1 CITY OF VAUGHAN
KIRBY GO TRANSIT HUB SUB-STUDY

WELCOME!

Thank you for attending, and welcome to the first of three Public Meetings for the Kirby GO Transit Hub Study.

Your feedback is important to us, and will help inform the development of the draft and preferred Transit Hub Area Concept Plans, which will be prepared in the next phase of the study.

CONTACT US

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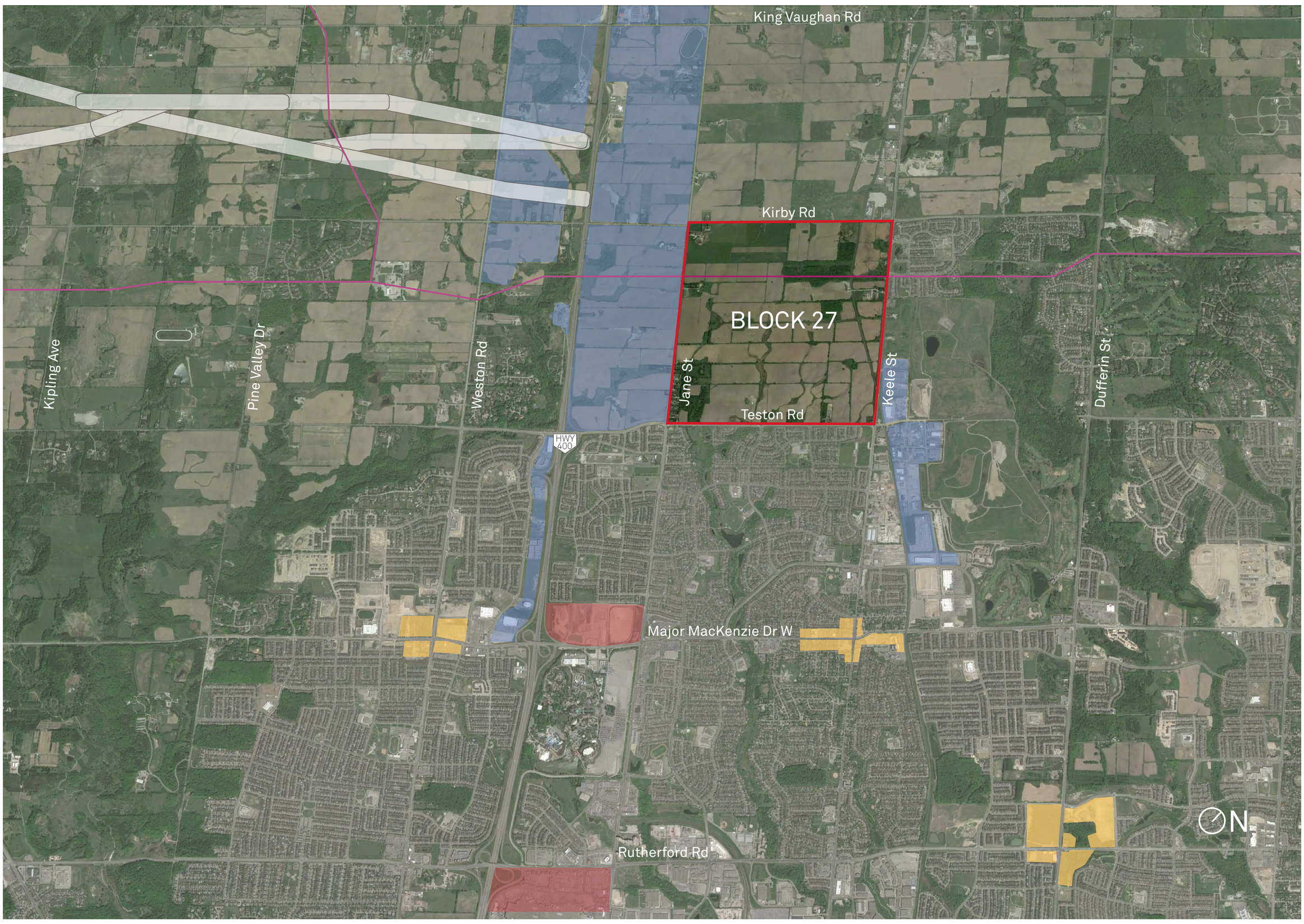
KIRBY GO TRANSIT HUB SUB-STUDY

BLOCK 27 STUDY AREA

Physical and Policy Context

The Kirby GO Transit Hub Sub-study Area is located within the northeast corner of Block 27 in North Vaughan. Block 27 is bounded by Jane Street to the west, Keele Street to the east, Teston Road to the south, and Kirby Road to the north. It has an area of approximately 400 hectares, and is primarily rural. A significant portion of the site has been designated Natural Heritage and Greenbelt and the TransCanada Pipeline traverses the site in an east-west direction.

The Vaughan Official Plan identifies Block 27 as one of two new community areas. In support of the ongoing Block 27 Secondary Plan Study, the sub-study is being prepared to provide greater clarity through a detailed review, and to identify lands and infrastructure needed to support the future development of the proposed Kirby GO Station Transit Hub.



Study Area

TransCanada Pipeline

Stable Areas

Employment Area

Intensification Areas

Primary Centre

Local Centre

GTA West Options

Note: For the exact location and size of Streets & Centres, please refer to Schedule 1 of VOP2010.

