

Committee of the Whole (2) Report

DATE: Tuesday, September 17, 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: DECISION

Purpose

To present the final Woodbridge GO Station Land Use Study ('the Study'), as shown in Attachment 2, and to recommend Council adoption of the Official Plan Amendment ('OPA'), as shown in Attachment 3, to the Kipling Avenue Corridor Secondary Plan being part of Volume 2 of the Vaughan Official Plan 2010. If approved, the Study and OPA will guide the development of a future, potential GO Station within the study area, along the proposed Caledon-Vaughan GO Line. This report summarizes the revisions to the Study, OPA, and response to comments received at the Committee of the Whole (Statutory Public Meeting).

Report Highlights

- Summary, key outcomes and recommendations of the final Woodbridge GO Station Land Use Study ("the Study")
- Overview of the Provincial, Regional and Municipal planning context which informed the development of the Study
- Recommendation of a potential future GO Station location resulting from the Study along the proposed Caledon-Vaughan GO Line
- Summary of, and response to, the verbal and written comments received at the Committee of the Whole (Statutory Public Meeting) concerning the Woodbridge GO Station Land Use Study

Recommendations

1. THAT the draft Official Plan Amendment to the Kipling Avenue Corridor Secondary Plan being part of Volume 2 of the Vaughan Official Plan 2010, forming Attachment 3 to this report, BE APPROVED, and that it be submitted to Council for adoption, subject to any further direction resulting from the Committee of the Whole meeting.

Background

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

On May 16th, 2023, Council approved ICBL 060-2023 in the vicinity of the Kipling Avenue Corridor Secondary Plan area, for a period of one year, as permitted under Section 38(1) of the Planning Act, and directed staff to undertake a land use study for the subject area. 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 was to assess the feasibility of a potential GO Station within the study area along the proposed Caledon-Vaughan GO Line. If it was determined that a GO Station is feasible within the study area, the Study would identify and protect for a future station location. The project included 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.

A fulsome background review of the project and Interim Control By-law 060-2023 can be found in the [May 7, 2024, Statutory Public Meeting Report](#).

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. The Study Area can be seen in Attachment 1.

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).

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 MTSA's 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.

Public and stakeholder consultation played 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 2.

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. In addition, 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 and representatives from the Mississaugas of Scugog Island to discuss the Study and provide an opportunity to provide feedback.

Statutory Public Meeting

A Statutory Public Meeting was held for the project on May 7th, 2024. Notice of the Public Meeting for the study was mailed to all property owners within 200 metres of the subject lands. The meeting included a presentation from the consultant team and a question-and-answer period.

Previous Reports/Authority

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

- WOODBRIGDE GO STATION LAND USE STUDY FILE NO. BU-9571-20 VICINITY – KIPLING AVENUE AND MEETING HOUSE ROAD [Tuesday, May 7, 2024, Committee of the Whole \(Item 1, Report 18\)](#)
- 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 and Options

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

A commuter rail service between Bolton and Union Station has previously been identified by Metrolinx in various plans throughout past decades. A fulsome background review of the history of the Caledon-Vaughan GO Line can be found in the [May 7, 2024, Statutory Public Meeting Report](#).

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. 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 a review of background information of the Caledon-Vaughan GO Line, forecasted ridership, GO station characteristics, Metrolinx's GO Design Requirements Manual (DRM), current GO station facilities, and future and proposed upgrades of GO station facilities matching the forecast ridership. The analysis also involved a strengths, weaknesses, opportunities and constraints analysis on potential locations with consideration of GO station features and technical constraints.

The analysis also 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 2.

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 seen in Figure 14 of 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 Constraints (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 included 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 and utilities. A fulsome breakdown of the complete technical review for each site is outlined within the final Study, found in Attachment 2.

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 building 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, and feedback received through consultation.

Upon completion of the SWOC analysis, review of the planning framework and overall future vision for the area, and feedback received at the Statutory Public Meeting, 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 mid-rise 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 final Study (Attachment 2).

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.

Feedback received from the Statutory Public Meeting was considered when making a final recommendation for the preferred site for the potential future GO Station.

