

## Committee of the Whole (Public Meeting) Report

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**DATE:** Tuesday, May 7, 2024

**WARD(S):** 2

**TITLE:** WOODBRIDGE GO STATION LAND USE STUDY

**FILE NO. BU-9571-20**

**VICINITY – KIPLING AVENUE AND MEETING HOUSE ROAD**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** FOR INFORMATION

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### **Purpose**

To present the draft Woodbridge GO Station Land Use Study, as shown in Attachment 3, and to receive comments from the public, stakeholders, and the Committee of the Whole on the proposed amendment to the Kipling Avenue Corridor Secondary Plan being part of Schedule 2 to the Vaughan Official Plan 2010. This report provides a summary of the key recommendations contained in the draft Woodbridge GO Station Land Use Study, which, if approved, would establish the framework to guide the development of a future, potential GO Station within the study area.

### **Report Highlights**

- Summary, key outcomes and recommendations of the draft Woodbridge GO Station Land Use Study (“the Study”)
- Overview of the Provincial, Regional and Municipal planning context which informed the development of the draft Study
- Recommendation of a potential future GO Station location resulting from the draft Study
- Technical report to be prepared by the Policy Planning and Special Programs Department will be considered at a future Committee of the Whole meeting

## **Recommendations**

1. THAT the Public Meeting report and presentation for the draft Woodbridge GO Station Land Use Study (File No. BU-9571-20) BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a future comprehensive report to the Committee of the Whole.

## **Background**

### ***An Interim Control By-law was enacted by Council in May 2023.***

Section 38(1) of the *Planning Act* permits a municipality to pass an Interim Control By-law (ICBL) that prohibits the use of land, buildings or structures for such purposes as set out in the by-law. This, in effect, “freezes” development that is described by the by-law for the period the ICBL is in place. An ICBL can be extended, provided that the total period of time does not exceed two years from the date the ICBL was first passed.

On May 16th, 2023, Council approved ICBL 060-2023 in the vicinity of the Kipling Avenue Corridor Secondary Plan area, as permitted under Section 38(1) of the *Planning Act*, and directed staff to undertake a land use study for the study area identified in Attachment 1. Notwithstanding any other by-law to the contrary, ICBL 060-2023 identifies that no person shall:

- use any land, building or structure for any additional purpose except for a use that lawfully existed on the date of the passage of a proposed By-law as long as it continues to be used for such purpose;
- be permitted to construct, alter or expand any building or structure, except where a Building Permit application filed in accordance with the Ontario Building Code Act was complete on or before the date of the passage of this By-law.

Section 38(2) of the *Planning Act* allows for the ICBL to be extended for up to one (1) additional year. Notwithstanding this, ICBL 060-2023 is currently set to expire on May 16<sup>th</sup>, 2024, and is not recommended to be extended.

### ***The Woodbridge GO Station Land Use Study is being undertaken in response to Interim Control By-law 060-2023.***

As per Council direction, Policy Planning and Special Programs (PPSP) staff, in coordination with Procurement Services, retained a specialized team of consultants, led by Sean Hertel and Associates Land Use Planning, to undertake the Woodbridge GO Station Land Use Study (“the Study”).

The purpose of the Study is to assess the feasibility of a potential GO Station within the study area along the proposed Caledon-Vaughan GO Line. If it is determined that a GO Station is feasible within the study area, the Study will identify and protect for a future station location and optimize the Official Plan land use designations as necessary. The project includes a detailed background review, GO Station technical

analysis, Indigenous community engagement, landowner engagement, public engagement, development of the Study, and the introduction of an Official Plan Amendment (OPA) to protect for a potential station location. The Study formally commenced in January 2024 and is targeting June 2024 for completion.

***The Woodbridge GO Station Land Use Study is located within Woodbridge, in Vaughan's Ward 2.***

The study area consists of approximately 22 hectares (55 acres) of land along Kipling Avenue, south of Meeting House Road, in Vaughan's Ward 2. To the west of Kipling Avenue, the study area includes industrial lands, currently occupied by Woodbridge Foam Corporation, and lands subject to active development applications OP.14.010, Z.14.042 & DA.14.072 ([Staff Report](#)). To the east, the study area includes the Woodbridge Fairgrounds and residential lands. The existing rail corridor traverses the study area from north to south.