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KIRBY GO TRANSIT HUB SUB-STUDY

STUDY PURPOSE

The purpose of the Kirby GO Transit Hub Sub-study is to:

1. Provide a vision based on a robust planning rationale that directs the future development of the transit hub area;
2. Support and provide greater clarity in the development of the Block 27 Secondary Plan and to create inspiring places for people to live, work, play and do business;
3. Encourage the use of multiple transportation modes through enhanced connectivity and mobility;
4. Design a transit hub area supported by high quality mixed-use and residential neighbourhoods;
5. Identify the required infrastructure, which will serve as the blueprint for integrating the transit hub with the rest of Block 27 and surrounding areas;
6. Help inform any future approval processes; and
7. Reflect the City's commitment to the future GO Station as an important priority.

STUDY SCHEDULE

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WHAT IS A TRANSIT HUB?

A transit hub is a defined area or location with significant levels of planned transit services having the widest range of mobility options where travelers change to or from transit. Transit hubs are usually surrounded by transit-oriented developments or other higher-density land uses and form the heartbeat of a community, seamlessly connecting people to places.

The success of a transit hub depends on the careful balancing of place making, transportation infrastructure, land use planning, transportation planning and urban design. Using Metrolinx's Mobility Hub Guidelines (Sept. 2011) as the basis for the Kirby GO Transit Hub Sub-study, the elements required to develop a successful transit hub can be organized in the following three categories.

1. Placemaking **2. Seamless Mobility** **3. Successful Implementation**

Public Spaces

- Support vibrant public spaces
- Become a part of the community's identity
- Provide amenities that encourage transit use

Minimized Ecological Footprint

- Design the hub with the Greenbelt and the area's natural heritage as a focal point
- Implement innovative sustainable energy, water, landscape and waste management practices

Multi-Modal Connectivity

- Facilitate and encourage the use of multiple transportation modes
- Provide accessible transit for all ages and abilities
- Reduce reliance on the car

Mix of Uses and Activities

- Focus the greatest mix of uses and activities close to the transit station and along major roads
- Plan for active uses at the pedestrian scale
- Create appropriate transitions to the surrounding community

A Well Designed Transit Station

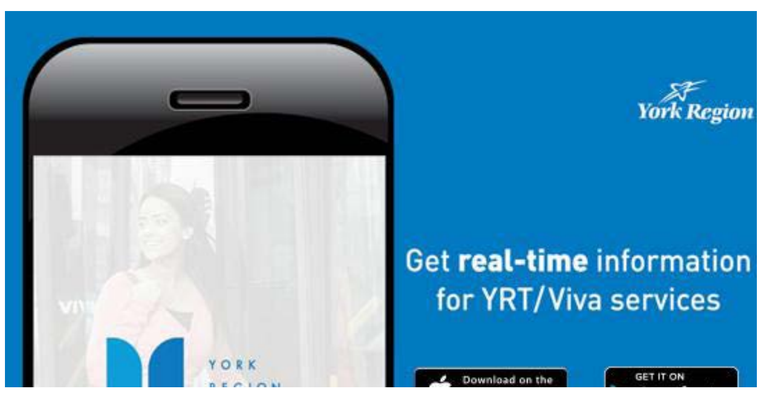
- Design a high quality station and public spaces
- Provide safe and efficient pedestrian connections between the station and surrounding areas
- Provide comfortable customer amenities

Strategic Parking Management

- Create a phased, area-based approach to parking management

Integrated Technology

- Create a transit system designed with access to real time travel information to support the user experience



Transit Supportive Densities

- Locate a critical mass of people to support a mix of uses and transit
- Locate highest densities close to the station
- Ensure development is sensitive to community context

Pedestrian Priority

- Encourage pedestrian- friendly design of public and private spaces
- Provide easy access to stations and stops
- Create vibrant, comfortable and well-designed pedestrian spaces and corridors

Flexible Implementation

- Develop policy that will accommodate new growth
- Explore partnerships and incentives for increased public and private investment

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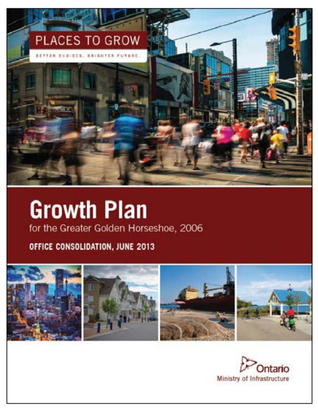
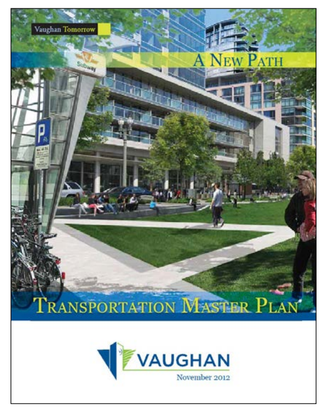
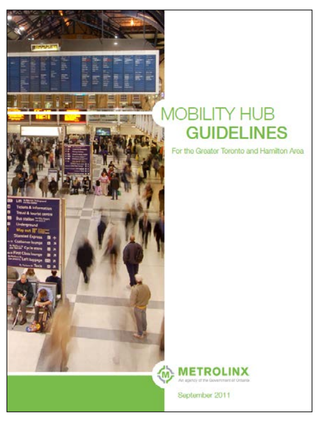
Guiding Documents

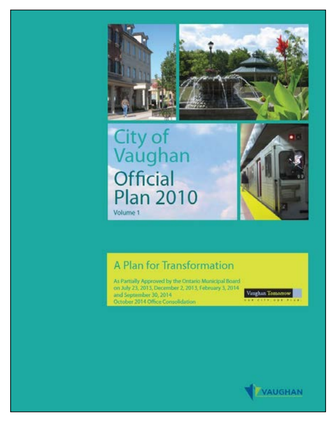
Outlined on this board are the primary Provincial, Regional, and Local plans containing policy that influence the direction for the hub area. These include the:

