

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2016

Item 4, Report No. 4, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2016, as follows:

By approving that landowner groups along with the Public and Catholic School Boards revisit and report back with a more realistic request for lands to be set aside for schools.

Regional Councillor Di Biase declared an interest with respect to this matter as his children own land in Block 27 given to them by their maternal Grandfather, and did not take part in the discussion or vote on the matter.

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**NEW COMMUNITY AREA BLOCK 27
SECONDARY PLAN STUDY
STATUS UPDATE REPORT AND
DIRECTION TO INCREASE SCOPE OF WORK
FILE: 26.4.1
WARD 1, VICINITY OF JANE STREET,
KIRBY ROAD, KEELE STREET AND TESTON ROAD**

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management and the Director of Policy Planning & Environmental Sustainability, dated January 18, 2016, be approved;
- 2) That the appropriate consultants be directed to revisit the issue of the inclusion of neighbourhood commercial centres internal to residential blocks, particularly in respect to matters such as location, size and diversity of services sufficient to ensure on-going sustainability as evidenced by such centres as those found at:
 - Fiori Drive and Chancellor Drive
 - Embassy Avenue and Aberdeen Avenue and
 - Ansley Grove Road and Aberdeen Avenueand other such centres;
- 3) That the presentation by Ms. Elizabeth Howson, Principal, Macaulay Shiomi Howson Ltd., Annette Street, Toronto, and Communication C3, presentation material titled “*Block 27 Status/Scope of Work Update*”, dated January 18, 2016, be received; and
- 4) That the following deputations and Communication be received:
 1. Mr. John Bousfield, Bousfield Inc., Church Street, Toronto, representing Block 27 Land Owners Group, and Communication C2, dated January 15, 2016; and
 2. Ms. Gloria Marsh, Executive Director, York Region Environmental Alliance, Dariole Drive, Richmond Hill.

Recommendation

The Deputy City Manager, Planning & Growth Management and the Director of Policy Planning & Environmental Sustainability, in consultation with the Director of Development Engineering & Infrastructure Planning recommend:

1. THAT this status report and accompanying presentation on the progress of the Secondary Plan Study for the Block 27 New Community Area be received for information purposes;

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2. THAT staff be directed to work with the Landowners' Group, York Region and Metrolinx to prepare a Terms of Reference for a Mobility Hub Study that includes the conceptual design of a proposed GO Station in Block 27 and Kirby Road upgrades adjacent to Blocks 27 and 28, to inform future Environmental Assessment requirements associated with the GO Station, Kirby Road, and the ongoing Metrolinx Regional Express Rail Study.

Contribution to Sustainability

The Block 27 Secondary Plan must be consistent with the policies of the Region of York Official Plan, Places to Grow: the Provincial Growth Plan for the Greater Golden Horseshoe, The Big Move Regional Transportation Plan, the Vaughan Official Plan 2010; and, with "Green Directions Vaughan", the Community Sustainability and Environmental Master Plan respecting sustainable development and the creation of complete communities.

Economic Impact

The funding for the Block 27 Secondary Plan study was approved in the 2013 Capital Budget as Project PL-9535-13 with a budget of \$515,000. Staff are recommending that a Terms of Reference for a more detailed study of the GO Station mobility hub, and Kirby Road west of Keele Street and surrounding area (as shown on Attachment 4), to ensure the City and Region can continue to respond to the findings of the Metrolinx Regional Express Rail initiative. Staff anticipates that the City portion of the additional work will be funded from the City-Wide Development Charges (CWDC)-Management Studies (90%), and Professional Fees (10%). The landowners groups in Block 27 and Block 28 would be expected to provide support including technical input to inform this effort. The financial impact will be determined in more detail once the scope of work is finalized.

Communications Plan

A courtesy non-statutory meeting notice was sent via e-mail on January 4, 2016 to the Block 27 Landowners and those previously requesting notification and updates on the progress of the Block 27 Secondary Plan Study. The notice was also advertised on the Policy Planning and Environmental Sustainability departmental webpage for the New Community Areas and on the Vaughan City Page On-line.

Purpose

To provide Council and interested stakeholders with an update on the progress of the Block 27 Secondary Plan; and, to obtain direction to prepare the terms of reference for the detailed study of the GO Station and Kirby Road upgrades, that will inform Environmental Assessment requirements associated with the Station, Kirby Road and the ongoing Metrolinx Regional Express Rail initiative.

Background - Analysis and Options

Executive Summary

The Block 27 Secondary Plan Study is proceeding on schedule. This report outlines the Draft Emerging Land Use Concept and the proposed work program to further refine the Plan prior to approval. The report discusses and recommends an additional study opportunity to advance Council's objective of achieving a Go Train Station at Kirby Road. This more detailed study will inform and better position the City and Stakeholders to respond to the Regional Express Rail initiative.

This report is structured into sections which provide the following information:

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- (1) A description of the study area and land use context;
- (2) A description of the Provincial, Regional and municipal policy framework guiding the development of the Secondary Plan;
- (3) The public and agency consultation process to date;
- (4) Study progress and work completed to date;
- (5) The draft Land Use Concept and related issues;
- (6) Rationale for detailed study of mobility hub area in response to evolving circumstances;
- (7) Status of the supporting studies;
- (8) Next Steps in the study process; and
- (9) Conclusion leading to the report's recommendation.

(1) Location and Context

The Block 27 area, as shown on Attachment 2, is bounded by Teston Road to the south, Keele Street to the east, Kirby Road to the north and Jane Street to the west. The subject lands are surrounded by the following uses:

- North - Kirby Road; Greenbelt; Agricultural
- South - Teston Road; existing Low-Rise Residential
- East - Keele Street; existing residential and employment lands; proposed north Maple Regional Park
- West - Jane Street; approved Highway 400 North Employment Lands

The Block 27 lands have a total area of approximately 400 ha and are primarily rural in nature, with some existing residential and institutional uses. A portion of the Greenbelt traverses the block north to south, including a main tributary of the West Don River Sub-watershed. Also located within the Block 27 boundary is the TransCanada Pipeline which runs east-west in the northern portion of Block 27 as shown on Attachment 2. In addition, the Barrie GO Rail line runs north-south along the eastern portion of the Block, with the proposed station site being located in the vicinity of Kirby Road.