***Public Notice was provided in accordance with the Planning Act, and Council's Notification Protocol. The polling area was expanded to 200 metres, whereas 120 metres is required by the Planning Act.***

Notification of this meeting was provided through the following methods:

- a) A Notice was mailed to all properties located within the study area, as well as those within a surrounding 200 metre radius of the study area.
- b) Notification of the Public Meeting was posted on the City's website at [www.vaughan.ca/woodbridgeGO](http://www.vaughan.ca/woodbridgeGO).
- c) Notice was published in the Toronto Star on April 17, 2024.
- d) Notification was also provided to all individuals who requested further information regarding the Study.

To meet the statutory requirements of the *Planning Act* the draft Study and draft OPA was posted on the City's dedicated project webpage for 20 days in advance of the Public Meeting, on April 18, 2024.

Comments will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and will be reviewed by the Policy Planning and Special Programs Department following the Public Meeting and addressed in a technical report to be considered at a future Committee of the Whole meeting.

***The Woodbridge GO Station Land Use Study considers the relevant Provincial, Regional and Municipal policy framework.***

The Study has been developed under a broad policy framework that includes the Provincial Policy Statement 2020 (PPS), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan), the York Region Official Plan 2022 (YROP) and Vaughan Official Plan 2010 (VOP 2010).

### The Provincial Policy Statement 2020 (PPS)

In accordance with Section 3 of the *Planning Act*, decisions affecting planning matters “shall be consistent” with the PPS. The PPS provides policy direction on matters of Provincial interest related to land use planning and development.

The PPS states that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. The PPS recognizes that “Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel” (Part IV).

The PPS states that, “Healthy, livable and safe communities are sustained by ... promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs” (Section 1.1.1).

In addition, the PPS recognizes, “Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel” (Part IV). Further, “Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety” (Part IV).

### A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and it states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for implementing the government of Ontario’s vision for the Greater Golden Horseshoe which, “... will continue to be a great place to live, work and play. Its communities will be supported by a strong economy and an approach that puts people first” (Section 1.2).

The Guiding Principles of the Growth Plan direct municipalities to “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime” (Section 1.2.1). The Growth Plan also directs municipalities to “Improve the integration of land use planning with planning and investment in infrastructure and public service facilities,

including integrated service delivery through community hubs, by all levels of government” (Section 1.2.1).

#### York Region Official Plan 2022 (YROP)

The YROP 2022 includes policies which provide for residential and employment growth throughout York Region, directed to strategic growth areas, small-scale intensification in the form of infill and secondary suites, as well as new greenfield development with a mix of low, medium, and high density-built forms. It is planned that the highest densities and the greatest mix of land uses are directed toward the four Regional Centres, as well as existing and new subway stations and other major transit station areas, while more limited density is directed to Regional Corridors between MTSAs as well as Local Centres and Corridors.

YROP 2022 advises that the primary location for growth and development within York Region will take place within the Urban System which includes Urban Areas, Towns and Villages, and Centers and Corridors. The Study Area is designated as an ‘Urban Area’ within York’s Regional Structure. Map 10 – Rapid Transit Network of the YROP 2022 identifies the Caledon-Vaughan GO Line as a “GO Rail Corridor”. It is noted that the previous YROP 2010 identified a ‘Proposed GO Station’ within the Study Area boundary (Map 11 – Transit Network).

#### Vaughan Official Plan 2010 (VOP 2010)

The Study Area is subject to the Vaughan Official Plan 2010-Volume 1 (VOP 2010) and the Kipling Avenue Corridor Secondary Plan (KACSP), which is contained in Volume 2 of VOP 2010 as an area-specific Secondary Plan.

Schedule 1 Urban Structure of VOP 2010 Volume 1, identifies the Study Area as a ‘Local Centre’. VOP 2010 states that “Local Centres will be the mixed-use cores of their respective communities. They will be predominantly residential in character but will also include a mix of uses to allow residents of the Local Centre and of the surrounding community to meet daily needs in close proximity to where they live or work. Local Centres will be pedestrian-oriented places with good urban design and an intensity of development appropriate for supporting efficient transit service.”

Section 4.2.2 of VOP 2010 outlines policies for supporting a comprehensive transit system, specifically outlining policies for GO Transit and Transit-Oriented Development. Section 4.2.2.11 of VOP 2010 encourages the implementation of new GO train stations in Vaughan and expanded service along the proposed Bolton and the existing Barrie GO railway corridor as shown on Schedule 10 of VOP 2010. In addition, Schedule 10, Major Transit Network, identifies a ‘Proposed GO Station’ within the Study Area.

