# Woodbridge GO Station Land Use Study

Public Open House Presentation – 4 April 2024


Hertel Planning

# Indigenous Land Acknowledgement

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

# Team

In collaboration with the City of Vaughan

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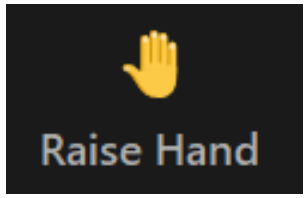
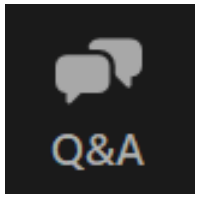
# How to use Zoom

If you are joining the meeting by the desktop or mobile Zoom app, **a toolbar with these buttons appears at the bottom of your screen.**

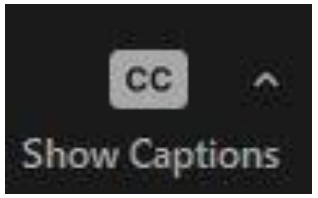



Click or tap the **Raise Hand** button to ask a question or provide a comment verbally. The button will be highlighted yellow while your hand is raised and you are in the queue.

**All attendees are muted, attendees with their hand raised will be placed in a queue to be unmuted by the facilitator during the Q&A period.**



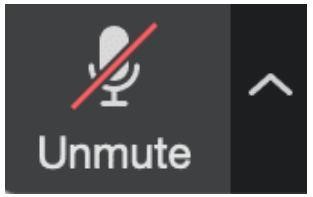

Click or tap the **Q&A** button to open the Q&A window and submit a written question. Similar questions may be combined and provided with a verbal response.




Click or tap the **Show Captions** button to display closed captions.

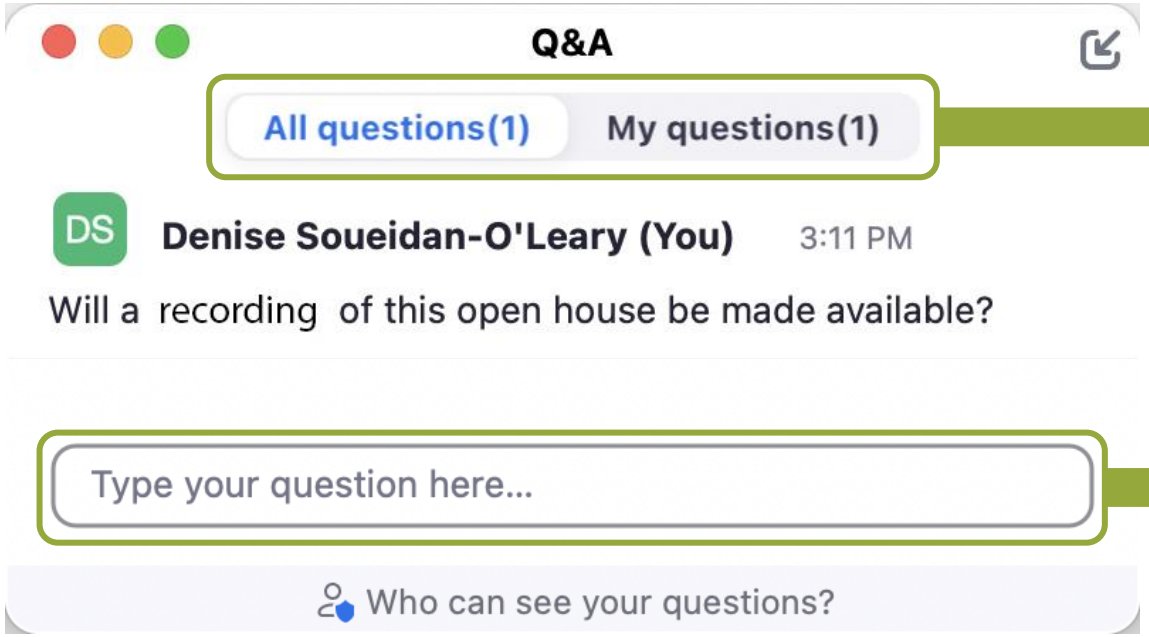
# Can’t hear the host or presenter?

- Options:
  1. Check your audio settings. Click or tap the “^” next to “Unmute” to select the appropriate source for your audio.
  2. If you are using a headset, unplug it and listen through your device’s speakers.
- If this doesn’t work, you can listen in by dialing **1-647-558-0588**, followed by the Webinar ID **693 3401 5638**. There is NO passcode.



# Zoom controls: submitting questions

Use the Q&A module to submit written questions or comments during the virtual open house




Both the **All questions** and **My questions** tabs will only show questions submitted by you.

To submit a written question or comment, type it into this box and then click **Send**.

# Zoom controls: call-in questions

Call-in participants can raise their hand and unmute or mute themselves with these keys

## *9
## Raise/Lower Hand

To **raise your hand**, press ***9** on your telephone's keypad. Press ***9** again to **lower your hand**.

**Note:** You may hear an audio prompt if the host lowers your hand on your behalf.

## *6
## Unmute/Mute

When the facilitator allows you to unmute, **unmute** yourself by pressing ***6** on your phone's keypad. Press ***6** again to **mute** when you are done speaking.