(2) Policy Context

The York Regional Official Plan (YROP) and the Vaughan Official Plan (VOP 2010) were developed under the broader policy framework provided by the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Greenbelt Plan. The policies arising from the Secondary Plan Study for New Community Area Block 27, must be consistent with each of these Provincial, Regional and municipal policy frameworks. The following policies provide high level guidance on the desired outcome.

a. The Provincial Policy Statement 2014 (PPS 2014)

The Provincial Policy Statement 2014 (PPS 2014) provides policy direction on land use planning to promote strong communities, a strong economy, and a clean and healthy environment. Part IV, Vision of Ontario's Land Use Planning System of the PPS 2014 further states:

- i. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns (S. 1.0);
- ii. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities (Part IV) ;
- iii. Efficient use of existing and planned infrastructure, including the use of transportation demand strategies where feasible (S.1.6.7.2); maintain or improve the connectivity within and among transportation systems and modes, where possible (S.1.6.7.3.),

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encourage and support a land use pattern, density and mix of uses which minimizes length and number of vehicle trips, and supports the current and future use of transit and active transportation (S.1.6.7.5).

b. Places to Grow: The Growth Plan For the Greater Golden Horseshoe (GGH)

The Growth Plan for the Greater Golden Horseshoe (GGH) promotes strong, prosperous communities by managing growth to the year 2041. It also builds on other provincial initiatives such as the Greenbelt Plan and the PPS 2014. While emphasizing opportunities to enhance and intensify existing communities, the Growth Plan provides guidance for designated “Greenfield Areas”, such as Block 27, which have been identified for future residential growth. Under Section 2.2.7.1 of the GGH Plan, new community areas are intended to be well-designed, offer transportation choices, and accommodate people at all stages of life. They are expected to provide a mix of housing types along with easy access to stores and services, to meet daily needs.

c. Greenbelt Plan

The Greenbelt Plan designates a portion of the Block 27 area as “Protected Countryside”, which includes Agricultural and Natural Systems, together with settlement areas which are subject to the policy of Section 4.0 of the Plan.

Hamlets as identified in municipal official plans continue to be governed by municipal official plans and related programs and are not subject to the policies of the Greenbelt Plan except for external connections (s.3.4.3).

The Greenbelt Plan designations and policies are reflected in the YROP and the VOP 2010.

d. The Big Move, 2008 (Metrolinx) Regional Transportation Plan

In November 2008, Metrolinx adopted a Regional Transportation Plan, entitled The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area to tackle gridlock across the Greater Toronto and Hamilton Area (GTAH). The Plan provides for the development of an integrated transit and transportation system to better move people and goods.

The Regional Transportation Plan sets out a 25 year vision. It is guided by a set of 13 goals and related objectives which are designed to achieve a more efficient and sustainable transportation system for the GTAH. It is noted that many of the objectives will help to achieve more than one goal. The goals and objectives are intended to provide guidance for decision-making and planning at all levels, including the provision of Transit Oriented Development, to support system development.

In order to fulfill this mandate, The Big Move has established a number of strategies. Schedule 1 “15 Year Plan for the Regional Rapid Transit and Highway Network” outlines a plan to build a comprehensive regional rapid transit network that operates seamlessly across the region. The 15 year plan for regional rapid transit identifies all day, two-way Regional Rail service through Block 27. The policies indicate that this rapid transit network must be incorporated in all municipal Official Plans and as noted above, this is currently reflected in the YROP and the VOP 2010. Both Official Plans also identify the potential for a GO Rail Station in the vicinity of Kirby Road and Keele Street.

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Another strategy established in The Big Move is to build communities that are pedestrian, cycling and transit supportive, recognizing that people who live in higher density neighbourhoods with services nearby are more likely to walk, cycle or take transit. The Big Move acknowledges that the interface between urban form and transportation is particularly important around transit stations, therefore growth and development should be focused around major transit stations to allow more people to live near transit and to make more destinations accessible by transit. An intent of the Big Move is to create a system of connected mobility hubs at key intersections in the regional rapid transit network.

The Plan identifies a Mobility Hub as a major transit station area, as defined in the Growth Plan for the Greater Golden Horseshoe. It is a place of connectivity between regional rapid transit services, and also a place where different modes of transportation, from walking to high-speed rail, come together seamlessly. It has, or is planned to have an attractive, intensive concentration of employment, living, shopping and amenities around a major transit station. To be identified as a mobility hub, a major transit station area must be located at the interchange of two or more current or planned regional rapid transit lines and be forecast to have a combination of 4,500 or more people boarding and alighting in the morning peak period in 2031. In addition, a mobility hub is generally forecast to achieve or have the potential to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius.

Metrolinx Mobility Hub Guidelines (September 2011)

As part of the implementation of the Big Move, Metrolinx has prepared Mobility Hub Guidelines to communicate the objectives, characteristics and role of Hubs and provide guidance on the development of Mobility Hubs. The Guidelines identify the following objectives:

- Seamless Mobility:
 - Seamless integration of modes at the rapid transit station
 - Safe and efficient movement of people with high levels of pedestrian priority
 - A well-designed transit station for a high quality urban experience
- Placemaking:
 - Strategic parking management
 - A vibrant mixed-use environment with higher land use intensity
 - An attractive public realm
- Successful Implementation:
 - A minimized ecological footprint
 - Flexible planning to accommodate growth and change
 - Effective partnerships and incentives for increased public and private investment

The mobility hubs identified by the Big Move are all a type of major transit station area. The Growth Plan requires that municipalities plan these identified areas with densities that support the existing and planned rapid transit infrastructure. The Mobility Hub Guidelines provide suggested density thresholds for the different mobility hub typologies.

Table ii.3 of the Mobility Hub Guidelines provides Hub typologies. The Mobility Hub Guidelines indicate the following characteristics for “Regional Rail” mobility hubs:

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- Expansion, as envisioned in The Big Move, includes improving service from peak-direction and period rail service to all-day, two-way service. Land use density and mode share targets should reflect the existing and planned service levels for regional rail corridors.
- In most cases, Regional rail attracts the majority of its riders from a large catchment area beyond the mobility hub. As a result, ridership is less sensitive to the densities within the hub.
- Suggested “transit supportive densities (includes residents and jobs combined per hectare, within a mobility hub)” ranging between 50 – 200 persons.
- Suggested “transit mode share (trips originating within mobility hub)” ranging between 10 – 25%.

While currently lacking the interconnection to a second Regional rapid transit service, transit service on Keele Street is already available. Therefore, a Block 27 GO Rail Station can be designed to meet many of the mobility hub guidelines. This opportunity is being investigated through the Secondary Plan Study. This study is occurring concurrently with the Metrolinx Regional Express Rail Environmental Assessment (electrification, 2 way-all day service and double tracking) and an assessment of potential station sites system wide. The Kirby Road station has been identified as a site for further study. The City, Region and landowners are working with Metrolinx to coordinate the Environmental Assessment Act approval and Planning Act approval processes. The Block 27 Secondary Plan is being prepared to accommodate a Kirby Station, including meeting the mobility hub guidelines for a GO Rail Station.

e. York Region Official Plan (YROP)

The New Community Area policies of the YROP focus on creating sustainable communities with a pedestrian friendly, transit supportive transportation system that will reduce reliance on automobiles. Section 1.2 *Towards A Sustainable Region*, establishes a framework for achieving sustainability and rethinking the way communities are designed, serviced and supported.