The KACSP provides more detailed guidance in the development of the amendment area beyond the level of policy provided in Volume 1.

Map 11.5.A of the KACSP identifies several land use designations within the Study Area including Low-Rise Mixed Use, Mid-Rise Residential, Private Open Space, Parks, and

Natural Areas. Lands to the north of the Study Area are primarily designated Low-Rise Mixed Use and Low-Rise Residential, and lands to the south are primarily designated Low-Rise and Mid-Rise Residential, and Mid-Rise Mixed Use.

***The Study Area contains active Development Applications located at 8158, 8196 & 8204 Kipling Avenue.***

The study area contains active Development Applications, submitted by LCT Investment Group Ltd., on lands municipally known as 8158, 8196 & 8204 Kipling Avenue, located north of the rail corridor and west of Kipling Avenue. The applications are as follows:

- Official Plan Amendment OP.14.010 – proposes to redesignate the subject lands from “Low-Rise Mixed-Use” to “Mid-Rise Residential” to facilitate a mixed-use development consisting of a five-storey apartment building, street townhouse units and a stand-alone office use in the existing “Moody-Darker” heritage house, which is proposed to be relocated within the subject lands south of its current location.
- Zoning By-law Amendment Z.14.042 – proposes to rezone the subject lands from “C1 Restricted Commercial Zone” to “C1 Restricted Commercial Zone” and “RA3 Residential Apartment Zone” with site-specific provisions for permitted uses, separation distances, setbacks, building heights, landscaping and amenity space, among others, to facilitate the proposed development.
- Site Plan Application File DA.14.072 – submitted with applications OP.14.010 & Z.14.042 to facilitate the proposed development.

Development applications OP.14.010 & Z.14.042 were appealed to the Ontario Land Tribunal (OLT) (formerly LPAT) in October 2017 for the City’s failure to make a decision on the applications. A pre-hearing was held on March 16, 2018, with further pre-hearing dates postponed to allow the City and the Applicant to work towards a settlement. The appeal remains ongoing and there are currently no further hearing dates set.

Development Applications OP.14.010, Z.14.042 & DA.14.072 were presented to Committee of the Whole on February 14, 2023, to seek approval for the proposed development. It was determined at the Council meeting on February 22, 2023, that these applications be deferred to a future Committee of the Whole meeting. On May 16, 2023, Vaughan Council approved Interim Control By-law within the vicinity of the Kipling Avenue Corridor Secondary Plan, which included the lands subject to the applications. Applications OP.14.010, Z.14.042 & DA.14.072 are on hold while the Interim Control By-law is in-effect, and no further activity has occurred with respect to these applications since the passing of the ICBL on May 16, 2023.

***A comprehensive consultation strategy supports the Woodbridge GO Station Land Use Study.***

The Study is supported by a comprehensive consultation strategy, which includes two main platforms to advertise public engagement events. The first platform focused on a digital communication campaign and included the placement of meeting notices on Vaughan Online, Twitter, Facebook and Instagram; the creation of a dedicated webpage for the Woodbridge GO Station Land Use Study, including a friendly Uniform Resource Locator (URL) [www.vaughan.ca/woodbridgeGO](http://www.vaughan.ca/woodbridgeGO). An online survey was also made available online on the project webpage. The second platform included a print campaign which involved mailing meeting notices to stakeholders within the Study Area and surrounding community. In addition, the statutory Public Meeting notice was published within the Toronto Star.

***Public and stakeholder consultation plays a significant role in the Woodbridge GO Station Land Use Study.***

The Study is being informed by a public and multi-stakeholder consultation process, which has been supported by a multi-media communications approach. Key participants include the Woodbridge GO Station Technical Advisory Committee (TAC), Indigenous Communities, key landowners and residents within the study area and surrounding areas. A comprehensive summary of the consultation plan can be found in Appendix B of Attachment 3.

Technical Advisory Committee

A Technical Advisory Committee (TAC) meeting was held for the Study on March 7, 2024. The TAC included subject matter experts in specific areas including parks and open space, urban design, the environment, transportation, and servicing, among others.

Key Landowners

City staff have conducted focused meetings with key landowners located within the study area, including 8214 Kipling Avenue (Woodbridge Foam), 8158, 8196 & 8204 Kipling Avenue (subject to active development applications OP.14.010, Z.14.042 & DA.14.072) and 100 Porter Avenue (Woodbridge Fairgrounds).

