

Proposed Modifications

York Region Proposed Modification

Part “A” Preamble 5.0 Policy Context, adding a sentence to the end of the first paragraph which reads “**Block 27 is planned to accommodate an estimated minimum of 19,100 persons and a minimum of 1,500 jobs.**”

City of Vaughan Proposed Modifications

1. Section III BASIS, paragraph 2. (pg.1). Please strikeout “in Southern Ontario” in the first sentence to read,
“**Places to Grow, the Growth Plan for the Greater Golden Horseshoe (2017) (“Growth Plan”) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed.**”
2. Section IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO, paragraph 4. (pg.3). The sentence references “... adding a new Section 11.3...”. Please revise this to “... **adding a new Section 11.13...**”.

PART A THE PREAMBLE

1.0 Context

Revise the third sentence to read, “**The community hub will consist of a variety of *community facilities* such as a community centre and library, as well as other uses such as *schools* and an Urban Park.**”

4.0 Consultation and Engagement

In the third bullet reference to the Sub-Study required correction from, ‘Kirby GO Station Sub-Study’ to ‘**Kirby GO Transit Hub Sub-Study**’.

5.0 Policy Context

In the second bullet, remove reference to “...of the Kirby GO Transit Hub ...” so this bullet reads,

“**a minimum density target of 100 people and jobs combined per hectare for the Kirby GO – Transit Hub Centre, and the Provincial minimum density target of 150 people and jobs combined per hectare within approximately 500 metres, an approximate 10-minute walking distance, of the Kirby GO Station, as identified on Schedule B of this Plan**”

This is consistent with the same language in policy 3.1.2 Density.

PART B THE SECONDARY PLAN

2.0 Vision and Guiding Principles

- Section 2.1 is titled “Block 27 Vision and Guiding Principles” however, 2.1 b. references “Development Principles”. Please revise so that all language consistently refers to “**Guiding Principles**”.

- Clause 2.1 b.vii. Block 27 Vision and Guiding Principles, please strikeout the following, “~~Community facilities such as,~~s to read,
“Community facilities such as community centres and libraries, as well as other uses such as schools, day cares, places of worship, and small-scale convenience retail compatible with community facilities, will be promoted and situated in a way that creates a social and cultural centre for the community.”
This modification is necessary to ensure consistency with VOP 2010 which does not include “places of worship” or “school” as a defined *community facility*.

- Section 2.2 is titled “Kirby GO – Transit Hub Centre Vision and Guiding Principles”, however, 2.2 b. references “Development Principles”. Please revise so that all language consistently refers to “**Guiding Principles**”.

- Section 2.2 a. the Vision Statement for the Kirby GO – Transit Hub Centre Vision and Guiding Principles – Please revise to read as follows,
“The Kirby GO – Transit Hub Centre will be a local centre for the community, unique to Vaughan, with seamless multi-modal connections, morning, afternoon and evening destinations, and excellent regional and local transit. Centered on the GO Station and public square, the Kirby GO – Transit Hub Centre will incorporate a combination of low to mid rise building types, and mixed-use buildings with ground floor retail uses integrated with the public realm.”
The requested modification provides clarification between the building types and uses.

- Reference 2.2 b.iii. In the first sentence of the third paragraph please remove the term “Kirby GO Station Hub area”, and replace it with “Kirby GO – Transit Hub Centre” so the sentence reads,
“Connections throughout the Kirby GO – Transit Hub Centre will be supported via public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans, retail signage and quality public art.”

- Reference 2.2 b.iv. In the first sentence of the first paragraph please remove the term “Kirby GO Station Hub area”, and replace it with “Kirby GO – Transit Hub Centre” so the sentence reads,

“Streets within the Kirby GO – Transit Hub Centre” will be planned to balance the needs...”.

3.0 Community Structure

3.1 General Land Use Policies

- Section 3.1 - Replace **“Development Principles”** with **“Guiding Principles”**
- Policy 3.1.2 b. - Add **“Kirby GO”** so as to read **“... radius of the Kirby GO Station.”**
- Policy 3.1.5 - Restructure the current order so 3.1.5 a. is listed first, 3.1.5 c. is listed second, 3.1.5 b. is listed third. Modifications to these Policies have also been made to ensure consistency with VOP 2010.
- Policy 3.1.5 a. - Revise to read as follows,
“All residential *development* or other *sensitive land uses*, including parkland adjacent to the railway, shall be setback a minimum distance of 30m and include a safety berm as required by Metrolinx or other approval authority, as determined appropriate through the Block Plan and/or *development* application review process. Notwithstanding any other provisions of this section, Multi-Use Recreational Trails may be located within the prescribed setback area subject to review and approval by Metrolinx or other agencies as required.”
- Policy 3.1.5 b. – Restructure to read as follows,
“Applications for *development* of residential and other *sensitive land uses* located within Block 27 and within 500 metres of existing Employment Areas shall have regard for and be required to undertake the appropriate environmental studies in accordance with Policy 5.2.1.2. of the VOP 2010 and shall be subject to review and approval by the City of Vaughan or other approval authorities as required. *Development* proposals shall demonstrate compatibility and mitigation of the impact on the existing use in terms of noise, vibration, air pollution, lighting, overlook and traffic generation in accordance with all Provincial and municipal guidelines.”
- Policy 3.1.5 c. - Revise to read as follows,
“Applications for residential *development* and other *sensitive land uses* within Block 27 shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets, and transportation infrastructure and facilities within and in proximity to the Transit Hub. Applications for residential and other *sensitive land uses* shall include a noise and vibration study, and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source in accordance with Policy 4.4.1.5 of the VOP 2010. Residential

development and other sensitive land uses adjacent to railway or rail infrastructure shall have regard for and be required to undertake the appropriate environmental studies in accordance with Policy 4.4.1.5 of the VOP 2010: Such studies shall be completed for residential development and sensitive land uses;

- i. Within 300 metres of a railway for noise impacts; and**
- ii. Within 75 metres of a railway for vibration impacts; or**
- iii. Within a distance otherwise determined appropriate by Metrolinx or other approval agencies.**

All studies shall be completed to the satisfaction of the City, Metrolinx or other agencies as required.”

