

WELCOME TO THE BLOCK 27 TRANSIT HUB SPECIAL STUDY OPEN HOUSE

TRANSIT HUB SPECIAL STUDY

The **Block 27 Transit Hub Special Study** is creating a land use framework for the future Kirby GO Station and its surrounding area. It aims to create a complete, transit-focused community.

To protect space for the future station, the City is reviewing where homes and shops could go, how streets connect, and how natural areas are preserved. This work will lead to an update to Vaughan's Official Plan that protects for the future station site. A **Conformity Review** will then **align** the land use framework with **Vaughan's Official Plan 2025** and **Provincial policies**.

PURPOSE OF THE OPEN HOUSE

What matters most to you about the future Kirby GO Station and surrounding community?

The City of Vaughan and WW+P have reviewed the **strengths, weaknesses, opportunities, and challenges** of planning for a new community around a future GO station. Based on this work, we have developed initial draft scenarios for the station location and surrounding area.

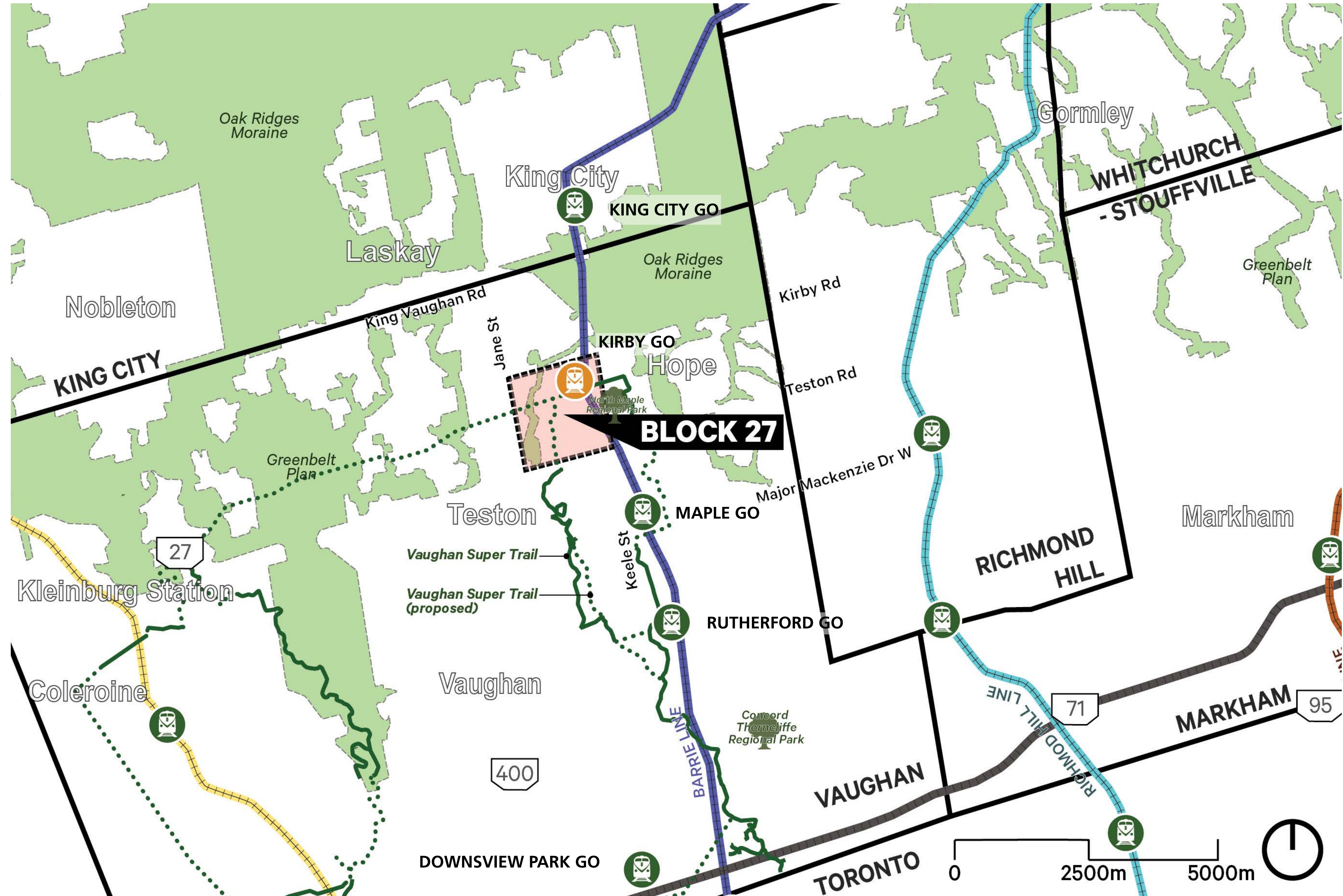
We want your thoughts on these ideas. Your feedback will be considered as we evaluate the scenarios and identify a preferred approach to bring forward to Council.

At this Open House, we are asking:

- What do you like or not like about the draft scenarios?
- What should be prioritized as the area grows?
- How can this area best support walking, cycling, and transit use?
- How should parks and natural areas be protected and connected?
- What types of homes, shops, or services would you like to see here?

For more information and project updates:

www.vaughan.ca/Block27



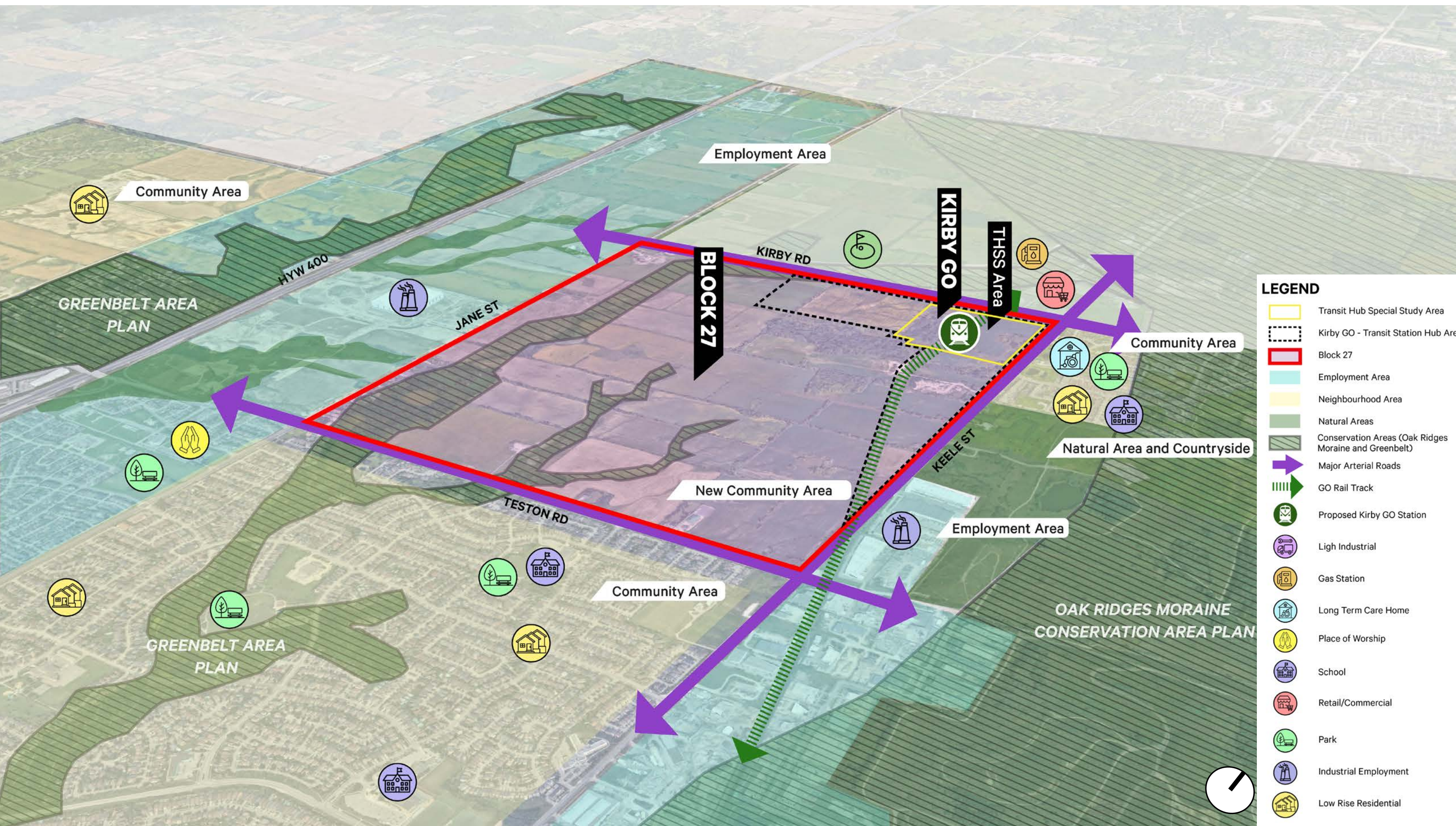
CONTEXT PLAN

LEGEND

- | | | |
|-------------------------|------------------------|-----------------------|
| GO Station | Existing Trail | Richmond Hill GO Line |
| Natural Heritage System | Proposed Trail | Barrie GO Line |
| Highway | Canadian National Rail | Kitchener GO Line |
| | Stouffville GO Line | |