- Growth Plan for the Greater Golden Horseshoe
- City of Vaughan Official Plan 2010 (VOP 2010)
- York Region Official Plan (under review)
- Metrolinx Mobility Hub Guidelines
- City of Vaughan Transportation Master Plan





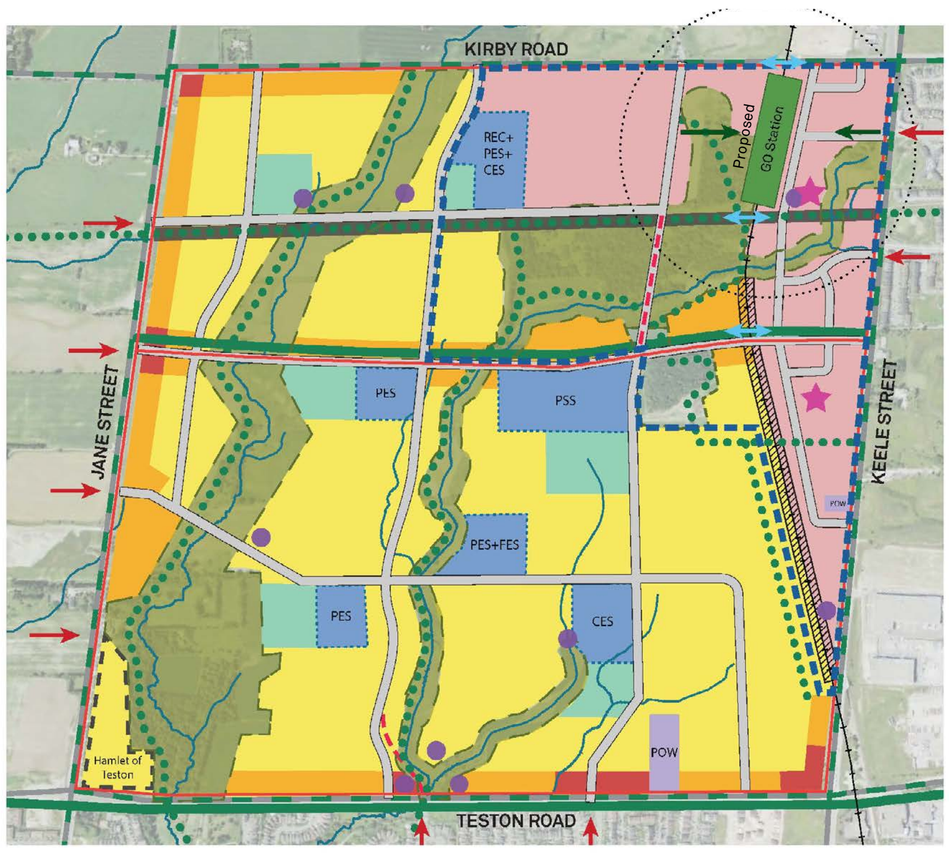




Also outlined on this board are the two key interrelated studies which were initiated in 2015 and will inform the Kirby Go Transit Sub-study.

1. Block 27 Secondary Plan

The City of Vaughan is undertaking the Block 27 Secondary Plan to develop the policy framework for the site. The Plan will identify the area's land use designations, minimum and maximum heights, collector road network, natural heritage network, parks and open spaces, community facilities and stormwater management facilities.

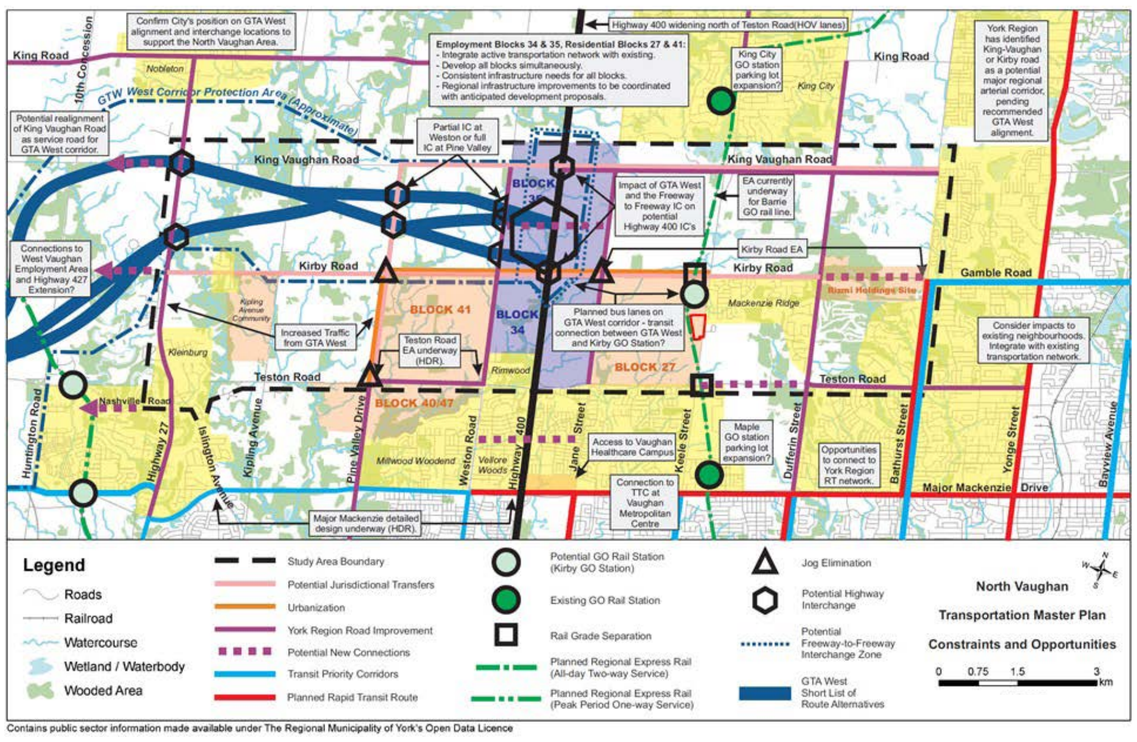


*SWM & LID facility locations as depicted are conceptual, and are to be established by the Subwatershed Study and MESP

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

The purpose of the NVNCTMP is to provide the policy and infrastructure framework necessary to develop a well-integrated, multi-modal, sustainable transportation network to accommodate growth to 2031.

