

Engagement Summary Report:

Block 27 Transit Hub Special Study

June 23, 2026

FINAL DRAFT

Executive Summary

The first round of engagement for the Block 27 Transit Hub Special Study was conducted between January and May, 2026. During this period, the project team gathered community and stakeholder feedback through a series of targeted events. These events included preliminary interview meetings with key stakeholders including the Landowners Group (LOG) throughout February 2026, a virtual presentation and discussion with the Landowners Group (LOG) on May 11, 2026, a virtual Technical Advisory Committee (TAC) meeting on May 12, 2026, and an in-person Public Open House held at the Maple Community Centre on May 12, 2026. To ensure broad participation and that additional input was captured, an online survey was also made available to the public from May 12 to May 26, 2026.

During these engagement events, participants were presented with two draft development scenarios that explore different approaches to integrating the future Kirby GO Station into the new community:

Scenario 1: This phased approach locates station infrastructure along the northeast side of the rail tracks, freeing up land south of the station for future residential development. The retail plaza in the northeast is maintained over a longer period of time, allowing the neighbourhood to grow naturally while preserving the opportunity for future redevelopment. This approach introduces low- to mid-rise development on the west side of the rail tracks.

Scenario 2: This phased approach consolidates the transit infrastructure—including the station, structured parking, pick-up/drop-off, and bus facilities—into a single area further south along the east side of the rail tracks, adjacent to Collector Street 8. While this places structured parking along a public street edge, it creates a larger, continuous piece of land to the north, offering greater flexibility for a combination of future housing and retail uses.

Participants from the TAC emphasized the need to respect environmental features, rail and pipeline setbacks, and transportation design requirements. Key considerations include maintaining a minimum 30-metre setback from the CN rail corridor for sensitive uses, a 7-metre setback from the TransCanada Pipeline corridor, 10-metre setback from valley corridors and wetlands, refining street and intersection layouts, and ensuring sufficient parkland and active transportation connections. Direction was provided on alternate locations of the proposed east-west trail and railway underpass to mitigate and address environmental and infrastructure constraints.

Landowners generally were in support of the two scenarios but expressed concern regarding the timing, and lack of a confirmed funding mechanism, for the future GO Station. Landowners highlighted the risks associated with sterilizing development lands indefinitely. Landowners also favoured development scenarios that provide greater flexibility for phased development and strongly supported structured parking to allow for more efficient use of land.

Public feedback revealed a notable divergence between in-person and online participants. Open House attendees largely supported the creation of a vibrant mixed-use community with local amenities, entertainment uses, and strong transit connections. Conversely, online survey respondents expressed a preference for preserving the area's existing rural character, prioritizing environmental protection, lower-density development, and smaller-scale local businesses while questioning the need for the proposed GO Station itself. Despite differing views on density and development intensity, both groups emphasized the importance of high-quality public spaces, environmental stewardship, and community-serving amenities.

The engagement process highlighted several key considerations that should be addressed through the preferred scenario, including balancing provincial density requirements with local character concerns,

accommodating environmental and infrastructure constraints, and addressing uncertainty surrounding future transit investment.

Moving forward, the study team will refine the station area layout, street and block structure, built form framework, park and public realm network, and implementation strategy to respond to stakeholder feedback while maintaining conformity with City of Vaughan policy objectives and Major Transit Station Area density requirements. The resulting preferred scenario will seek to balance environmental protection, market realities, public aspirations, and long-term transit-oriented development objectives.

1. Feedback Summary Organized by Group

Technical Advisory Committee (TAC)

The presentation and discussion with the Technical Advisory Committee (TAC), occurred virtually on May 12, 2026 and was hosted by City of Vaughan staff, Shawn Persaud (Senior Manager), Alannah Slattery (Project Manager/Senior Planner), and Andrew Haagsma (Planner). The WW+P planning team also attended to present the work-to-date and facilitate the discussion. The team included Michael Matthys (Project Manager/Lead), Rahul Nargas (Deputy Project Manager/Urban Design Lead), and Nicole Dilisi (Senior Urban Planner). Feedback received through the TAC process has been summarized below.