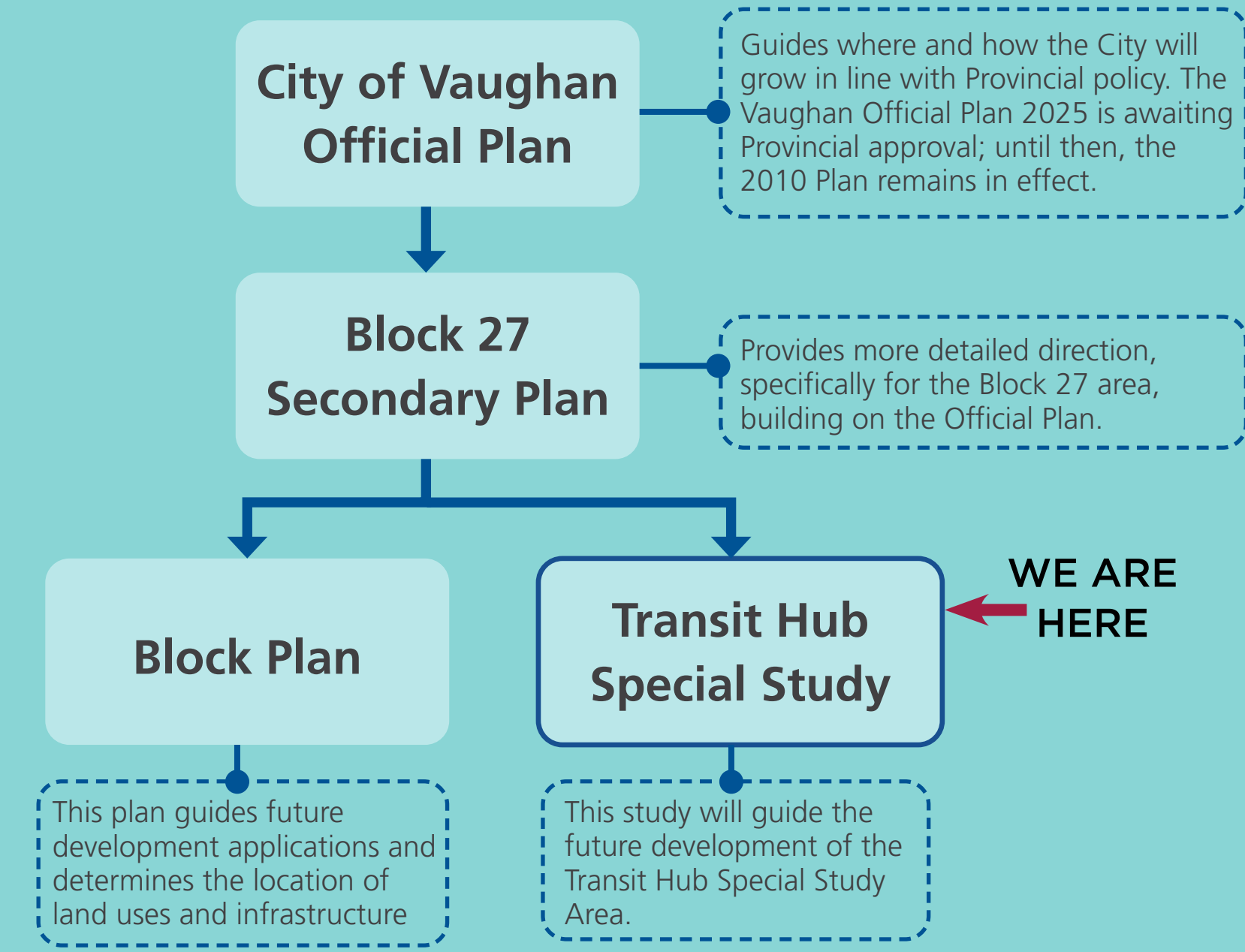
PROJECT INTRODUCTION

BLOCK 27 - TRANSIT HUB SPECIAL STUDY



WHAT IS THE STUDY?

The **Transit Hub Special Study** is a City of Vaughan project that will help guide how this area grows over time, from the early stages to when it is fully built out.



STUDY OBJECTIVES

Its main goal is to support the **future Kirby GO Station** by planning how people get around and how land is used, so the area develops in a coordinated and well-connected way.

- Identify** the preferred GO Station location.
- Refine** land uses, roads, and natural features.
- Establish** Transit-Oriented Development principles.
- Define** infrastructure requirements to support a future GO Station.
- Align** with the Vaughan Official Plan 2025, the conditionally approved Block 27 Block Plan, and **conform** with Provincial policies.

PROJECT TIME LINE

BACKGROUND REVIEW + EXISTING CONDITIONS ANALYSIS

- 01**
- Background Document Review and Stakeholder Interviews
 - Strengths, Weaknesses, Opportunities and Constraints (SWOC) Analysis

JAN - MAR 2026

- Draft Scenarios (May 2026)
- Preferred Scenario (June 2026)
- Refined Scenario (July 2026)

MAR - JUL 2026

- Opportunities & Constraints Mapping
- Draft Scenarios

02

TECHNICAL ANALYSIS + DESIGN DEVELOPMENT

- Engagement (May 2026)
- Technical Advisory Committee Meeting (June 2026)

WE ARE HERE

CONFORMITY REVIEW + DRAFT AMENDMENTS

- 03**
- Policy Alignment + Gaps Review
 - Draft Official Plan Amendment
- JUL - SEP 2026

- Policy Alignment & Gaps Review (July 2026)
- Draft Official Plan Amendment (Aug 2026)
- Technical Advisory Committee Meeting (Aug 2026)
- Update Official Plan Amendment (Sep 2026)
- Issue Resolution (Sep 2026)

SEP 2026 - FEB 2027

- Update Official Plan Amendment
- Statutory Public Meeting
- Final Official Plan Amendment
- Adoption

04

FINAL AMENDMENTS

- Final Official Plan Amendment + Refined Scenario (Nov 2026)
- Final Official Plan Amendment (Dec 2026)
- Statutory Public Meeting (Dec 2026)
- Council Adoption (Feb 2027)

THE SITE AND SURROUNDING CONTEXT

BLOCK 27

Block 27 is a land area of approximately 402 hectares located in the city of Vaughan, geographically bounded by Kirby Road to the north, Teston Road to the south, Jane Street to the west, and Keele Street to the east.

