

1233389 Ontario Inc.  
#11 -1051 Meyerside Dr.  
Mississauga, Ontario  
L5T 1J6 905-565-7417

City Clerk

**AGENDA ITEM 9 – UNDER RESOLUTION**

RE: Metrolinx Initiatives Update, February 13, 2024  
Potential Rutherford Road Station Site, Block 60 East  
6080 Rutherford Road, Vaughan

Dear Mayor and Members of Council

My property within Block 60 East, north of Rutherford Road and east of the CP railway line has been identified as a potential Metrolinx Bolton Line transit station site without sufficient study. It is one of two station sites within Block 60 East proposed to be frozen indefinitely with no plans for a station study, acquisition or compensation.

As a result of the additional study work by the Landowner Group's transportation consultant, Poulos and Chung, requested by the City, the Block 60 East Landowners' Group requested the removal of the Rutherford Road Potential Station Site #2 from within the Block Plan in late 2023. *(See image on pg. 3).*

***Potential Station Site #2 will have no road access to Rutherford Road once the underpass is built as it will be over 6m higher than the road. To reach the station, commuter traffic will have to drive approximately 1.3 kilometers from Hwy 27 through residential lands, almost half of that on a cul de sac.***

We recently met with Councilor Volpentesta, and City engineering and infrastructure planning staff to discuss why our site is the least suitable for a Metrolinx station out of the three undeveloped quadrants of Rutherford Road and our request to the City to relocate the station from the property.

I have attached the presentation made to the City and Region this past December by the Block 60 East Landowner Group's planner and transportation consultant, and with the information previously provided to the City and Region by the Block Plan consultants, it was confirmed that our location is not a suitable or desirable location for a GO station due to its many constraints. Many of the constraints were not considered in the 2010 Metrolinx Bolton Study which was a high-level study that did not factor in

topography, natural features or future road improvements. The Region and the City have continued to rely on the outdated Bolton study for reserving two potential GO station sites (post 2050) within Block 60 East without doing any additional studies to determine the need for two sites for a low ridership line or the appropriateness of their locations.


We are confident that if the updates by the Region and Metrolinx mentioned in the report to Council examine the Rutherford Road and CP Railway adjacent lands for GO station sites and look at the current and planned road improvements, or review the study and information the group has submitted in support of the Block Plan approval, they will agree that a site without direct arterial or collector road access is not an appropriate location for a commuter transit station.

We acknowledge that planning for future transit is important; however, to do so without the proper understanding of the facts and context for decision-making will result in reserving a station site that is costly, inefficient, and will not meet transit station criteria, while eliminating more appropriate sites. It will also unnecessarily freeze privately-owned, developable lands designated for Low-Rise Residential development in the City's 2010 Official Plan.

The Block 60E landowners are motivated to finalize the Block Plan approval. It is well over 3 years since our block plan application was submitted. With the tremendous need for homes and with the constraints identified with our property, we would like to ask that the City support Block 60 East without the potential Metrolinx Station Site #2 as there are much more suitable station locations available on the railway line and Rutherford Road.