Public Open House

A virtual Public Open House for the Study was held on April 4, 2024, and notice of the event was circulated to all landowners within 200 metres of the subject area on March 21, 2024. The Open House provided an opportunity to present an overview of the Study and review the potential station locations. The meeting included a presentation and a question-and-answer period with the public. An online survey was made available on the project website on April 4, 2024, and closed April 18, 2024.

Indigenous Communities

Letters were sent to the City of Vaughan's First Nation communities recognizing the importance of meaningful collaboration and commitment to fostering understanding, trust, and partnership in the journey towards reconciliation. The letters introduced the

project, explained the intent, and offered an opportunity for further discussion and to receive feedback. Upon request, City staff met with representatives of the Six Nations of the Grand River to discuss the Study and provide an opportunity to provide feedback. A meeting is scheduled with representatives of the Mississaugas of Scugog Island for April 25, 2024.

### **Previous Reports/Authority**

Previous reports related to the Study can be found at the following links:

- INTRODUCING AN INTERIM CONTROL BYLAW IN THE VICINITY OF KIPLING AVENUE AND WOODBRIDGE CENTRE  
[Tuesday, May 9, 2023, Committee of the Whole \(Item 3, Report 23\)](#)
- LCT INVESTMENT GROUP LTD. OFFICIAL PLAN AMENDMENT FILE OP.14.010 ZONING BY-LAW AMENDMENT FILE Z.14.042 SITE DEVELOPMENT FILE DA.14.072 8156, 8196 AND 8204 KIPLING AVENUE VICINITY OF KIPLING AVENUE AND WOODBRIDGE AVENUE  
[Tuesday, February 14, 2023, Committee of the Whole \(2\) \(Item 2, Report 9\)](#)

### **Analysis**

***A Caledon-Vaughan commuter rail has previously been considered by Metrolinx.***

A commuter rail service between Bolton and Union Station has previously been identified in various plans in past decades. In 2007, the provincial MoveOntario 2020 Transportation Plan identified a GO rail line from Union Station to Bolton to be constructed by 2020. Subsequently, Metrolinx's 2008 Regional Transportation Plan, The Big Move, identified a regional rail for Bolton to Union Station within their 15-year plan.

In 2010, Metrolinx published the Bolton Commuter Rail Feasibility Study which reviewed the technical requirements for implementing a commuter rail service between Bolton and Union Station. The study found the Bolton Commuter Rail to be feasible, however, the rail expansion would not be contemplated within a 10-year timeframe. In 2018, the timeline got further pushed in the updated Metrolinx 2041 RTP, where Bolton GO Rail Service was listed as a project beyond the 2041 horizon.

Recently, The Ontario Ministry of Transportation RTP, Connecting the Greater Golden Horseshoe, noted a new passenger rail service to Bolton to be advanced with a business case with of statement of continuing to protect for potential future rail service opportunities – the plan provides no timeline commitments. Both York Region and City of Vaughan included a proposed Caledon-Vaughan GO Line in their Transportation Master Plans (2022 and 2023, respectively).

As part of the Study, a letter was sent to Metrolinx on February 13, 2024, to apprise Metrolinx of the Study and seek feedback on Metrolinx's preferred involvement in the

Study. Metrolinx provided a response letter, dated March 5, 2024, which can be found in Attachment 4. Within this letter, Metrolinx advised that they are currently working with MTO on an update to the 2041 RTP 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. Metrolinx advised that the proposed Caledon-Vaughan GO Line is currently being analyzed through the 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.

Based on this information, Staff understand that the Caledon-Vaughan GO Line and a potential Woodbridge Station are long-term projects that will be further explored by Metrolinx at a future date. Ultimately, it will be at the discretion of Metrolinx as to whether this commuter line and station are pursued for development.

***The Study reviewed the feasibility of a potential future GO Station within the study area.***

An analysis was undertaken to assess the feasibility of a potential GO Station along the Caledon-Vaughan GO Line, within the study area. The analysis involved the following approach:

- Review of background information of the Caledon-Vaughan GO Line
- Obtain an understanding of the previously forecasted ridership and GO station characteristics
- Review of Metrolinx's GO Design Requirements Manual (DRM) for GO station facilities
- Review of current GO station facilities matching to the forecast ridership
- Review of future and proposed upgrades of GO station facilities matching the forecast ridership
- Synthesize a GO station feature list for assessment at the potential Kipling Avenue location
- Conduct a strengths, weaknesses, opportunities and constraints analysis on potential locations of the GO station at Kipling Avenue with consideration of the GO station features
- Review the resulting site options for technical constraints

The analysis looked at existing conditions, local transit connections, active transportation connections, local road network, traffic volumes, freight traffic along the existing rail, servicing, and civil considerations, to identify potential sites that could accommodate a station.