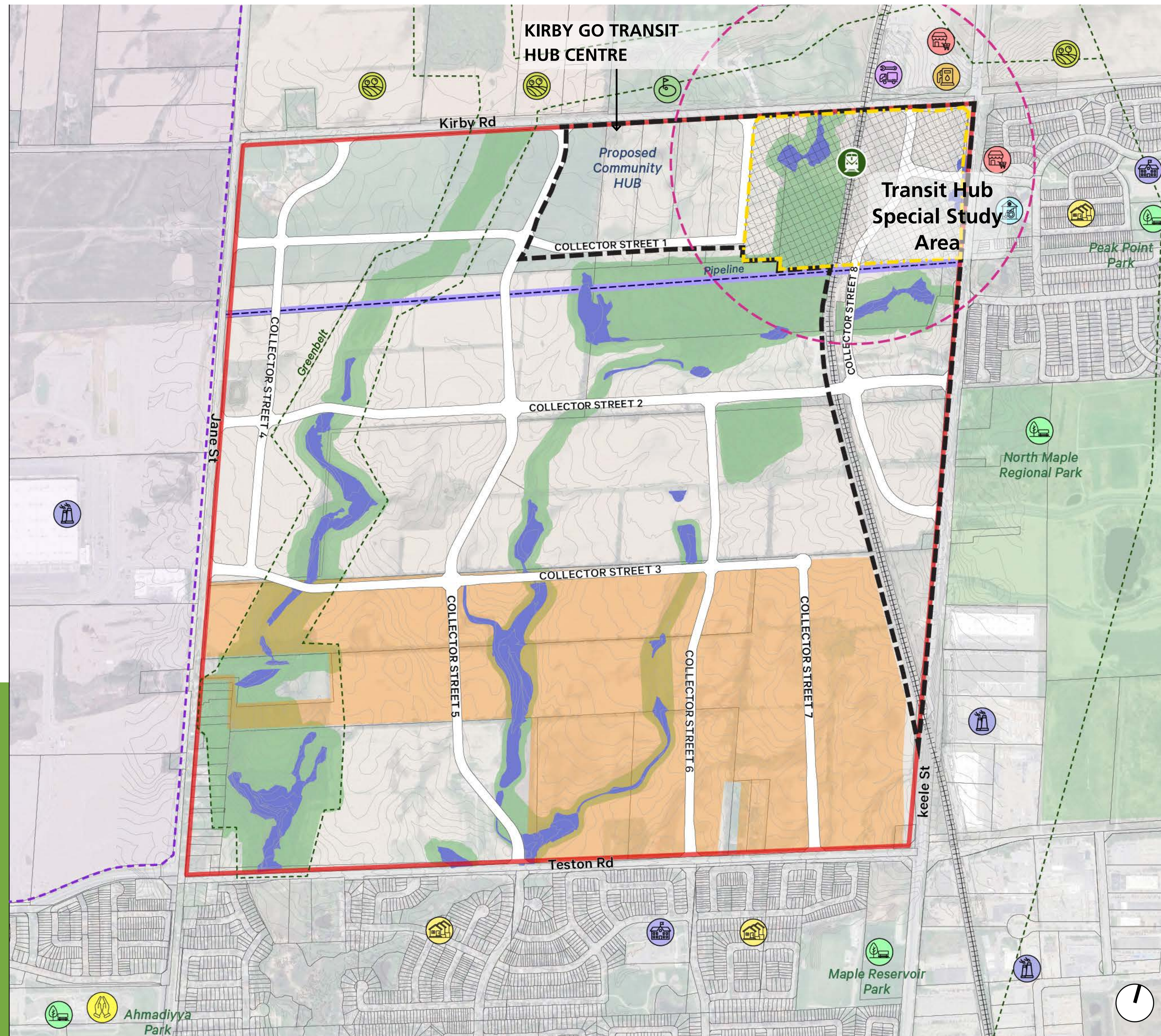
Currently, the lands are largely undeveloped and consist primarily of active agricultural fields, natural heritage features (such as tributaries of the West Don River, wetlands, and woodlands), and major infrastructure including the TransCanada Pipeline and the Barrie GO Rail Line.

VISION STATEMENT FOR BLOCK 27

A vibrant, high-density, transit-oriented community is envisioned, featuring an integrated mix of mid-rise residential, commercial, and institutional uses.

Anchored by a central Community Hub with schools and public facilities, the community will foster connectivity, accessibility, and a strong sense of place.

- Block 27 Secondary Plan



CONTEXT PLAN

LEGEND

- | | |
|---|--|
| Block 27 | Provincially Significant Wetlands |
| Transit Hub Special Study Area | Greenbelt Plan Area |
| Kirby GO - Transit Hub Centre (SP-Schedule B) | Gas Pipeline |
| 500m radius | Collector Street |
| Natural Areas (Including Buffers) | Active Development Applications as of April 2026 |
| | Highway 400 North Employment Area |

ICONS

- | | | | |
|--|---------------------------|--|-------------------------|
| | Proposed Kirby GO Station | | Low-Density Residential |
| | Retail/Commercial | | School |
| | Truck Dealer | | Park |
| | Gas Station | | Industrial |
| | Golf Course | | Agricultural |
| | Assisted Living facility | | Places of Worship |

KIRBY GO TRANSIT HUB CENTRE

The 118-hectare Kirby GO Transit Hub Centre, located in the north-east of the block, is planned as the primary growth area for Block 27, featuring a high-density, mixed-use Transit-Oriented Development with a future GO Station, housing, jobs, and community services.

TRANSIT HUB SPECIAL STUDY AREA

The Transit Hub Special Study Area (hatched area on the left map), located within the Kirby GO Transit Hub Centre, is about 24 hectares in size.

This study will help decide where different uses should go, such as homes, shops, and parks, and will identify the best location for the future GO Station.

LAND USE FRAMEWORK

BLOCK 27 SECONDARY PLAN AND BLOCK PLAN

STATUS: Secondary Plan adopted by Vaughan Council in 2018 and approved by York Region on May 27, 2019. Landowner Group initiated the Block 27 Block Plan in 2020 and it was conditionally approved on June 24, 2025.

LAND USE: Includes Low-Rise Residential, Low-Rise Mixed-Use, Mid-Rise Residential, Mid-Rise Mixed-Use, Transit Hub, and Natural Areas designations.

DENSITY:

OVERALL BLOCK 27 BOUNDARY

70 people
+ jobs/ha

= 19,100 people
+ 1,500 jobs

KIRBY GO TRANSIT HUB CENTRE

100 people
+ jobs/ha

WITHIN 500M OF KIRBY GO

150 people
+ jobs/ha

KIRBY GO - TRANSIT HUB CENTRE:

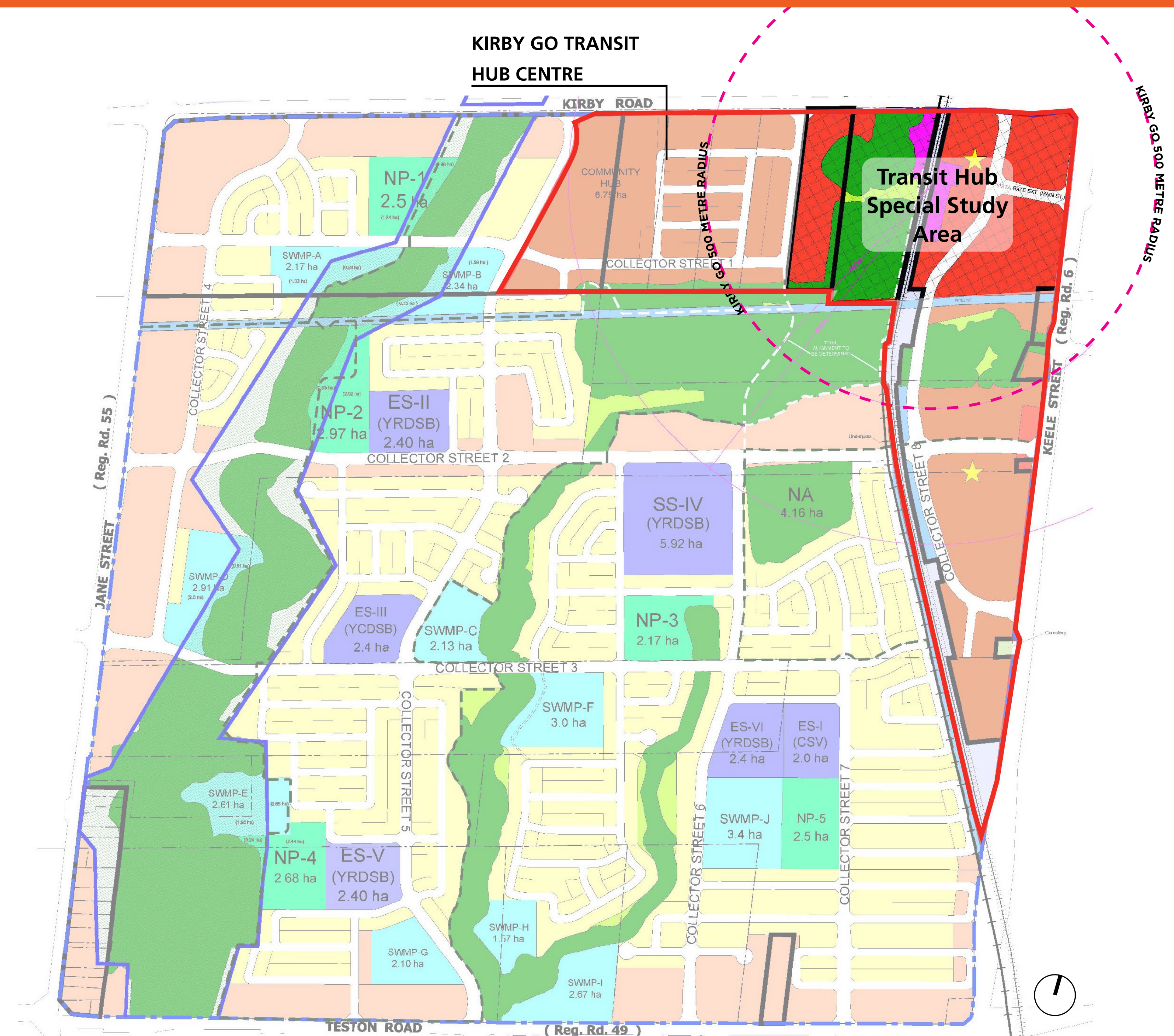
- » Identified as the primary focal point and highest-density area
- » Intended to function as a compact, mixed-use, transit-oriented centre
- » Designated Mid-Rise Mixed Use, Transit Hub, Mid-Rise Residential, and Natural Areas

VISION STATEMENT KIRBY GO - TRANSIT HUB CENTRE

The Kirby GO – Transit Hub Centre 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.