**Note:** You may hear an audio prompt if the host mutes you on your behalf.

# Be courteous and respectful

- Keep an open mind while listening to others
- Be respectful to other participants and staff
  - The City of Vaughan and its consultant teams are inclusive organizations
  - Discriminatory, prejudicial, or hateful comments and questions will not be tolerated
- Be brief and limit yourself to one question or comment so we may hear from others
  - There will be other opportunities to engage, including an online survey and a future public meeting

# Study purpose and origin

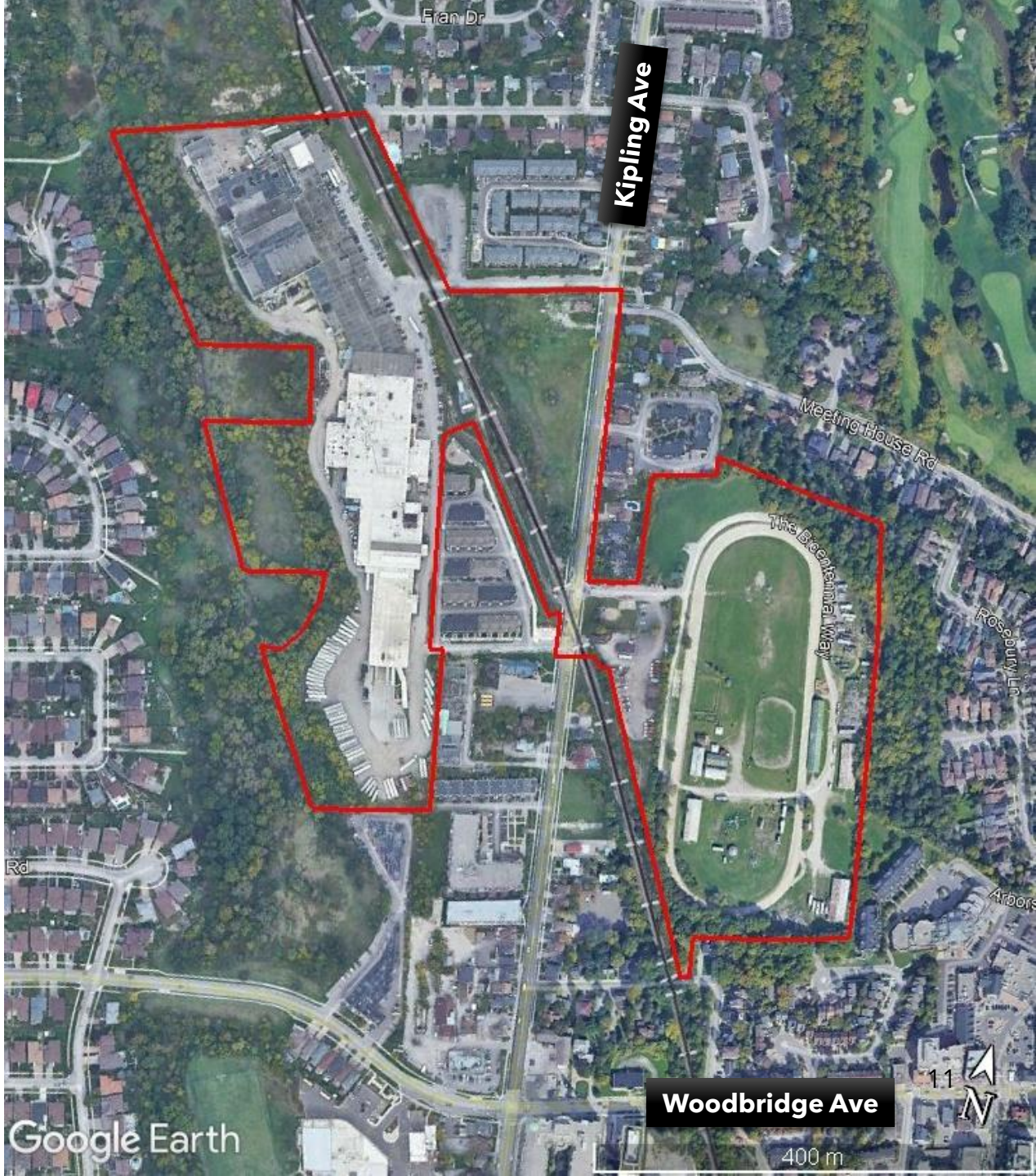
- Purpose is to:
  - Assess the feasibility of adding a GO station within the Woodbridge area
  - Identify a GO station location
  - Prepare amendments to the *Vaughan Official Plan 2010* to protect for the station site and optimize the land uses in the area
- Origin of study:
  - In May 2023, Vaughan Council approved Interim Control By-law (ICBL) 060-2023 within the vicinity of the Kipling Avenue Corridor Secondary Plan area and directed staff to undertake this study
  - The ICBL halts development within the by-law area for a period up to one year