The NVNCTMP supports the Kirby GO Transit Hub Sub-study by considering the transportation needs and how the hub area will integrate with the regional transportation infrastructure improvements required to service the site. The NVNCTMP builds on the City of Vaughan's Official Plan and Transportation Master Plan and aligns with the York Region Transportation Master Plan update.



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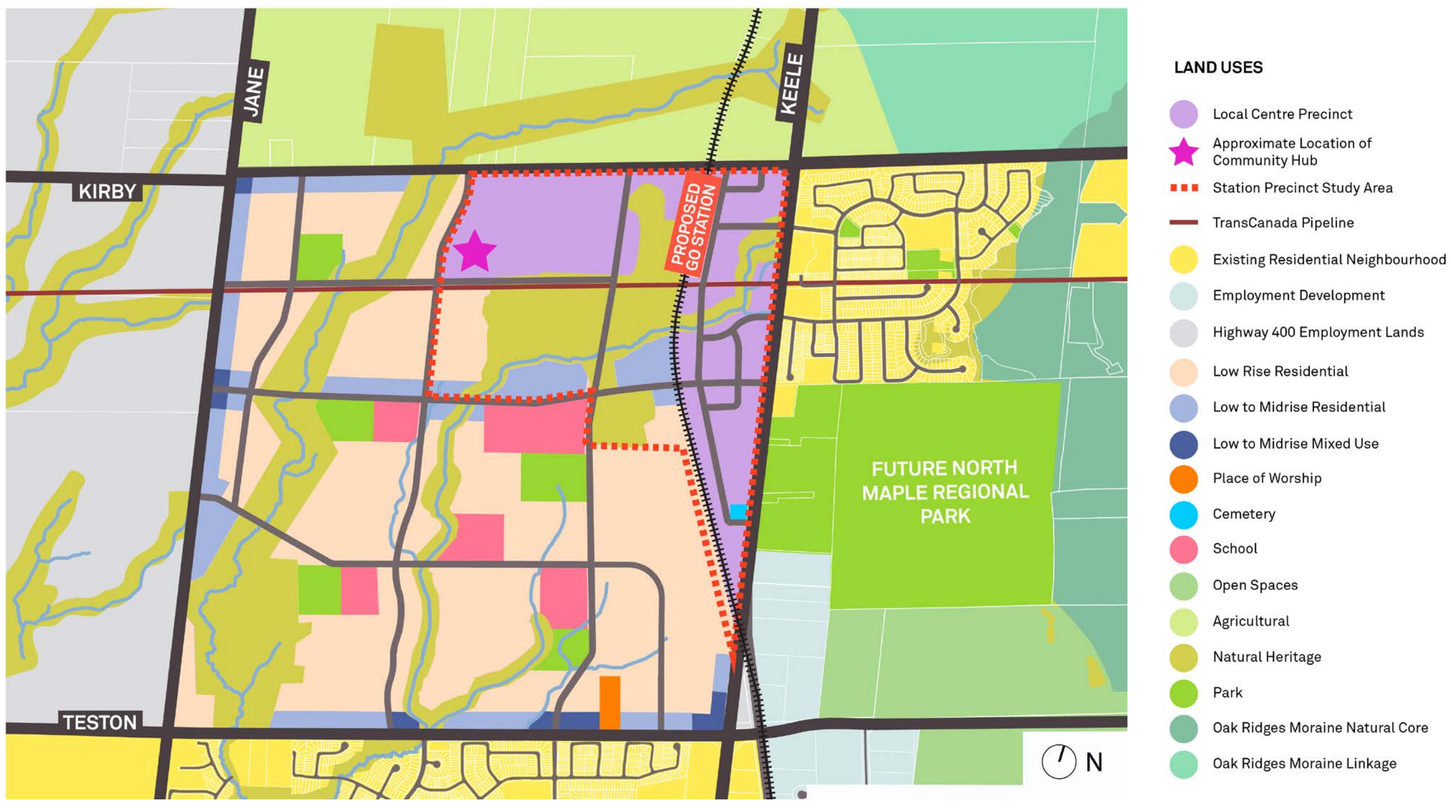
KIRBY GO TRANSIT HUB SUB-STUDY