Thank you

1233389 Ontario Inc.



Susie Iacobucci





# BLOCK 60 EAST Metrolinx Station Site Review

Meeting with City of  
Vaughan and York Region  
December 8<sup>th</sup>, 2023

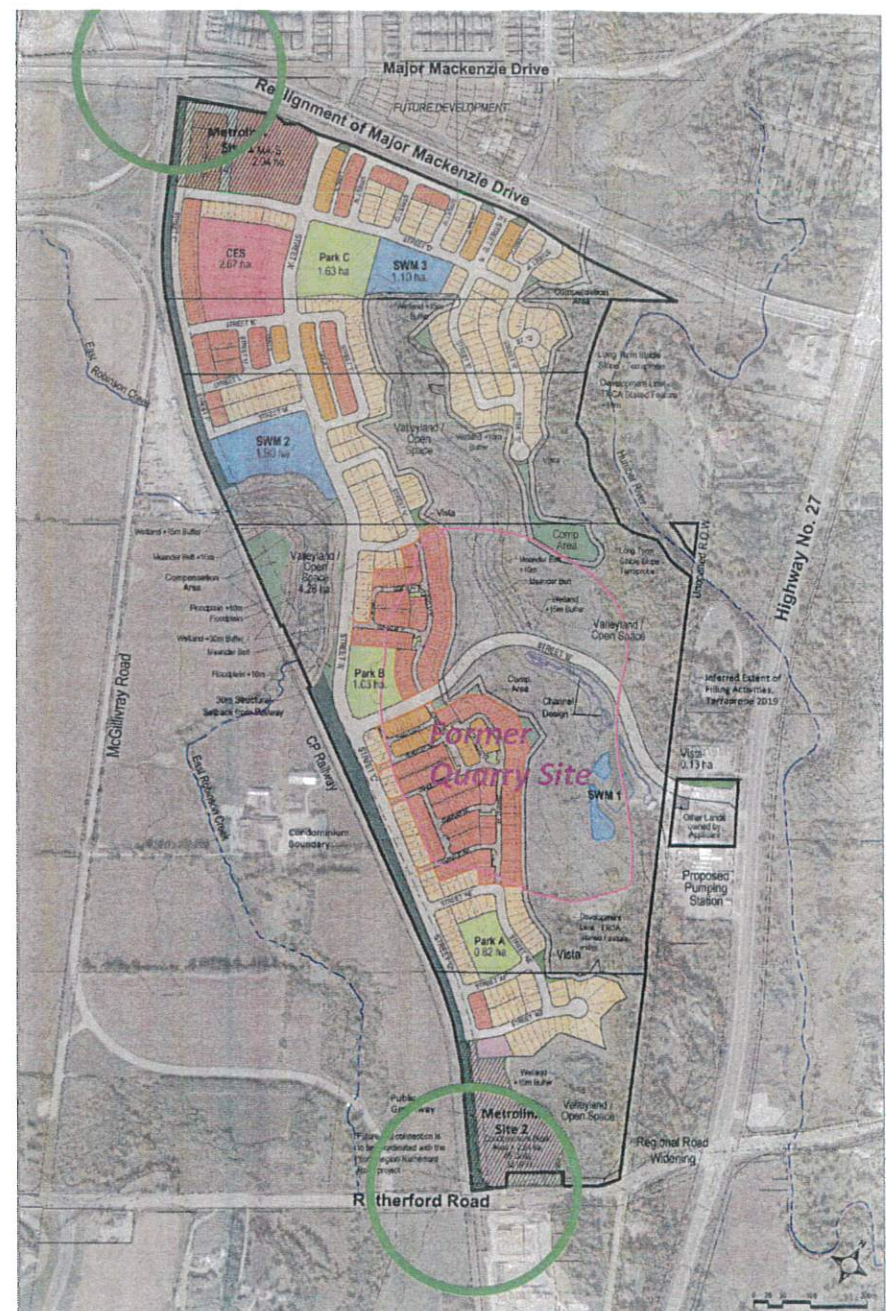
Poulos  
Chung

MGP Malone  
Given  
Parsons



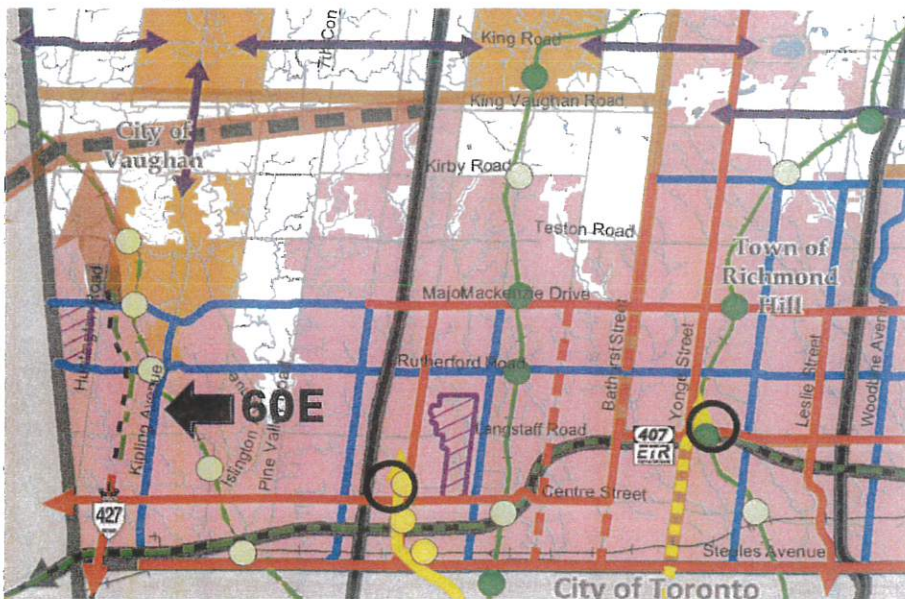


- **Planning Process:**
  - PAC Meeting 2017
  - Block Plan Submission – April 2020
  - 2<sup>nd</sup> Submission – Aug. 2021
  - 3<sup>rd</sup> Submission – Feb, April, August, October 2023
  - 4<sup>th</sup> Submission – December 2023
