

**C22.**  
**Communication**  
**CW(PM) – May 7, 2024**  
**Item No. 1**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Assunta Ferrante](mailto:Assunta.Ferrante)  
**Subject:** FW: [External] Woodbridge Go Station - Fictional Vaughan-Caledon Go Line  
**Date:** Monday, May 6, 2024 12:30:02 PM

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**From:** IRENE FORD [REDACTED]  
**Sent:** Monday, May 6, 2024 12:22 PM  
**To:** Clerks@vaughan.ca; oprmanager@vaughan.ca  
**Cc:** Minister Of Transportation <tc.ministeroftransport-ministredestransports.tc@tc.gc.ca>; Minister <minister.mah@ontario.ca>; Annette Groves <annette.groves@caledon.ca>; Debbe Crandall [REDACTED] YorkRegion@metrolinx.com; Comments <comments@auditor.on.ca>  
**Subject:** [External] Woodbridge Go Station - Fictional Vaughan-Caledon Go Line

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Hello,

[WOODBRIDGE GO STATION LAND USE STUDY FILE NO. BU-9571-20 VICINITY – KIPLING AVENUE AND MEETING HOUSE ROAD - Committee of the Whole \(Public Meeting\) - May 07, 2024](#)

WOODBRIDGE GO STATION LAND USE STUDY FILE  
NO. BU-9571-20 VICINITY – KIPL...

Any local municipal discussion of development on the basis of Go Stations on a line that isn't approved for passenger rail is insanely premature as is clear since Metrolinx isn't even in a position to comment.

Somehow we've had a MZO approved in [Caledon](#) on the idea of a Ghost Go Station and tremendous amounts of municipal money spent, staff time wasted that we don't on something that's clearly not on the provincial radar and appears to be pushed and advocated by landowners.

Finding a Woodbridge Go Station on the agenda is concerning to me since it is premature and is likely pushed for by landowners. perhaps even Council members on behalf of landowners. I seriously question when our political figureheads also mislead the media and the public about future infrastructure decisions instead of focusing on finishing the ones before them, that are feasible & are consistent and exist Transportation Plans at all levels of government.

[Caledon-Vaughan GO Rail Line 'officially' part of Ontario's 30-year transportation plan](#)

I have no issue with setting aside land for a Go Station. I take huge issue with reviewing and approving development at densities based on the idea of transit at some unknown date in the future. I would ask that this be taken into consideration as we update our Official Plan. **NO DEVELOPMENT DENSITIES SHOULD BE CONSIDERED OR APPROVED BASED ON A GHOST GO LINE & STATIONS**

For ease of Council reference here is the Metrolinx letter that validates this.

I appreciate your planning and passive protection of a potential new GO train station in Vaughan. Because the location is not served by Metrolinx/GO Transit and because we have no ownership of the corridor, we do not have the distinct jurisdiction or mandate to comment or formally support the study.

Metrolinx is currently working with MTO on an update to the 2041 RTP over the course of this year, which will expand the plan to 2051 and bring it into conformity with the Ministry of Transportation's [Greater Golden Horseshoe \(GGH\) Transportation Plan](#). Through the Fall and Winter of 2023 and early 2024, we have been working with municipalities to confirm land use growth scenarios and network inputs. The proposed Caledon-Vaughan GO Line, which has also been known as Bolton GO Rail, is currently being analyzed through RTP Update network sensitivity analysis to assess its performance against the latest 2051 land use scenarios. The line was identified as a "Beyond 2041" project in the 2041 RTP and it was not included in the 2051 network of MTO's GGH Transportation Plan. The GGH Plan does note the following action with respect to the Bolton GO Rail service: *"Work with Metrolinx and the Town of Caledon to monitor transit demand and advance the business case for passenger rail service, and continue to protect for future rail service opportunities."*

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=168374>

I have also included the Mayor of Caledon in the event she's using some of her strong mayor powers to advance development prematurely. It is rumoured that the MZO in Caledon was intended only to preserve land for the Go Station but came out of Minister Clark's office with a massive amount of non-shovel ready sprawling residential development.

[Caledon's mayor tried to fast-track a massive development. Then the province stepped in](#)

Regards,  
Irene Ford