- **Toronto and Region Conservation Authority (TRCA):**
 - **Setback requirement:** TRCA requires a minimum 10-metre setback for development and site alteration from valley corridors and wetlands (see attachment “Proposed NHS Drawing 4.11.1-B” dated 16 July 2025, attached, for Wetland 11 and Woodlot 4 features).
 - **Trail Alignment:** They preferred the proposed trail alignment to match Figure 5.12.1 of the Final Block 27 Master Environmental Servicing plan (MESP) report dated August 2025 running north south along the western edge of railway line (refer to attached Figure 5.12.1). Should a trail still be contemplated as shown in the current scenarios, TRCA recommends required setbacks from natural features.
 - **Stormwater Management (SWM) Facility:** Stormwater management practices must align with MESP, Figure 3.5.1 identifies a SWM facility towards the southern boundary of the study area.
- **City of Vaughan - Urban Design:** Staff prefer Scenario 1 due to the location of the future structured parking but note that a dedicated entrance/exit from Kirby Road is needed to manage peak traffic and minimize conflicts. Staff also requested the design team to demonstrate the future infill opportunities for interim use large format retail areas.
- **City of Vaughan - Land Use Compatibility:** A minimum 30-metre setback from the CN rail corridor is required for sensitive land uses (e.g., residential, daycares). Noise-sensitive outdoor amenity areas and sensitive land uses should be oriented away from the railway.
- **TransCanada PipeLines (TCPL):** TCPL strictly requires a 7-metre setback from the edge of the pipeline right-of-way for any permanent structures, parking areas, and parallel roads. They noted that trails within the corridor must not exceed 3 metres in width and require written consent. Written consent must be obtained from TCPL prior to conducting ground

disturbance, excavation, or digging on the TCPL Pipeline Right-of-Way or within 30-metres of the centreline of the pipe. There was also a request to include potential gate locations for the TCPL lands if a fence is built.

- **City of Vaughan - Transportation Engineering Services:**
 - **Traffic Flow & Intersection Spacing:** Staff mentioned GO commuters need to be serviced as conveniently and quickly as possible, recommending that as many traffic movements as possible be aligned with Vista Gate. They noted that intersections close to Kirby Road will very likely need to be limited to Right-In/Right-Out (RIRO). Recommendation for confirmation of spacing distance for proposed mid-block pedestrian connection for development west of the railway corridor.
 - **Consolidation of Intersections:** The number of intersections on Collector Street 8 should be consolidated as much as possible to avoid excessive turning movements on and off the 4-lane collector road.
 - **Street Typology & ROW:** Staff indicated preferences for public street over private lanes to service development blocks, noting that public lanes are typically meant for greenfield development rather than intensification sites. Additional recommendation for 19 Right-of-Way for local streets as per City standard.
 - **Active Transportation:** Staff indicated that planned trail connections must be clearly protected for in the design of the transit hub lands.

- **City of Vaughan – Parks:**
 - **Park Size and Typology:** Based on the developable area, staff noted the community should generate approximately 1.39 to 2.09 hectares of parkland. They requested that the main park achieve a minimum size of 0.75 hectares so it can be officially classified as an "Urban Park" typology. Recommendation for frontage of proposed public plaza indicated on Block D be increased to a minimum of 0.2 hectares to meet park typology requirements. It was also recommended to increase the street frontage of the plaza (shown on CS1).
 - **Park Configuration & Frontage:** Staff prefer the park shape in Scenario 1, recommending a more rectangular shape and increased public street frontage. Vaughan Parks staff noted that the triangular park in Scenario 2 is problematic and less ideal because the corner areas are difficult to meaningfully program.
 - **Transit Plaza Spaces:** If the transit plaza is intended to be a City-owned public park, it must be re-labelled as a "Public Square" and meet the minimum size requirement of 0.2 hectares. However, staff noted that if it is primarily serving GO transit users, it may function better as a private GO plaza rather than a public park with recreational programming.
 - **Trail Connection and Standards:** The multi-use recreational trails should ideally be a minimum of 3 metres wide with a 1.5-metre buffer on either side, establishing a 6-metre total corridor. Staff also asked for clarification on the pedestrian underpass, requesting that the trail connection be shown continuing on the east side of the rail tracks.