- **Net Developable Area = approx. 60 ha.**
- **Low-Rise Residential**  
min 50 p/j/ha = ~ 1,000 units
- **Population of ~ 3,200 persons**
- **2 schools, 3 public parks**
- **Approx. 24 ha of former quarry and fill**
- **No Access to Rutherford, 2 on Major Mackenzie and 1 valley access from Hwy 27**
- **Two Potential Metrolinx station sites (6 ha+)**



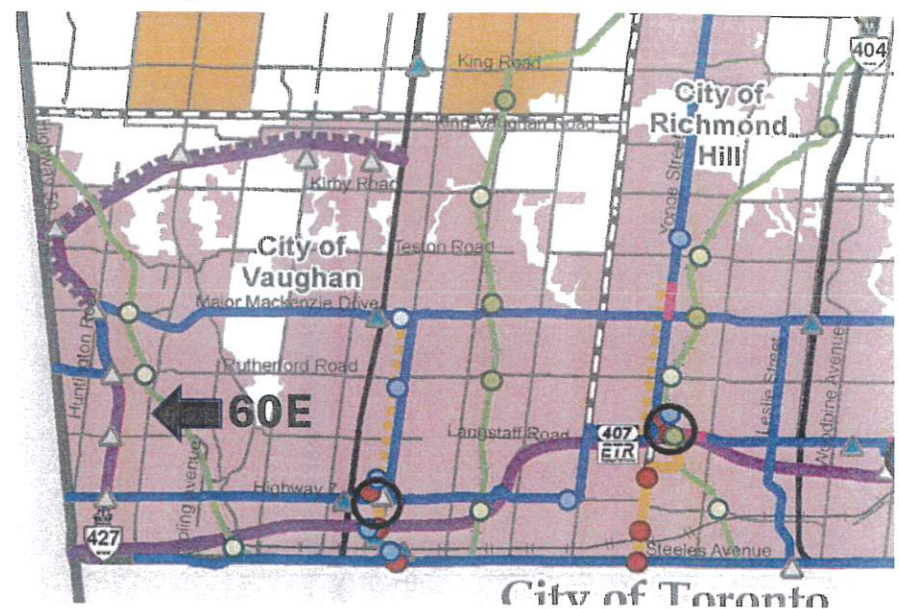


York Region Official Plan 2010



- Station sites shown at road intersections
- 5 Potential Station sites on Bolton Line
- Potential Hwy 413 Shown

