

Block 27

Transit Hub Special Study (THSS)

Engagement Round 2: Help Shape the Future Kirby GO Station Area

Learn how the City developed the Preferred Scenario for the future Kirby GO Transit Hub Centre and share your feedback on how the area should grow over time.

About the Block 27 Transit Hub Special Study

What is the Study?

The City of Vaughan is undertaking the **Block 27 Transit Hub Special Study** to establish a planning framework for the area surrounding the **potential future Kirby GO Station** near Kirby Road and Keele Street.

Transit Hub Special Study Area

The approximately **24-hectare Study Area** is located within Block 27 and includes lands on both sides of the Barrie GO rail corridor. The Study looks at how housing, shops and services, streets, parks, trails, natural areas and future transit infrastructure can work together as the community develops.

The Transit Hub Special Study Area covers roughly a 500-meter area around the potential future Kirby GO Station.

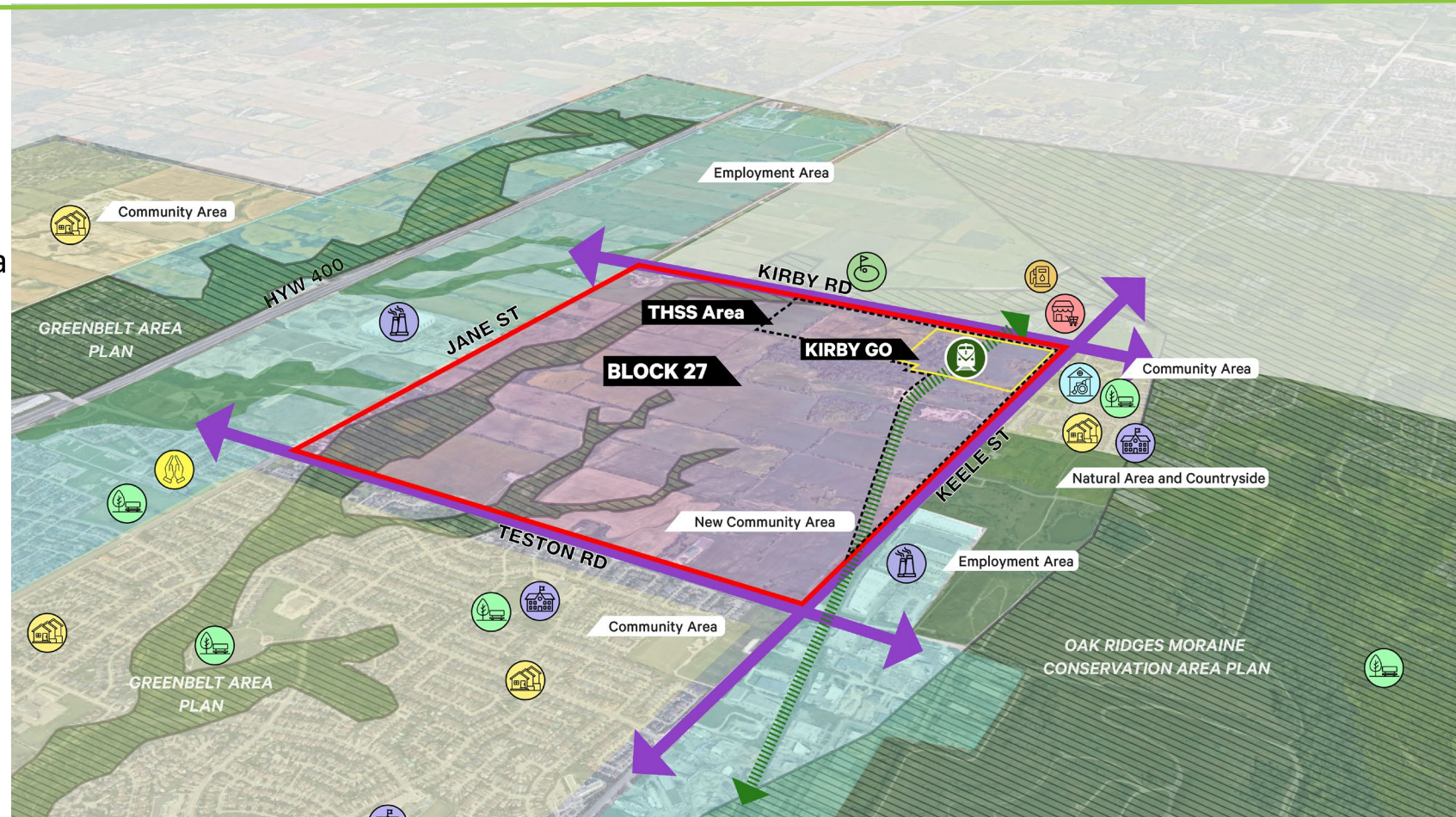


Figure 1: Block 27 and surrounding area

LEGEND

- Transit Hub Special Study Area
- Kirby GO - Transit Station Hub Area
- Block 27
- Employment Area

- Neighbourhood Area
- Natural Areas
- Conservation Areas (Oak Ridges Moraine and Greenbelt)
- Major Arterial Roads
- GO Rail Track

- Proposed Kirby GO Station
- Light Industrial
- Gas Station
- Long Term Care Home

- Place of Worship
- School
- Retail/Commercial
- Park

- Industrial Employment
- Low Rise Residential

About the Block 27 Transit Hub Special Study

Where does the Study fit?

