

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2018

Item 1, Report No. 11, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on, March 20, 2018.

1 NEW COMMUNITY AREA BLOCK 27 SECONDARY PLAN STUDY FILE #26.4.1

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated March 6, 2018, be approved;**
- 2) That the presentation by Ms. Elizabeth Howsen, Macaulay Shiomi Howson Ltd., be received;**
- 3) That the following deputations be received:**
 - 1. Mr. David Falletta, Bousfields Inc., Church Street, Toronto and communication C3 from Mr. David Falletta and Ms. Emma West, dated March 2, 2018;**
 - 2. Ms. Megan Beneteau, Crestbank Court, Maple;**
 - 3. Ms. Ada Ruzza, Jane Street, Maple;**
 - 4. Mr. Matthew Montanaro, Royal Ridge Crescent, Maple;**
 - 5. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg; and**
 - 6. Mr. Sridhar Nimmagadda, Tierra Avenue, Maple; and**
 - 7. Mr. John Harvey, Thicket Trail, Woodbridge; and**
- 4) That the following communications be received:**
 - C5 Mr. Don Given, Malone Given Parsons Ltd, Renfrew Drive, Markham, dated March 6, 2018; and**
 - C6 Mr. Tony Nicoletti, Kirby Road, Maple, dated March 6, 2018.**

Purpose

To present the proposed amendments to Vaughan Official Plan 2010 resulting from the Block 27 Secondary Plan Study, and to receive comments from the public, stakeholders, and the Committee of the Whole on the draft Secondary Plan for the New Community Area of Block 27, as shown on Attachments 1 and 2. This report provides a summary of the key policy components contained in the draft Block 27 Secondary Plan, which when finalized will provide policies that manage land use designations, building heights, densities, urban design, transportation, cultural heritage, parks and open space, as well as implementation of the Plan.

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Recommendations

1. THAT the Public Hearing Report and presentation on the New Community Area - Block 27 Secondary Plan (File 26.4.1) BE RECEIVED; and that any issues identified be addressed by the Policy Planning and Environmental Sustainability Department in a future comprehensive technical report to the Committee of the Whole.

Report Highlights

- To provide an overview of the Provincial, Regional, and Municipal planning context under which the Block 27 Secondary Plan is being developed.
- To identify the key land use designations and policies as determined through the Block 27 Secondary Plan Study process.
- To provide updates 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.
- A technical report to be prepared by the Policy Planning and Environmental Sustainability Department will be considered at a future Committee of the Whole meeting.

Background

The Block 27 Secondary Plan Study (File 26.4.1) is a City-initiated study process which has been undertaken to establish appropriate land use designations for the New Community Area of Block 27, within the City of Vaughan. The conclusion of the study process will result in a Secondary Plan that will provide a policy framework to guide future development of Block 27.

Block 27 is approximately 400 hectares in area and 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 primarily rural in nature, and includes the following land uses: places of worship; a historic cemetery; and the Hamlet of Teston, located in the southwest quadrant of the Block. 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 is located in the Block and includes the main tributary of the West Don River Sub-watershed.

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Existing 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. Lands to the west of the subject lands are located in Block 34 subject to an approved (Section 11.4 Highway 400 North Employment Lands Secondary Plan) Volume 2 of Vaughan Official Plan 2010, which is comprised of employment lands.

In August 2017 the Ministry of Natural Resources and Forestry (MNRF) completed an evaluation of the Block 27 lands and determined there are several Provincially Significant Wetlands located centrally and in the east half of the Block.

Public Notice was provided in accordance with the Planning Act, and Council's Notification Protocol. The polling areas was expanded to 200 m, whereas 120 m is required by the Planning Act

The notice of Public Hearing was mailed on February 9, 2018. Additional notification of this meeting was provided through the following methods:

- a. A notice of the meeting was published in the Vaughan Citizen newspaper on February 15, 2018.
- b. Notification was provided on the City Page Online and through the City Update (corporate monthly e-newsletter) and electronic billboards.
- c. Notification was also provided to individuals who had requested notification regarding the Block 27 Secondary Plan Study, as well as community and ratepayers' associations citywide.