Centred on the GO Station and public square, the Kirby GO – Transit Hub Centre will incorporate a combination of low to mid-rise building types, and mixed-use buildings with ground floor retail uses, integrated with the public realm.

- Block 27 Secondary Plan



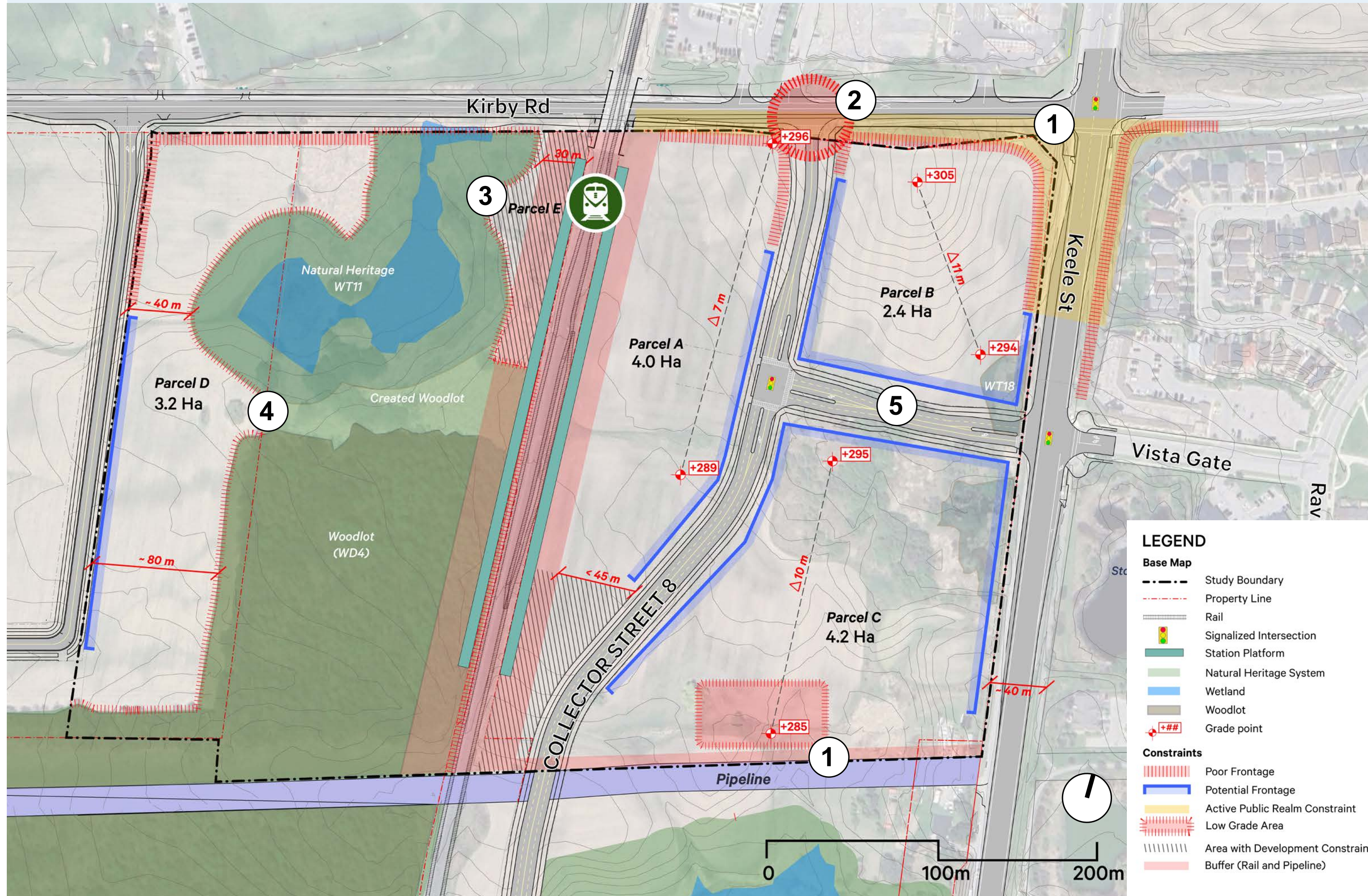
BLOCK 27 BLOCK PLAN, DECEMBER, 2025

LEGEND

- | | |
|---|-------------------------------|
| Low-Rise Residential | Greenbelt Area |
| Low-Rise Mixed-Use | Neighbourhood Parks |
| Mid-Rise Residential | Schools |
| Mid-Rise Mixed-Use | Block Plan Boundary |
| Transit Hub | Property Lines |
| Transit Hub Special Study Area | Trails |
| Private Open Space | Non-Participating Owners |
| Natural Areas (Including Buffers) | Kirby GO - Transit Hub Centre |
| Infrastructure and Utilities | Public Squares |
| Additional Natural Areas (Compensation) | |
| Stormwater Management Facility | |

SITE DESIGN CONSIDERATIONS

CONSTRAINTS



1. DIFFERENCE IN SITE ELEVATION

Parcel B, slopes 11 metres from its highest point down to the Vista Gate entrance along Keele St.

On Parcel C, the change in elevation creates lower areas along the TransCanada Pipeline corridor.

2. KIRBY RD. & COLLECTOR ST. 8

Where Collector St. 8 connects to Kirby Rd., the difference in elevation will likely require a retaining wall at the intersection.

This could limit how buildings and uses can front onto the street in that area.

3. PARCEL CONSTRAINTS

Parcel E is hard to access because it is surrounded by protected natural areas and required station infrastructure including buffer zones.

On Parcel A, a required 30 metre setback from the rail line limits how much of the land can be developed.

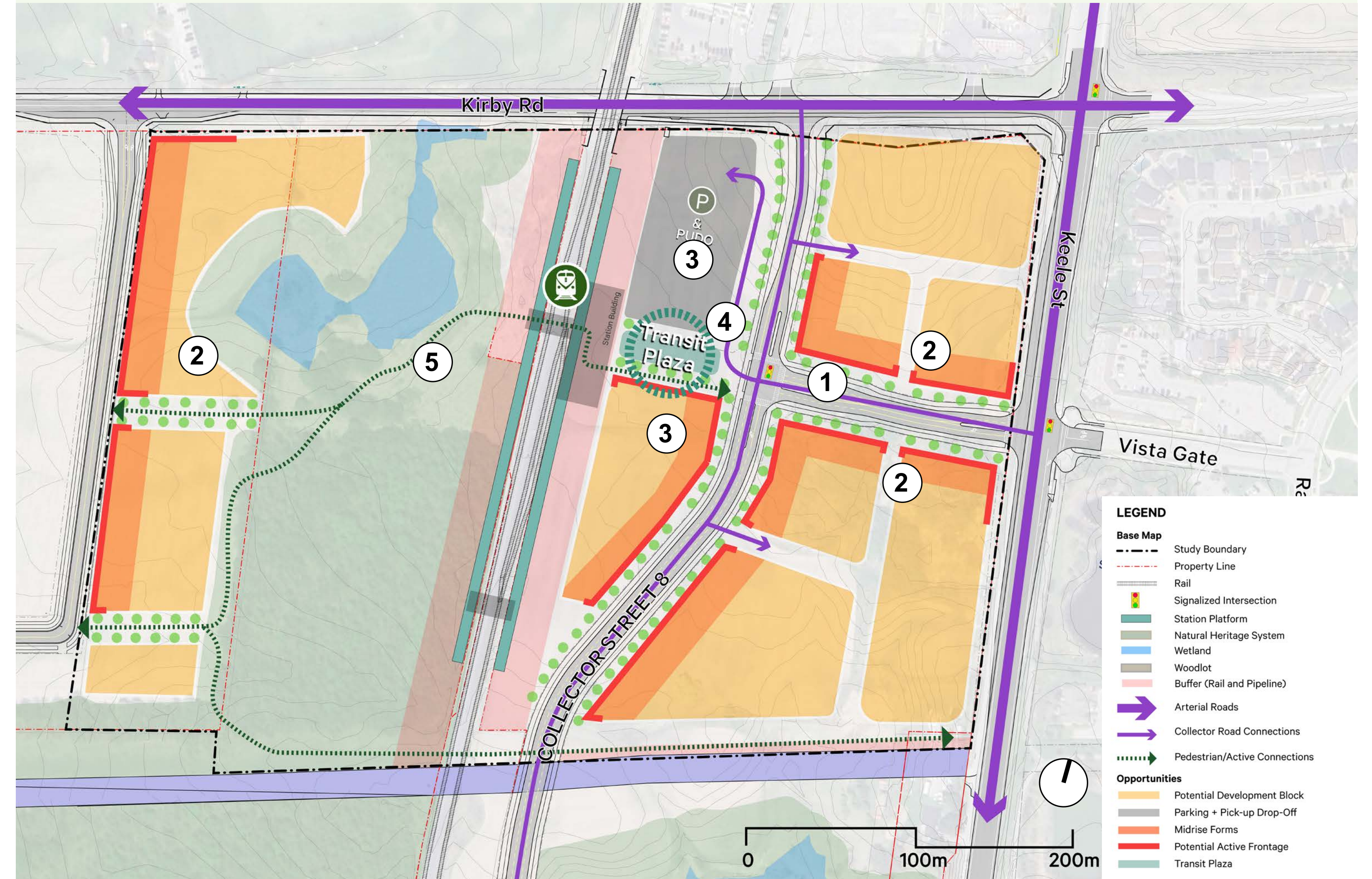
4. WEST STATION ACCESS

Getting to the station from Parcel D by walking or cycling is not very direct. There could be a route using the planned trail along the TransCanada pipeline corridor, but it may not feel like the most natural or easy path to follow.