The Transit Hub Special Study provides more detailed direction for the area surrounding the potential station and will inform updates to the Block 27 Secondary Plan, which was adopted by Council in 2018 and approved by York Region on May 27, 2019. The Landowner Group initiated the Block 27 Block Plan in 2020, and it was conditionally approved on June 24, 2025.

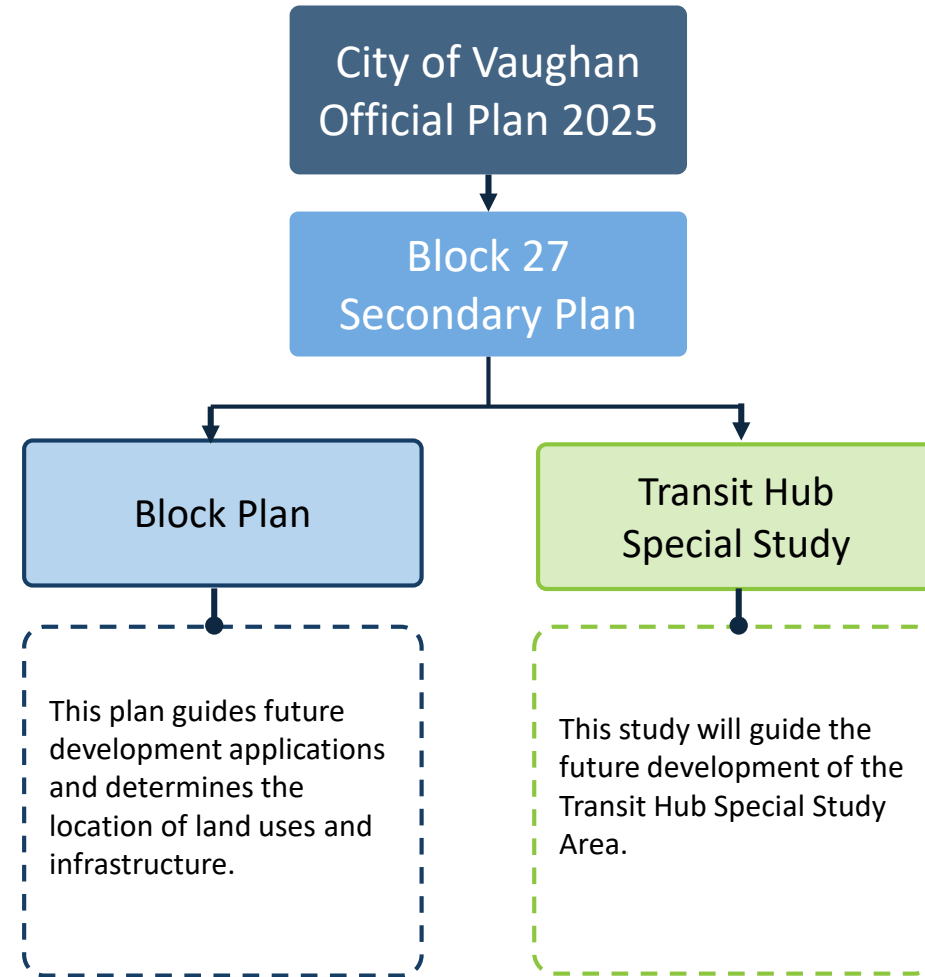


Figure 2: Policy hierarchy overview

Block 27 Transit Hub Special Study – *Project Objectives*

The Study is looking at how to:

Plan for a potential future GO Station

Protect space for the station, passenger pick-up/drop-off, bus facilities, parking and other transit infrastructure.

Plan for the surrounding community

Refine where housing, shops and services, streets, parks and other uses should be located.

Protect and connect natural areas

Consider wetlands, woodlands, trails and other natural heritage features as the community grows.

Update the planning framework

Bring the Block 27 Secondary Plan into alignment with the Vaughan Official Plan 2025, Provincial policy, the approved Block Plan and applicable transportation and Metrolinx requirements.