A fulsome technical analysis was prepared and can be found in Appendix A of Attachment 3.

***Four potential sites were identified to evaluate for a potential future GO Station, based on the results of the background review.***

Upon completion of the background review, four potential station sites were identified. The four sites can be found in Attachment 2, and are outlined in detail below:

Site 1 Woodbridge Foam Corporation Lands - 8214 Kipling Ave

Site 1 is located to the west of the rail corridor and Kipling Avenue and is approximately 7.6 hectares in size. The lands are currently designated Mid-Rise Residential, Parks and Natural Areas within KACSP and are zoned General Employment Zone and Environmental Protection within the City's Comprehensive Zoning By-law 001-2021. Existing uses on the site include industrial manufacturing by the Woodbridge Foam Corporation.

Site 2 West of Kipling Ave, north of rail corridor ('North Triangle')

Site 2 is located to the west of Kipling Avenue, north of the rail corridor and is approximately 2.5 hectares in size. The lands are currently designated Low-Rise Mixed Use and Mid-Rise Residential within KACSP and are zoned General Commercial and Second Residential Zone within the City's Comprehensive Zoning By-law 001-2021. Existing uses on the site include auxiliary parking for the Woodbridge Foam Corporation, and an existing heritage building. A portion of these lands are subject to active development applications OP.14.010, Z.14.042 & DA.14.072.

Site 3 Woodbridge Fairgrounds

Site 3 is located to the east of Kipling Avenue and the rail corridor and is approximately 8.0 hectares in size. The lands are currently designated Private Open Space/The Fairgrounds within KACSP and are zoned Open Space within the City's Comprehensive Zoning By-law 001-2021. Existing uses on the site include the Woodbridge Fair by the Woodbridge Agricultural Society.

Site 4 East of Kipling, south of rail corridor ('South Triangle')

Site 4 is located east of Kipling Avenue, west of the rail corridor and is approximately 1.8 hectares in size. The lands are currently designated Low-Rise Mixed Use and Parks within KACSP and are zoned Third Residential Zone within the City's Comprehensive Zoning By-law 001-2021. Existing uses on the site include single-detached residential uses.

***A technical review including an engineering and SWOC analysis was undertaken for the four potential station sites.***

A technical review including an engineering and a Strengths, Weaknesses, Opportunities and Opportunities (SWOC) analysis was undertaken for each potential station site to identify the preferred location. Some of the key considerations that the SWOC analysis took into consideration are outlined below:

- site size and shape
- ability to accommodate GO technical requirements for stations (station size, platform length and configuration etc.)
- frontage onto Kipling Avenue
- rail grade impacts
- public access, active transportation, and street network
- long-term planning considerations outlined within the KACSP
- existing uses and active development applications
- utilities

A fulsome breakdown of the complete technical review for each site is outlined within the draft Study, found in Attachment 3.

The results of the technical review identified issues for both Site 3 and 4 due to a grade separation at William Street that limits platform length. Rail platforms used by GO Transit require a minimum length of 315 metres which would be impeded by this grade separation. Extensive and challenging engineering work would be required to support a potential platform in this location. Due to these constraints, Sites 3 and 4 were removed from consideration.

The technical review found that Site 1 and Site 2 are technically the best suited for a GO station, due to their size, location, and configuration.

***A review was undertaken on the long-term planning framework for Sites 1 and 2, as envisioned through the KACSP.***

In addition to the technical review, a wholesome review was undertaken on the existing and planned uses, and overall vision and intent of the Kipling Avenue Corridor Secondary Plan for Sites 1 and 2.

Site 1 sits within the Rainbow Creek Neighbourhood North Precinct and is designated within KACSP as Mid-Rise Residential. The Rainbow Creek Neighbourhood North is planned to be a new neighbourhood that is intimately connected to both Kipling Avenue and the open spaces surrounding Rainbow Creek, through a network of pedestrian connections and streets. It is proposed to be an area of mostly residential uses, a neighbourhood that can accommodate a significant residential population, through higher density developments, up to six storeys in height, that are adjacent to significant green areas.

Site 1 currently contains an existing industrial manufacturing use (Woodbridge Foam Corporation), however, the long-term intent for this area is to be re-developed for residential development, as demonstrated within the KACSP. The City does not currently have any active development applications on the subject lands.