To meet the statutory requirements of the *Planning Act*, the Draft Block 27 Secondary Plan was posted on the City's webpage for New Community Areas at www.vaughan.ca/newcommunityareas in advance of the Public Hearing on February 15, 2018.

Any written comments will be forwarded to the office of the City Clerk to be distributed to the Committee of the Whole as a Communication. All written comments that are received will be reviewed by the Policy Planning and Environmental Sustainability Department as input in the Secondary Plan review process and will be addressed in a technical report to be considered at a future Committee of the Whole meeting.

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A Secondary Plan Study for New Community Areas is required by Vaughan Official Plan 2010

The Block 27 Secondary Plan Study commenced in January of 2015. Schedule 14-A of Vaughan Official Plan 2010 (VOP 2010) identified lands within Blocks 27 and 41 as New Community Areas requiring Secondary Plans.

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 report to initiate the Request for Proposals (RFP) to retain a consultant to undertake the required work with staff. The report dated November 26, 2013, was adopted by Committee of the Whole and ratified by Council on December 10, 2013 and provided a description of the Secondary Plan process, and also included a draft Terms of Reference for undertaking two Secondary Plan studies, one of which was for the New Community Area in Block 27 and included specific coordinated studies, and direction to issue the RFP.

The Block 27 review has considered 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 Vaughan Official Plan 2010 (VOP 2010), all of which establish a detailed policy direction under which the Secondary Plan Study has been undertaken.

The Provincial Policy Statement 2014

The Provincial Policy Statement (PPS) 2014 “... provides policy direction on matters of provincial interest related to land use planning and development” (Part I). The PPS 2014 states, “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 1.1.3.6)

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The Growth Plan for the Greater Golden Horseshoe (2017)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and it states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. Furthermore, where there is a conflict between the PPS and the Growth Plan, the Growth Plan prevails.

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). In addition it also provides that lands 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). Based on this policy, the minimum density target of 70 jobs and people per hectare established in York Region Official Plan (YROP) and VOP 2010 continues to apply to the New Community Areas in Vaughan.

However, “...*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) 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, this minimum density target applies to the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

The Greenbelt Plan (2017)

The Greenbelt Plan (2005) designated a portion of the Block 27 area as “Protected Countryside”, designation which included Agricultural and Natural Systems, and Settlement Areas. Similar to the Growth Plan, the Greenbelt Plan was also updated through the Provincial Coordinated Review during the Block 27 Secondary Plan study process.

The updated Greenbelt Plan (2017) maintains the same designations for all lands within Block 27, except in two areas where lands were removed from the Greenbelt Plan area

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and are now part of the Settlement Area. (see Attachment #3).

Other policy changes relevant to the Block 27 Secondary Plan review contained within the Greenbelt Plan, include reference to Section 4.2.3 as it relates to the location of the location of stormwater management facilities and Section 3.4.4 related to Hamlets.

The Big Move, 2008 (Metrolinx) Regional Transportation Plan

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 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. In reference to Transit Stations, the Draft 2041 RTP supports actions that integrate land use and transportation planning decisions.

York Region Official Plan (YROP) 2010

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 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

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Sustainable Buildings (Section 5.2) policies. As such, the YRNCG address YROP policy directives by providing checklists and more specific requirements in order to meet the required policy objectives.

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.

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.

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 employed included a print campaign which involved the mailing of meeting notices to stakeholders and the 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), the Indigenous Communities, and residents/landowners in the surrounding communities

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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.

Indigenous Communities

Initial correspondence was sent to the 13 identified Indigenous Communities. Of the 13 Communities notified, 5 Communities have responded that they would like to receive information on the study progress as it becomes available.

Bus Tour

In September 2015, Policy Planning and Environmental Sustainability Department led a bus tour of two new communities in the GTA; the Mount Pleasant Village and Mobility Hub in Brampton, and the Bayview Wellington Centre in Aurora. The tour was organized to present members of the participating LOG, the City's New Communities' project team, and Council members with "on the ground" examples of communities that have been developed in accordance with the objectives and principles of "new community areas".