- **Parkland Dedication:** City staff questioned the parkland dedication requirements and whether the proposed scenarios meet the conveyance requirements.
- **Pedestrian Safety:** To ensure safe pedestrian connections to the park, staff suggested exploring the opportunity for a mid-block, signalized pedestrian-only crossing across Collector Street 8.

Landowners Group (LOG)

The presentation and discussion with the Landowners Group (LOG), occurred virtually on May 11, 2026 and was hosted by City of Vaughan staff, Shawn Persaud (Senior Manager), Alannah Slattery (Project Manager/Senior Planner), and Andrew Haagsma (Planner). The WW+P planning team also attended to present the work-to-date and facilitate the discussion. The team included Jonathan Tinney (Principal-in-Charge), and Rahul Nargas (Deputy Project Manager/Urban Design Lead). The following is the summary of comments provided:

- **Delta Urban (representing the LOG):** Highlighted an opinion on spatial constraints for the proposed pedestrian trail within the TCPL corridor, commenting that pipeline spacing leaves insufficient room for a continuous trail. Additionally, the feasibility of active mobility connection below the railway tracks was challenged. Suggestion included an alternative trail alignment (a boardwalk) north of the wetland pond to protect amphibian movement corridors. It was also stated that the crossing at Keele and the TCPL was deemed unfeasible through the Block Plan process. There was also a general comment about how the trail through the compensation lands were going to be evaluated in light of the MESP being currently unapproved. Funding sources/mechanisms for the proposed trails were also questioned (DCs, parkland dedication, etc.) in the meeting.
- **Di Poce Management:** Expressed concerns about sterilizing land for an unfunded GO Station. They requested a "sunset clause" establishing a two-year timeline to complete the study, a seven-year outside date for Metrolinx to secure funding; otherwise, the lands should be repurposed for private development. They also requested that the lands be acquired by a public agency and that they will not commit any funding to building the station. They stated a preference for structured parking over extensive surface parking to ensure efficient land use.
- **Malone Given Parsons (representing Prestige Rentals/Cachet/Di Poce):** Expressed a preference for Scenario 2, citing better phasing and flexibility given the lack of commitment from Metrolinx. MGP expressed that the Scenario 2 implementation of a trail through the environmental lands and railway underpass poses safety and implementation hurdles. They also requested the study area concepts be expanded to include the Prestige Rentals Lands located south of the study area (between the pipeline and environmental limits). They noted that these southern lands will rely on the northern study area for a secondary access, which is currently depicted in Scenario 1 but missing from Scenario 2. City staff met with a member of the landowners group, Ali Momeni, who expressed concerns regarding the increased number of traffic lights, increased traffic, impacts to the wetlands to the north of his property, and any changes to the approved zoning for the block

Public Open House (In-Person)

The public open house occurred in-person on May 12, 2026, in the Maple Community Centre in Vaughan. The event was hosted by City of Vaughan staff, Shawn Persaud (Senior Manager), Alannah Slattery (Project Manager/Senior Planner), and Andrew Haagsma (Planner). WW+P planning team members, Michael Matthys, Rahul Nargas, and Nicole Dilisi also attended facilitate the discussion. The

open house format was a townhall discussion, and included printed boards presenting the project objectives, context, opportunities, constraints, and proposed design scenarios. The event had 35 members of the public in attendance.