York Region Official Plan 2022



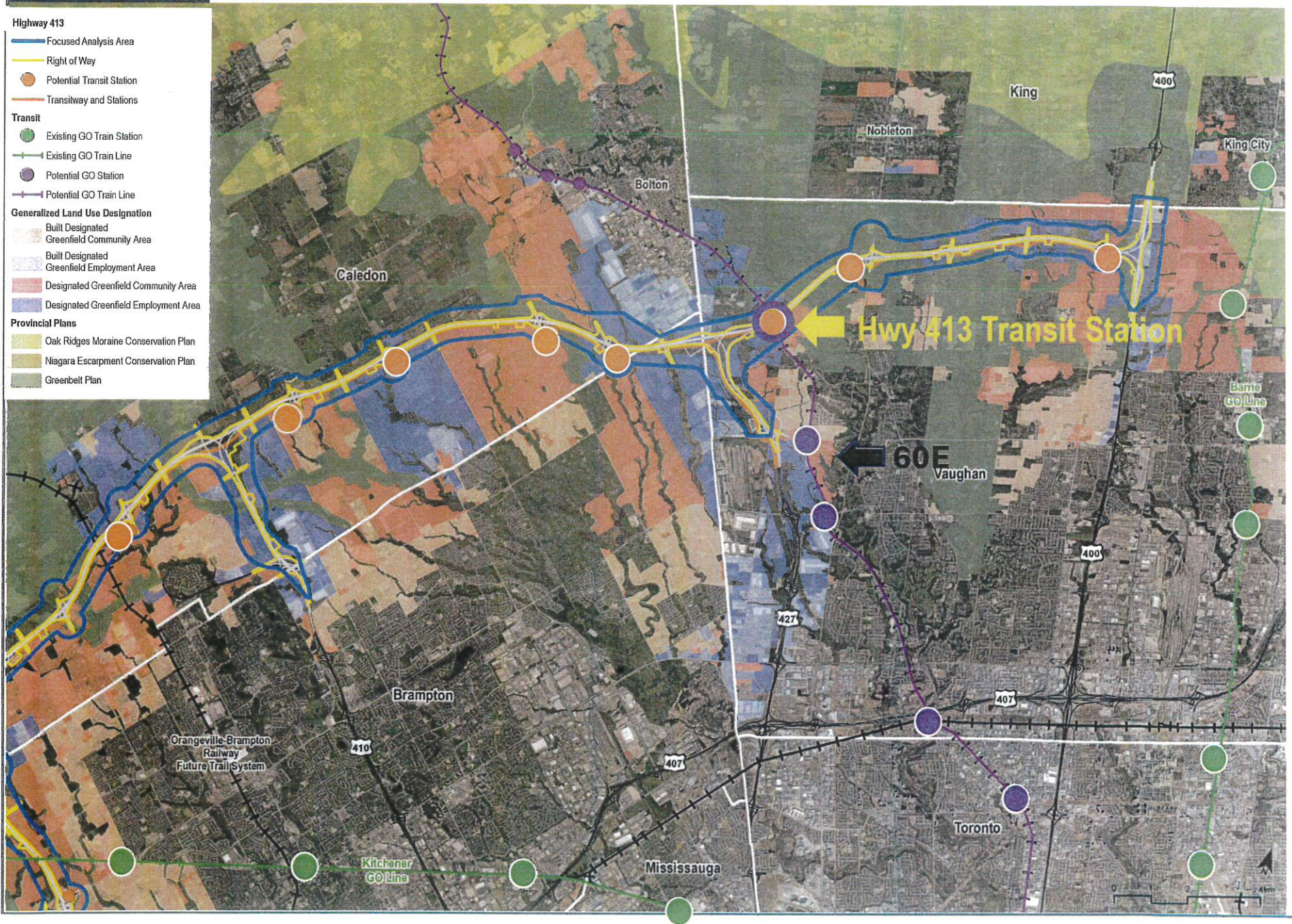
- Station sites shown on road intersections
- 3 Potential Station Sites on Bolton Line
- Metrolinx input on removal?
- Potential Hwy 413 Shown with parking lots
- Hwy 413 2021 Straw model #7 shows station.
- Not identified as a future major transit station area.



