

February 12, 2023

MGP File: 16-2539

Mayor and Members of Council  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**C9.**  
**Communication**  
**CW(2) – February 13, 2024**  
**Item No. 9**

via email: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

Dear Mr. Mayor and Members of Council:

**RE: Block 60 East Landowners Group  
Committee Agenda Item 9 - Metrolinx Initiatives Update – Q1 2024**

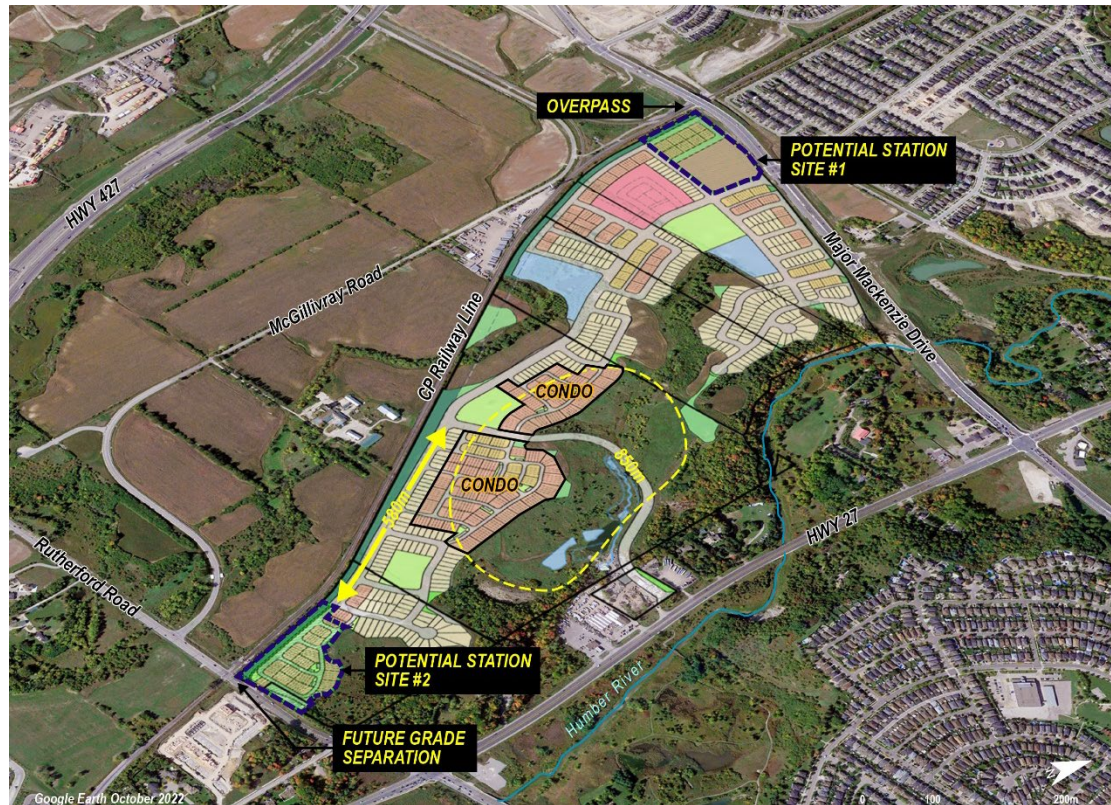
I am writing to you on behalf of the Block 60 East Landowners Group regarding the two potential Metrolinx station sites within Block 60 East referred to in the staff update report. Based on study work undertaken by the Landowner's Group at the request of City staff we are asking the City to:

- ***Reduce Major Mackenzie Station Site #1 size to 1.5 ha anticipating structured parking.***
- ***Review other potential station locations with arterial road access and eliminate the Rutherford Station Site #2 due to lack of access. Determine if two station sites within one concession block for a low-ridership line are required.***
- ***Add MTO's Highway 413 Transit Station locations to Draft City Official Plan Mapping (and Region's OP if possible)***

**Potential Metrolinx Station Site #1**, adjacent to **Major Mackenzie Drive** within Block 60 East, is the last undeveloped quadrant adjacent to the CP railway line and Major Mackenzie Drive. Reliance on the high-level 2010 Metrolinx Bolton Study for a station location has resulted in development approvals of other sites that may have had better access than the site in Block 60 East. With the realignment of Major Mackenzie and the CP overpass construction, which were not included in the potential station site analysis in the Bolton study, this station site no longer has arterial road access and will require commuter traffic to pass through low-density residential neighbourhoods.