# Background information

# Interim Control By-law 060-2023

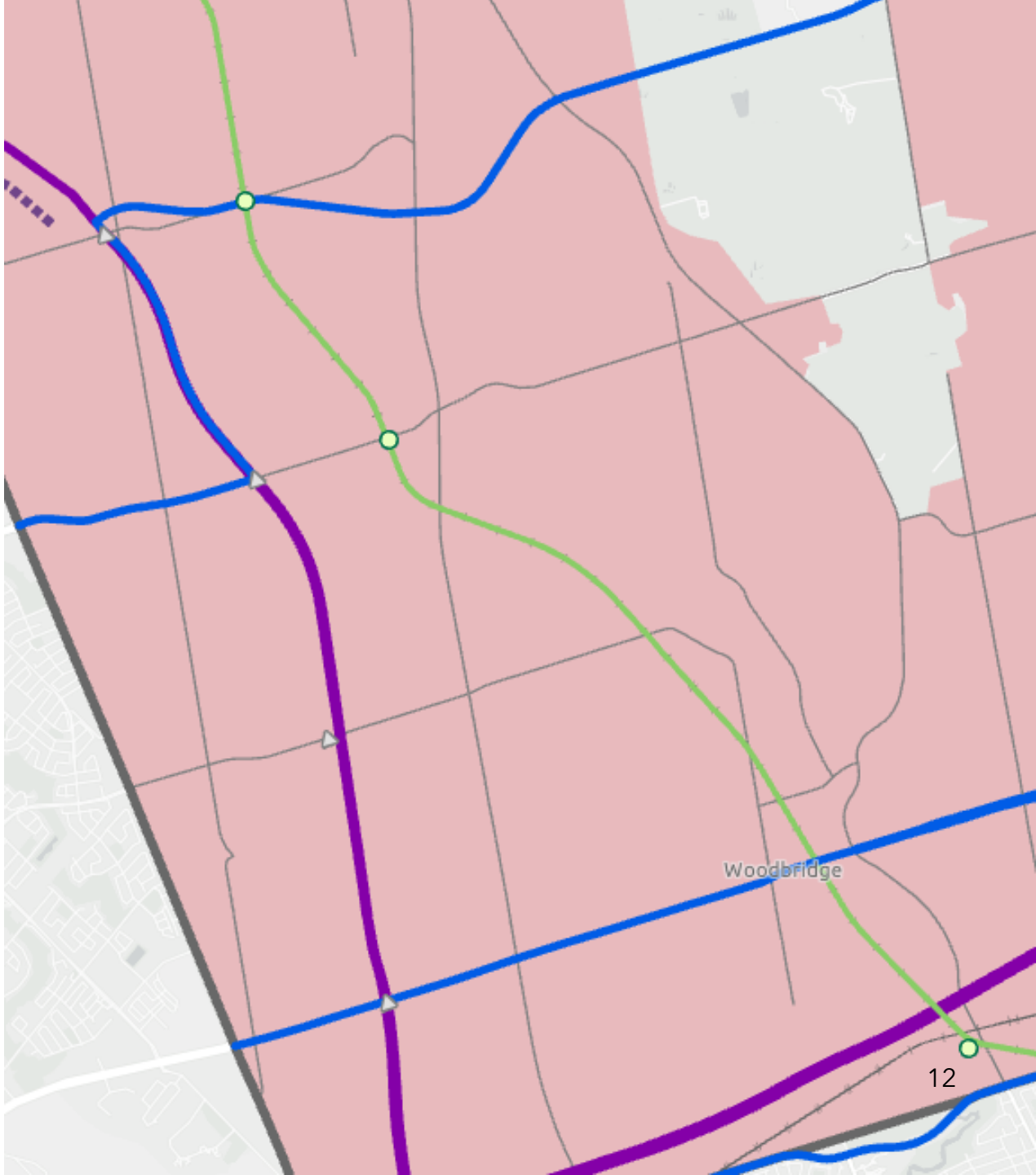
- Temporarily prohibits any land, building, or structure uses other than those lawfully existing on the date of passage (16 May 2023) for one year
- Temporarily prohibits the construction, alteration, or expansion of any building or structure except those with a building permit on or before the date of passage
- Lapses on 16 May 2024, but may be extended for up to one additional year

The Interim Control By-law 060-2023 area is bounded in red.



# York Region Official Plan 2022

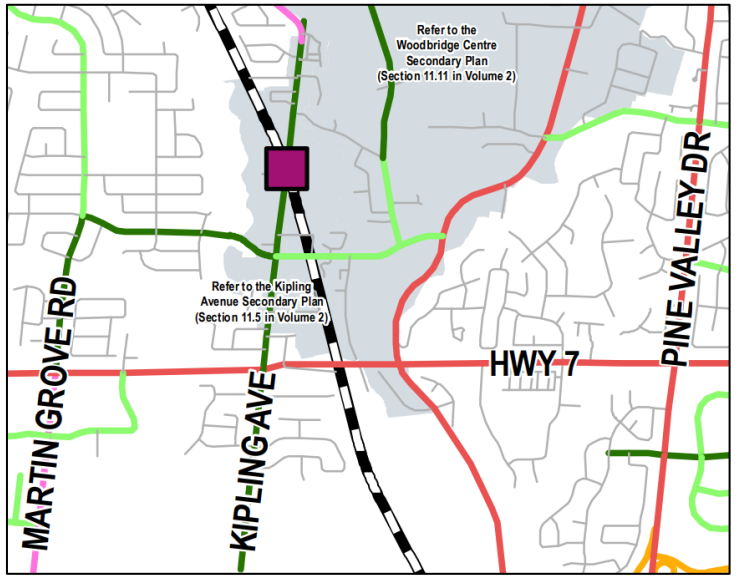
- Map 10 – Rapid Transit Network shows potential GO Rail Corridor
- Stations “subject to further study” shown at Major Mackenzie, Rutherford, and Islington
- Potential station at Woodbridge no longer shown, as in the 2010 York Region Official Plan

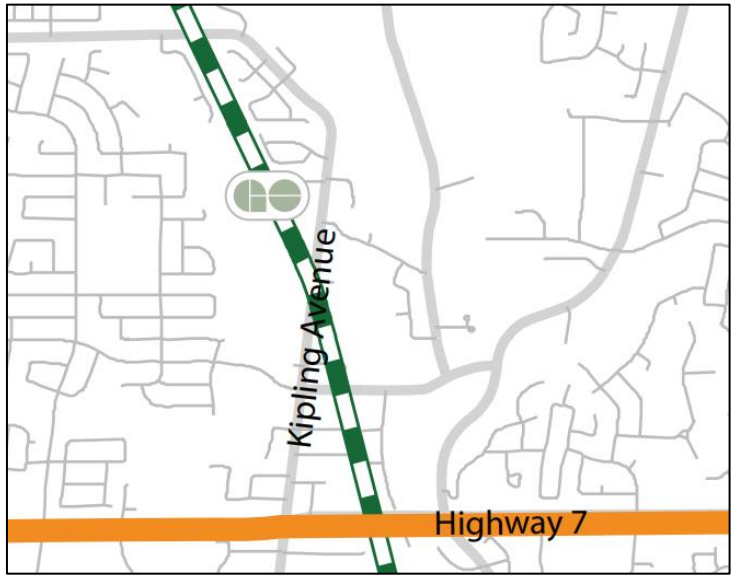



Excerpt from Map 10 of the *York Region Official Plan, 2022* showing no potential station within the ICBL area.