Written comments and public deputations received at the Statutory Public Meeting have been reviewed by Staff and provided to the consultant team for review. These comments have been organized thematically and are addressed below:

Timing of station construction – Questions were raised regarding the timing of construction for the station. It is understood that Metrolinx currently views the Caledon-Vaughan GO Line as a long-term project, beyond 2041. As such, construction of the potential station will likely be beyond 2041 and will ultimately be at the discretion at Metrolinx.

Impacts on traffic – Concerns were raised regarding the impact of the station on neighbourhood traffic levels. Staff advise that, should the station be developed, additional studies will need to be undertaken to understand and address potential impacts to traffic. This work is outside of the scope of the current study and will be addressed at a future time.

Parking for station – Questions were raised regarding parking for the future GO station, including where parking would be located and how much parking would be accommodated. Staff advise that a requirement of approximately 250 parking spaces was identified through the Study, based on GO Transit's technical design standards. Two conceptual station designs were identified within the Study, with different parking configurations for each, located on-site. Staff advise that, ultimately, the parking configuration for the station would be at the discretion of Metrolinx and would be identified at a future date.

Other locations considered – Staff received multiple questions inquiring whether any sites outside of the Study Area were reviewed as potential station locations. Staff advise that the focus of this Study was specifically on the area subject to Interim Control By-law 023-60. VOP 2010 does identify other potential station locations along the Caledon-Vaughan GO Line, however they were not reviewed as part of this study.

Study prematurity – Comments were made regarding the prematurity of the study, considering Metrolinx has advised that the Caledon-Vaughan GO Line is a long-term project, beyond 2041. Staff advise that the purpose of this study is to evaluate the opportunities for a station within the study area, prior to the lands being developed and the ability to accommodate a station is permanently lost. If this study was not undertaken at this time, there is a risk that all potential station locations will be re-developed and the City could lose the opportunity to accommodate a potential station within this area.

Increased densities – Questions were raised regarding how the potential station may impact future densities for the area. Staff advise that the existing KACSP currently outlines the proposed heights, densities, and land uses within the Secondary Plan area. This includes a variety of Mid-rise Residential and Mid-rise Mixed-use land uses, with densities ranging from 0.5 to 3 Floor Space Index. Should the station be pursued in the future, the City may need to re-assess the densities proposed within the KACSP to identify whether any changes are necessary. However, as the station is a long-term project which may potentially never come to fruition, heights and densities within the subject area will continue to follow the intent of the existing KACSP. This Study does not propose any changes to the heights and densities as they currently exist within the KACSP.

Impacts to the Woodbridge Foam lands – Comments were raised regarding the potential impacts of the station on the Woodbridge Foam lands. Concerns included the short-term effects on the viability and continued operation of Woodbridge Foam Corporation on this site, and the long-term ability for the landowners to redevelop the site. Staff advise that nothing in the proposed policy will preclude, or otherwise impede, the continued operation of the current industrial property, including modifications or expansions to the existing buildings and site.

In regard to the long-term ability for the landowners to redevelop, staff advise that it is not the intention of the proposed policy to preclude the redevelopment of the industrial lands for residential uses and understand that future coordination will be required between the City and landowners to ensure the viability of both the residential

redevelopment and future station are not impeded. Staff are committed to working with both the landowners and Metrolinx to ensure the viability of both the station and redevelopment of the lands are not impeded.

A draft Official Plan Amendment was prepared in consultation with the impacted landowners, 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 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.

Staff have worked in consultation with the impacted landowner to prepare OPA wording that satisfies both the City and landowner. The OPA will not prohibit the continuation, or expansion, 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 OPA. Staff are committed to working with both the landowners and Metrolinx to ensure the viability of both the future station and residential redevelopment of the lands are not impeded.

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 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 final Woodbridge GO Station Land Use Study, as appended to this report in Attachment 2, is the culmination of a comprehensive review of the current policies, 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. The Study responds to comments received at the Statutory Public Meeting and conforms to relevant Provincial, Regional and Municipal policy requirements. The draft OPA is recommended for adoption.

For more information, please contact Alannah Slattery, Senior Planner, Policy Planning and Special Programs Department, ext. 8776.

Attachments

1. Woodbridge GO Station Land Use Study Area
2. Final Woodbridge GO Station Land Use Study and Appendices
3. Draft Official Plan Amendment

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