5. VISTA GATE ACCESS

Access to Parcel C by car is limited. Because it is so close to the Keele St. and Vista Gate intersection, vehicles can only enter from Collector St. 8.

OPPORTUNITIES



1. PRIMARY STREET

Vista Gate is planned as a main street with active uses along it, such as shops or entrances facing the street. This same street feel is intended to continue along Collector St. 8.

2. MEDIUM DENSITY

Main streets could support mid-rise buildings, with heights up to about 12 storeys.

Larger lot sizes also allow building heights to decrease in height toward nearby lower-rise areas.

3. TRANSIT INFRASTRUCTURE

There is an opportunity to add transit facilities over time.

In the short-medium-term, some areas may be used for parking, which could later be redeveloped into mid-rise buildings closer to the station.

4. PLAZA ALIGNMENT

The transit plaza could be located along Vista Gate, where it would be easy to see and access.

This would also create a good opportunity to design an inviting public space for people to gather.

5. ACTIVE CONNECTIVITY

There is an opportunity to create a future walking and cycling route west of the station.

This connection could help link the area to a proposed community hub west of the rail line.

STRENGTHS WEAKNESSES OPPORTUNITIES CONSTRAINTS

STRENGTHS



Strategic Transit Location

Situated on the Barrie GO Line, which is planned to have 15-minute, two-way, all-day service, positioning the site as a key regional hub where people can easily connect between trains, buses, walking, and cycling.



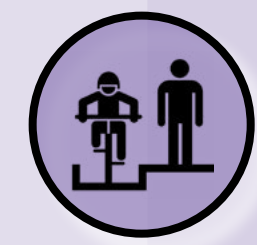
Supportive Policy Framework

Designated as a Strategic Growth Area in the Vaughan Official Plan 2025 with a mandated minimum density target of 150 residents and jobs per hectare within 500 metres of the station.



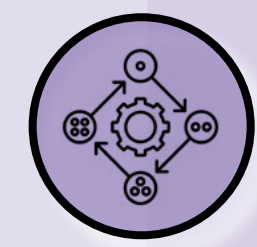
Strong Urban Design Vision

The Vista Gate extension is envisioned as a vibrant “main street,” prioritizing active ground-floor retail, high-density built form, and a high-quality public realm.



Active Transportation Integration

Embedded plans for a seamless pedestrian and cycling network, including connections to the planned Vaughan Super Trail.



Flexible Phasing

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

WEAKNESSES



Transit Service Uncertainty

The Kirby GO Station is currently unfunded and on hold by Metrolinx, preventing planning applications from using the future station to justify immediate higher densities.



Auto-Dominated Surroundings

The site is located in a low-density, auto-centric area with a limited existing base of community amenities, which may hinder early walkability and pedestrian-focused goals.



Near-Term Market Risks

Because the GO Station is not yet funded, developers may be less willing in the short term to build higher-density housing like condos.

STRENGTHS

Have we missed any strengths related to the station and study?

To provide your input:

Please use a sticky note to leave your comments:



WEAKNESSES

Have we missed any weaknesses related to the station and study?

To provide your input:

Please use a sticky note to leave your comments:



STRENGTHS WEAKNESSES OPPORTUNITIES CONSTRAINTS

OPPORTUNITIES



Complete Transit Oriented Development Hub Creation

The ability to build a high-intensity, Transit-Oriented Development from the ground up, integrating residential, employment, retail, and affordable/inclusive housing.



Environmental Flexibility

Recent Master Environmental Servicing Plan re-evaluations removed certain wetlands from "Provincially Significant" status, offering greater land-use flexibility near the transit hub.



Strategic Natural Framing

Existing woodlands, wildlife habitats, and pipeline corridors can be leveraged to create scenic transition zones between future development and natural areas within the urban design.



Public-Private Synergy

Collaboration between the City, York Region, Metrolinx, Toronto and Region Conservation Authority, and developers can accelerate infrastructure delivery.

CONSTRAINTS



Station Design

The 2017 Metrolinx business case is outdated and platform configurations and parking requirements (previously estimated at 1,000 spaces) remain unresolved.



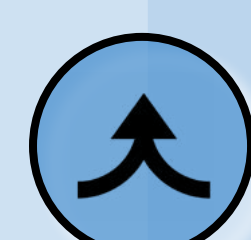
Physical & Infrastructure Barriers

The site is fragmented by the rail corridor (including 30 metre safety setbacks), the TransCanada Pipeline (no structures within 7 metres), and topographical changes (up to 25 metre difference).



Environmental Limits

Woodlands, natural heritage features, floodplain spill areas, and required woodland compensation critically restrict how much land can be developed and make it difficult to design the road network.



Challenging Road Integration

Establishing a pedestrian-friendly "sense of arrival" is constrained by wide planned roadways (Kirby Road and Keele Street are both 36 metres wide), the need for retaining walls, and necessary rail grade separations.



Landlocked West Parcel

The western portion of the Transit Hub suffers from limited frontage and restricted access to Kirby Road due to grading and environmental features, impacting its development potential.

OPPORTUNITIES

Have we missed any opportunities related to the station and study?

To provide your input:

Please use a sticky note to leave your comments:



CONSTRAINTS

Have we missed any constraints related to the station and study?

To provide your input:

Please use a sticky note to leave your comments:



KEY CONSIDERATIONS



1. LONG-TERM STATION READINESS



- Plan blocks, streets, and parcels so the area can grow into a transit-focused community over time.
- Allow temporary uses in the short term, while keeping options open for future growth and infrastructure.
- Maintain flexibility for key building frontages around the future station and along Collector Street 8.



2. STITCH THE CORRIDOR TOGETHER



- Establish safe, active mobility crossings with generous widths to encourage walking, rolling, and cycling to the future station.
- Plan routes and crossings so they connect key places through a path network, including the future community centre, the station, nearby parks, and areas with shops and services.
- Create a connected street and path network that connects residents to parks, retail and restaurant.