3.6 Community Hub

- Policy 3.6.1- Revise the sixth sentence to read as follows,
“Other *community facilities* may be located in the Community Hub, as well as uses such as a *day care, place of worship, and small-scale convenience retail compatible with community facilities.*”

The restructuring of this sentence provides clarity and consistency with Section 7.2 of VOP 2010 as it relates to the permission allowed by the defined term *community facilities* and the broader term community services and facilities.

3.7 Transit Hub

- Policy 3.7.2 - Revise to read as follows,
“The Transit Hub designation permits transit infrastructure and transit related facilities that include parking for transit users, as well as all the permitted uses in the Mid-Rise Mixed-Use designation established in Section 3.5 of this Secondary Plan provided it forms part of a comprehensive *development* which includes the future Kirby GO Station and related railway transit infrastructure, and subject to the approval of the applicable transit authority.

The primary land use within the Transit Hub designation shall be the Kirby GO Station and related railway and transit infrastructure. The extent and location of any Mid-Rise Mixed-Use permissions will be reviewed and is ultimately subject to the findings of the Transit Hub Special Study outlined in policy 3.7.4 of this Secondary Plan.”

- Policy 3.7.4 - Revise Subsection title to eliminate reference to the word “Area” in order to read **“Transit Hub Special Study”**.
- Policy 3.7.4 – Revise paragraphs two, four and five to read as follows,
Paragraph 2:

“To ensure the success of the Transit Hub, the proper integration of transportation and land use planning is critical. In weighing the appropriate balance among policy objectives for the *development* of the Transit Hub Special Study Area as shown on Schedule B of this Secondary Plan, all efforts must be made to support and facilitate the *development* of the station and surrounding lands.”

Paragraph 4:

“The Transit Hub Special Study Area as shown on Schedule B of this Secondary Plan includes lands in the Transit Hub designation, as well as lands in the Natural Areas, Natural Areas – Provincially Significant Wetlands, Mid-Rise Mixed-Use, and Mid-Rise Residential designations. The Transit Hub Special Study Area as shown on Schedule B of this Secondary Plan also includes hydrologic and other natural heritage features. The Block Plan approval process must generally conform to the amount of land protected for the Transit Hub Special Study Area, the land use designations within the Transit Hub Special Study Area as shown on Schedule B of this Secondary Plan, and the location and number of roads in support of the Transit Hub, including a “Main Street” aligning with Vista Gate east of Keele Street, as established through this Secondary Plan on Schedule B. The Transit Hub Special Study will identify conceptually the alignment of roads, supporting infrastructure, including transit facilities, and the boundaries of land use designations. These elements will be finalized through Environmental Assessments, technical environmental studies and the measures prescribed under the Planning Act as required, to the satisfaction of the appropriate approval authorities.”

Paragraph 5:

“It is expected that the development of the Kirby GO Station within the Transit Hub Special Study Area as shown on Schedule B of this Secondary Plan, and any related infrastructure in this area in support of the GO Station will undergo a Transit Project Assessment Process (“TPAP”) to be conducted by the relevant authority.”

The modifications to the Transit Hub policies are intended to provide further clarity regarding the primary land uses permitted in the Transit Hub designation. Refinements were also made to the policies for the Transit Hub Special Study.

3.13 Engineered Floodline

- Section 3.13 – Add the letter ‘p’ to the word ‘art’ in the third sentence to read, **“...the MESP which will form part of the Block Plan...”**

4.1 General Transportation

- Policy 4.1.3 b.i. – Revise sentence to address an error in editing. It originally read “... Kirby GO Transit Hub where Centre...” and should be corrected to read “**Kirby GO – Transit Hub Centre where...**”

5.3 Parkland Dedication

- Policy 5.3.1 a., please add a bracket and quotations to the acronym “POPS” to read (“**POPS**”).
- Policy 5.3.2 - Replace the word “additional” to read “**In addition to...**”

9.6 Conveyance of Lands

- Policy 9.6.6 – Delete the word “be” in the third sentence to read, “**All landowners within the area of the Plan shall be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval...**”

9.7 Monitoring

- Section 9.7 - Replace “**development principles**” with “**guiding principles**”

Where necessary terms including retail, school, storeys and development were revised by italicizing or removing italics as required for consistency with VOP 2010.

In addition to the above noted modifications, there are numerous references to the “Kirby GO Transit Hub” and the “Transit Hub” throughout the Block 27 Secondary Plan. In effect, these two terms refer to the same area or location, and to reduce any confusion we have provided an abbreviation in both Part “A” the Preamble (Section 5.0 Policy Context) and in Part “B” the Secondary Plan (Section 3.7) which states, “**Kirby GO Transit Hub (“Transit Hub”)**”.

Therefore, references to the Kirby GO Transit Hub have been changed to “**Transit Hub**” unless associated with a document title or section heading.

An additional reference to the Transit Hub Special Study (Policy 3.7.4) was added to the following designations; “Mid-Rise Residential” (Policy 3.4.1), “Mid-Rise Mixed-Use” (Policy 3.5.1), “Natural Areas” including “Natural Areas – Provincially Significant Wetlands” (Policy 3.12.1). The Transit Hub Special Study area includes these land use designations, in part, and therefore are subject to the policies of 3.7.4.