# City of Vaughan Official Plan 2010

- Policy 4.2.2.11 encourages the implementation of new GO train stations in Vaughan, and expanded service along the proposed Caledon-Vaughan railway corridor
- A grade separation of the Kipling Avenue and MacTier Subdivision crossing is identified in Schedule 9 of the Plan
- A proposed GO station at Kipling Avenue northwest of the MacTier Subdivision crossing is identified in Schedule 10 of the Plan




Excerpts from the *City of Vaughan Official Plan 2010*:
Top: Schedule 9 – Future Transportation Network, showing a proposed grade separation at Kipling Avenue and the rail crossing.
Bottom: Schedule 10 – Major Transit Network, showing a proposed GO station at Kipling Avenue northwest of the rail crossing.

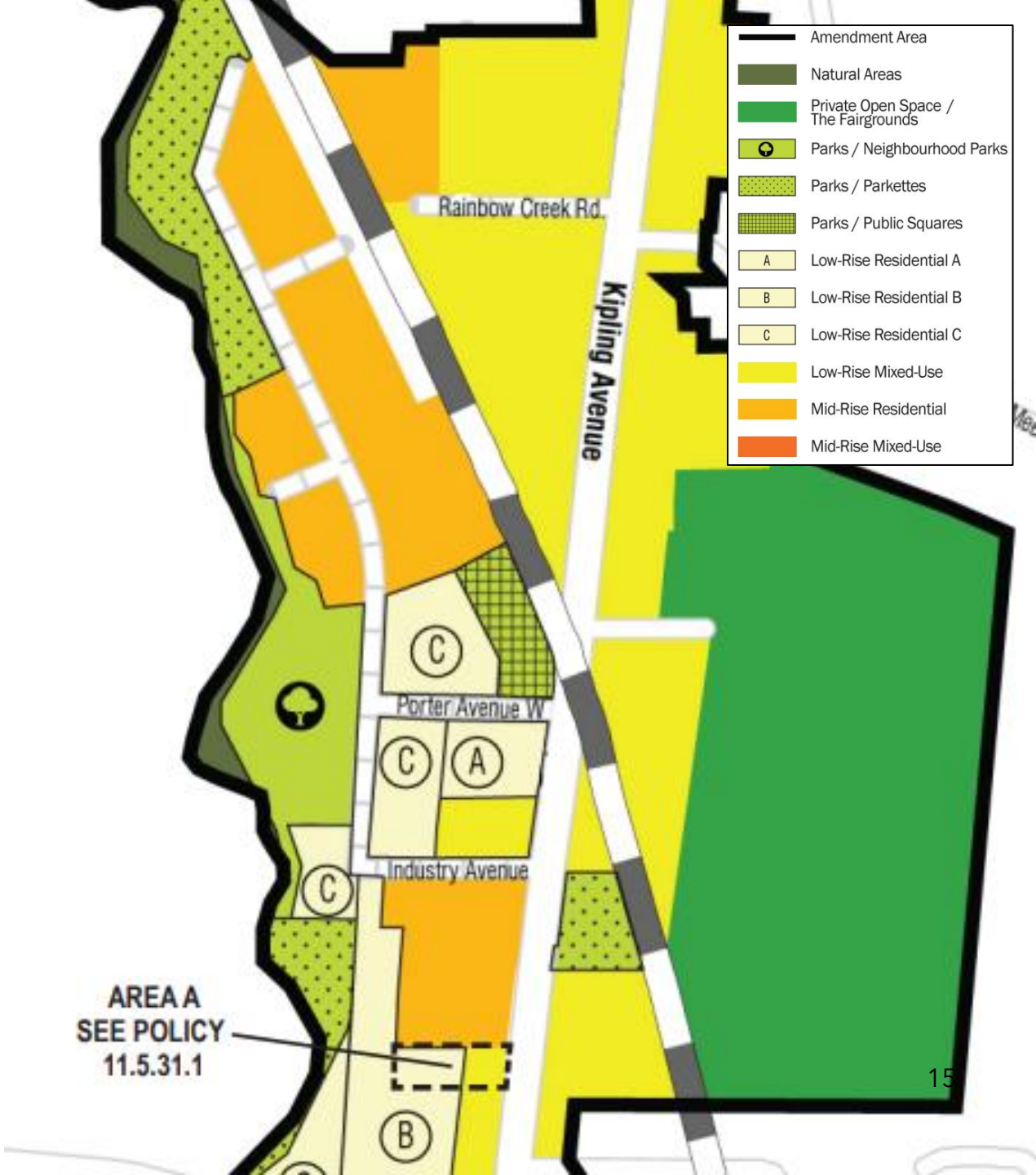
# Vaughan Official Plan

- Policies specific to GO rail corridors, stations, and supportive land use and development:

| Policy | It is the policy of Council: |
|---|---|
| 4.2.2.12 | To plan areas surrounding GO stations for higher density development and a mix of uses to take advantage of regional transportation infrastructure. |
| 4.4.1.3 | To maximize utilization of GO rail corridors by:<br>a. directing higher density growth to areas surrounding GO stations;<br>b. requiring mixed-use development in areas surrounding new GO stations;<br>c. encouraging redevelopment of GO station parking lots with mixed-use development; and<br>d. minimizing the footprint of commuter parking by supporting shared parking, parking structures and effective transit service and connections to GO stations. |
| 4.4.1.6 | To require grade separations between the street and rail systems as needed at arterial and collector street/rail junctions without amendment to this Plan |