# Block 60 East

# Bolton Metrolinx Line - With Preliminary Hwy 413 Alignment

- 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





## Possible Future GO Transit Station(s) Review and Evaluation of Roadway Network Within the Block 60 East Community

### OBSERVATIONS

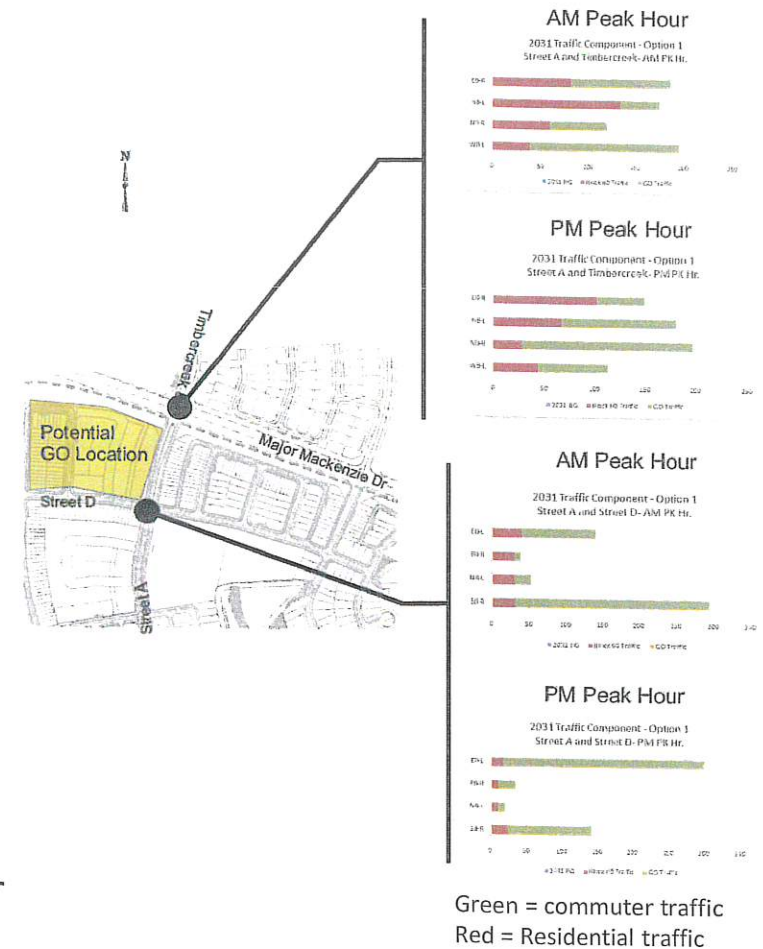
- Changes in the area since the Metrolinx Bolton Study preclude arterial road access to station sites anticipated in the study:
  - Major Mackenzie realigned and widened to 6 lanes with a railway overpass
  - EA for Rutherford Road widening to 6 lanes and railway underpass
  - Block 60 E converted from employment to residential use.
- Using shared residential roads to access a GO Rail Station is uncommon. No examples were found in the Region.
- Metrolinx Bolton's study was high-level and did not consider existing and future topography – valley lands and underpass.
- Forecast station (1 and 2) parking supply based on presumed area availability and not potential calculated demand.
- If the study were done today, the location of the stations would be different.
- Metrolinx concluded there isn't a business case for the Bolton line until after 2050.



# Possible Future GO Transit Station(s) Review and Evaluation of Roadway Network Within the Block 60 East Community

## ANALYSIS and CONCLUSIONS

- Four Station operation Options were evaluated
  - Each individually
  - Both stations in operation
  - Combined 1 & 2 demand in Station 1 location;
- External boundary road intersections can accommodate commuter travel but experience an overall intersection operational degradation;
- Left turn lanes serving peak directional commuter demand outflows will require storage length increases;
- Key internal road intersections and mid-block roads experience commuter traffic flows higher than local residential flow;
- Internal collectors and Street D become primary commuter routes, experiencing increased delay and congestion in all options;
- A mixing of commuter and local traffic may be incompatible.





**ANALYSIS and CONCLUSIONS**

- Estimated Station demand = parking of 620 spaces (Site 1) and 420 (Site 2) - less than Bolton Study.
- Site 1 (Major Mackenzie) size could be reduced through the use of structured parking.
- Signalization would be required on Street A at the first intersection south of Major Mackenzie Drive (Street D) with station site (without warrant).
- Traffic issues with co-location with a second school must be addressed if and when the station is required.



## ANALYSIS and CONCLUSIONS

- Rutherford Road access to station Site 2 is questionable due to existing and future grade changes (6+m) and intersection spacing to Hwy 27
- Site 2 with no access from Rutherford:
  - Is 1.3 km from an arterial road intersection
  - Will be on a 580m cul de sac
  - Secondary/emergency access would rely on a private condo road.



Planned station access to & from Rutherford Rd.