Section 5.6 titled *Building Complete, Vibrant Communities* references the 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”.

Furthermore, with respect to the New Community Areas, it is the policy of Regional Council that,

“5.6.1.local municipalities, in consultation with York Region, prepare comprehensive Secondary Plans for New Community Areas that meet or exceed the policies of this section of this Plan. The Secondary Plan preparation should include an innovative approach that involves a multidisciplinary team assembled by the local municipality in order to ensure an integrated and sustainable approach to the planning, design and approval of the Secondary Plan.”

f. The York Region New Community Guidelines (YRNCG)

The YRNCG were created to assist local municipalities and the development industry in successfully implementing the YROP (2010) New Community Areas (section 5.6) and Sustainable Buildings (section 5.2) policies. As such the Guidelines address the York Region Official Plan policy directives by providing checklists and more specific requirements for each of the following general policy objectives.

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- i. To build complete communities through a comprehensive and integrated Secondary Plan process that recognizes, conserves and promotes cultural heritage resources, supports sustainable built form and ensures new community areas provide housing choices for all residents and workers. New Community Areas are to meet or exceed a minimum density of 20 residential units per hectare and a minimum density of 70 residents and jobs per hectare in the developable area.
- ii. Energy efficiency through sustainable building construction, solar design strategy, and on-site renewable or alternative energy systems.
- iii. To create an interconnected mobility system in new community areas that emphasizes pedestrian, cycling and transit as preferred modes of transportation.
- iv. To ensure Greenlands System Plans are prepared in support of Secondary Plans for new community areas that protect key natural heritage and hydrologic features in an urban environment, improve the ecological function, connectivity and diversity of the Greenlands System and ensure ecological gains.
- v. To manage resources by encouraging the diversion of construction and demolition waste implementing three-stream waste collection capabilities, encouraging increased use of environmentally preferable and locally-sourced materials, and through public education.
- vi. To pursue excellence in community design.

g. Vaughan Official Plan 2010 (VOP2010)

Vaughan Official Plan 2010 (VOP 2010) designates Blocks 27 and 41 as New Community Areas. Furthermore, Schedule 14A *Areas Subject to Secondary Plans* identifies the Block 27 and 41 New Community Areas as “Required Secondary Plan Areas”.

Consistent with the YROP, the 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.”

The Block 27 and 41 New Community Areas will provide most of the City’s new low-rise housing stock, as well as the supporting commercial uses for the Blocks, and community facilities such as schools, parks, community centres and libraries. The Secondary Plans for the new communities should set the policy framework for the development of complete communities with a unique sense of place and high quality design.

VOP 2010 further provides guidance on the preparation and content of the New Community Areas’ Secondary Plans. Policies outlined in Section 9.2.2.14 *New Community Areas* list specific objectives and describe the desired character of development for the New Community Areas.

(3) The Study Consultation Process to Date

The Block 27 Secondary Plan Study is proceeding with the benefit of an extensive public and stakeholder consultation process. The consultation strategy provides two main methods of advertising events/milestones related to the Block 27 Secondary Plan process. A social media campaign, including the placement of meeting notices on Vaughan Online, Twitter and Facebook (for one-way communication); the creation of a webpage devoted to the New Community Areas

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and a friendly Uniform Resource Locator (URL). The second method employed includes a print campaign which involves the mailing of meeting notices to stakeholders and the surrounding community. It is also noted that a notice of study commencement was published in the Vaughan Citizen and Liberal on March 12, 2015.

Key participants in the consultation process include City Council, the Block 27 Technical Advisory Committee (TAC), the Block 27 Landowners' Group (LOG), the First Nations and Metis Communities, and residents/landowners in the surrounding communities.

a. Council Engagement

Memoranda to Council: Two memoranda to the Mayor and Members of Council respecting the New Community Areas were provided to inform Council of the initiation (February 12, 2015) and progress (July 20, 2015) of the Secondary Plan Studies for Blocks 27 and 41. The memoranda reported the study progress, provided a synopsis of the consultant's Preliminary Background Report, and introduced a draft vision statement and development principles for the future community. The memoranda also provided updates on the status of related studies, including Sub-watershed Studies and The North Vaughan and New Communities Transportation Master Plan (NVNCTMP).

b. Block 27 Technical Advisory Committee (TAC)

The Block 27 Secondary Plan Technical Advisory Committee (TAC) is comprised of internal City departmental staff and external agencies. City representation on the TAC includes representatives from the following departments: Development Engineering and Infrastructure Planning, Parks Development, Recreation and Culture, Development Planning, Vaughan Libraries, and Policy Planning and Environmental Sustainability. Representation from external agencies includes staff from York Region, the Toronto and Region Conservation Authority (TRCA), the York Region District and York Catholic School Boards, the Conseil Scolaire Viamonde, the Ministry of Natural Resources and Forestry, the telecommunications industry, TransCanada Pipeline, Metrolinx, as well as the Consultant for the Block 27 Sub-watershed Study.

The Block 27 Secondary Plan Study work plan includes 7 TAC meetings. To-date a total of two TAC meetings have been held, along with a number of focused meetings with individual agencies.

- i. April 22, 2015 – The initial meeting served as an introduction to the City project staff, lead consultants and work program going forward. This meeting provided TAC with an update on the status of the Secondary Plan, and also included presentations respecting transportation issues, the Natural Heritage Network (NHN), the Sustainability Matrix, the Sub-watershed Study, and a status update on the Metrolinx GO Station.

May 27, 2015 – This meeting provided an overview of the visioning workshop and presentation of supporting technical background studies.

Meetings with Metrolinx:

- i. April 2, 2015 – Kirby GO Station Mobility Hub Workshop – workshop served as an information sharing session with the City, Region and Metrolinx staff to obtain an understanding of mandates / objectives and criteria for the Metrolinx New Station Review.

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- ii. September 28, 2015 – Staff meeting with Metrolinx. Presentation of concept plan and discussion on Metrolinx criteria used in station analysis.
- iii. October 19, 2015 – Block 27 Kirby GO Station staff meeting with Block 27 Landowners' Group, Metrolinx, Regional and City staff, and City consultants to discuss the Block 27 Secondary Plan status, and to present the rationale for the proposed draft concept Plan including siting of the potential GO Station.