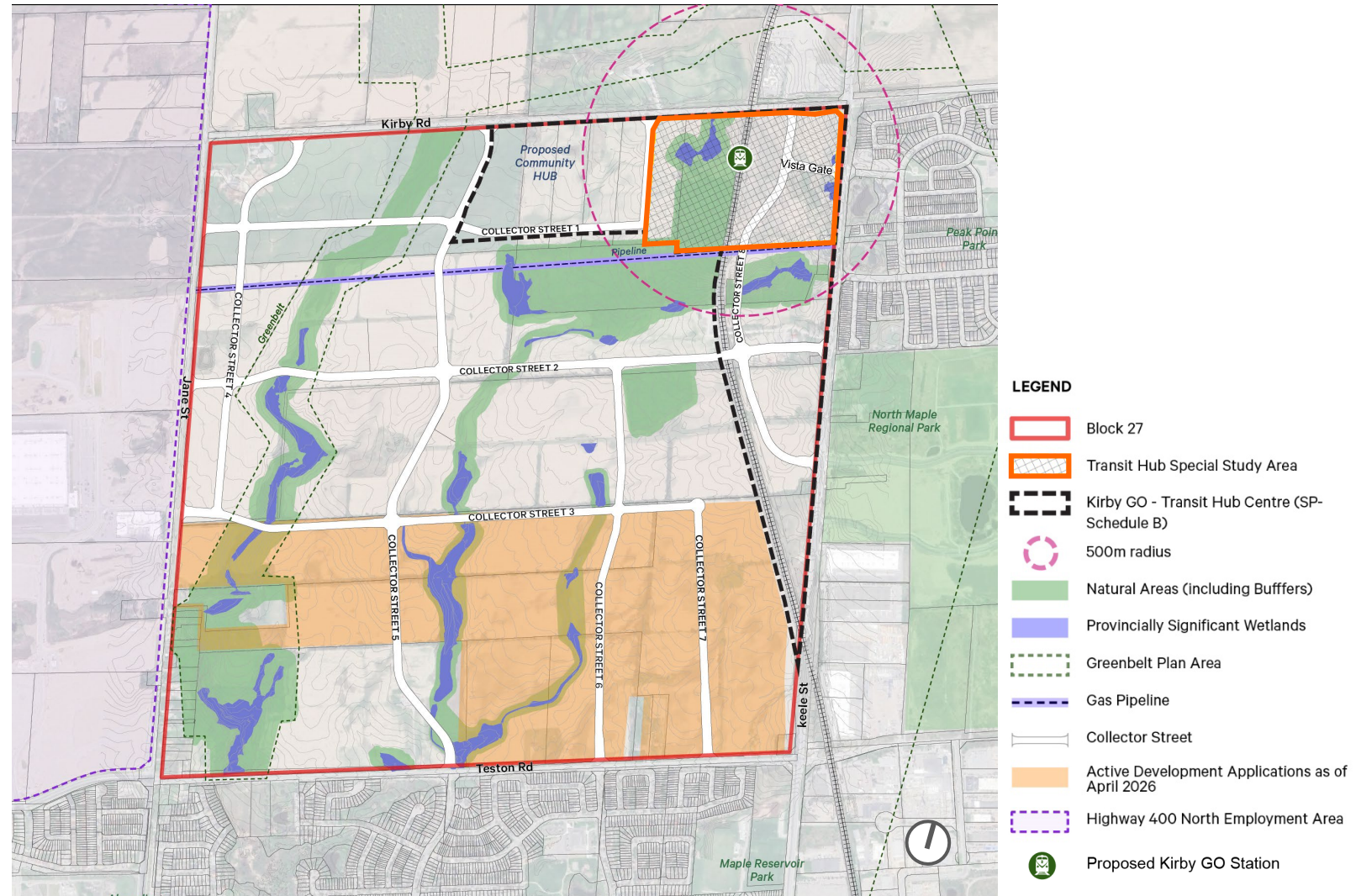
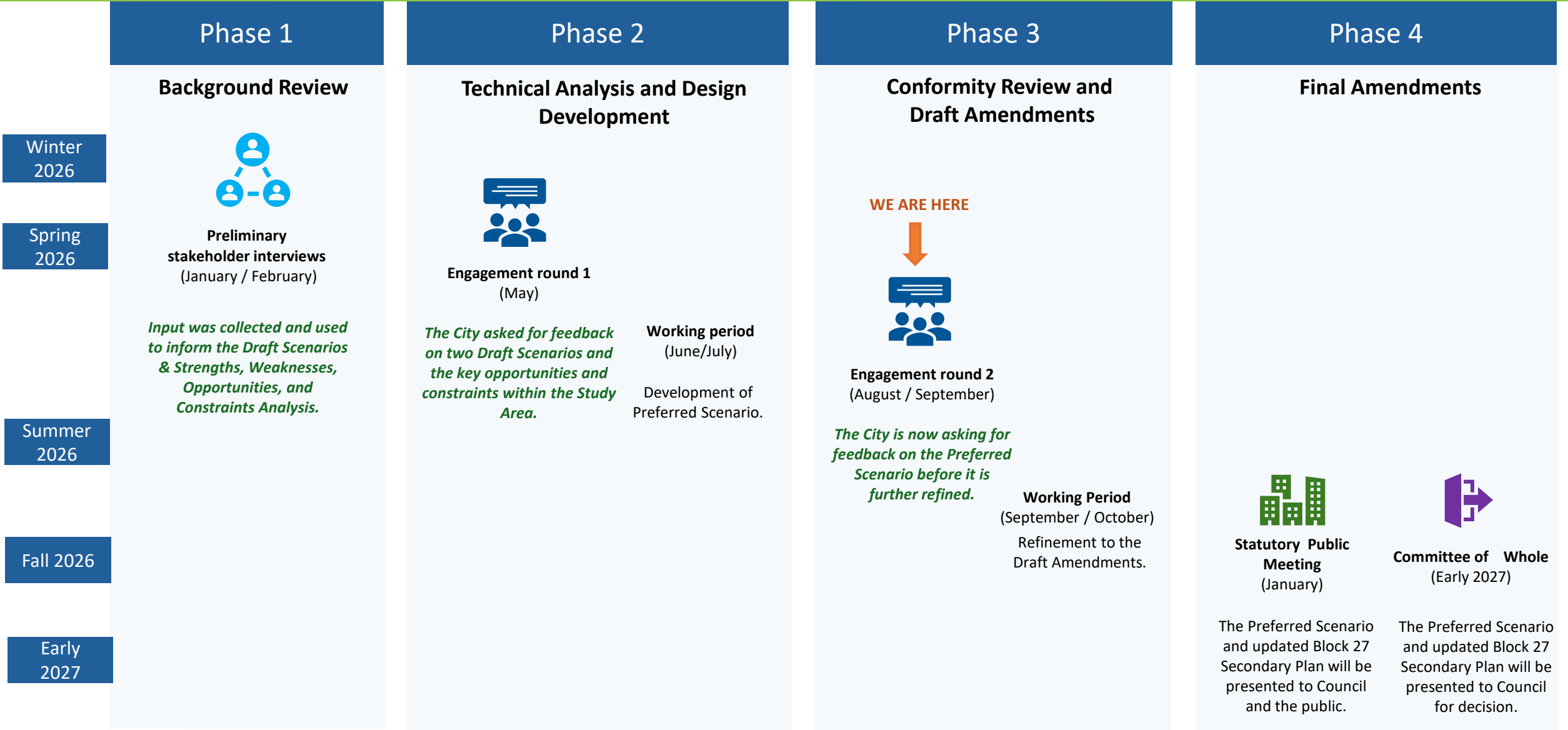