3. GROW INTO A MID-RISE, MIXED-USE COMMUNITY



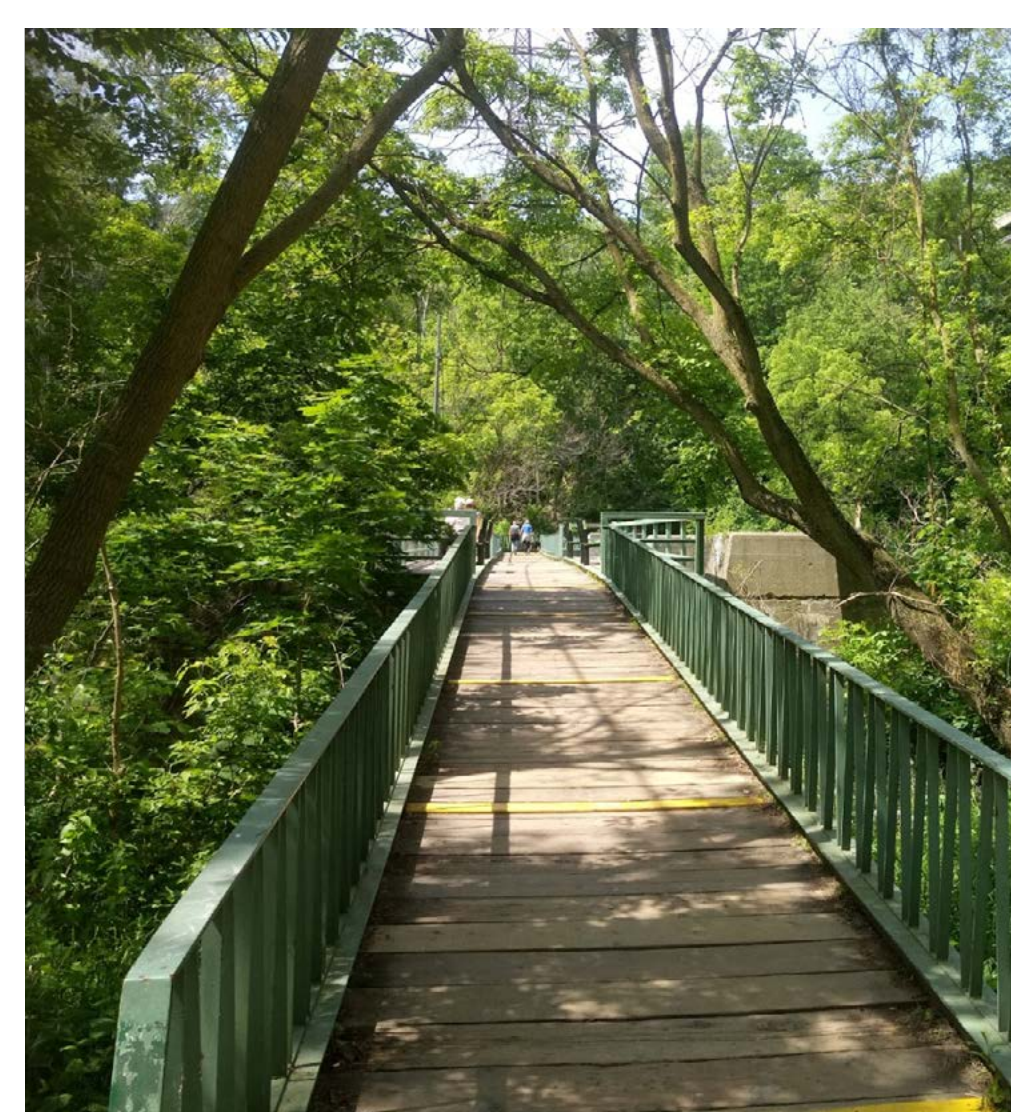
- Design block sizes so different types of buildings can be built, such as apartments, townhomes, and mixed-use buildings.
- Place taller buildings along main streets, at key locations, and closer to the station.
- Allow the area to grow over time, with smaller or temporary uses gradually replaced by mid-rise and/or mixed-use buildings.



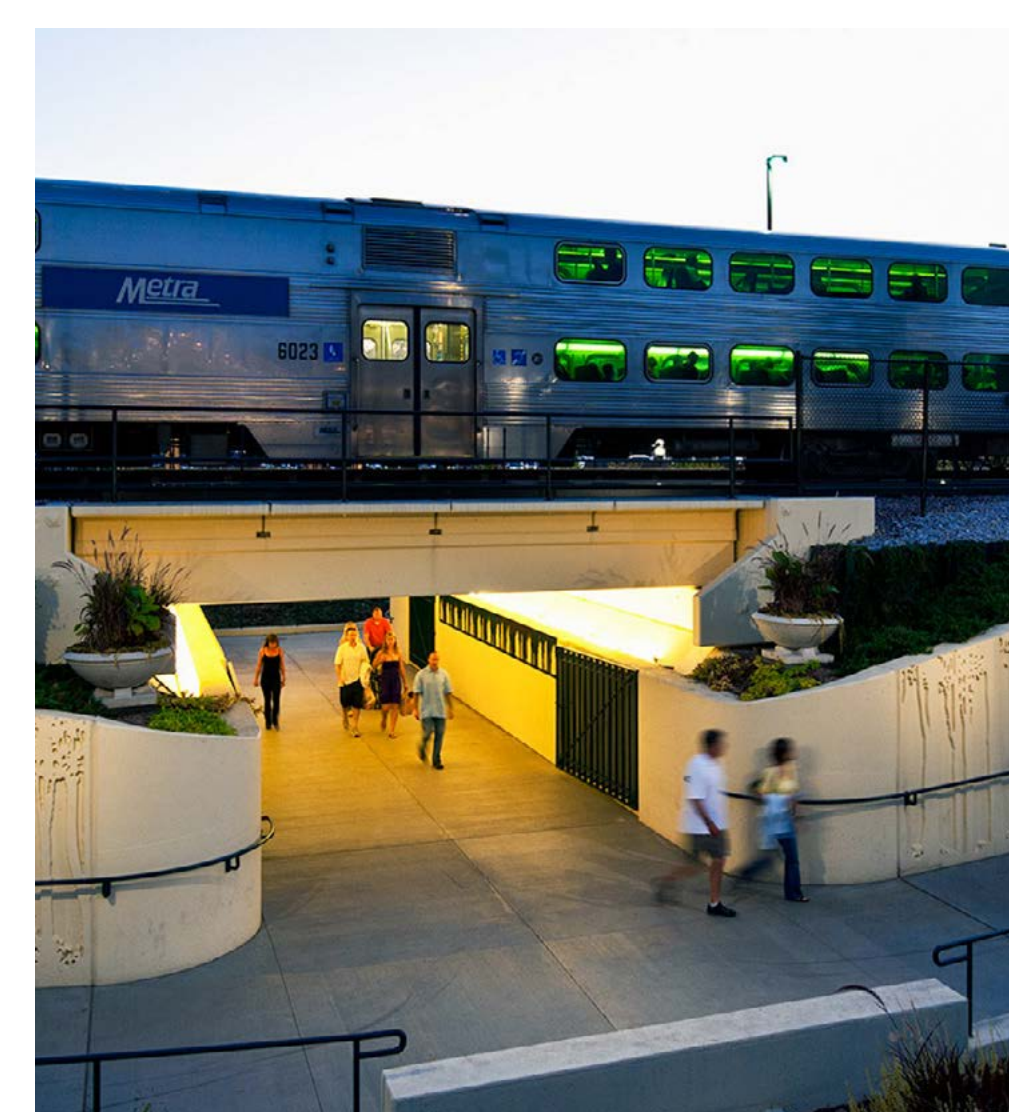
King's Ridge Marketplace, Nobleton



Grocery Store, Parkway Mall, Scarborough, Toronto



Etobicoke Creek Bike Trail, Brampton



Pedestrian Rail Crossing, Ravinia Station, Illinois



Van Aken District, MKSK Planning, Shaker Heights, Ohio



Campus 244 Central Perimeter, Georgetown Company, Atlanta

KEY CONSIDERATIONS



4. BUILDING SHOPS AND SERVICES OVER TIME



- Start with larger stores early on, then gradually add smaller shops and services along main streets.
- Keep active uses along Vista Gate to create an early destination for the area.
- Begin with surface parking, then shift to shared parking structures over time, if appropriate, including using station parking for retail destinations during off-peak hours.



5. LEAD WITH PUBLIC REALM



- Deliver parks, plazas, active mobility corridors and streetscapes early.
- Structure a connected open space network of parks and green corridors, active mobility routes, and civic/destination spaces.

KEY MOVES

● Place a dot on the key moves that you are excited about or supportive of.

To provide your input:

Please use the sticky notes to describe anything missing from these key moves that they would like to see as Block 27 is developed.



Plaza St-Hubert, Montreal



Yamhill Parking Garage and Retail, Portland



King Street, Kitchener



Northpoint Gateway and Pocket Park, Cambridge, Massachusetts

DRAFT SCENARIO 1

SITE PLAN

PHASE 4



Study Area
Block Outlines
Retail
Mixed Use
Residential
Station/Platform
Structured Parking
Additional Development Opportunity

Note 1: Location of station building, transit plaza and any transit related infrastructure is based on best practice and is not based on any commitment by Metrolinx at the time of this public open house.

3D - VIEW

PHASE 4



- Intensification of blocks adjacent to station with transit user parking requirements fulfilled through a multi level parking structure
- Minimum density target of 150 PPJ achieved
- Future intensification of retail plaza potential possibility

PHASING

PHASE 1



- Kirby Road, Collector Street 8 and Vista Gate constructed
- Townhouse development west of railway track established with a small public plaza
- Early retail plaza with Vista Gate primary frontage established

PHASE 2



- East-West Multi-Use trail established with completion of Station and Transit Infrastructure
- Mid-Rise buildings east of Collector Street 8 and Townhouses established along the TransCanada Pipeline with new public park

PHASE 3



- Remaining Block adjacent to the public park is developed with mixed use buildings facing with Vista Gate with ground floor retail

Scenario Description

This scenario looks at how to develop the community and integrate the new transit station over time. This scenario begins by building shorter, low-rise residential and retail buildings, leaving room to add denser and taller residential and mixed-use buildings as the community grows.