Meeting with School Boards:

- i. August 24, 2015 – Meeting with School Board staff to introduce the draft concept plan and to discuss the possibility of a Community Hub in Block 27.

c. Block 27 Landowners' Group (LOG)

The Landowners' Group consists of 8 participating landowners. The work plan for the study includes 8 meetings with the LOG, 5 of which have already taken place. A brief summary of meetings to date is provided as follows:

- i. Meeting #1 - February 05, 2015: The initial meeting served as an introduction to the City Consulting Team and work plan for the Block 27 New Community Area Secondary Plan Study.
- ii. Meeting #2- April 22, 2015: This meeting provided Landowners with an update on the status of the Secondary Plan, and also included presentations to the landowners respecting transportation issues, the NHN, the Sustainability Matrix, the Sub-watershed Study, and a status update on the Metrolinx GO Station.
- iii. Meeting #3- June 1, 2015: The third LOG meeting included a presentation by the lead Consultant on the results of the First Public Open House - Visioning Summit and a review of the opportunities and constraints identified by the project team. This was followed by a presentation by City staff on the North Vaughan and New Communities Transportation Master Plan (NVNCTMP), and a status update on Block 27 background studies and supporting analyses.
- iv. Meeting #4 - July 28, 2015: This fourth special meeting with LOG focused on the technical analysis conducted in the development of the draft emerging land use concept. Discussions focused on data and land use statistics used for the Block 27 emerging land use concept, land use budget objectives, housing mix objectives, and the proposed New Kirby GO Station precinct objectives.
- v. Meeting #5 - August 24, 2015: This meeting focused on the status of the Secondary Plan, review of the Emerging Land Use Concept Plan and key structural elements such as the NHN study, parks, grid-like pattern, school, and stormwater management ponds.

d. Consultation with First Nations and Metis Communities

The consultation process for the Block 27 Secondary Plan Study also included notification of the required First Nation and Metis Communities. On March 26, 2015 the City initiated consultation with an introductory letter to all First Nation and Metis communities that have an interest in the City of Vaughan. Of the 13 communities requiring notification, 3 have responded that they would like to receive information on the study progress as it becomes

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available. To date the 3 communities have been provided with the following documentation: the *Preliminary Background Report for Block 27*, prepared by Macaulay Shiomi Howson Ltd; dated June 2015; the *Cultural Heritage Resource Assessment for Block 27*, prepared by ASI Archaeological & Cultural Heritage Services, dated May 2015; and, the *Stage 1 Archaeological Resource Assessment for Block 27*, prepared by ASI Archaeological & Cultural Heritage Services, dated July 2015.

In addition, at the request of the Mississaugas of the New Credit First Nation Community, on October 27, 2015, City staff attended a meeting with their representatives to discuss the New Community Areas of Block 27 and 41 as well as the North Vaughan and New Communities Transportation Master Plan.

e. Public Open House

To date, two public consultation meetings have been held with the Block 27 study area landowners and the landowners in the surrounding community.

i. First Public Open House - Visioning Summit:

On April 29, 2015 a notice was mailed to all property owners located within 700m of the Block 27 area boundary, as well as to property owners within Block 27, and to all Registered Ratepayer organizations east of Highway 400. The notification provided details respecting the First Public Open House – Visioning Summit hosted by the City and scheduled for May 13, 2015. Approximately 100 people were in attendance for the presentation and workshop. The City's consultant, Macaulay Shiomi Howson presented panels that provided an overview of the study process, as well as development and land use type precedent images which participants were asked to label as being "desirable" or "not desirable" for the Block 27 community. MSH provided a presentation giving an overview of the planning process, introducing the team, study objectives, and opportunities and constraints.

The second half of the meeting consisted of a workshop exercise where participants were asked to work in groups of 8 – 10 people. The groups were given a series of visioning questions and were also asked to sketch out ideas regarding the future growth and development of Block 27.

The participants expressed a preference for small to medium scale buildings for residential, retail, and commercial development, and support for a mix of uses with a focus on community facilities such as schools and places of worship. Residents expressed concerns respecting traffic and noise along Teston Road and Kirby Road. Support was voiced for active transportation modes such as trails and multi-use paths; and, greater public transportation options, including a GO station and transportation hub with increased parking options. They expressed a desire for additional open space including grand parks, nature trails, social gathering spaces, active outdoor spaces, community gardens; and, preservation of natural features. The summit participants also favoured sustainable design features such as bio-swales, and permeable surfaces. It is noted that the Visioning Summit planning exercise was also completed by the Ward 1 Residents' Committee and their responses have been integrated into the general results of the summit workshop.

The results from the workshop included the development of a draft vision statement for Block 27 and draft development principles as follows:

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(1) Draft Vision Statement:

“Block 27 will be a complete community that prioritizes people, sustainability and livability with high quality urban design. It will feature a range of low to mid-rise buildings that blend a variety of residential, commercial, and institutional uses such as schools and community facilities. It will also contain a transit hub. Building upon the areas abundant natural heritage features; a variety of parks and open spaces will provide residents with areas for leisure and recreation.”

(2) Draft Development Principles

- An intimate community character will be encouraged through the use of low to mid-rise building form and scale.
- New development will blend a combination of residential, commercial, and institutional uses to create a walkable, sustainable and amenity rich community.
- Streetscape design will support a variety of uses and conditions, including automobile, cycling, and pedestrian activity.
- Block configuration will follow a modified grid pattern, encouraging compact and sustainable development.
- Seamless integration of alternative modes of transportation will expand local and regional transportation options and access, while also encouraging environmental sustainability.
- Community facilities such as schools, places of worship, and community centres will be promoted and situated in a way that creates a social and cultural hub for the community.
- A hierarchy of parks and open spaces with a range of programming opportunities will provide the community with a variety of rich and vibrant urban and natural spaces for recreation.
- Preservation of natural heritage features will provide an opportunity for views and access to nature.
- Sustainability will be encouraged through the conscientious selection of building materials and finishes, surface treatments, blue-green infrastructure, and other green features.

ii. Second Public Open House – Review of the Draft Emerging Land Use Concept:

A second Public Open House was held on November 25, 2015. The notice for the Second Public Open House was mailed out to all Block 27 land owners, and to property owners within 200m of the boundary of the subject lands, and to all Registered Ratepayers organizations on the east side of Highway 400. In addition, community members who had requested notification as a result of the polling conducted for the first public consultation meeting were also sent notice.

The public meeting was attended by approximately 45 people. The meeting began with a thirty minute free-style viewing of several display boards reflecting important aspects of the study material and draft emerging concept plan. The participants were provided an opportunity to comment on the work completed to date by placing comment notes directly on the display boards. The comment note session was followed by a presentation on the status of the Secondary Plan by the City's Consultant, followed by a question and answer period.

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Questions from the community focused on the timing of the projected Metrolinx Barrie GO Rail service improvements, and the timing of a decision and eventual construction of the potential GO Station at Kirby Road. There was a distinct need and desire expressed, to have a GO Station located within this community in the short term. Other comments/questions focused on concerns respecting noise/ traffic on Teston Road and in the general area, and on the planning process for this community.

f. Bus Tour

On Friday September 25, 2015, Policy Planning staff 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 Landowners Group, 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". Brampton's Mount Pleasant Village and mobility hub was chosen as it is a good example of a new community built around a refurbished GO Station; and Aurora's Bayview Wellington Centre was selected because it reflects the densities, housing mix, land uses and design principles that will be expected in the Blocks 27 and 41 New Community Areas. At each of the sites, the tour group was greeted by municipal officials and staff, and provided with a presentation on their new community areas, followed by a guided walking tour. The excursion proved to be extremely informative, as was expressed to staff from all those participating in the event. Staff are available to brief any member(s) of Council that were unable to attend the tour.