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.

The Block 27 Study has been informed by other studies thereby providing an integrated approach

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The North Vaughan and New Communities Transportation Master Plan (NVNCTMP)

A supporting Transportation Study the NVNCTMP, 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 focuses on the internal transportation network that is needed to support each of the new community blocks and the Kirby GO transit hub within Block 27. The connectivity of the New Community Area blocks to the rest of the Regional transportation network, and the required road and transit network improvements necessary to accompany the planned growth in the North Vaughan area, forms a key component of the NVNCTMP.

The NVNCTMP is nearing completion and the Study report is being finalized and it is anticipated that the final recommendations and findings of the NVNCTMP will be presented concurrently with the Committee of the Whole report for the Block 27 Secondary Plan New Community Area. Information regarding the NVNCTMP can be found on the following site www.nvnctmp.ca.

Kirby GO Transit Hub Sub-Study (Sub-Study)

The Sub-Study was initiated in 2016 following Council's approved recommendation that directed City Staff work with the Landowners' Group, York Region, and Metrolinx to prepare a Terms of Reference for a Sub-study. The Terms of Reference for the study would include a conceptual design of the proposed GO Station and Kirby Road upgrades, as well as inform the future EA requirements for the GO Station, Kirby Road, and the ongoing Metrolinx Regional Express Rail Study.

The Sub-Study has progressed concurrently with the Block 27 Secondary Plan Study and the NVNCTMP. The Sub-Study has considered 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 findings 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, was 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.).

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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 is 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, 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 starts with a selected transit project and does not require proponents to examine the rationale and planning alternatives or alternative solutions. Recommendations from City Staff to integrate the required grade separation of Kirby Road at the Barrie GO Rail Line with the planning and design, and TPAP for the proposed Kirby GO Station was adopted by Council on May 16, 2017 and communicated to Metrolinx.

Currently, the City and Region are working with Metrolinx as part of the York Region New Stations Technical Advisory Committee respecting the proposed Kirby GO Station. City staff are providing input on the TPAP by participating in the York Region New Station Technical Advisory Committee (TAC) which has met twice. 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.

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Sub-watershed Study (SWS)

Block 27 is located within the Upper West Don Sub-watershed Area. VOP 2010, policy 9.2.2.14.d.ii) “requires the completion of a sub-watershed study to be undertaken by the 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 review has been completed and comments to-date note that additional groundwater testing is required to characterize and assess the Headwater Drainage Features (HDF) and wetlands is needed. The installation of additional groundwater monitoring stations for the purpose of informing dependencies on groundwater inputs for HDFs and wetlands is required.

The City requires a consolidated list of all work deferred to the MESP stage prior to the finalization of the Secondary Plan.

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

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.

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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\(W5\)0508_17_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(W5)0508_17_1.pdf)

Confirmation of Support for the Kirby GO Rail 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 and Options

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.”

The key components of the draft Secondary Plan, which is appended to this report are outlined below. The entire draft Block 27 Secondary Plan, can be found at www.vaughan.ca/newcommunityareas, and is appended as Attachment #4 of this Report.

Structure of the draft Secondary Plan

The draft Block 27 Secondary Plan has been structured around two areas, the Local Centre – Kirby GO Transit Hub and the Block 27 Neighbourhoods, which will be focused around community facilities including schools and parks, as shown on Attachment #2.

The draft Secondary Plan establishes the mix of land uses, densities and their distribution for the entire block. It defines the role of the Local Centre providing specific provisions for density, height, and mix of uses which will support the transit hub and meet provincial requirements for development surrounding a major transit station area. In addition, urban design policies have also been provided for both the Local Centre and the Block 27 Neighbourhoods, in order to achieve, high quality built form and inviting streetscapes and pedestrian environments.

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Population, Employment, and Density Targets

The draft policies conform to the current Regional required density target of 70 people and jobs per hectare. It also establishes a minimum target of 100 people and jobs per hectare for the Local Centre. Consistent with the Growth Plan (2017) a minimum target of 150 people and jobs within a 500m radius of a proposed Station has also been included in the draft Secondary Plan.