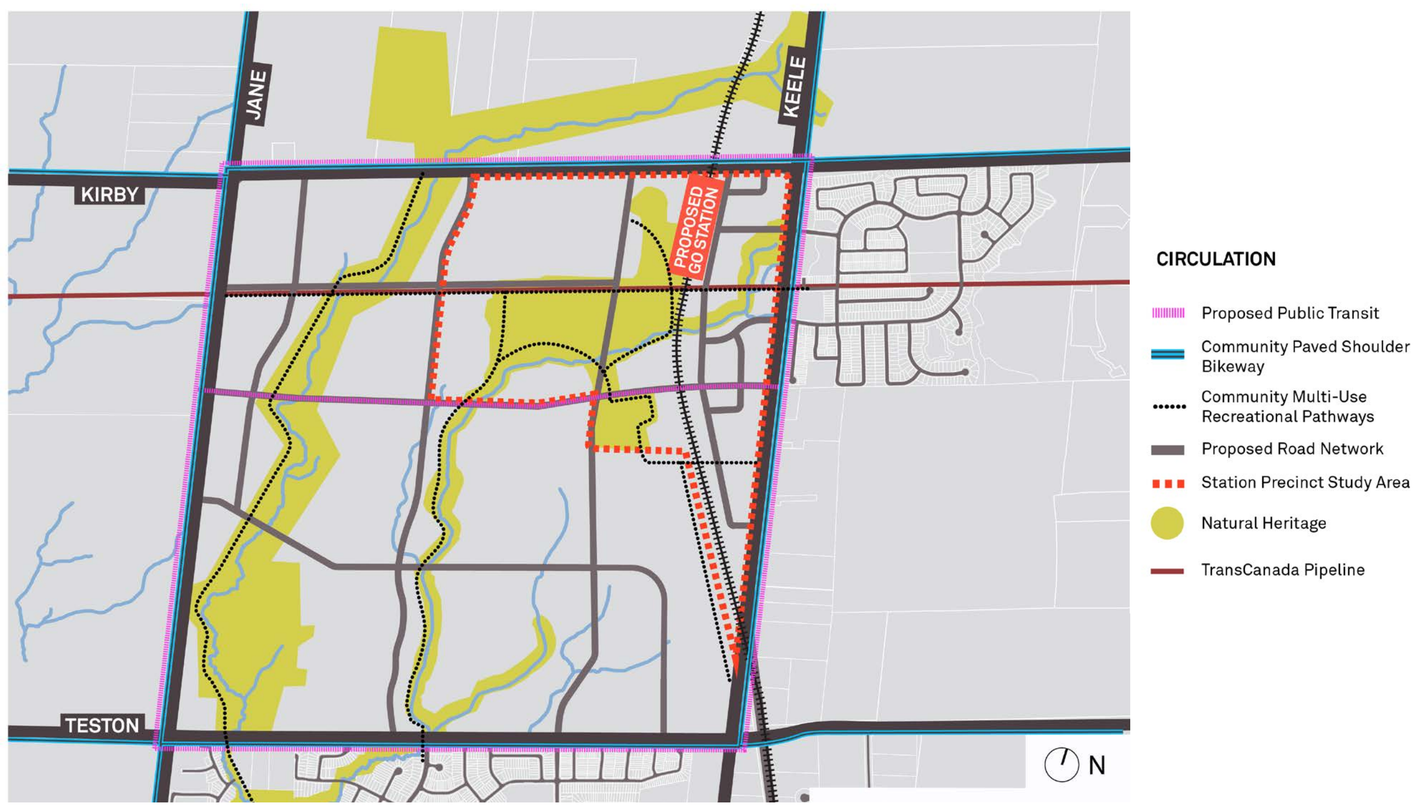
ANALYSIS & KEY DIRECTIONS

Draft Land Uses



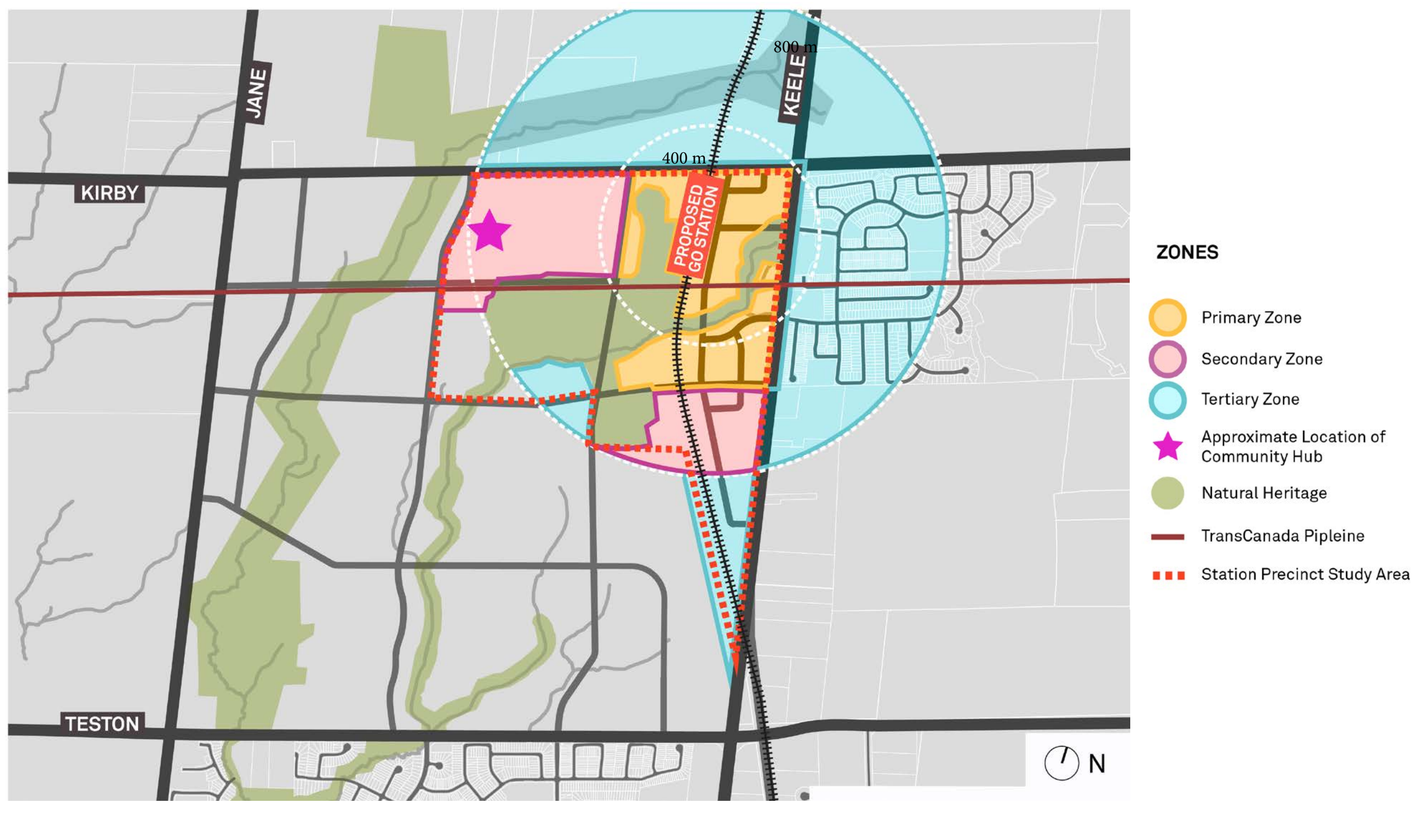
The emerging direction from the Secondary Plan is to locate the highest concentration of uses and densities close to the proposed Kirby GO Station within the lands designated Local Centre Precinct.