- Attendees expressed a preference toward family-sized units.
- Attendees expressed a strong desire for a bustling "community hub" or "High Street" featuring commercial/retail (grocery stores and/or small-scale convenience stores), entertainment, theatres, a bowling alley, and year-round spaces.
- They requested rapid transit connections to the Vaughan Metropolitan Centre (VMC) via Jane Street but expressed a dislike for bus lanes, preferring not to over-allocate road space to transit.
- There was a push for a mix of housing unit sizes for affordability and requests for community benefits, such as youth hiring policies from Metrolinx.
- There were concerns regarding traffic along Kirby Road, Keele Street, and Peak Point Boulevard.
- There were flooding concerns for the area due to periods of heavy rainfall/precipitation
- Attendees had questions about Metrolinx timelines and the Kirby Road widening project.

There were some comments received that were outside of the scope of the THSS area, including:

- Security and safety concerns at Maple Regional Park.
- Requests to keep the Kirby Links Golf Course and Driving Range north of the THSS.
- Questions regarding school board properties throughout the greater block, and the process that would be taken if they are to be deemed unnecessary.
- Inquiries about whether there have been any changes to the Block Plan.

Virtual Survey (Online)

Following the open house, an online survey was published for those who had more to contribute following the in-person event or could not attend the public open house. The survey was open for feedback from May 12, 2026, to May 26, 2026, and had a total of 25 respondents.

- Respondents preferred small, quiet local businesses (bakeries, clinics) and explicitly opposed large retail plazas, big grocery stores, and entertainment venues.
- There was some reservation to multi-bedroom, larger units integrated within tall buildings, as well as purpose built rental housing. Respondents want to preserve the area's rural, nature-oriented character with low-rise buildings or single-family homes, explicitly rejecting the "paved density of the Vaughan Metropolitan Centre."
- Regarding transit, online users specifically asked for dedicated bus lanes to avoid traffic queues. However, some questioned the need for the Kirby GO Station entirely, suggesting it would slow down train commutes and that the City should instead expand parking at the existing King City and Maple stations.
- Protecting the environment and wetlands was cited as the highest priority.

2. Categorization by Theme

Built Form, Density, and Land Use

- **Mandate vs. Preference:** The study area is mandated to achieve 150 people and jobs per hectare. However, some of the online public opposes this, favouring low-density, rural-character development, consistent with the surrounding development.
- **Station Uncertainty:** Developers are hesitant to build high-density housing without a funded GO Station and are requesting a 7-year "sunset clause" to release the land for private development if Metrolinx does not commit.
- **Setbacks:** The City mandates a 30-metre setback from the rail line for sensitive uses and TCPL requires a 7m setback from its pipeline for permanent structures. Both TRCA and the City mandates a requirement for 10-meter setback from wetlands and the valley corridor.

Public Realm and Natural Heritage

- **Trail Alignments:** The LOG notes that the TCPL corridor lacks physical space and pipeline depth makes a rail underpass challenging. Both TRCA and the LOG recommend rerouting the trail, and instead proposed utilizing the main TCPL trail. Alternatively, the LOG suggested building a boardwalk north of the wetland to protect amphibian habitats.
- **Parks vs. Plazas:** The online public prefers untouched nature and parks over paved urban plazas. There was a general comment at the Public Open House expressing a need for gathering spaces/parks in the area.

Transportation, Access, and Parking

- **GO Station Timing and Necessity:** Most attendees at the open house were in favour of the station location, some wanted to know when it would be built. There were some comments from the public survey and in-person Open House that questioned the necessity of the GO Station location, despite the mandate within the Vaughan Official Plan and the commitment from the City.
- **Bus Lanes & Traffic:** With the exception of some Open House attendees who were opposed to bus lanes connecting the study area to transit corridors, many Open House attendees and virtual open house responses favoured connectivity to regional transit through frequent bus service. City of Vaughan Urban Design staff stressed that any structured parking needs a dedicated entrance from Kirby Road to prevent neighbourhood traffic conflicts.
- **Parking Format:** Developers and City of Vaughan Urban Design staff strongly prefer structured parking to maximize land efficiency and development flexibility.

Retail and Community Amenities

- **Scale of Retail:** In-person feedback favoured a lively, entertainment-focused hub. Online respondents want quiet, small-scale local shops and oppose large, retail plazas with active public realms, and/or entertainment venues.