By placing a parking garage along Kirby Street, lands south of the station are freed up for future development. The retail plaza identified in phase 1 could remain over a long time period which supports the future opportunity to eventually add more homes and businesses. Overall, this step-by-step approach lets the neighborhood grow naturally while easily bringing more residents and jobs to the area, ultimately exceeding the minimum target of 150 people and jobs per hectare (PPJ) required by the City.

Pros

- Establishes an early retail anchor, located in the north-eastern area, a destination serving potential future transit users and the broader community.
- Enables phased growth aligned with transit investment and market conditions.
- Potential to support long-term transition to a complete community evolving with the local community needs.

Cons

- Development pressure for lower density forms without transit commitment.
- Longer interim phase with reliance on surface parking and auto dependent retail and housing typology.
- Requires careful coordination to align phasing with transit-oriented development over time.

STATISTICS

Total Study Area:	23.96 Hec
Natural Heritage:	7.09 Hec
Right of Way (ROW) (Collector Street 8 + Vista Gate) :	1.70 Hec
Railway ROW (existing) :	1.25 Hec

Total Non-Developable Area: 10.04 Hec

Total Developable Area* (Block A-G): 13.92 Hec

Total Gross Floor Area (Residential):	95,384.0 Sq. m
Total Gross Floor Area(Commercial):	8,062.0 Sq.m

Total Units (Townhouse+ Apartment):	975
Total Population* :	1,981
Total Jobs (Retail)** :	202

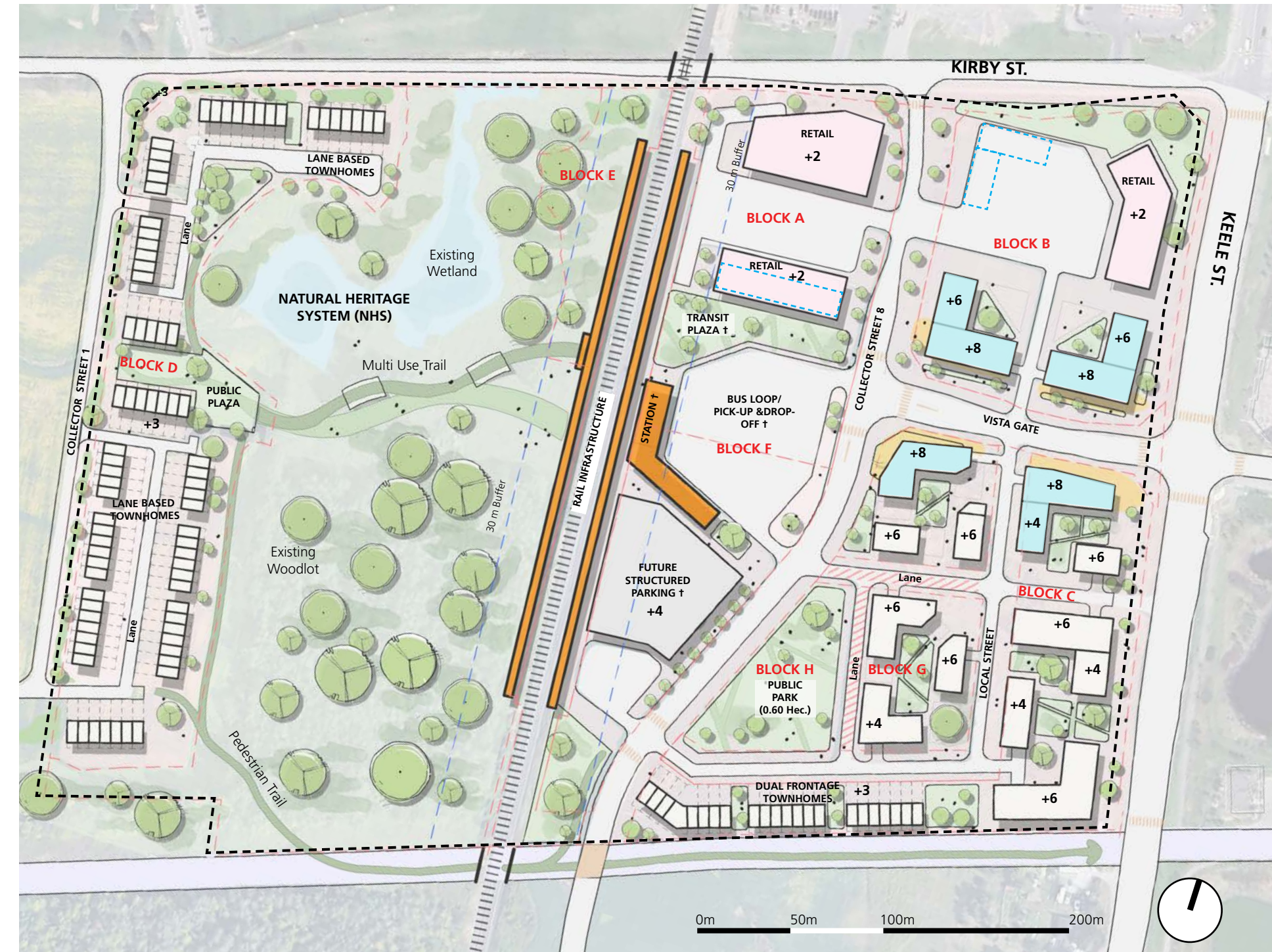
Population and Jobs Per Hect (PPJ) 157

* Including area of local streets and Block E
 ** 1.91 People Per Unit - Apartment
 2.94 People Per Unit - Townhouse
 *** 40 Sq.M per employee - Retail

DRAFT SCENARIO 2

SITE PLAN

PHASE 4

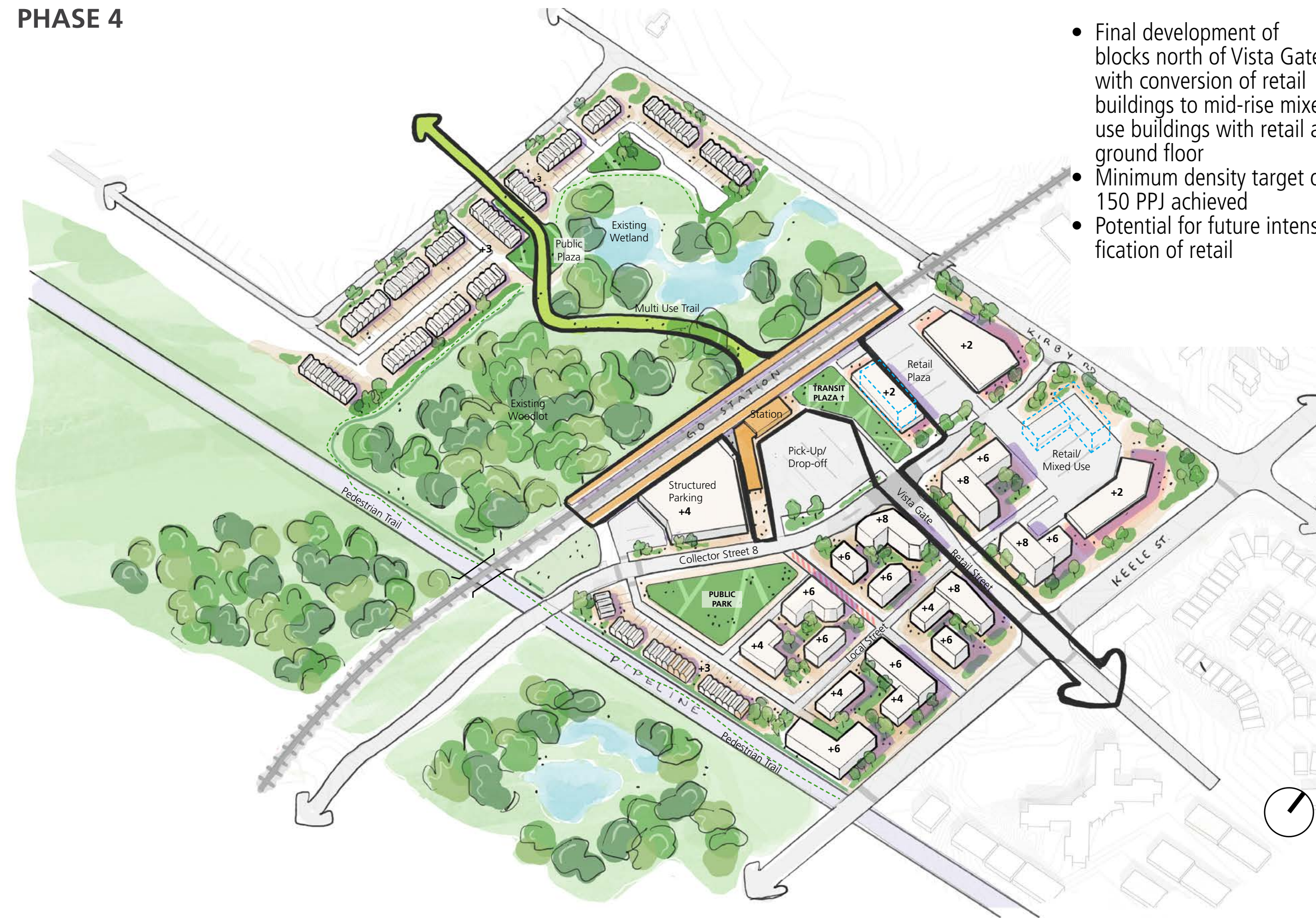


Study Area
Block Outlines
Retail
Mixed Use
Residential
Station/Platform
Structured Parking

Note †: Location of station building, transit plaza and any transit related infrastructure is based on best practice and is not based on any commitment by Metrolinx at the time of this public open house.