The spacing of Simmons Street is not permitted to be signalized

This access is not feasible because of the planned grade separation of CP Rail

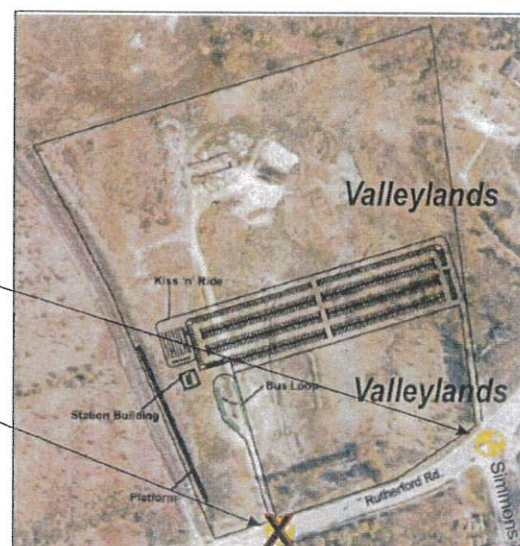


Figure 9.14: Conceptual Layout – Vaughan (Elder Mills) Station (Alternative 1)





## REPORT RECOMMENDATIONS

- Further review of the Rutherford Road corridor be undertaken to verify if feasible arterial access can be secured for a GO Rail Station;
- Reviews of alternative station locations along the CP railway line with better access should be undertaken.

*- these have been submitted previously and included in the Bolton Study.*



- Development has occurred on the other three sides of the intersection relying on Bolton Study.
- Remaining site has no arterial road access.
- Addition of Highway 413 transit site may be an alternative location.
- Site size can be reduced and rely on structured parking.

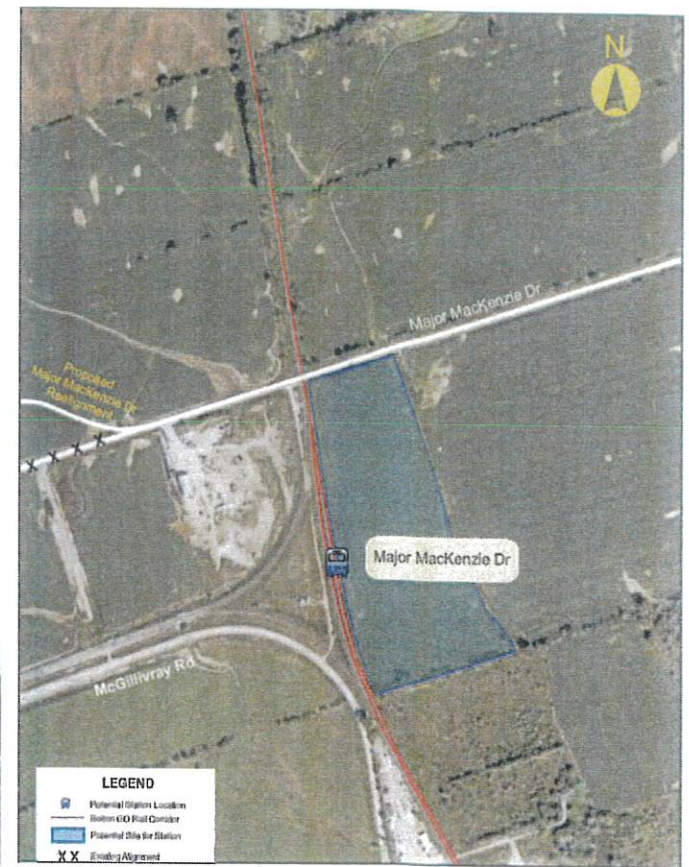


Figure 9.6: Major Mackenzie Drive Station Site



Reserved site = 3.5  
ha incl school



- Two alternative sites remain undeveloped on the west side of the railway.
- Site on the southwest corner included as Alternative 2 in the Bolton Study.
- Site was recently purchased by the City of Vaughan for a park – an ideal interim use until the future of the Bolton line is determined.
- Both alternative sites adjacent to a collector road and are closer to the arterial road intersection than 60E site.