Figure 3: Block 27 and the Transit Hub Special Study Area

Where We Are



What We Heard – *Draft Scenarios*

In **May 2026**, the City held an Open House and online survey to gather feedback on two **Draft Scenarios** (see pages 9 and 10) for the Transit Hub Special Study and on the key opportunities and challenges that should shape the future community.

Feedback was also received through discussions with the **Block 27 Landowners Group, Technical Advisory Committee (TAC)*** and partner agencies.

Participants told us to:

- Protect wetlands, woodlands and environmentally sensitive lands;
- Provide a mix of housing options, including family-sized housing;
- Create convenient shops and services and a vibrant main street;
- Provide safe and direct walking, cycling and transit connections;
- Make efficient use of land and reduce reliance on large surface parking lots; and
- Allow development to proceed flexibly while protecting for the potential future GO Station.

*The **Technical Advisory Committee** included members of Vaughan City Staff from multiple departments (Heritage, Parks, Urban Design, Environment, and more)

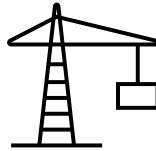
Key Drivers

The **Preferred Scenario** balances four key considerations: creating a walkable mixed-use centre, allowing development to proceed in phases, accommodating long-term population and employment growth, and protecting for the potential future Kirby GO Station.



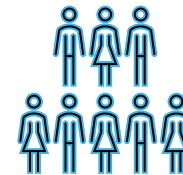
Main Street and Public Realm

Vista Gate (identified in Figure 3 on page 4) is envisioned as the community's main street, with shops and services at street level, new homes and businesses above, and a high-quality pedestrian-oriented public realm.



Phasing

The Secondary Plan allows development to happen in stages, so the area can grow efficiently, appropriately and safely, to function well both before and after the GO Station is built.



Density Targets

The Study Area is designated as a Strategic Growth Area in the Vaughan Official Plan (2025) and establishes a minimum density target of 150 residents and jobs per hectare within 500 metres of the GO station, as identified within the Block 27 Secondary Plan.



GO Station

While the Kirby GO Station is currently unfunded, this Study will plan for a future transit-ready and supportive community.

How We Developed the Preferred Scenario



We listened

Public, Landowners Group and Technical Advisory Committee
feedback



We reviewed and refined

City, York Region, and Metrolinx technical requirements



We developed one Preferred Scenario

A coordinated approach for land use, housing, transit, parks, streets
and natural areas

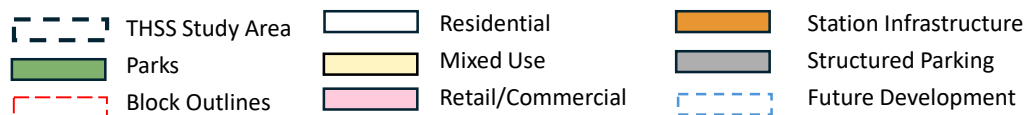
How the Preferred Scenario Was Refined

Comparing Proposed Draft Scenarios 1 and 2

Draft Scenario 2 (May 2026)



Figure 4: Draft Scenario 2



- In May 2026, two Draft Scenarios were presented to the Technical Advisory Committee, Landowners Group, partnering agencies, and the public.
- Draft Scenario 2**, as seen on the left, was ultimately **not chosen** due to:
 - The Transit Hub and Station Area not being framed well by the surrounding open space and uses.
 - Less desirable public realm along Collector Street 8 created by the multiple driveway access points to the Transit Hub Area parking and Pick-Up & Drop-Off Areas.
 - The location of the park on Block H being inconvenient for the majority of the area's residents and users.