The Conseil scolaire catholique MonAvenir has also identified a site within Block 60 East that conflicts with the Metrolinx station site and does not want to relocate their site. Our transportation consultant has looked at the site and believes a smaller Metrolinx site with structured parking will fit in this location and leave sufficient land for the school and station sites.

Although the Major Mackenzie station site is not ideal, as it will pull commuter traffic through residential roads, the Block 60 East Landowners Group understands the need to reserve a potential station site in this location using a holding zone over the lands. Ultimately, we believe with a new study underway by Metrolinx, they may agree with a smaller site for this station or its relocation which would also allow for the school site.



**Site #2 at Rutherford Road** is very unlikely to have access to Rutherford Road once the road is lowered approximately 6m below the site to pass under the railway line. Commuter access would likely have to be from Highway 27, where the Block Plan's closest arterial access road is located. Commuters would need to travel approximately 1.3 kilometres through the valley and mix with residential traffic to reach the station. Furthermore, due to the required tenure of land within a larger portion of the Block, a second or emergency access for the station would rely on travel through a condominium development.

It is in the public interest to do more work to determine an appropriate station site that will be accessible, cost-effective, and fit transit station location criteria, particularly since there are other potentially better-access, undeveloped sites adjacent to the railway, one of which was already identified in Metrolinx's Bolton study with direct, signalized access from Rutherford Road.

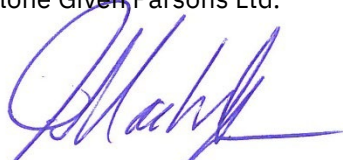
The need for two potential transit stations for a distant low-ridership line within one concession block places an unfair burden on private developers who have held designated Low-Density land within the block for many years. The group has provided studies demonstrating that the southern station site is not appropriate and that the northern site could be reduced. The group is asking the City, in consultation with the Region and Metrolinx, to review the work they have requested from our transportation consultant and

do the necessary analysis on the station sites to allow for transportation planning and development that is in the public interest.

The Block 60E landowners are also eager to finalize the Block Plan approval. It has been over 3 years since our block plan application was submitted, with the 4th submission in late 2023 addressing the outstanding issue of the transit stations.

With the shortage of housing in the GTA, we respectfully ask the City to undertake the station site study and support the approval of Block 60E with the one potential station site at Major Mackenzie with a plan and deadline to determine the need for that station. This will allow subdivision applications to proceed.

Yours very truly,  
Malone Given Parsons Ltd.