Draft Automobile, Public Transit and Bicycle Network



Through the NVNCTMP, local transit to service Block 27, including the proposed Kirby GO Station is under consideration. A number of active transportation connections are also being identified through the NVNCTMP study. These connections will be further refined as part of the the Kirby GO Transit Hub Sub-study.

Draft Primary, Secondary & Tertiary Zones



Primary Zone: *Planned Transit Station and associated facilities (e.g. parking) as well as the immediate surrounding area. This area is most influenced by the high level of accessibility offered by the station services.*

Secondary Zone: *Less influenced by the transit station but still provides many opportunities for transit-oriented development.*

Tertiary Zone: *Area within a roughly 10 minute walking distance of the station. Transition from the transit hub to the broader area.*

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KIRBY GO TRANSIT HUB SUB-STUDY

VISION

The vision for the Kirby GO Transit Hub Area is of a vibrant local community centre, unique to Vaughan, with seamless multi-modal connections and excellent regional and local transit. Centred on the GO Station and public square, the Hub will incorporate a combination of low-to-mid-rise mixed-use buildings with ground floor retail and commercial.

The study will embrace and strategically plan for the future, while recognizing and respecting the area's strengths. Attributes of the area include: its access to transportation and public transit infrastructure; and, its proximity to the Greenbelt and surrounding natural heritage system.

GUIDING PRINCIPLES

1. A Balanced Mobility Mix

The Kirby GO Station Hub Sub-study will be based upon providing appropriate priority to all modes of travel including walking, cycling, public transit, ride-sharing and taxis, and private motorized vehicles.

2. Connected

Provide strong connections from the proposed Kirby GO Station to surrounding communities and nearby key destinations including Carrville Centre, Maple, Canada's Wonderland, Vaughan Mills, and Vaughan Metropolitan Centre (VMC).

3. Walkable, Inviting Streets & Open Spaces

Streets within the Kirby Go Station Transit Hub will be pedestrian-oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges with wide sidewalks, weather protection, lighting and way-finding.

4. Existing Neighbourhoods

Adjacent and surrounding stable residential neighbourhoods, to the east and south, will be protected from any potential adverse impacts related to intensification. Taller buildings will be designed and located to minimize shadowing, overlook and other adverse impacts.

GUIDING PRINCIPLES (CONTINUED)

5. Appropriate Scale, Form & Density

Intensification will be encouraged, where appropriate, through careful design and within close proximity to transit. Development will be sensitive to the character and context of existing adjacent and surrounding neighbourhoods to the east and south.

6. Design Excellence

New buildings and public spaces will be designed with the highest built-form standards. New development will maintain the rhythm and scale of the existing adjacent and surrounding built environment, and will integrate natural heritage elements.

7. Mix of Uses

Development within the Kirby GO Transit Hub will aim to create a vibrant mixed use community that supports existing and new transit infrastructure.

8. Strategic Parking Management

Parking will support local retail and commuters. Parking management strategies should facilitate new development while protecting the character of adjacent and surrounding neighbourhoods to the east and south, and strengthen urban design by maximizing the use of shared public parking resources in strategic locations.

9. A Flexible Phasing Plan that Accommodates Growth and Change

Phasing strategies for the Kirby GO Transit Hub Sub-study will account for long-term growth and market changes, as well as measures to evaluate and monitor implementation progress.