How the Preferred Scenario Was Refined

Comparing Proposed Draft Scenarios 1 and 2

Draft Scenario 1 (May 2026)

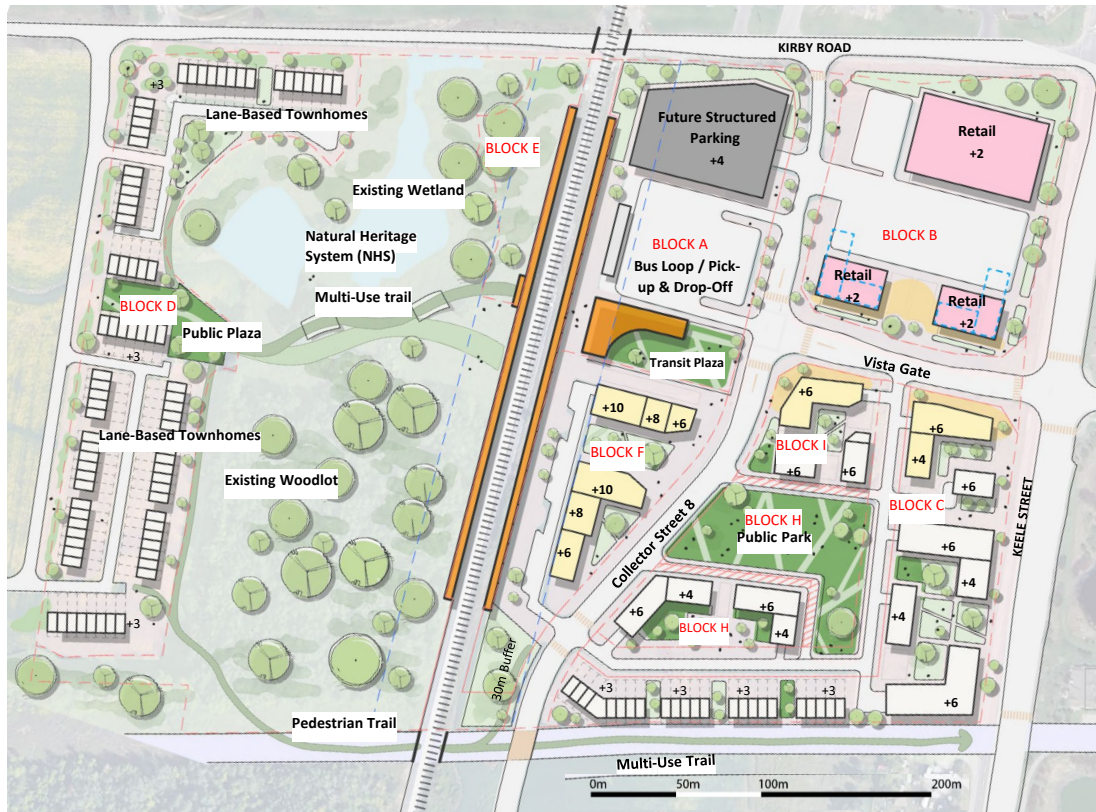


Figure 5: Draft Scenario 1

	THSS Study Area		Residential		Station Infrastructure
	Parks		Mixed Use		Structured Parking
	Block Outlines		Retail/Commercial		Future Development

- Based on public and stakeholder feedback, **Draft Scenario 1**, as seen on the left, was chosen as the Preferred Scenario to move forward with.
- Compared to Draft Scenario 2, **Draft Scenario 1** includes additional housing along Block F, and moves the transit-adjacent parking structure to Block A.
- The location of the Transit Plaza and Urban Park are more central and accessible to the broader community.
- Driveway entrances to the structured parking lot and pick-up and drop-off area have been consolidated to Block A, reducing potential conflicts between cars and pedestrians/cyclists.
- Draft Scenario 1** therefore became the base to be further refined into the Preferred Scenario.

Key Elements of the Preferred Scenario

Housing, Shops, and Station Infrastructure



Built Form and Land Use

- ① Delivery of commercial uses with large-scale retail (i.e. stand-alone large grocery store), temporarily, as the area develops.
- ② Delivery of housing types ranging in height up to twelve storeys.
- ③ Public park and public square east of the rail tracks, with an additional public square west of the train tracks and trail connections.

Station Infrastructure

- ④ Accommodate for parking spaces for transit user parking as per Metrolinx best practices (surface or structured).
- ⑤ Accommodate for pick-up and drop-off (PUDO) spots and bus bays as per Metrolinx best practices and available area.
- ⑥ Protect for longer-term delivery of station infrastructure, including structured parking.