# Kipling Avenue Corridor Secondary Plan

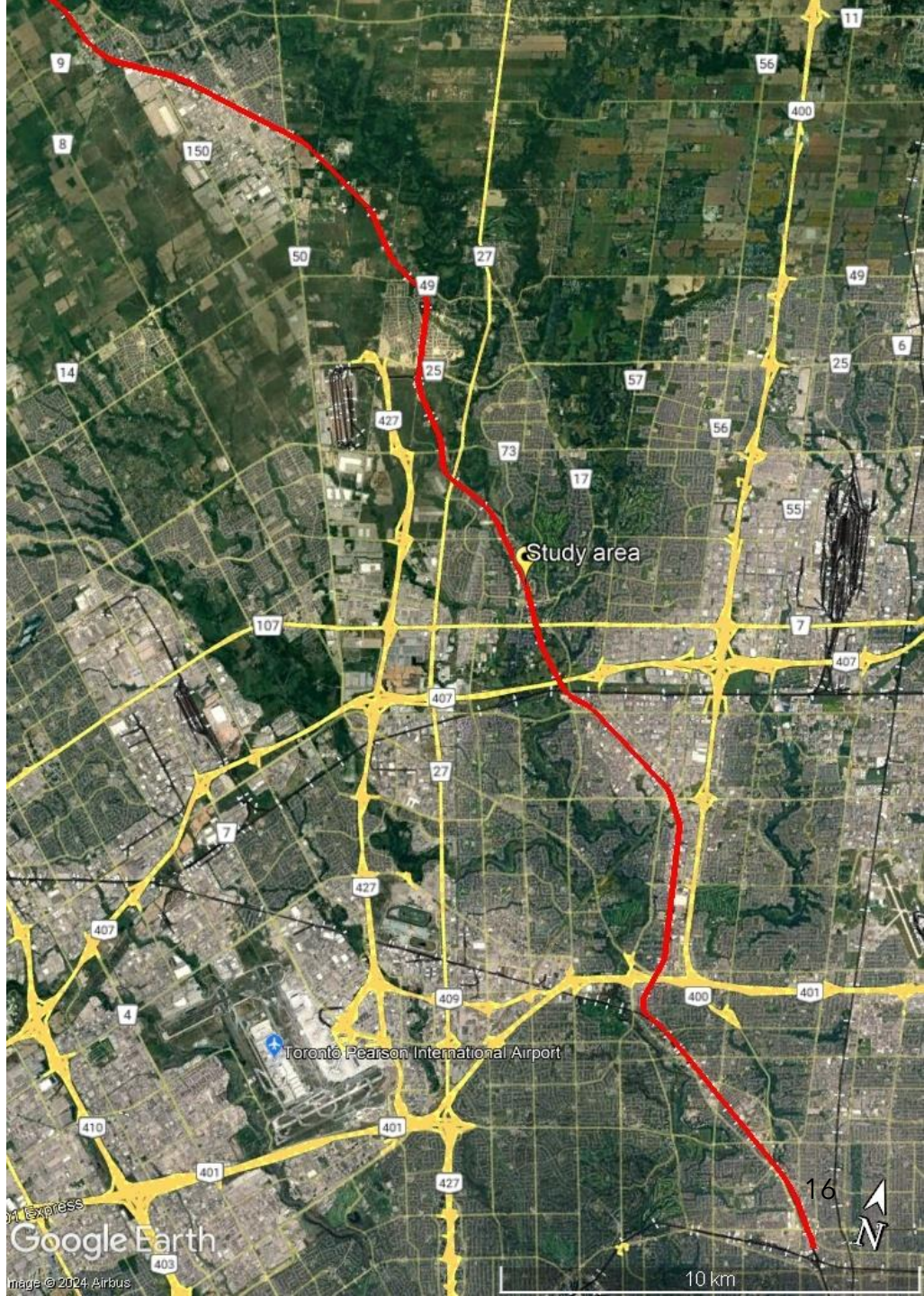
- No potential GO line or station referenced in policy or on schedules
- Only general policy references to transit and supportive built form




Excerpt from Map 11.5.A of the *Kipling Avenue Corridor Secondary Plan* showing no potential stations in the ICBL area.

# CPKC MacTier Subdivision

- Opened in 1908 and owned by Canadian Pacific Kansas City (CPKC)
- Exclusively used for freight service
- Stretches from MacTier, Ontario to the West Toronto Diamond (with connections to Western Canada, Windsor, and Montreal)
- Single-track railway through Woodbridge
- The Canadian Pacific Railway (predecessor of the CPKC) once had a station at Woodbridge within the study area