(4) Study Progress and Work Completed to Date

The work program for the Block 27 Secondary Plan Study is divided into 4 phases. Each phase involves stakeholder engagement and the provision of deliverables. The study process has now progressed to "Task 2.3 Emerging Land Use Concept" (see Attachment 3).

To-date significant background work has been completed including:

- i. Finalization of the detailed Work Plan and Consultation Strategy
- ii. Background review of existing conditions
- iii. An assessment of the various opportunities and constraints
- iv. A review of the environmental, archeological, commercial, open space, community service needs, municipal servicing, and sustainable community energy and practices objectives tailored to this future community
- v. Development of the draft land use concept
- vi. Preparation of supporting studies

Also addressed through the detailed work plan are the various deliverables required throughout the study process. To-date the following reports have been finalized:

- i. Water and Wastewater Master Servicing Background Study, Amec Foster Wheeler, May 2015
- ii. Land Budget and Housing Analysis for the Block 27 Secondary Plan Area, Hemson Consulting, May 2015
- iii. Stage 1 Archeological Resource Assessment of the New Community of Block 27, AMEC Consulting, May 2015
- iv. Cultural Heritage Resource Assessment, New Community Area Block 27, May 2015
- v. Noise and Vibration Background Study, AMEC Foster Wheeler, May 2015
- vi. Preliminary Background Report for Secondary Plan Study for New Community Area Block 27, Macaulay Shiomi Howson, June 2015

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At the time of preparation of this report, the following supporting studies/deliverables had been received in draft and are currently under review by Policy Planning and members of the TAC team.

- i. Commercial Needs Assessment, Tate Economic Research Inc., May 2015
- ii. Natural Resource Assessment, New Community Area Block 27, April 2015
- iii. Secondary Plan Study for New Community Area Block 27 – Parks and Open Space & Community Facilities Report, Macaulay Shiomi Howson Ltd., May 2015
- iv. New Community Area Block 27 City of Vaughan Environmental Report, May 2015
- v. Vaughan Sustainability and Community Energy Framework, WSP Canada Inc., September 2015

(5) The Emerging Land Use Concept

With the knowledge provided by the background studies and the information gathered at the public consultation, TAC, and LOG meetings, the Consulting team and City staff participated in a half day workshop on July 06, 2015, to develop a draft Emerging Land Use Concept. It is based on an approximate population of 26, 700 people at full build-out, approximately 9,000 units and an approximate commercial area of 52, 861 to 64, 567 m². The land budget numbers are based on the *Draft Commercial Needs Assessment*, conducted by *Tate Economic Research, May 2015*.

The draft concept plan is described below.

a. Community Structure

The community is structured around the following elements:

- i. A mainly Low-rise residential community, with Low-Rise mixed-use along major collector roads and a potential GO Station/Local Centre Precinct within the north-eastern portion of the block along the GO Rail line.
- ii. A variety of new neighbourhood parks proposed and linked to a network of recreational trails, including a potential east-west trail within the TransCanada Pipeline ROW.
- iii. Proposed institutional facilities, including 1 secondary school, 4 public elementary schools, 2 catholic elementary schools and 1 French elementary school. The potential for co-location will be explored in consultation with School Boards and City staff.
- iv. The provision of community facilities and commercial/mixed use nodes.
- v. An integrated street network connecting homes, schools, shops, transit stops (including the proposed GO Station Hub), and adjacent communities.
- vi. A connected parks and trails network that supports active and healthy living.
- vii. Natural areas that define neighbourhood boundaries while providing opportunities for placemaking, conservation and nature appreciation.
- viii. Infrastructure and utilities, including the TransCanada pipeline and proposed GO Station Hub.

b. Population and Employment Density for Block 27

The proposed estimated population and employment density per hectare for Block 27 is in keeping with the York Region's minimum requirement of 70 people and jobs per hectare.

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Total Block 27

Developable Land Area	294 ha
Total units	6217 - 8729
People	19,158 – 26,691
Jobs	1,535 - 2135
People + Jobs	20,693 – 28,826
People + Jobs per hectare	70 – 98
Number of units per hectare	21 -30

GO Station / Local Centre Precinct

Developable Land Area	54 ha
Total units	1981-2972
People	4720 - 7080
Jobs	1,065 - 1490
People + Jobs	5,785 – 8,570
People + Jobs per hectare	107 - 158
Number of units per hectare	37 – 55

Preliminary Comments

c. Ministry of Natural Resources and Forestry (MNRF)

MNRF have provided comments with respect to the environmental report and draft Sub-watershed Study material (Natural Heritage Assessment Upper West Don Sub-watershed Study (Beacon Environmental, April 2015) which has been prepared to date, by the LOG's environmental Consultant. MNRF has requested that further field work be undertaken to better establish the boundaries of the NHN within Block 27 and discussions are underway to determine the extent of this additional work. Environmental field work requested by MNRF includes the following, much of which is appropriate at the Block Plan stage as part of an MESP submission.

- i. Delineation of species at Risk (SAR) habitat (Bobolink and Barn Swallow).
- ii. Delineation of Significant Wildlife Habitat.
- iii. Evaluation of woodlands for significance.
- iv. Survey of all tributaries within the study area for fish habitat in accordance with appropriate protocols.
- v. Assessment of the function of headwater drainage features and connected wetlands as they relate to downstream habitat to determine provision to direct or indirect fish habitat.
- vi. Wetland evaluation.
- vii. Identification of areas of groundwater recharge/discharge and affected features to identify features requiring protection and inclusion in the City's NHN.
- viii. Identification of additional east-west linkages to be incorporated into the NHN to accommodate wildlife passages between two natural heritage systems (Greenbelt NHS and the proposed Vaughan draft NHN).

d. Preliminary Comments from TRCA

The TRCA have also provided preliminary comments respecting the environmental report and draft Sub-watershed material which has been provided to date by the landowners' Consultant. Their comments are summarized below. The City is reviewing the comments in relation to the Terms of Reference for the Sub-watershed Study for Block 27.