Residential and Mixed-Uses

Residential areas in the Block 27 Neighbourhoods, outside of the Local Centre, include “Low-Rise Residential” and “Low-Rise Mixed-Use” (LRMU) designations. The “Low-Rise Residential” designation and building types are consistent with the current VOP 2010 permissions, with an exception that includes; Stacked Townhouses, and other similar building types such as back-to-back townhouses having a maximum building height of 4-storeys.

The LRMU designation is located along arterial roads and the main east-west collector road, and allows for a maximum building height and Floor Space Index (FSI) of 5-storeys and 1.5 times the area of the lot respectively. Furthermore, a maximum FSI of 2.0 times the area of the lot, coupled with a 6-storey building height has been introduced in strategic locations, such as the intersection of collector and arterial roads, and at the intersection of two arterial roads, except in the Hamlet of Teston.

The land use designations within the Local Centre – Kirby GO Transit Hub include “Mid-Rise Residential” and “Mid-Rise Mixed-Use” (MRMU), would allow for higher densities and an intensified built form to meet the required densities in support of the Kirby GO Station. The maximum density for Mid-Rise Residential Use includes a FSI of 3.0 times the lot area and a maximum building height of 8-storeys. The maximum density for the MRMU designation allows for a FSI of 4.0 times the area of the lot and a maximum building height of 12-storeys.

Hamlet of Teston

The Hamlet of Teston is located in the southwest quadrant of the Block 27 Area and on lands to be designated Low-Rise Mixed-Use. The Hamlet of Teston is considered a cultural heritage resource and contains several built heritage resources, as well as 10933 Jane Street which is designated under Part IV of the *Heritage Act*. The draft Secondary Plan policies protect existing development and require that it be integrated into any future development. Further study of this area in the form of a Culture Heritage Impact Assessment is required through the Block Plan process in order to determine the development potential of this area.

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Community Hub

One of the designations unique to the Local Centre is the Community Hub. The design and development of the Community Hub is intended to ensure accessibility by all residents and to provide for a range of community facilities. The Community Hub designation is situated at the western limit of the Local Centre, as shown on Attachment #3, however, its' location may be refined without amendment to the Plan. Proposed uses within the Community Hub designation include two elementary schools, a community centre and library, as well as an Urban Park.

Schools

School sites have been provided conceptually throughout the Block 27 Neighbourhoods and within the Community Hub designation. Specific areas have been designated for both elementary and secondary schools, throughout the Block 27 Neighbourhoods, located within a 5 to 10 minute walk of the majority of residents. In some instances, school sites have been located adjacent to parks in an effort to encourage the sharing of facilities and in one instance consideration has been given with respect to the co-location of two elementary schools (York Region District School Board and the Conseil scolaire Viamonde). The location of schools may be modified without amendment to the Block 27 Secondary Plan, subject to the satisfaction of the City and the appropriate school boards.

Parks and Open Space

Various Park typologies including Neighbourhood Parks, Public Squares, and Urban Park have been included in Block 27. Of the different typologies, the "Neighbourhood Park" designation is the only type located in the Block 27 Neighbourhoods. The five neighbourhood parks have been located conceptually and similar to school sites are intended to serve the majority of residents within a 5 to 10 minute walk. Where possible neighbourhood parks have been strategically located adjacent to school sites and Natural Areas. The land required for each Neighbourhood Park shall generally be a minimum of 2.5 ha to accommodate park facilities. The final location and size of the Neighbourhood Parks shall be to the satisfaction of the Parks Development Department.

Two Public Squares have been designated within the Local Centre. The Public Squares will provide for a flexible outdoor space for socializing and civic events. Each Public Square shall be a minimum of 0.5 ha.

The Urban Park shall be a minimum of 1 ha, and the character and function shall be integrated with the public facilities located in the Community Hub. The ultimate design, and site layout, shall be to the satisfaction of the City and school boards.

