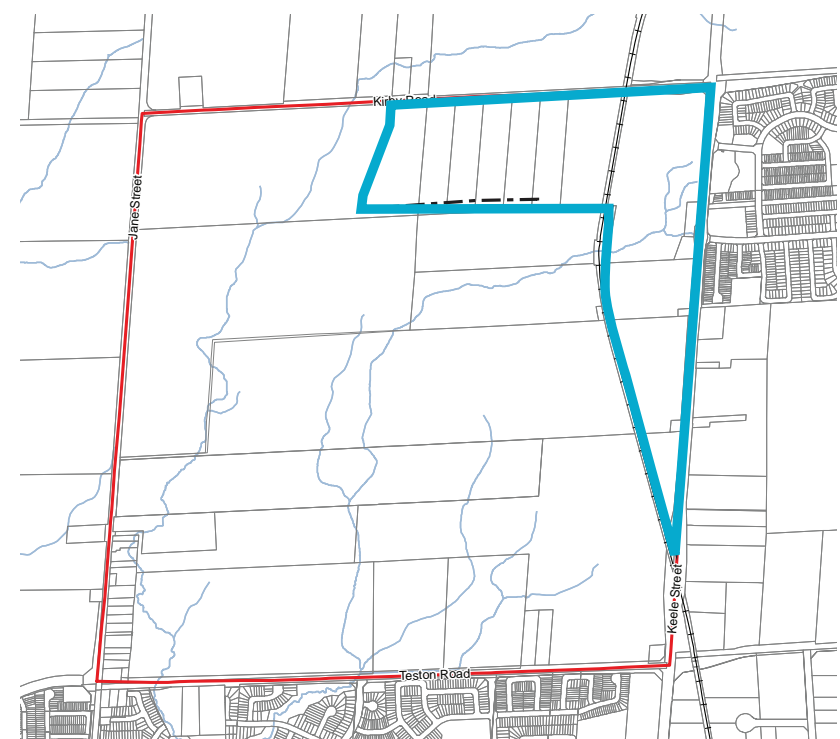
### 9. A Flexible Phasing Plan that Accommodates Growth and Change





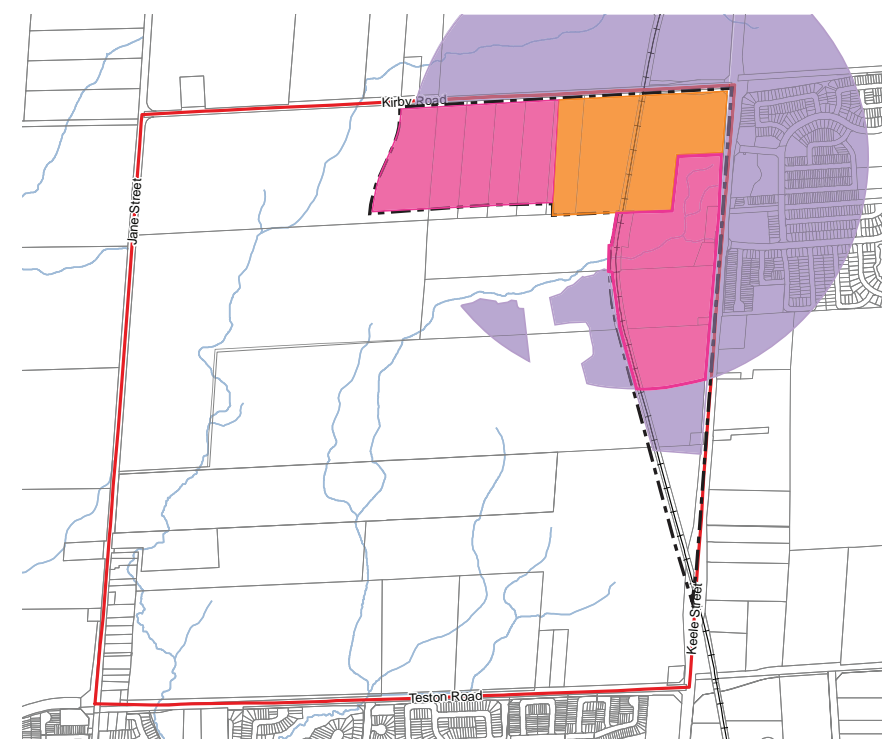
## DRAFT DEMONSTRATION PLAN

### KEY MAP



- Local Centre- Kirby GO Transit Hub
- Secondary Plan Area

### TRANSIT HUB ZONES



- Primary Zone
- Secondary Zone
- Tertiary Zone





## NEXT STEPS

- Proposed Secondary Plan policies and schedules will be reviewed and refined based on public input
- Review process will also include ongoing discussion with Metrolinx and other agencies
- Draft Secondary Plan including the proposed Transit Hub will be presented to Committee of the Whole and Council for their consideration at a statutory public meeting (opportunity for public input)
- Public input will be reviewed and a final recommended Secondary Plan prepared
- Recommended Secondary Plan will be brought forward to Committee of the Whole and Council (further opportunity for public input)
- Final Secondary Plan (if adopted by Council) to be forwarded to Region of York for review and approval