Site 2 sits largely within the Kipling Avenue North/South Precinct and is designated Low-Rise Mixed Use and Mid-Rise Residential. The Kipling Avenue North/South Precinct is planned to be a picturesque heritage avenue, with a significant tree canopy and buildings that front directly onto Kipling. There should be active at-grade uses and buildings should be setback, offering a landscaped front yard. It is proposed to be a pedestrian friendly street, that provides pedestrian connections to a range of parks, open spaces, trails and walkways, and to commercial and residential areas, throughout the area. It is proposed to have a residential character and scale, with buildings heights between 2-3 storeys, and include some commercial and live-work uses.

Site 2 currently contains active development applications to facilitate a mixed-use development consisting of a five-storey apartment building, street townhouse units and a stand-alone office use in the existing heritage house. The development of these lands to residential uses are generally in-keeping with the vision and intent of the KACSP.

To compare the two sites:

- Site 2 is smaller than Site 1, with the former having geometric constraints on where and how station access facilities could be located;
- A new residential development is proposed on Site 2, which may not be compatible in its current proposed form with the co-location of required station access facilities. No redevelopment is currently proposed for Site 1;
- Site 2 contains a heritage house, which may constrain the layout and ability to provide station access facilities. No heritage properties are known to exist on Site 1;
- The northern part of Site 1 is designated in the Secondary Plan for mid-rise residential, which would be more transit supportive than Site 2, which is designated for low-rise mixed use; and,
- The longer-term development timeline of Site 1, given that current industry will likely remain active into the foreseeable future, is more aligned with the prospects of the proposed Caledon-Vaughan GO Line and proposed stations, which are not expected until post-2041.

***Site 1 was ultimately selected as the recommended site to support a potential future GO Station, based on the technical and planning analysis.***

Upon completion of the SWOC analysis and review of the planning framework and overall future vision for the area, it was determined that Site 1 is the preferred site to accommodate a potential future GO station. This is due to the ability of the site to physically accommodate the potential station, the future vision of these lands to support residential development as part of the Rainbow Creek North Precinct, as envisioned by the KACSP, and the long-term development timeline for both the station and future re-development of the subject lands. A fulsome review of the site selection process can be found in the draft Study (Attachment 3).

As this Study is a long-term planning exercise, there will be no immediate on-ground changes resulting from the recommendations. The existing land uses on Site 1 will continue to operate as they do currently. Ultimately, it will be at the discretion of Metrolinx as to whether this commuter line and station are pursued for construction and development.

***A draft Official Plan Amendment was prepared to protect for a potential future GO Station in the recommended location.***

In order to protect for a future potential station located at Site 1, an Official Plan Amendment (OPA) to the KACSP has been prepared which can be found in Appendix C of Attachment 3. The intent of this OPA is to ensure any future development of these lands will give consideration for a future GO station within this area.

Nothing in the draft OPA will prohibit the continuation of current land uses and it is expected that the existing industrial uses located at Site 1 will continue to operate into the foreseeable future. In the future, should the current industrial uses cease operations, and look to re-develop, consideration will need to be given to the policies outlined within the draft OPA.

**Financial Impact**

There are no financial requirements for new funding associated with this report.

**Operational Impact**

The subject Woodbridge GO Station Land Use Study requires the involvement of staff across several City departments with requisite subject matter expertise, including review of the work at various stages throughout the project.

**Broader Regional Impacts/Considerations**

The City will continue to work with York Region, Metrolinx and all relevant stakeholders to advance the Woodbridge GO Station Land Use Study and ensure an effective implementation strategy and long-term transportation planning as critical components of complete and healthy communities.

**Conclusion**

The draft Woodbridge GO Station Land Use Study, as appended to this report in Attachment 3, is the culmination of a comprehensive review of the current policies (City, Region and Province), the surrounding neighbourhood context, and consideration of feedback received from the public, indigenous communities, affected agencies and other stakeholders consulted throughout the Study process to-date.

Comments received at this Public Meeting or subsequently submitted in writing will be addressed in a comprehensive report to a future Committee of the Whole meeting.

**For more information**, please contact Alannah Slattery, Senior Planner, Development Planning Department, ext. 8776.

### **Attachments**

1. Woodbridge GO Station Land Use Study Area
2. Potential Station Locations
3. Draft Woodbridge GO Station Land Use Study and Appendices
4. Metrolinx Letter, March 2024

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