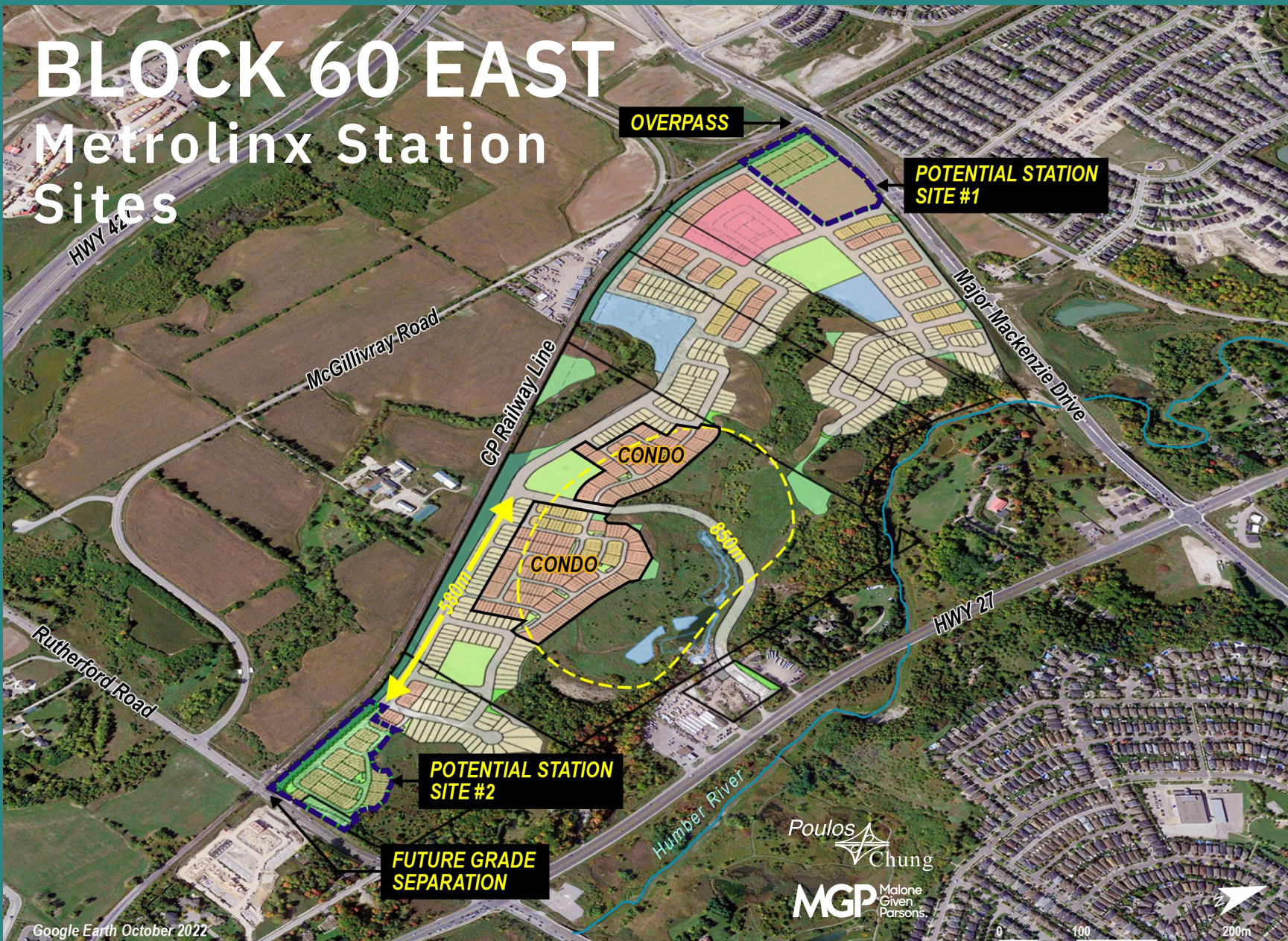


**Joan MacIntyre, MCIP, RPP**  
Principal

cc. Fausto Filipetto, Senior Manager, Policy Planning & Sustainability, City of Vaughan  
Paul Grove, Transportation Engineering, City of Vaughan  
Pirooz Davoodnia, Transportation Engineering, City of Vaughan  
Nick Poulos and Norman Chung, Poulos and Chung  
Block 60 East Landowners Group