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- i. Requirement for further assessment of potential impacts to natural features or functions related to future proposed development, and more information / direction for protection, mitigation or compensation.
 - ii. Further assessment of fish sampling in intermittent streams earlier in the year (April/May) according to TRCA 2014 HDF Guideline.
 - iii. Further information on location and quantification of existing wetland habitats.
 - iv. Further description on the value of existing natural heritage features such as hedgerows and landscape connectivity beyond the block and sub-watershed.
 - v. More description on the “Local Natural Heritage System” and what criteria have been used to define the system.
 - vi. Description of the function of the wetlands concerning recharge should also be considered.
 - vii. Recommends that further analysis be completed on the hydrogeologic component of the Sub-watershed Study (SWS) with respect to lack of integration of hydrogeologic data into the Natural Heritage Assessment report prepared by the SWS Consultants.
 - viii. Requesting assurance that the ground water recharge and discharge functions are identified, mapped, and protected through the planning process, and that this should be completed at the Sub-watershed Study stage to inform future monitoring and wetland water balance work as part of the Block Plan stage.
- e. Preliminary Comments provided by Landowner Group (LOG)

The Landowner Group has provided the following comments (summarized) respecting the proposed draft concept plan.

- i. The assessment on the status and inclusion of tributaries as Core Features within the Plan;
 - ii. Completion of the local road network, including the design of the intersection at Cranston Park and Teston Road, and the status of the northerly proposed eastern north-south collector road;
 - iii. Assessment of proposed road network crossings over “Preliminary Natural Heritage Network” designations;
 - iv. Establishment of significant environmental features and compensation strategies;
 - v. Establishment of permitted uses “Local Centre Precinct” designation and distribution of permitted land uses;
 - vi. Finalization of number and locations of schools, parks and community centre;
 - vii. Scoped Secondary Plan statistics as opposed to a “range”. This should include a more defined understanding of employment / residential population, number of units, unit type, density, etc.;
 - viii. Review and reconsideration of location of retail / service commercial sites and stormwater management ponds;
 - ix. More definitive understanding of crossings (underpass versus overpasses) along the GO Rail line;
 - x. More definitive understanding of location of eastern north-south mid-block collector road and implications for pipeline;
 - xi. Definitive understanding of and routing of trail systems including pedestrian connections to the railway.
- f. Issues to be addressed in further refining the Block 27 Land Use Concept Plan moving forward towards development of the draft Secondary Plan.
- i. The impact of the TransCanada pipeline ROW on the developable area within the block and impact on the proposed GO Station Hub area.

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- ii. The detailed planning of the potential GO Station/Local Centre precinct in coordination with Metrolinx, the GO Station Review and the Regional Express Rail environmental assessment processes.
- iii. The interim phasing of the transit hub (before its potential development to a GO station) in coordination with YRT, TTC and Metrolinx.
- iv. The proposed co-location of the recreational facility with other public facilities, e.g. schools as a potential joint facility/community hub.
- v. The outcome of the GTA West Corridor EA including assessment of the proposed corridor alignment and interchange locations.
- vi. The proposed crossings of environmentally sensitive areas, and the defined limits of the NHN*.
- vii. Further examination of archeological assessment beyond those lands already examined;
- viii. Impacts of specific environmental areas on the draft concept and delineating the final natural heritage network to be reflected on the plan*:
 - (1) Western Connectivity Corridor – requires further examination of the feature extent.
 - (2) Central Connectivity Corridor – confirmation of the results of the Sub-watershed Study are required to confirm groundwater and surface water flows, for wetlands in a few locations along the central riparian corridor.
 - (3) Woodlots and wetlands – evaluation of the significance of the existing woodlot adjacent to the proposed GO Station, north of the TCPL.
 - (4) Several isolated wetlands in the eastern portion of the block not shown on the concept plan.
- vii. Any other issues which may arise through input received or discussion at this Committee of the Whole (Working Session) or from further consultation with the stakeholder groups and surrounding community.

*City staff are currently in discussions with MNRF, TRCA and the Environmental Consultants to determine the scope of the additional environmental field work which will need to be done to inform the Secondary Plan process, as opposed to field work which can be completed at the Block Plan application stage.

(6) Further Study in Response to Evolving Circumstances

a. Rationale for GO Station Mobility Hub Sub-study

Discussions with Metrolinx, the City's Transportation Consultant for the North Vaughan and New Communities Transportation Master Plan (NVNCTMP), the Ministry of Natural Resources and Forestry, TRCA, and City staff have identified a number of complexities associated with the proposed station and surrounding area. In order to advance the preparation of the policies and schedules to the Block 27 New Community Area Secondary Plan, it will be necessary to undertake more detailed work to address these matters. To accommodate a range of uses within the station precinct/mobility hub area, careful consideration will have to be given as to how all of the uses are integrated into a compact, attractive, functional and sustainable centre. As such, it will be necessary to define a wider study area to accommodate the planned uses, and offer the opportunity to preserve and incorporate the important environmental elements and necessary infrastructure. This will allow for the planning to take place using the station as a starting point, extending outward to provide for a seamless transition to lesser intensity land uses at a radius of approximately 800 m.

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The mix of factors driving the need for greater certainty include the need to accommodate the following land uses and infrastructure within a relatively confined geography, and in consideration of the Natural Heritage Network, the existing GO Rail line; and the requirement to achieve internal road network connectivity. A more detailed Mobility Hub Sub-study will be needed to ensure that the resulting policies are based on a solid foundation, which is realistic and implementable through the available range of planning processes. The considerations include:

The GO Rail Land Use:

- The GO Rail station platform (location, platform etc.);
- Passenger Pick Up and Drop Off;
- YRT-GO Bus Terminal;
- Commuter Parking.

The Mobility Hub Land Uses:

- Accommodating the Metrolinx Mobility Hub Guidelines;
- Mix of Uses: Density, building height, residential, office, retail; parks, urban squares, public facilities, schools, community centres (community hubs);
- TCPL, Rail buffers, setbacks;
- Integration of land uses with GO Rail facilities.

The Road Network:

- Identifying Arterial Road Accesses;
- Identifying the collector road crossing(s) of the GO Rail line;
- Ensuring internal road network continuity, sufficient to accommodate planned traffic;
- Ensuring that the Precinct/Mobility hub is seamlessly connected to the remaining part of the Block from all directions and to the arterial road system;
- Ensuring that road widths are consistent with the planned function.

The Natural Heritage Network:

- Ensure that all relevant aspects of the NHN are identified and prioritized;
- All planning and infrastructure approval processes, including environmental assessments, prioritize the preservation of important resources and where necessary, provide for compensation where preservation would be inappropriate;
- That the NHN system contributes to the creation of a continuous open space, park, and stormwater management system, which will perform important ecosystem functions and provide an attractive community amenity.

The proposed GO Rail Station/Mobility Hub area and the internal road network will be subject to a number of related approval processes in the form of Class Environmental Assessments. These processes are required for the following initiatives:

- Metrolinx/GO Regional Express Rail Twin Tracking and move to 2-way, all day service;
- The final station location and facilities (platform, passenger pick-up and drop-off, YRT/GO bus terminal, commuter parking). Metrolinx is now analyzing and prioritizing potential station sites across the system. The identified stations would be subject to the Environmental Assessment process;
- A Class Environmental Assessment for the Kirby Road arterial overpass, over the GO Rail line;

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- A Class Environmental Assessment for an east-west collector overpass within Block 27, over the GO Rail line;
- A Class Environmental Assessment for various aspects of the internal road system, such as valley crossings.