3D - VIEW

PHASE 4



- Final development of blocks north of Vista Gate with conversion of retail buildings to mid-rise mixed use buildings with retail at ground floor
- Minimum density target of 150 PPJ achieved
- Potential for future intensification of retail

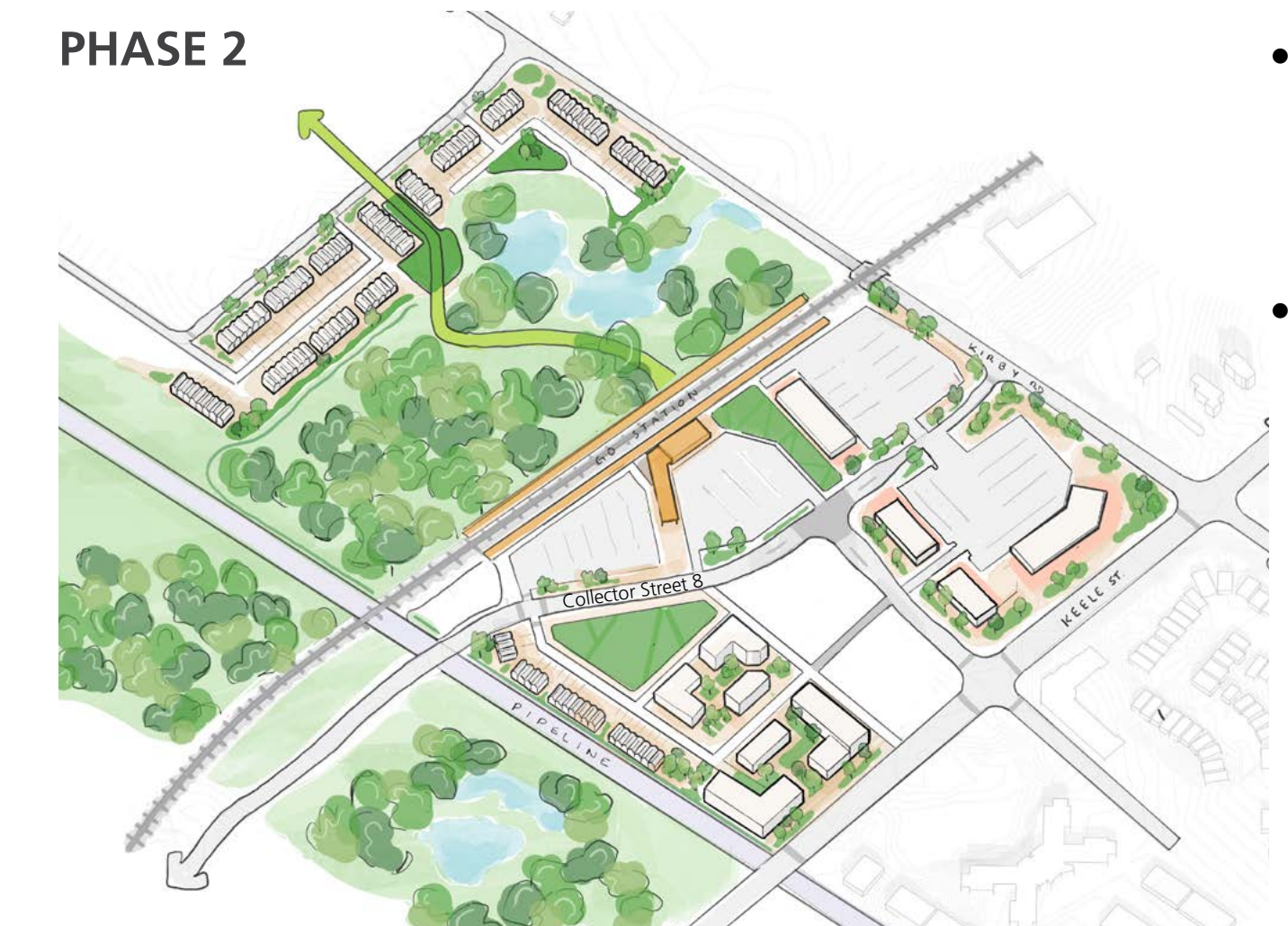
PHASING

PHASE 1



- Kirby Road, Collector Street 8 and Vista Gate constructed
- Townhouse development west of railway track established with a small public plaza
- Early retail plaza with Vista Gate frontage established

PHASE 2



- East-West Multi-Use trail established with completion of Station and Transit Infrastructure
- Blocks east of Collector Street 8 further developed

PHASE 3



- Structured parking building constructed
- Remaining block adjacent to the public park gets developed with mixed use buildings facing Vista Gate with ground floor retail

Scenario Description

This scenario keeps the same approach to built form for lands on the west side of the train tracks, but changes where the station and its parking are located. By grouping the station amenities to the south, this creates a large, connected piece of land to the north.

While this improves development flexibility, it introduces structured parking along a public street frontage, which is less desirable from a streetscape perspective.

Similar to scenario 1, the retail plaza functions as a key long-term opportunity site, enabling future redevelopment aligned with achieving targets beyond 150 people and jobs per hectare (PPJ).

Pros

- The arrival of the transit station at the outset allows for early building of retail uses, new housing, and a public park.
- Allows for a substantial portion of lands to be available for transit supportive uses such as parking, bus bays, pick-up and drop-off areas.
- Positions the retail plaza lands for long-term redevelopment, offering flexibility to accommodate additional housing.

Cons

- Collector Street 8 won't feel as welcoming for pedestrians because of the visible surface parking lots and parking garage.
- Limited ability for future redevelopment of station area lands.
- This scenario leaves less room for the public park and transit plaza compared to scenario 1.

STATISTICS

Total Study Area:	23.96 Hec
Natural Heritage:	7.09 Hec
Right of Way (ROW) (Collector Street 8 + Vista Gate) :	1.70 Hec
Railway ROW (existing) :	1.25 Hec

Total Non-Developable Area: 10.04 Hec

Total Developable Area* (Block A-G): 13.92 Hec

Total Gross Floor Area (Residential):	93,647.0 Sq. m
Total Gross Floor Area (Commercial):	8,812.0 Sq.m

Total Units (Townhouse+ Apartment):	959
Total Population* :	1,947
Total Jobs (Retail)** :	220

Population and Jobs Per Hect (PPJ): 156

* Including area of local street and Block E
 ** 1.91 People Per Unit - Apartment
 2.94 People Per Unit - Townhouse
 *** 40 Sq.M per employee - Retail

KEY ELEMENTS

Which key elements appeal to you and what else would you like to see?

To provide your input:

Please use a sticky note to leave your comments:



Place stickers on images you like and would like to see Block 27 is developed.

TOWNHOMES/LOW MID-RISE



Alexandra Park Townhomes, Toronto

MID-RISE



Agave Midrises, San Antonio, Texas

OPEN SPACES



St. Andrew's Playground, Toronto

TRANSIT INFRASTRUCTURE



Tilburg Station and Bus Loop, Netherlands



41 River Street, Toronto



Arbora, Griffintown, Montreal



Edgeley Community Park, Vaughan



Evergreen Line Station, Coquitlam, Canada

RETAIL



Port Credit Retail, Mississauga



Stack Market, Toronto

ANY OTHER ELEMENTS THAT YOU WOULD LIKE TO SEE?

THANK YOU!

WHAT'S NEXT?

Gather Feedback:

Present draft scenarios through the public open house, stakeholder workshops, and an online survey to inform the preferred scenario.

Refine the Design:

Collaborate with stakeholders and Indigenous communities to refine the preferred design scenario and draft the Official Plan Amendment.

Final Approvals:

Share the Final Draft Official Plan Amendment for public review and host a Statutory Public Meeting before presenting the draft plan to Vaughan Council for final adoption.



SCENARIO 1



SCENARIO 2

PROVIDE YOUR FEEDBACK

Know someone who couldn't attend? An online survey will be available until May 26th, 2026 at vaughan.ca/Block27.

Visit our website to learn more and keep up to date with future events:

www.vaughan.ca/block27