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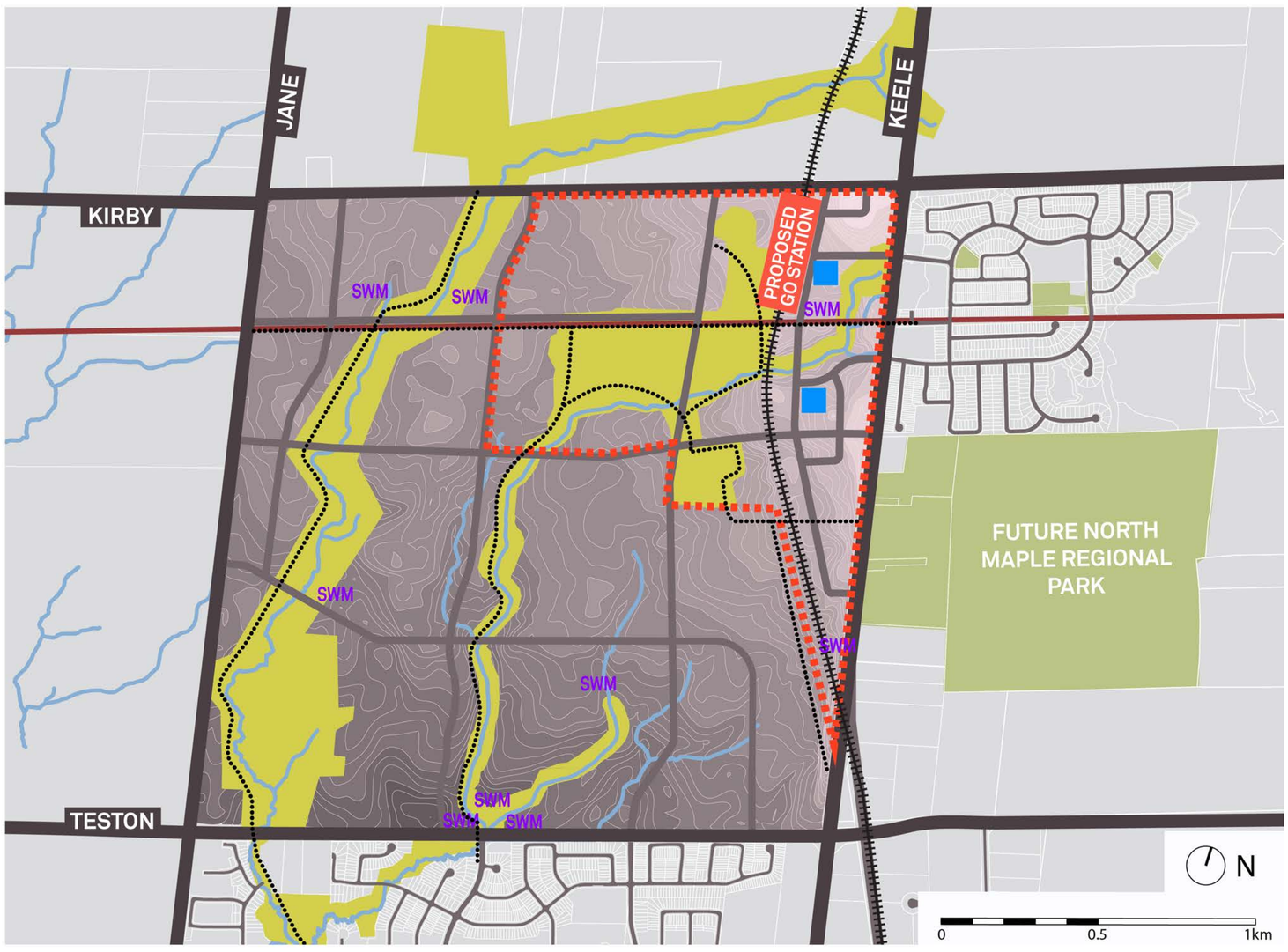
KIRBY GO TRANSIT HUB SUB-STUDY

OPPORTUNITIES & CONSTRAINTS



OPEN SPACE AND NATURAL HERITAGE SYSTEM

- Natural Heritage Network
- Park
- Public Squares
- SWM Stormwater Management Ponds
- Community Multi-Use Recreational Pathways
- TransCanada Pipeline
- Station Precinct Study Area

Contour interval = 1m

low — *high*

Please provide comments on opportunities and constraints in the space below, using the post-it notes and pencils which have been provided.

Please provide your feedback on a post-it note.

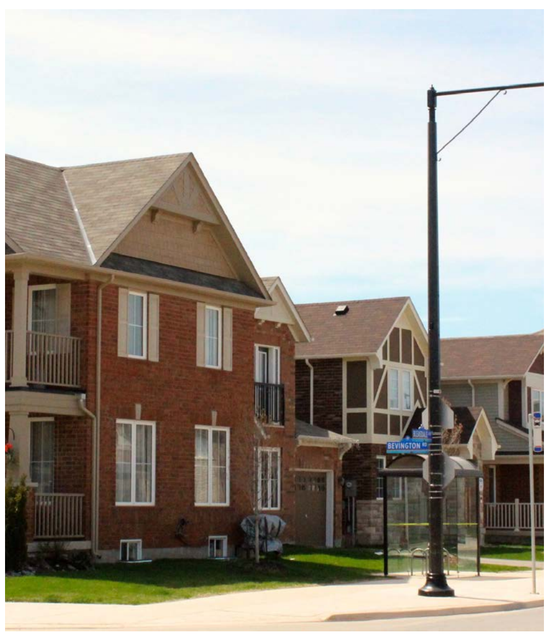
Transportation, Transit and Circulation	Walking and Cycling	Development	Key Destinations and Open Space	Rail Oriented Development

CITY OF VAUGHAN
KIRBY GO TRANSIT HUB SUB-STUDY

CASE STUDY EXAMPLES

MOUNT PLEASANT MOBILITY HUB

BRAMPTON, ONTARIO



AREA CHARACTERISTICS:

Location & Prominence of the Station:

The station's architectural design features a vintage-style clock that articulates the presence of the Mount Pleasant GO Station. It is clearly visible from the village's central square, creating a distinct landmark in Mount Pleasant.

Built Form & Land Use:

Built form is arranged in a radial pattern, featuring low and mid-rise residential, commercial, and institutional uses. Medium density buildings are typically found near the GO station and along major streets, with lower density buildings further from this central area.