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Natural Areas and related Special Study Areas

The lands in the Natural Areas and Natural Areas - Evaluated Wetlands designations include lands located in the Greenbelt Plan, Wetlands, Provincially Significant Wetlands (PSW), and woodlots and can be found throughout the Block 27 Community. Lands within these designations will be protected in accordance with the Greenbelt Plan and directions of the Subwatershed Study, and the Master Environmental Servicing Plan and will ultimately make up part of the City's Natural Heritage Network.

Evaluated wetlands located in the Block 27 Neighborhood's, and part of the Natural Area Special Study Areas 1, 3, and 4 were classified as PSWs by the MNRF based on information available during the Secondary Plan Study process. Additional review and analysis is required through the Block Plan process to better define key natural heritage features and hydrologic features in the Special Study Areas. Where future study and analysis can justify the modification of a feature(s) in support of another objective deemed to be in the public interest, an overall Net Positive Environmental Outcome shall be required.

The exact size and configuration of the Natural Areas and Natural Areas - Evaluated Wetlands located in the Transit Hub Special Study Area is subject to future review and analysis and confirmation through the required Block Plan process, Environmental Assessment (or an equivalent study) and the TPAP.

Transit Hub and Transit Hub Special Study Area

The Transit Hub designation is intended to provide for the future Kirby GO Station building and related railway infrastructure which includes but is not limited to parking, platforms and other station elements required for the operation of the station. This designation shall also include all permitted uses in the MRMU designation. However, where a GO Station is located in this designation the MRMU development shall only be permitted provided it forms part of a development which includes transit infrastructure, subject to the approval of the applicable transit authority.

The Transit Hub Special Study Area not only includes lands designated Transit Hub, but also includes lands designated Natural Areas, Natural Areas - Evaluated Wetlands, Mid-Rise Residential, and MRMU. The location of any components of the Kirby GO Station and related infrastructure in this area, including the alignment of any streets in particular the extension of Vista Gate (noted as the "Main Street"), and the amount of land protected for in the Study Areas must be considered through the Block Plan process. The exact alignment of future streets, supporting infrastructure, and boundaries of land

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

If required, to support the primary planning and transportation objectives, the modification of any key natural heritage features or key hydrologic features within the Natural Areas – Evaluated Wetlands shall be permitted, and shall be subject to the policies of Net Positive Environmental Outcome.

In the event that the Kirby GO Station and related infrastructure is located within the Transit Hub Special Study Area, the GO Station and various elements will undergo a Transit Project Assessment Process (TPAP) conducted by Metrolinx. Should this be the case, the modification of any key natural heritage features or key hydrologic features shall be determined through the TPAP and have regard for the primary planning and transportation objectives established through the Draft Block 27 Secondary Plan.

Main Street

The Main Street is the westerly extension of Vista Gate across Keele Street into Block 27, and plays a significant role in the functioning of the Local Centre and the Kirby GO Station. The Public Square and the Main Street will serve as the main entrance to the Local Centre. Both the northern Public Square and the Main Street will be designed to the City's highest standards including enhanced street furniture, trees, and other plantings to create a unique identity for the Block 27 Community. Buildings along the Main Street should define both the Public Square and the street, and predominately feature retail uses and other active uses that include outdoor seating to animate the street at grade.

Interface with the Natural Heritage Network

To ensure that appropriate visual and physical connections are maintained to the Natural Heritage Network, the draft Secondary Plan requires that a minimum 25% of all developable lands abutting the Natural Heritage Network incorporate public views and/or access. This can be achieved through the provision of single-loaded roads as part of the local road network, strategic location of parks, stormwater management ponds, or similar uses, an example of which may be trailheads and/or vistas.

Phasing

A Phasing Plan is generally developed through the Block Plan process and implemented through the Draft Plan of Subdivision and Zoning By-law Amendment applications based on the allocation of available services. In the case of Block 27, the first priority shall be the development of the Kirby GO Station facilities in the Transit Hub area. Development of the lands in the Local Centre may proceed as soon as water and wastewater services are available.