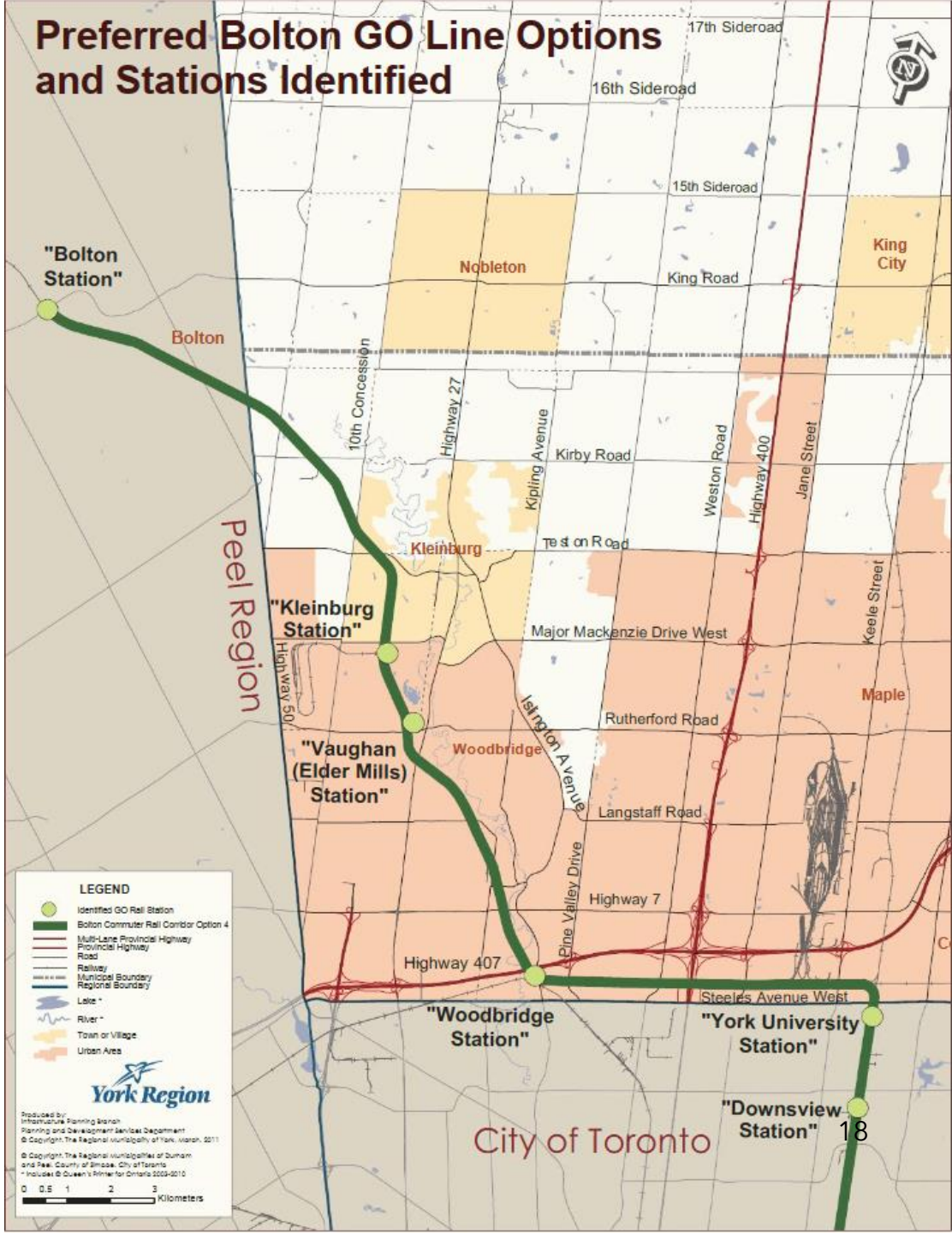

The CPKC MacTier Subdivision, from Toronto to Bolton, is marked as a red line.
The study area is located at the yellow pin.



Left: Woodbridge Station, looking north from the Kipling Avenue crossing, circa 1900. (Source: City of Vaughan.)
Upper right: Woodbridge Station, circa 1910. (Source: City of Vaughan.)
Lower right: Woodbridge Station, 11 April 1955. (Source: Toronto Public Library.)

# The potential Caledon-Vaughan Line

- Long-considered GO Transit service connecting Toronto to Bolton via Woodbridge
- Also referred to as the Bolton Line
- Metrolinx's planning framework:
  - Identified in *The Big Move*, Metrolinx's Regional Transportation Plan (2008), as part of the 15-year plan
  - The Bolton Line appears in the *2041 Regional Transportation Plan* on the "projects beyond 2041" list
  - The *Bolton Commuter Rail Feasibility Study* was published in 2010, concluded that the line is feasible




The preferred Bolton GO Line, as identified in the *Bolton Commuter Rail Feasibility Study*.

Source: York Region, "Bolton Commuter Rail Service Feasibilty Study" (Report to the Planning and Economic Development Committee), 19 May 2011.

# The Caledon-Vaughan Line

- The *Bolton Commuter Rail Feasibility Study* examined the need for grade separations at Kipling Avenue and the Woodbridge Foam private access:
  - Kipling Avenue may warrant a grade separation, but this may be unfeasible due to the surrounding residential uses and the road's local classification
  - The Woodbridge Foam private access does not warrant a grade separation
- If the Caledon-Vaughan Line is implemented, then it is expected that CPKC would request that:
  - Existing capacity be maintained for freight service
  - New capacity be added for passenger service
- As such, Metrolinx may be required to double-track a significant proportion of the MacTier Subdivision

# Station facility requirements

- Identification of the various facilities required as part of a standard GO Transit passenger rail station
- Completed through an examination of GO technical design manuals, studies, plans, and precedents
- Station facilities and sizing were then estimated for a potential Woodbridge GO Station

## Data sources

- Bolton Commuter Rail Feasibility Study
- GO Design Requirements Manual
- GO Rail Station Access Plan
  - Precedent stations with similar daily footfalls
  - Stations with similar projected 2041 daily footfalls
  - Stations with similar target mode shares