- **Interim Uses:** Developers support the flexibility of maintaining interim retail at the Keele/Kirby intersection to allow the community to grow gradually while servicing the existing community.

3. Conclusion and Next Steps for Design Revision

The feedback highlights that while there is technical and broader community support for creating a transit hub, physical, environmental, and market constraints must be addressed. The revised preferred transit hub design scenario will have to reconcile regulatory requirements, a longer-term delivery timeline of a transit station and provision of housing typologies and amenities reflecting community needs.

Stakeholder feedback will directly inform the next iteration of the preferred scenario. The study team will refine the technical requirements, site layout, and implementation strategy through the following targeted actions:

Phasing, Built Form, and Density

- **Achieving Density Mandates:** The approach to built-form typologies will have to reconcile a longer-term delivery of transit stations and infrastructure, like structured parking. The proposed preferred scenario will have to calibrate built form typologies for housing and commercial uses with the following considerations:
 - **Immediate Term (no transit station):** Interim commercial use through large format retail, housing typologies up to six storeys to allow for immediate delivery of housing and supportive amenities. Explore the inclusion of office zones within the THSS and modular housing typologies, allowing iterative future development.
 - **Medium Term (transit station with surface parking):** Continue interim commercial uses, housing and commercial densities should meet minimum 150 PPJ. Housing typologies to consist of midrise up to 12 storeys.
 - **Longer Term (structured parking):** Seek direction from Metrolinx regarding the threshold requirements for the delivery of structured parking. Conversion of larger format retail to mixed use midrise typologies with integrated commercial uses.
- **Policy Revision:** Supportive policy revisions/additions to the existing Secondary Plan to identify height thresholds to enable medium-term, mid-rise forms (e.g., 4-storey walk-ups) that facilitate street-related retail. Identify location and threshold of mid-rise typologies above six storeys up to 12 storeys to enable the delivery of the mandated density of 150 PPJ. Finally, policies to incentivize the conversion of interim large-format retail into higher-density mixed-use developments (i.e. parkland dedication, parking requirements, setbacks, etc.).

Station Area and Parking Infrastructure

- **Station Layout:** The team will review and refine the provision of pick-up/drop-off (PUDO) areas, bus bays, and parking facilities to support an estimated 1,000 to 1,200 spaces.
- **Structured Parking Access:** The delivery of a parking structure in the longer term will be protected. Preferred scenario to include land and access requirements.

Streets, Blocks, and Retail Strategy

- **Right-Sizing Blocks:** Block depths and dimensions will be refined to support future infill, ensuring the layouts easily accommodate the long-term conversion of interim uses.
- **Network Refinements:** The team will review right-of-way (ROW) widths and intersection spacing based on City of Vaughan Transportation Engineering staff comments, coordinating the final layout with HDR, the engineering consultant for the study.
- **Retail Approach:** To bridge the gap between public requests for a vibrant community "heart" and a "quiet" neighborhood, the retail strategy will focus on fine-grain, ground-floor local commercial uses along Vista Gate rather than large-format plazas. Parking requirements for all residential and commercial uses will be reviewed to right-size retail allocations.

Parks, Trails, and the Public Realm

- **Trail Realignment:** The proposed east-west trail and railway underpass will be reassessed. Based on TRCA and Landowners Group feedback, two trails may be considered. The mid-block east-west connection through TRCA lands are to be realigned to mitigate impacts on wetland and environmentally sensitive lands. Additional trail connection to the future TCPL trail must consider the depth and required buffer of the pipeline to not impact infrastructure requirements and protect amphibian habitats.
- **Park Configuration and Parkland requirement:** The proposed public park will be revised to meet the City of Vaughan requirements for minimum frontage, and to be an orthogonal (rectangular) configuration with a minimum size of 0.75 hectares. A review of the parkland requirement to meet City expectations.
- **Plaza Design:** The transit plaza will be right-sized to meet specific Metrolinx requirements, while improving frontage and creating opportunities for expanded public use as a municipal urban plaza with a minimum size of 0.2 Hectares.