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Net Positive Environmental Outcome

The creation of a class leading GO Station and connections internal and external to the Block (street network) are identified as priorities for the development of the Community, there may be some impact to key natural heritage features or key hydrologic features of the Natural Areas - Evaluated Wetlands. Where determined through a required study that modifications to the Natural Areas – Evaluated Wetlands cannot be avoided to support the provision of a GO Station or other infrastructure including the street network there is a requirement to provide a Net Positive Environmental Outcome. It is a requirement of the Net Positive Environmental Outcome that the overall land area in the Natural Areas designations shall generally be maintained.

The range and nature of additional works in support of the Net Positive Environmental Outcome have also been provided. This includes, but is not limited to energy efficiencies, emission reduction, or other significant climate change initiatives beyond the Provincial codes and standards or municipal requirements. The Net Positive Environmental Outcomes shall be evaluated by a committee comprised of staff, in consultation with the Toronto and Region Conservation Authority, and provincial ministries as required. The draft Block 27 Secondary Plan includes a list of potential Net Positive Environmental Outcomes (see Attachment #4).

Energy Efficiency

The City shall support and encourage strategies to reduce energy use through the implementation of the Block 27 Community Energy Plan. The City will promote development which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure in order to reduce greenhouse gas emissions. This policy also provides a list of strategies for consideration. (see Attachment #4).

Bonusing (Section 37 of the *Planning Act*)

Bonusing for increased building height and/or densities has also been provided for through the provisions of this Secondary Plan and VOP 2010. Potential building height and density bonusing shall be considered in the Low-Rise Mixed-Use, Mid-Rise Residential, Mid-Rise Mixed-Use, and Transit Hub designations.

Provision for a Parking Strategy

A parking strategy for the Local Centre shall be required through the Block Plan process which will address reduced surface parking provisions, opportunities for on-street parking, reduced parking standards, provision of public parking and other alternative parking arrangements.

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The Draft Block 27 Secondary Plan contains policy initiatives which encourage the creation of complete streets

The street network in Block 27 will serve as the framework on which to build 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 attempts to make connections to the greater network outside of the Block whenever feasible. The final location, configuration, width and alignment of the public streets shall be determined through the Block Plan and subsequent development approval processes. The street network is subject to the results of the NVNCTMP as well as individual traffic impact studies submitted with development applications.

Two locations within the Local Centre will require grade separated crossings and as a result, an appropriate Environmental Assessment (EA) study or an equivalent process shall be required. Along with the proposed grade separations, several streets and route alignments within Block 27 will also require appropriate Environmental Assessment (EA) studies or an equivalent process to assess the alternatives and confirm any proposed design.

In keeping with the Provincial Growth Plan (2017), 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.*” All streets within the Block shall have sidewalks, and within the Local 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 Local Centre. The City will also work with York Region respecting the provision of cycling on arterial roads.

In addition to the street network a Multi-Use Recreational Pathway system will also be developed through the Natural Areas, and along the TransCanada Pipeline and Railway.

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 of 2016 a change in the scope of work to the Study was in order to include 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 consideration of this report.

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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.

York Region staff have advised that the Teston Road Individual Environmental Assessment (IEA) is currently underway and is required to determine the ultimate alignment of Teston Road in the vicinity of Teston Road and Keele Street. As a result, York Region requires that all development northwest of the Teston Road and Keele Street intersection be restricted from development until the completion of the IEA. In response, this restriction has been noted in the Block 27 Secondary Plan.

Conclusion

The draft Block 27 Secondary Plan included as Attachment #4 to this report is the culmination of a comprehensive review of the current land use policies (City, Region and Province), the surrounding land use context, and consideration received from the public, affected public agencies and other stakeholders consulted throughout the Study process to-date. Comments received from the public, stakeholders, and Committee at this Public Hearing or subsequently submitted in writing will be addressed in a comprehensive report to a future Committee of the Whole Meeting.

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 Block 27 Secondary Plan
5. Summary of Public Meetings

Prepared by

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Bill Kiru, Interim Director of Policy Planning and Environmental Sustainability, ext. 8633

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)