Figure 6: Preferred Scenario Key Elements – Built Form and Station Infrastructure

Key Elements of the Preferred Scenario

Street Network, Parks and Open Space



Streets and Blocks

- ⑦ Internal local streets to meet 19-metre right-of-way as per City standard.
- ⑧ Provides private access and lane widths needed to ensure safety and access requirements.
- ⑨ Provides a southern extension of a local street across the TransCanada Pipeline (TCPL) corridor.
- ⑩ Intersection spacing as per City of Vaughan transportation engineering requirements and York Region requirements.

Parks and Open Spaces

- ⑪ Re-shaped the public park to be in a more rectangular shape with a minimum size requirement of 0.75 hectares as per City standards.
- ⑫ Expanded and re-shaped the public squares to meet the City minimum size requirement of 0.2 hectares and ensure at least 50% frontage along a public street.
- ⑬ Realign trail connections to mitigate impact on wetland and environmentally sensitive lands.

Figure 7: Preferred Scenario Key Elements – Streets and Blocks, and Parks and Open Spaces

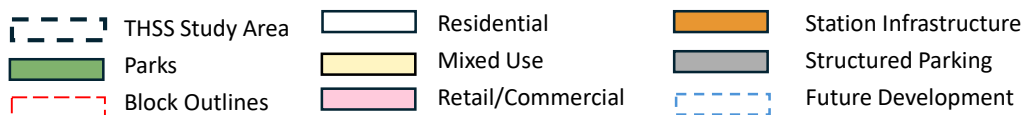
How the Feedback Shaped the Preferred Scenario

Refinements to Draft Scenario 1 Based on Feedback – At a Glance

Preferred Scenario (August 2026)



Figure 8: Preferred Scenario



- Informed by feedback gathered from the first round of engagement in May, **Draft Scenario 1** was further refined based on the feedback we heard mentioned previously.
- Changes and refinements are summarized as follows:
 - The **public parks** were redesigned to be larger and be more rectangular and less irregular in shape (callouts 1 and 3 on Figure 8).
 - The proposed **multi-use trail alignment** and crossing (callout 4), was shifted based on feedback from the Technical Advisory Committee and relevant agencies.
 - The **trail connection** across the **natural heritage system** (from Block E to the Transit Station) was rerouted toward the Pipeline Multi-Use Trail and the Kirby Road Trail to avoid impacting species-at-risk within the Natural Heritage System.
 - The configuration of the **pick-up and drop-off**, and **bus loop** (callout 2), was refined to further reduce driveway access and improve travelling efficiency.
 - The **height and design of buildings** were refined to more evenly distribute the number of people and jobs across the study area.

Preferred Scenario – Master Plan

A master plan provides the overall vision for how the Transit Hub Special Study Area could develop over time. It shows how key elements such as transit facilities, streets, housing retail, parks, trails and public spaces fit together to create a complete and connected community.

PEOPLE AND JOBS		
1. Total Units	935	
- Apartments	826	
- Townhouses	109	
2. Total People	1,900 *	
3. Total Commercial Area		
- Larger Format	4,515 SQ.M **	
- Street Related	3,492 SQ.M **	
Total Jobs	167 ***	
TOTAL PEOPLE AND JOBS:	2.450	
NET SITE AREA	13.68 Hectares	
PEOPLE AND JOBS PER HECTARE (PPJ):	179	
Legend		
	THSS Study Area	
	Parks	
	Block Outlines	
	Residential	
	Mixed Use (with street related retail)	
	Retail/Commercial (large format)	
	Station Building/Platform/Structures	
	Structured Parking	
	Shared Street	
	Paved Plaza/Patio Space/Retail Frontage	



Figure 9: Preferred Scenario – Master Plan

Preferred Scenario – *Development Block Layout*

The development block layout shows how the area could be organized in the future, including streets (right-of-way), buildings (development blocks), parks, trails and public spaces. It helps ensure growth is planned in a coordinated and functional way.

AREA STATISTICS			
	1. Right of Way	2.53 Hectares	11%
	Collector Street 8 + Vista Gate)	1.70 Hectares	
	Local Street	0.75 Hectares	
	Easement	0.08 Hectares	
	2. Natural Heritage System :	7.09 Hectares	30%
	3. Existing Rail Right of Way	1.25 Hectares	5%
	5. Transit Blocks (Block A)	2.34 Hectares	9%
	6. Parks	1.47 Hectares	6%
	Block J – Urban Public	0.76 Hectares	
	Block E – Public Square	0.43 Hectares	
	Block L – Public Square	0.28 Hectares	
	7. Development Blocks (Block B,C,D,F, H, I, K) :	9.04 Hectares	38%
	8. Non- Developable Block (Block G)	0.24 Hectares	1%
TOTAL SITE AREA:		23.96 Hectares	100%
NET SITE AREA: TOTAL minus (-) NHS/Collector Street 8/Block G/Rail Right-of-Way -		13.68 Hectares	