# **Presentation Material**

# BLOCK 60 EAST Metrolinx Station Sites

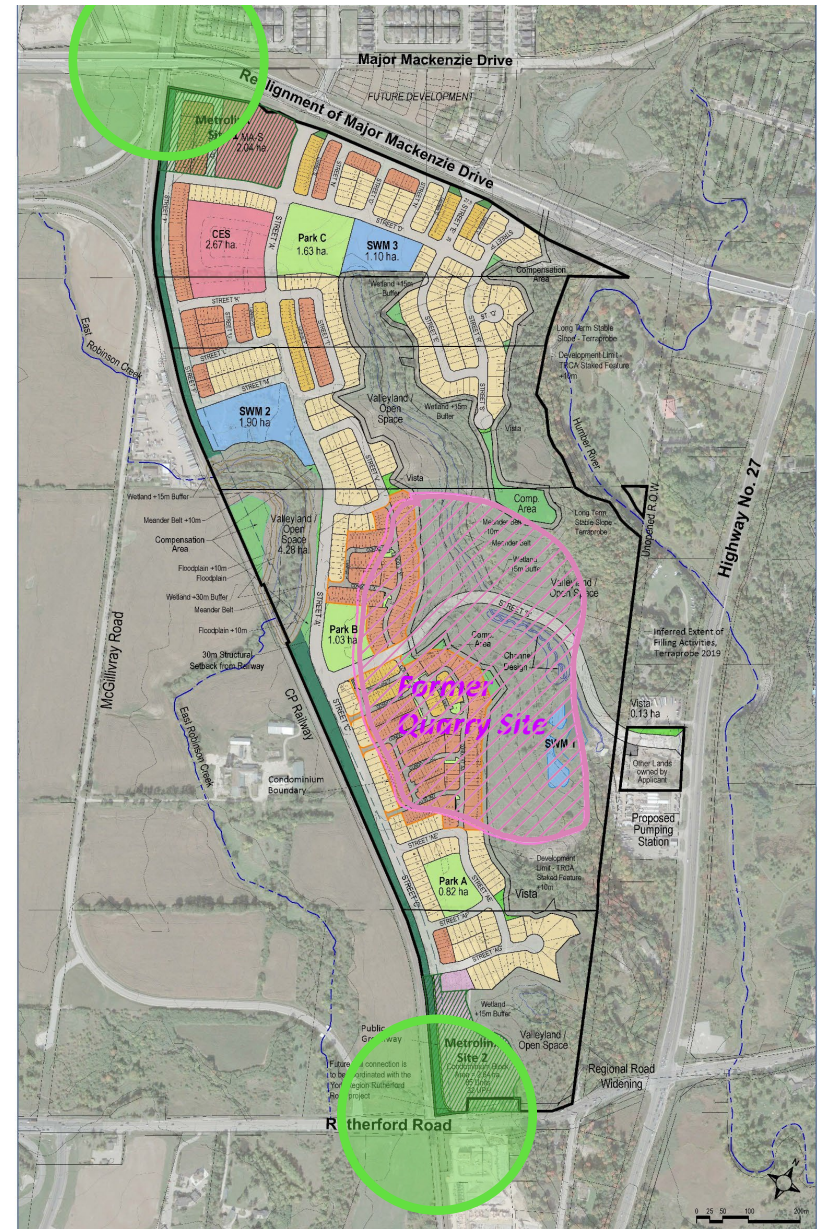


Google Earth October 2022

Poulos & Chung  
MGP Malone Given Parsons

0 100 200m

- **Applications:**
  - PAC Meeting 2017
  - Block Plan Submission – April 2020
  - 4<sup>th</sup> Submission – December 2023
- **Approx. 60 ha and ~ 1,000 units**
- **2 schools, 3 public parks**
- **~ 24 ha of former quarry and fill**
- **No Access to Rutherford Road due to grades**
- **Access to Major Mackenzie already determined**
- **Two Potential Metrolinx station sites (6 ha+) identified in Metrolinx Bolton Study (2010)**
- **Landowners requesting removal of southern site and size reduction of northern station site.**



# Possible Future GO Transit Station Constraints Within the Block 60 East Community

- **Metrolinx's Bolton study was high-level and is now dated:**
  - Major Mackenzie overpass, realignment and widened to 6 lanes
  - Rutherford Road EA – planned widening to 6 lanes and railway underpass
  - Block 60 E converted from employment to residential use.
- **Station sites will have no arterial road access and rely on neighbourhood roads**
  - No other examples of this were found in the Region.
- **3 quadrants at Major Mackenzie are already developed. A smaller station site with structured parking should be considered.**

*Major Mackenzie – Bolton Study*



*Major Mackenzie now.*



## Possible Future GO Transit Station(s) Within the Block 60 East Community



- Southern Station site 6m above Rutherford when underpass is constructed. Arterial access limited, unlikely and expensive.
- No direct bus access
- Station access from Hwy 27 will be 1.3 km through the residential subdivision, on a 580m cul de sac.
- Secondary/emergency access would rely on a private condo road.
- Without appropriate study, potentially better accessed, larger vacant sites west of the railway will be developed
- Alternative site was already identified in the Metrolinx study.



- Highway 413**
  - Focused Analysis Area
  - Right of Way
  - Potential Transit Station
  - Transitway and Stations
- Transit**
  - Existing GO Train Station
  - Existing GO Train Line
  - Potential GO Station
  - Potential GO Train Line
- Generalized Land Use Designation**
  - Built Designated Greenfield Community Area
  - Built Designated Greenfield Employment Area
  - Designated Greenfield Community Area
  - Designated Greenfield Employment Area
- Provincial Plans**
  - Oak Ridges Moraine Conservation Plan
  - Niagara Escarpment Conservation Plan
  - Greenbelt Plan



Hwy 413 Transit Station

60E  
Vaughan

Orangeville-Brampton  
Railway  
Future Trail System

Kitchener  
GO Line

Barrie  
GO Line

1. Reduce Major Mackenzie Site 1 size to 1.5 ha with structured parking.
2. Review alternative station locations on CP line.
3. Review Rutherford Road Corridor to determine feasible arterial access and assess better sites.
4. Eliminate Block 60 E Site 2 at Rutherford due to lack of access and potentially better undeveloped site.
5. Add Highway 413 Transit Station to Draft City OP Mapping (and Region's OP if possible).
6. Block Plan approval this year with one transit station.