# Potential facilities for Woodbridge GO Station

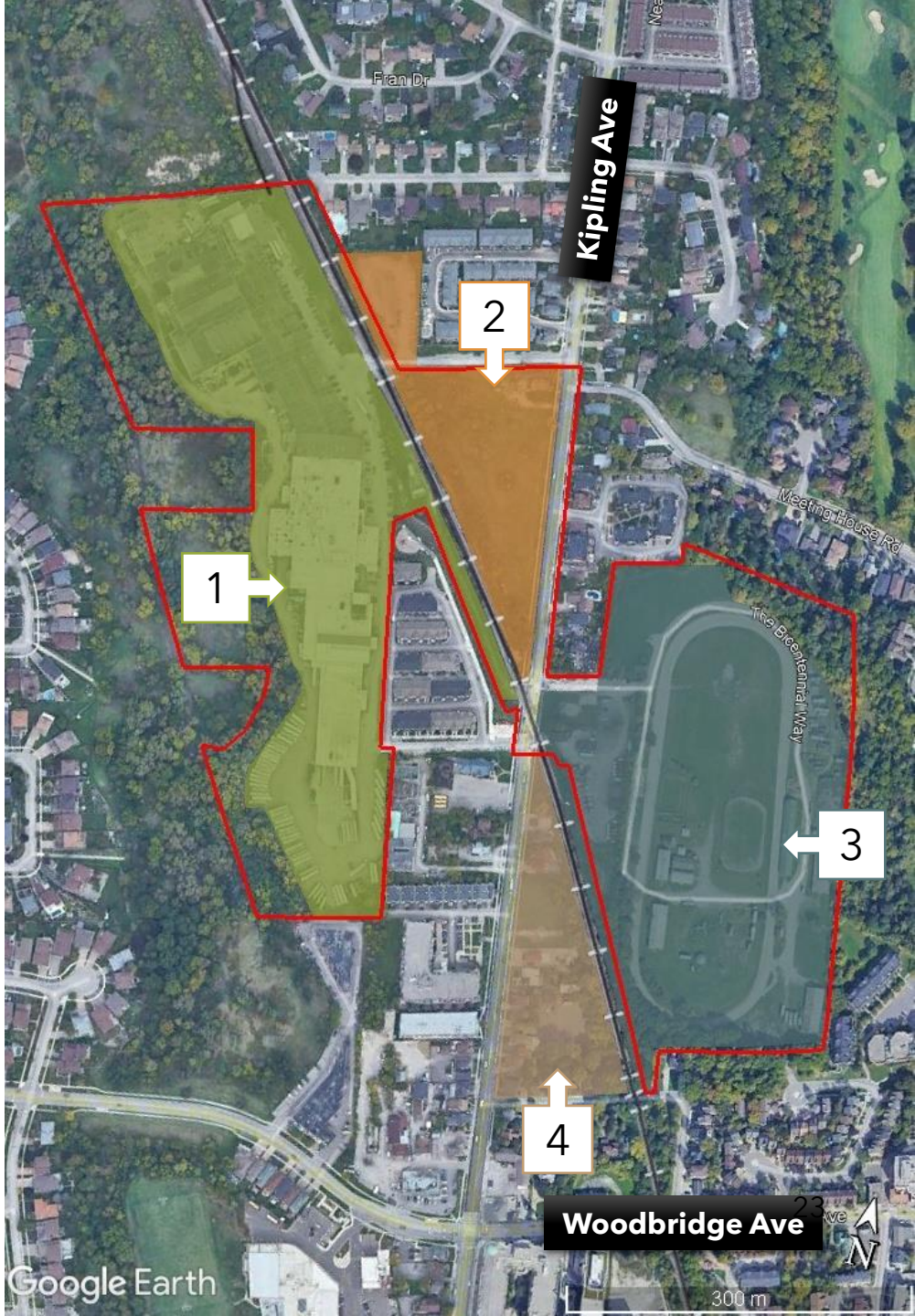
| Facility type | Preliminary specification |
|---|---|
| Bus facilities | None (on-street stops only if needed) |
| Parking spaces (bicycle) | 176 (64 secure and 112 covered) |
| Parking spaces (passenger pick-up and drop-off) | 48 (using a ferry style configuration) |
| Parking spaces (vehicle) | 250 |

| Facility type | Assumption | Area ($m^2$) |
|---|---|---|
| Parking spaces (bicycle) | 30 $m^2$ per 16 bicycles | 330 |
| Parking spaces (vehicle) | 45 $m^2$ per space | 11 250 |
| Parking spaces (passenger pick-up and drop-off) | 6% of parking spaces (vehicle) | 675 |
| Platform | 315 m length by 4.9 m width | 1 540 |
| Walking routes and access | 4% of parking spaces (vehicle) | 450 |
| **Total** | | **14 245 $m^2$ (~1.4 ha)** |

# Assessing station locations

# Potential station locations

- Direction from City staff to examine all potential locations for a station at Kipling Avenue, including areas outside the ICBL area
- Four potential locations identified for study:
  1. The Woodbridge Foam Corporation lands (~7.6 ha)
  2. Lands west of Kipling and north of the railway (~2.5 ha)
  3. The Woodbridge Fair lands (~8.0 ha)
  4. Lands east of Kipling and south of the railway (~1.8 ha)




The four potential station locations centred around the Kipling Avenue-railway crossing with the ICBL boundaries in red.

# SWOC: Site 1 (Woodbridge Foam)

| | Helpful | Harmful |
|---|---|---|
| **Internal factors (characteristics)** | **Strengths**<br>• Large site area should accommodate station facilities (subject to further site planning) | **Weaknesses**<br>• No frontage onto Kipling Avenue affects active transportation access, may create safety and security issues due to isolation<br>• Only public access via Porter Avenue West |
| **External factors (environmental elements)** | **Opportunities**<br>• Secondary Plan envisions, in the long-term, the Woodbridge Foam site changing from industrial to residential<br>• Potential walking and cycling connection to Harmonia and Dunstan Crescents (with new ravine crossings) | **Challenges**<br>• Site currently used by Woodbridge Foam Corporation<br>• Platform length of 315 m would require the realignment of the Woodbridge Foam private access crossing<br>• Communications tower south of the railway may affect station placement |

# SWOC: Site 2 (west of Kipling, north of railway)

| | Helpful | Harmful |
|---|---|---|
| **Internal factors (characteristics)** | **Strengths**<br>• Site area should accommodate station facilities (subject to further site planning)<br>• Frontage onto Kipling Avenue promotes active transportation access and visibility from street | **Weaknesses**<br>• Triangular shape is less efficient for the provision of GO station facilities |
| **External factors (environmental elements)** | **Opportunities**<br>• Markham GO Station is a useful precedent because of its similar triangular shape and built context | **Challenges**<br>• Platform length of 315 m would require the realignment of the Woodbridge Foam private access crossing<br>• Development application received by the City for the vacant lands along Kipling Avenue<br>• Existing heritage building on site |

# SWOC: Site 3 (Woodbridge Fair)

| | Helpful | Harmful |
|---|---|---|
| **Internal factors (characteristics)** | **Strengths**<br>• Large site area should accommodate station facilities (subject to further site planning) | **Weaknesses**<br>• Limited frontage onto Kipling Avenue affects active transportation access, may create safety and security issues due to isolation |
| **External factors (environmental elements)** | **Opportunities**<br>• Potential walking and cycling connection to Woodbridge Village | **Challenges**<br>• Site currently used by Woodbridge Fair<br>• Platform length limited to 220 m due to grade separation at William Street |