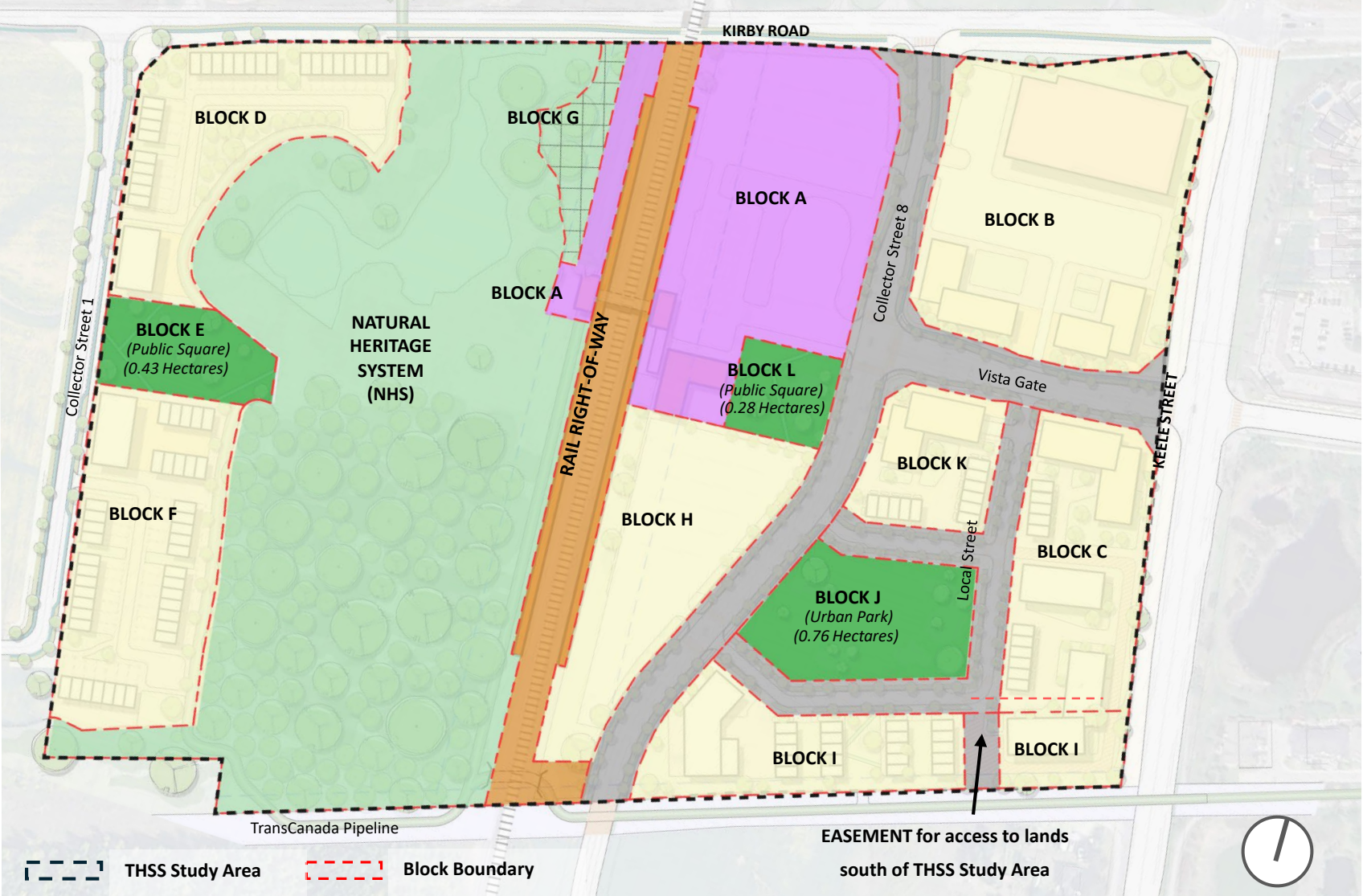


Figure 10: Development Block Layout

Proposed Phasing

Phase 1

1. Introduce temporary commercial uses, including large-format retail such as a grocery store, to serve existing and new residents.
2. Provide a range of low-to-mid rise housing options.
3. Deliver a public square west of the rail corridor and a north-south trail connection.



Figure 11: Preferred Scenario Phase 1

Proposed Phasing

Phase 2

4. Expand the community with a wider range of housing options, including additional mid-rise buildings.
5. Introduce additional commercial/retail through mixed-use buildings along Vista Gate.
6. Deliver the eastern Urban Park and an east-west trail connection linked to the Vaughan Super Trail.
7. Protect space for a future local street connection across the pipeline corridor to support long-term connection.



Figure 12: Preferred Scenario Phase 2

Proposed Phasing

Phase 3

8. Continue development of more housing in the southeast portion of the THSS Study Area.
9. Deliver the GO station building Passenger Pick-Up and Drop-Off (PUDO) facilities, a bus loop and a transit plaza.
10. Provide surface parking for transit users.
11. Extend the north-south trail to connect directly to the station and provide a pedestrian tunnel beneath the rail corridor.



Figure 13: Preferred Scenario Phase 3

Proposed Phasing

Phase 4

- 12. Deliver additional homes and commercial uses to support the area's long-term growth targets (150 people and jobs per hectare).