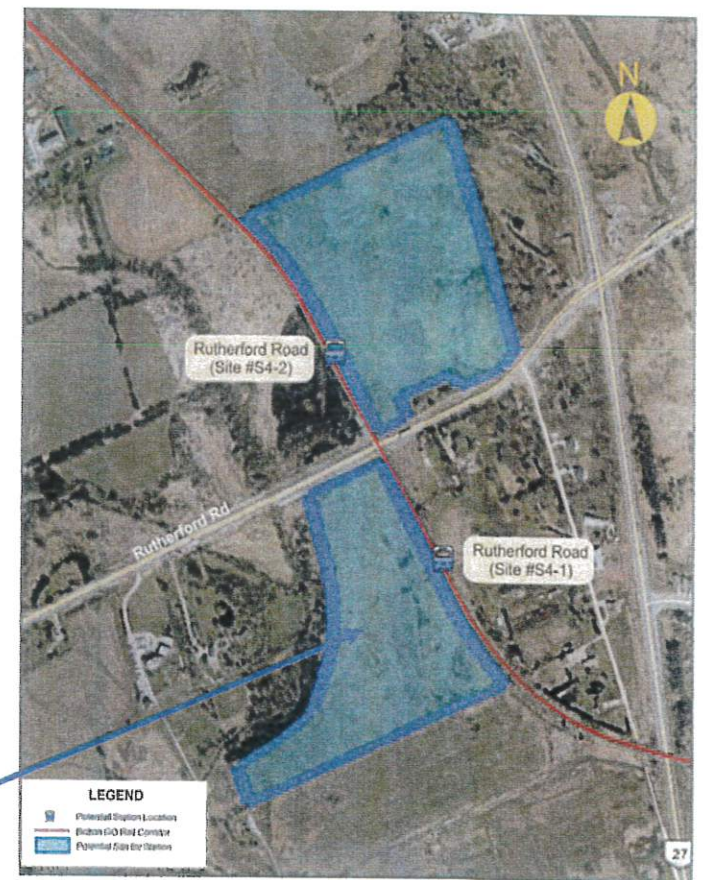
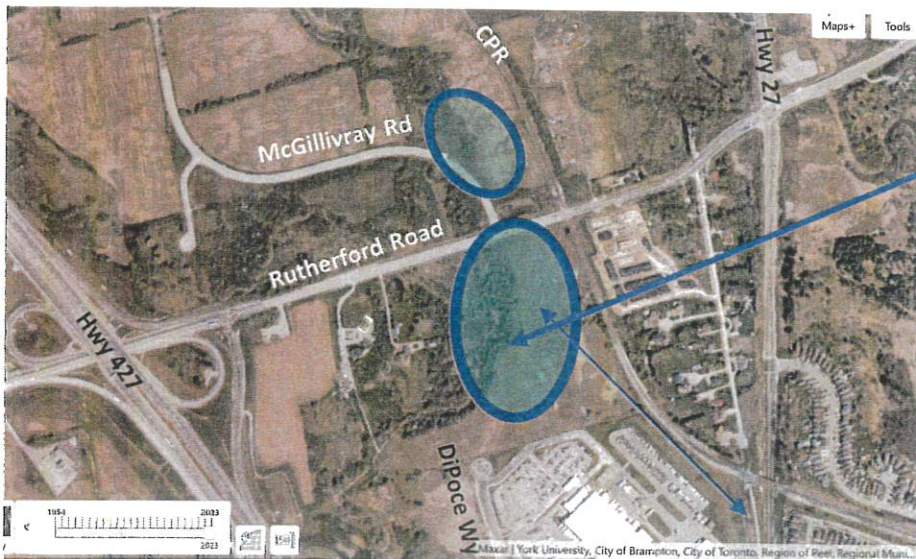


Figure 9.5: Rutherford Road Proposed Station Sites



## Conclusions and Requests:

- Arterial road access is not reasonably possible for either Block 60 E station site.
  - Access to commuter stations through residential neighbourhoods is undesirable and uncommon.
  - Site 2 in 60 E is not a workable site:
    - Site 2 access on Rutherford is difficult due to future 6m change in grade from site to the road.
    - Site 2 access through community is 1.3 km from arterial road intersection, on a 580m long cul de sac with no public emergency access.
  - Reserved Station sites (3.5 + 2.6 ha) represent 10% of the block's developable area of 60+ ha.
  - No mechanism to have Metrolinx undertake a new study.
1. Reduce Major Mackenzie Site 1 size to 1.5 ha with structured parking.
  2. Add Highway 413 Transit Station to Draft City OP Mapping (and Region's OP if possible).
  3. Eliminate Block 60 E Site 2 at Rutherford due to lack of access and two better, undeveloped sites at the intersection.