These processes will confirm the transportation infrastructure necessary to support major aspects of the Block 27 development, such as the station site and facilities, and the transit network. Given the number of contributing projects and the affected jurisdictions, these latter phases of the EA's for these projects will not be proceeding simultaneously. This presents challenges from a planning perspective. Some of these studies will be concurrent and will be able to build on and support the development of the Secondary Plan policies. However, others are beyond the timeframe of this process, especially the major infrastructure pieces identified above. This speaks to the need for the Secondary Plan to play a dual role. It would provide immediate land use guidance; and, it would also determine the requirements for the GO Station project and help to identify the City's preferred approach to the delivery of infrastructure in relation to the EA process.

Integrating this approach as Secondary Plan policy will ensure that the City's interests are clearly stated for consideration by the EA's proponent. To ensure that the approach identified is sound and credible, sufficient study should take place to justify need. This justification and early planning should be done with the full participation of the expected proponent, in order to ensure that their interests are respected. Since many of these issues are related to the area of the GO Station/Mobility Hub, having a more detailed study to back the City position and to integrate all of the competing priorities, would be highly advantageous. As a result, staff are recommending preparation of a detailed Terms of Reference that is supported by all potential proponents including the City, Region, Metrolinx and Landowners.

Another emerging issue will be the need to consider the results of the Region of York's Municipal Comprehensive Review (MCR), which is assigning population and employment growth to the City to the 2041 horizon. Block 28, to the north of this Secondary Plan area has been identified as an Urban Expansion Area within the 2036 timeframe. This entails that consideration be given to positioning the GO Station /Mobility Hub to best serve both Blocks 27 and 28. Including the Block 28 area in the urban envelope broadens the preliminary analysis that would need to be done. It might influence the location of the station, potentially making a connection to the north side of Kirby Road necessary. There would need to be greater consideration of north-south access into the station/hub and access to Kirby Road becomes a more important point of analysis. Block 28 may also affect facility size (e.g. passenger pick-up and drop-off, commuter parking supply and size of bus terminal may increase). The proposed focused study would need to consider immediate City needs as well as identify the city's preferences for future infrastructure projects. The interests of the affected external agencies and authorities would also be considered at this time.

The level of complexity inherent in the mix of land uses, the number of non-concurrent approval processes and the proposed expansion of the urban boundary, support the need for a closer examination of the station area/mobility hub. A focused study of this area will support the policy development program for the Secondary Plan and ensure that the City's voice is heard throughout the various Environmental Assessment approvals. It will also help secure the form and function of the mobility hub as a defining feature in north Vaughan, while ensuring its integration into the Block 27 Secondary Plan area and the broader community. This study would be expected to inform the preparation of the implementing Block Plan application which will follow after the adoption of this plan.

The original terms of reference for the Secondary Plan Study identified the need to investigate and develop policies to support a potential GO station mobility hub/local centre.

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However, given the complexity of the issues, it is now apparent that a more detailed level of investigation and study will be necessary. The scope of work for the more detailed Mobility Hub Study will include an examination of the finer grain details that will be necessary to make the station/hub function effectively.

b. Timing

It is expected that the additional work entailed by the focused GO Station mobility hub study will require approximately six months to complete, and will align to the extent possible, with the established time-lines and work program for the Secondary Plan Study. However, should the recommended hub sub-study be authorized by Council in February or March of 2016 pending Metrolinx study findings, the additional work would be initiated in March or April of 2016. Consequently, the Secondary Plan Study Work Plan could be off-set by 3-4 months as the outcomes of the sub-study will be required to assist in determining the Secondary Plan street network, land use designations, and associated policies. This could ultimately result in moving the projected completion of the Secondary Plan for Council consideration, from the fourth quarter of 2016 to the first quarter of 2017. All efforts will be made to accelerate the work to avoid any potential delays.

(7) Status of Related Studies

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

i. Introduction

Since the release of the Notice of Commencement in July 2015, the project team for the North Vaughan and New Communities Transportation Master Plan (NVNCTMP) Study has been working closely with the project teams for the Blocks 27 and 41 Secondary Plans in developing the internal transportation networks in these Blocks. In addition, the NVNCTMP study team is considering the integration of the Block's internal transportation networks with the greater north Vaughan area. Draft conceptual plans were reviewed and comments and suggestions were provided. The NVNCTMP Study is being carried out in two Phases:

- Phase 1 will assess existing conditions, context and challenges; and
- Phase 2 will develop network plans and identify triggers for different infrastructure needs, phasing of projects and an action plan.

The project team is proceeding into Phase 2 of the study and is beginning to identify the different transportation alternatives. During Phase 1 of this study, the Region and agencies were consulted through the Technical Advisory Committee Meeting held on August 6, 2015. Other key stakeholders such as landowners, ratepayers' groups, First Nations and Metis Communities, and the Vaughan Bicycle Users group were consulted through the Stakeholder workshop held on August 19, 2015. In addition, the project team is working in close consultation with key stakeholders such as the Region, MTO and Metrolinx in coordinating key Regional infrastructure improvements.

ii. Communication and Consultation - Notice of Public Information Centre 1

A key component of the Study is consultation with stakeholders, regulatory agencies and the general public. Key stakeholders and agencies are consulted through Stakeholder Workshops and the Technical Advisory Committee. Anyone from the

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public with an interest in this Study has the opportunity to get involved and provide input through Community Outreach Events, Community Workshops and Public Information Centres (PIC). Two PICs will be held during the Study to inform the process, present findings and receive public input.

- PIC 1 took place on Tuesday, October 13th from 6:00 pm to 9:00 pm at Vaughan City Hall. A notice providing the time and location of this PIC was published in local newspapers and posted on the project website. PIC 1 introduced the study, provided information on the existing conditions and sought input on identifying opportunities, challenges and ideas for the future vision of transportation in the study area.
- The Project Team also reached out to the public by hosting a booth at the Binder Twine Festival and received good feedback on the vision/ concerns respecting the NVNCTMP study area. The team hosted another booth at the Woodbridge Fair from October 10 to October 12, 2015 to obtain broader input from the general public.
A Community workshop will be held at City Hall in Winter 2015/2016 to provide the general public with an interactive opportunity to provide feedback on the key issues and ideas to address the issues such as potential transportation improvements for the NVNCTMP study area.

iii. Next Steps

- The Project team will continue into Phase 2 of the study, which includes developing network plans and identifying alternative solutions, triggers for different infrastructure needs, phasing of projects and an action plan.
- The second Public Information Centre is planned for the Spring of 2016. A summary of the public discussion will be included in a feedback report, which will be posted on the project web site.

b. The Metrolinx New Station Analysis Review

Metrolinx is assessing a number of locations for potential new stations, to expand the regional express rail network. These specific sites are the result of a system-wide analysis and they include stations which are recognized in existing Regional and municipal Official Plans. Metrolinx has developed a process and methodology for assessing all locations, which recognizes the need to balance service frequency, expansion and cost.