Open Space:

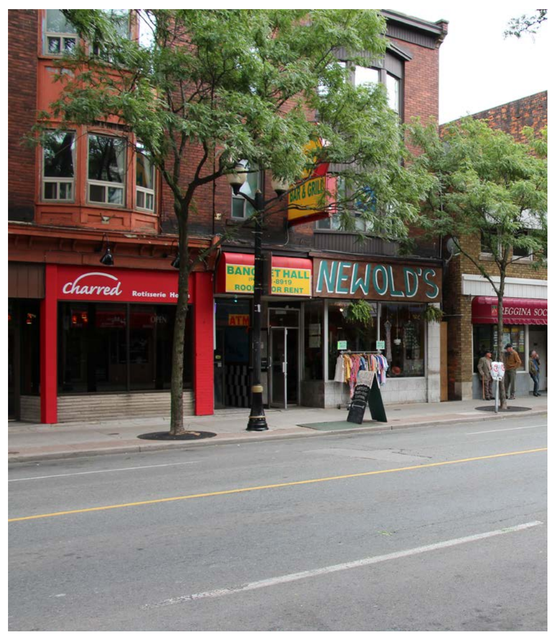
The Mobility Hub is focused around a square north of the GO station, which connects to a green "spine" that provides access to a city park, woodlots, and renaturalized areas.

Streets & Active Transportation:

The location provides access to local transit through the Mount Pleasant GO rail station and a local bus service. The close proximity of residential areas to the GO station provides easy pedestrian access to transit.

JAMES STREET NORTH MOBILITY HUB

HAMILTON, ONTARIO



AREA CHARACTERISTICS:

Location & Prominence of the Station:

The West Harbour GO Station in the James Street North Hub is located north west of the James Street North and Murray Street West intersection. It is marked by a station plaza fronting James Street North and provides access to the waterfront and destinations along the GO Transit Lakeshore West line.

Built Form & Land Use:

Predominantly low-density built form with low-rise residential uses, and two to four storey commercial, industrial, and employment buildings. James Street North has a traditional Ontario main street fabric and is an important destination for music and the arts.

Open Space:

Significant park space at the northern portion of the mobility hub, particularly Bayfront Park north west of the GO Station.

Streets & Active Transportation:

The mobility hub provides users access to GO Transit, two public buses, and pedestrian and bicycle pathways. Cycling access exists on James Street, and along and east of the Escarpment Rail Trail. The north and south sides of the area are divided by the CN Rail Corridor. Vehicular access is provided through a traditional street grid network.

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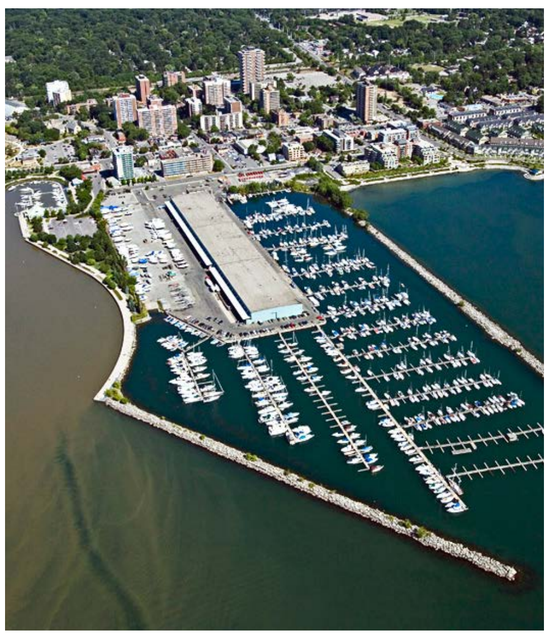
KIRBY GO TRANSIT HUB SUB-STUDY

CASE STUDY EXAMPLES

PORT CREDIT MOBILITY HUB

MISSISSAUGA, ONTARIO



AREA CHARACTERISTICS:

Location & Prominence of the Station:

Port Credit GO Station is situated northwest of the intersection of Lakeshore Road West and Hurontario Road, east of the Credit River.

Built Form & Land Use:

Variety of building forms, featuring low and mid-rise residential development, and industrial, office, retail, and waterfront-related uses. A pocket of high rise residential development exists in close proximity to the GO station.

Open Space:

Includes a diverse park and open space network along the waterfront and the Credit River.

Streets & Active Transportation:

Its location along Lakeshore Road West, its proximity to the Queen Elizabeth Way, and the Port Credit GO Station facilitates ease of vehicular transport, local and regional transit and future rapid transit. A cycling trail along the waterfront, a multi-use trail, and a defined street grid pattern create opportunities for active transportation and pedestrian mobility.

ODENPLAN TRANSIT AREA

STOCKHOLM, SWEDEN

AREA CHARACTERISTICS:

Location & Prominence of the Station:

The Odenplan metro station features a modern curvilinear design, and acts as a clear landmark within the historic Odenplan public plaza.

Built Form & Land Use:

Large blocks of mid-rise buildings are the dominant type of built form, featuring historic architectural styles. The area includes residential, commercial, and institutional uses.

Open Space:

Odenplan plaza is centralized around the metro station, featuring seating and some greenery. Large green spaces exist to the immediate southeast and northeast of the metro station.

Streets & Active Transportation:

Odenplan exists along a public transit node, providing access to the metro and local bus routes. The station's centralized location provides easy access for pedestrians and cyclists, with major arterials to the north and west of the area.

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NEXT STEPS

Ongoing Site Analysis - May to June, 2016

Develop Evaluation Criteria - July, 2016

Prepare Draft Hub Area Concept Plans - July to August, 2016

Evaluate Draft Hub Area Concept Plans - July to August, 2016

Prepare Preferred Hub Area Concept Plan - August, 2016

Public Consultation Session #2 - September, 2016

COMMENTS

Please provide any additional comments in the space below, using the post-it notes and pencils which have been provided.

Please provide your feedback on a post-it note.