



**DATE:** March 5, 2024

**TO:** Alannah Slattery, Senior Planner, Policy Planning & Special Programs, Vaughan

**FROM:** Aubrey Iwaniw, Senior Manager, Stations Planning, Metrolinx

**COPY:** Becca Nagorsky, Vice President, Stations Planning, Metrolinx

**RE:** City of Vaughan - Woodbridge GO Station Land Use Study, Response to letter sent by the City of Vaughan on February 13, 2024.

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Thank you for reaching out.

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."*

That said, we do have expertise in planning new stations, and I can offer some support. May I suggest that you download and review some key resources that can help with your planning:

1. The approved new station initial business cases can be found on our website at this link <https://www.metrolinx.com/en/about-us/doing-business-with-metrolinx/business-cases> (See: Beamsville, Concord, Milton-Trafalgar, Parklawn and Woodbine GO Station IBCs). In those reports you will see how stations tend to be planned based on the area context. Please note the emphasis of diverse,

multimodal customer access options. A planned station that is located on the side of the tracks that represents the highest number of potential customers is ideal.

2. In addition to the cases above, the multi-modal future of customer access is articulated in the GO Rail Station Access plan located online at this link: <https://www.metrolinx.com/en/projects-and-programs/go-rail-station-access>
3. More generally, a collection of GO Transit architectural standards and service standards are located online at these links: [http://www.gosite.ca/engineering\\_public/](http://www.gosite.ca/engineering_public/) and [http://www.gosite.ca/engineering\\_public/GO%20Design%20Requirements%20Manual%20\(DRM\)/GO%20Design%20Requirements%20Manual%20\(DRM\).aspx](http://www.gosite.ca/engineering_public/GO%20Design%20Requirements%20Manual%20(DRM)/GO%20Design%20Requirements%20Manual%20(DRM).aspx)

These resources will give you a good indication of how all stations tend to get built.

If there's any other way that we could support with questions to get in touch, but any formal participation in this land study wouldn't be appropriate because it's not in our area and they aren't our service tracks.

Thank you and good luck with your study,  
Aubrey



Aubrey Iwaniw (she/her)  
Senior Manager, Stations Planning, METROLINX  
(416) 202-5563 | 97 Front Street West | Toronto | Ontario | M5J 1E6