Review Process:

- Stage 1 (Complete) - Identified an initial list of 120+ sites using key site and network considerations.
- Stage 2 (Complete) - Focusing analysis: Analyzed site factors, service considerations and historical requests, to scope list to 50+ sites.
- Stage 3 (On-going) - Evaluating: Analyzing strategic, economic, technical/operational and cost/revenue considerations of 50+ sites.
- Stage 4 (Fall 2015) - Stakeholder and Public Engagement: Consultation, feedback and review of 50+ sites.
- Stage 5 (Winter 2015/16) - Moving to Shortlist: Following public engagement, scope sites for further analysis.

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- Stage 6 (Winter 2015/16) - Further Analysis: A more detailed business case analysis will begin on shortlisted sites.

Based on the results from further analysis, Metrolinx will make recommendations on new stations for consideration in the Spring of 2016.

c. Block 27 Sub-watershed Study (West Don River)

A sub-watershed study for the Don River is currently being undertaken by Cole Engineering and Beacon Environmental on behalf of the Landowners' Group and will be peer reviewed by the City's consultant team. Work from the sub-watershed study has been initiated to support the preparation of the Block 27 New Community Area Secondary Plan. The study includes 6 components:

- A Hydrology Update and Stormwater Management Criteria Verification,
- A Regional Storm Assessment and Flood Impact Mitigation Strategy,
- An Erosion Assessment,
- Hydrogeology,
- Water Balance, and
- Natural Heritage Assessment/Ecology.

To-date, the Project Team has coordinated and completed individual draft reports to address floodplain impacts, downstream erosion protection, hydrogeology, water balance, and the NHN. These reports have been reviewed by the City and TRCA staff. Comments have been provided to the SWS consulting team and discussions are ongoing to facilitate the preparation of the consolidated draft report by mid-November. The final SWS is expected to be completed in the first quarter of 2016.

d. Servicing Requirements and Timing of Regional Infrastructure Improvements

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 the City's Water/Wastewater Master Plan requirements are fulfilled through 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 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 of 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 of 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 would be confirmed in conjunction with Block Plan/MESP approval.

The City's on-going North Vaughan and New Communities Transportation Master Plan (TMP) Study is expected to be completed by the fourth quarter of 2016. The conclusions and recommendations of this study must also be considered to determine an appropriate Phase 1 development area for Blocks 27 and 41.

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As in the past, Landowners may approach York Region to explore alternate funding arrangements and/or contributions in order to advance the anticipated in-service date for the necessary Regional system improvements.

(8) Next Steps in the New Community Area Block 27 Secondary Plan Study

The Block 27 work plan identifies the next steps in the Secondary Plan Process below. However, staff note that the provided timelines are proposed targets and are very much dependent on the completion of the Mobility Hub Sub-study.

- Subject to authorization, finalize work plan for additional scope of work for a Mobility Hub Sub-study and initiate study - March 2016
- Draft Secondary Plan - April 2016
- Third Public Open House to present Draft Secondary Plan - June 2016
- Fourth Open House - September 2016
- Committee of the Whole Public Hearing (Statutory Meeting) - November 2016
- Committee of the Whole to present the final draft of Secondary Plan - Winter 2017

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian options to get around the City;
- Create and manage affordable housing options; and,
- Continue to cultivate an environmentally sustainable City.

Regional Implications

Regional staff are members of the Block 27 Technical Advisory Committee and are actively participating in the Secondary Plan process. The Draft Emerging Land Use Concept respects the relevant policies of the YROP, including the requirements for a minimum density of 70 people and jobs per hectare and a mix of land uses which promotes complete communities.

Currently, the Region of York is undertaking a Municipal Comprehensive Review and Servicing Master Plan updates which will be reported on in the second quarter of 2016. The New Communities Secondary Plans may need to be updated based on these reports.

Conclusions

The New Community Area Block 27 Secondary Plan Study is proceeding according to the schedule set out in the approved work plan. As required in Phase 2.3 of the work program, the Draft Emerging Land Use Concept was developed and is currently under review. The Plan meets the policy requirements of the PPS 2014, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the York Regional Official Plan 2010, and the VOP 2010. The preliminary concept plan respects the development boundaries defined by the Greenbelt Plan and achieves the 70 people and jobs per hectare requirement established by the Region of York. The density and land use mix proposed for the GO Station Precinct/local centre are also consistent with the recommendations of the Metrolinx Mobility Hub Guidelines. In addition, the Plan achieves the land use mix required by both the YROP and the VOP 2010 to promote complete communities.

City staff will be working closely with stakeholders and the Consulting team to address outstanding issues. Of particular importance will be the formulation of the land use, development and design policies for the GO Station/Local Centre Precinct. Given that the Secondary Plan and the Metrolinx studies have different time horizons, there will need to be close consultation with Metrolinx to ensure that the resulting policies are supportive of a station.

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To advance infrastructure studies in support of the GO Station and to address issues which have been raised through discussions with Metrolinx, the City's Transportation Consultant for the NVNCTMP, the environmental agencies and City staff, additional work is recommended. The additional study should also consider the implications of recent progress on the Regional Municipal Comprehensive Review respecting the projected urban boundary expansion for Block 28 within the 2036 timeframe. This may result in a 3-4 month off-set to the current Secondary Plan Study timelines, as explained in a previous section of this report.

Moving forward, the concept plan will be further refined, with input from the additional GO Station Mobility Hub Sub-study, in the form of a draft Secondary Plan, including the land use policies, for presentation at a Committee of Council meeting later in 2016.

Attachments

1. Context Location Map
2. Block 27 Location Map
3. New Community Area Block 27 Secondary Plan Study Work Program
4. Draft Land Use Concept Plan for Block 27
5. Block 27 Gross Density Calculation

Report prepared by:

Melissa Rossi, Senior Planner, ext.8320

Anna Sicilia, Project Manager, New Community Areas, ext.8063

(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.)

Regional Councillor Di Biase declared an interest with respect to this matter as his children own land in Block 27 given to them by their maternal Grandfather, as well, he is a named defendant in a lawsuit by Di Poce Management who own lands in Block 27 and did not take part in the discussion or vote on the matter.

Regional Councillor Rosati declared an interest with respect to this matter as he is a named defendant in a lawsuit by Di Poce Management who own lands in Block 27 and did not take part in the discussion or vote on the matter.