People and Jobs Per
Hectare: 151 PPJ



Figure 14: Preferred Scenario Phase 4

Proposed Phasing

Future Intensification

- 13. Provide a parking structure for transit users and visitors to local retail uses and services.
- 14. Redevelopment of interim surface parking to mixed-use development, including buildings up to 12 storeys.
- 15. Potential for additional retail, and civic amenities, in close proximity of the station overlooking the public square.

People and Jobs Per
Hectare: 179 PPH

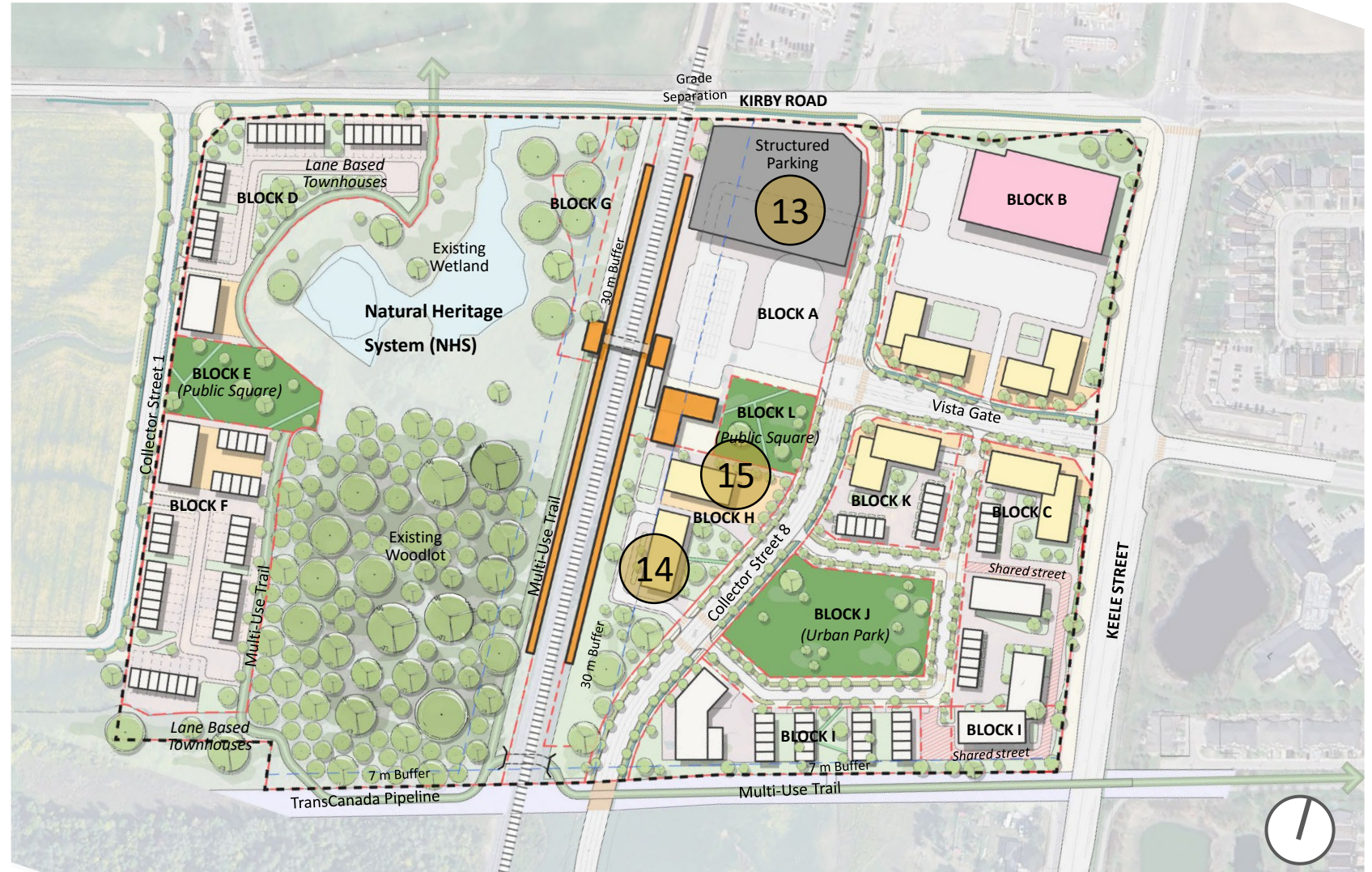


Figure 15: Preferred Scenario proposed future intensification

Thank You for your Attention

Round #2 Engagement:

Please provide us any feedback you have about the Preferred Scenario or any other part of the Transit Hub Special Study process, by taking the **Public Feedback Survey** found at this link:



<https://www.surveymonkey.com/r/KYYNRQ6>

The survey asks for your feedback on:

- Housing and neighbourhood character
- Shops, services and amenities
- Parks, trails and open spaces
- The proposed phasing approach
- Long-term growth and intensification

Your input will help the City refine the Preferred Scenario and inform recommendations for the future of the Block 27 Transit Hub Special Study Area.

For more information and project updates:
www.vaughan.ca/Block27