# SWOC: Site 4 (east of Kipling, south of railway)

| | Helpful | Harmful |
|---|---|---|
| **Internal factors (characteristics)** | **Strengths**<br>• Frontage onto Kipling Avenue promotes active transportation access and visibility from street | **Weaknesses**<br>• Small site area and narrow triangular shape makes it unlikely to be suitable for most station facilities |
| **External factors (environmental elements)** | **Opportunities**<br>• Markham GO Station is a useful precedent because of its similar triangular shape and built context | **Challenges**<br>• Site currently used by 13 single-detached residential dwellings<br>• Platform length limited to 210 m due to grade separation at William Street<br>• Rail grade relatively flat while the ground slopes down to the southeast |

# Next steps (or: chugging on)

- To do list:
  - Use what we hear today to assist in identifying a preferred station location
  - Update the project website, which will include a survey for you to share your thoughts on the potential station
    - The survey will be open from 4-18 April 2024
  - Present to Council at a statutory public meeting (if a station location is preferred)
- Study deliverables:
  - Conceptual station site plan for the preferred location
  - Planning report to document this study and what we hear from you
  - Official plan amendment to designate and protect for the preferred station location

# Let’s talk!

Learn more and complete our survey at vaughan.ca/WoodbridgeGO

Hertel Planning

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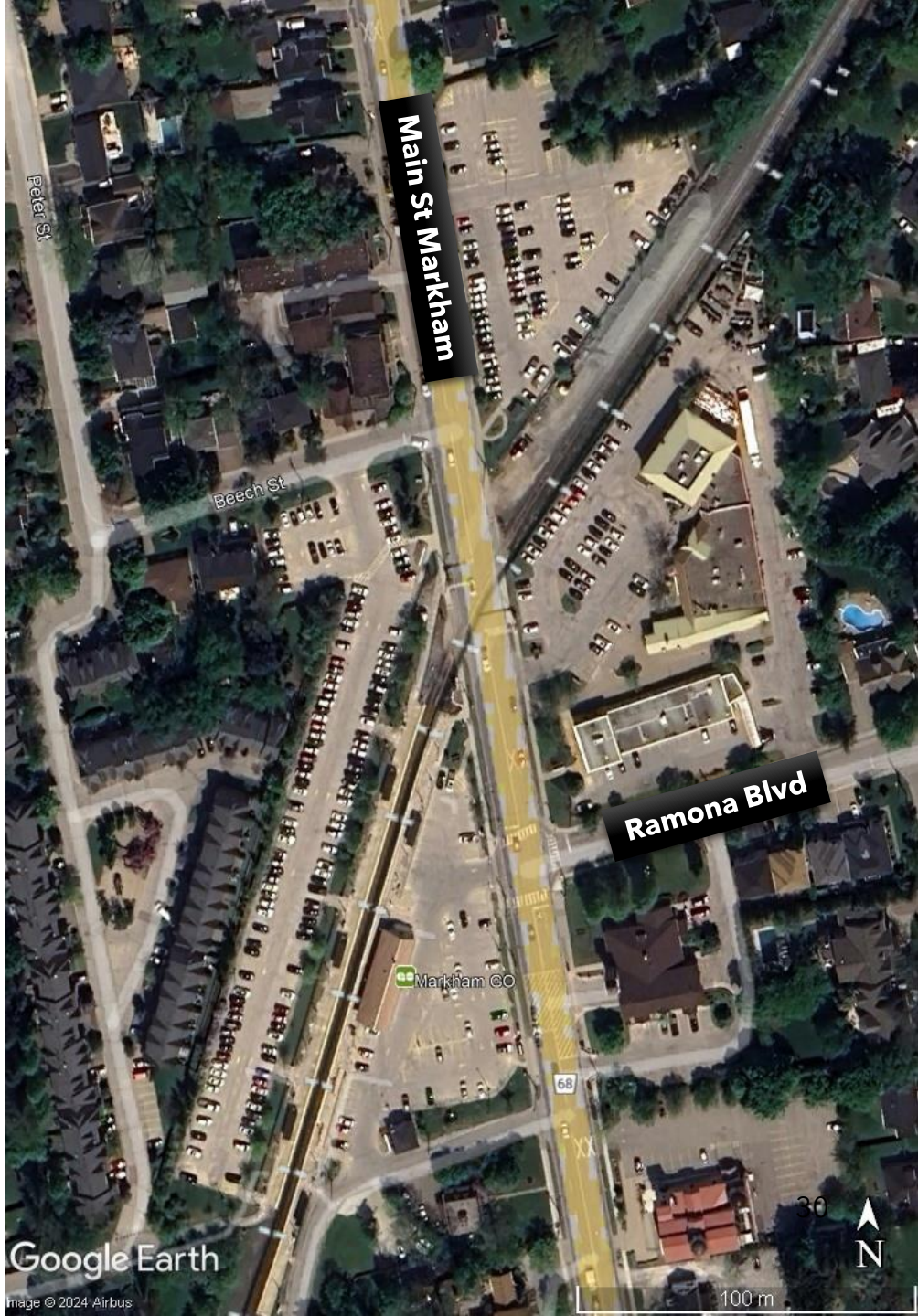
# Markham GO Station

- Located at Main Street Markham and Station Street (north of Highway 7 and the historic village of Markham)
- Built in 1871, historic station building still on site
- Triangular-shaped main station lot (~0.6 ha) and two satellite parking lots
- Adjacent to an at-grade crossing
- Surrounded by ground-related residential and commercial uses




Aerial photo of Markham GO Station.

# Markham GO Station facilities

- Double-sided platforms:
  - West side platform length: 156 m
  - East side platform length: 189 m
- Covered bicycle parking
- On-street York Region Transit and GO Transit bus stops
- Four passenger pick-up and drop-off spaces in main lot
- 410 vehicle parking spaces:
  - Main lot: 84 spaces
  - West lot: 167 spaces
  - East lot: 159 spaces