

**COMMITTEE OF THE WHOLE (2) – NOVEMBER 12, 2019**

**COMMUNICATIONS**

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**Distributed November 8, 2019**

**Item**

- |     |   |    |
|-----|---|----|
| C1. | Ms. Kathryn Angus, Kleinburg & Area Ratepayers' Assoc., dated October 29, 2019. | 10 |
| C2. | Mr. <del>Ms.</del> Don Givens, dated November 8, 2019.                          | 10 |

**Distributed November 11, 2019**

- |     |   |   |
|-----|---|---|
| C3. | Memorandum from the City Clerk, dated November 11, 2019 | 7 |
|-----|---|---|

**Distributed November 12, 2019 (at the meeting)**

- |     |   |    |
|-----|---|----|
| C4. | Presentation material titled "GRA West Transportation Corridor Route Planning and EA Study – Stage 2" | 10 |
|-----|---|----|

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Please note there may be further Communications.

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**From:** Clerks@vaughan.ca  
**Sent:** October-31-19 4:02 PM  
**To:** Bellisario, Adelina  
**Subject:** FW: GTA West Transportation Corridor Route Planning and Environmental Assessment Study - Stage 2  
**Attachments:** GTA West Comment Sheet.pdf; GTA West Corridor October 28 2019.pdf; GTA Corridor letter 2015\_.docx.pdf

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**From:** lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>  
**Sent:** Thursday, October 31, 2019 2:44 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Ciampa, Gina <Gina.Ciampa@vaughan.ca>  
**Subject:** FW: GTA West Transportation Corridor Route Planning and Environmental Assessment Study - Stage 2

This is correspondence for the Nov 12 CW(2) item re GTA West Corridor. Please include.

Thanks.

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**From:** Kathryn Angus <[Kathryn.Angus@hhangus.com](mailto:Kathryn.Angus@hhangus.com)>  
**Sent:** Tuesday, October 29, 2019 2:13 PM  
**To:** Bevilacqua, Maurizio <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Jackson, Linda <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>; Ferri, Mario <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Rosati, Gino <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; lafrate, Marilyn <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; Carella, Tony <[Tony.Carella@vaughan.ca](mailto:Tony.Carella@vaughan.ca)>; Shefman, Alan <[Alan.Shefman@vaughan.ca](mailto:Alan.Shefman@vaughan.ca)>; Racco, Sandra <[Sandra.Racco@vaughan.ca](mailto:Sandra.Racco@vaughan.ca)>; DeFrancesca, Rosanna <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>  
**Cc:** Ciampa, Gina <[Gina.Ciampa@vaughan.ca](mailto:Gina.Ciampa@vaughan.ca)>  
**Subject:** GTA West Transportation Corridor Route Planning and Environmental Assessment Study - Stage 2

Good afternoon Mayor Bevilacqua; Regional Councillors, and Councillors: Please find attached our comment sheet as well as our letters (both 2019 and 2015) outlining our concerns with regards to the proposed preferred route.

Please note under separate cover these documents have been sent to The Honourable Caroline Mulroney, The Honourable Steven Lecce, and Ms. Britta Patkowski of AECOM.

With thanks Kathryn Angus, President, Kleinburg & Area Ratepayers' Assoc.

Thank you for taking the time to provide your feedback regarding the information presented at Public Information Centre #2 for the GTA West Study.

**1) Do you have any comments regarding the Project Team's Technically Preferred Route?**

We (Kleinburg & Area Ratepayers' Association) object to the selection of Route 58-3 as the preferred alternative due to the impact this route will have on the planned North Kleinburg/ Nashville Secondary Plan area.

**2) Do you have any comments regarding the assessment and evaluation of the short listed route and interchange location alternatives?**

The assessment and evaluation for "preferred alternative" appears to have completely ignored the valuation or weighting of the evaluation with respect to the "land use/ socio-economic environment". The selection of Route 58-3 notes highest impact to land use and the lowest construction costs, however the value of this planned community land needs to be also considered in the cost analysis.

**3) Do you have any comments regarding the Preliminary Refined Focused Analysis Area for the Technically Preferred Route?**

We (KARA) require clarification of the process and timing for the release of areas which are within the focused analysis area (2019 FAA) but outside of the preferred route.

(Continued on next page)

4) Do you have any comments regarding the transitway and potential transitway station locations?

*Not at this time.*

5) Do you have any other comments or questions about this study (e.g. goods movement priority features, etc.)?

*The study should also consider the value of lands being displaced. In the case of North Kleinburg-Nashville Secondary Plan the downstream water and waste water infrastructure has already been constructed as such the value of those investments needs to be accounted for.*

Do you require a written response to your comments?

Yes

No

Comments and information regarding this study are being collected to assist the MTO in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Name: Kathryn Angus

Organization (if applicable): Kleinburg & Area Ratepayers' Assoc.

Position (if applicable): President

Address: PO Box 202

City/Town: Kleinburg ON Postal Code: L0S1C0

Email: kathryn.angus@khangus.com Phone #: 416 443 8200

**PLEASE PLACE YOUR COMMENTS IN A DROP-BOX TODAY OR E-MAIL, FAX, OR MAIL YOUR COMMENTS BY OCTOBER 31, 2019 TO:**

Ms. Britta Patkowski  
 GTA West Project Team  
 c/o AECOM  
 105 Commerce Valley Drive West, 7th Floor  
 Markham, Ontario, L3T 7W3  
 EMAIL: project\_team@gta-west.com  
 FAX: (905) 886-9494



# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg  
Ontario L0J 1C0

October 28, 2019

To: Minister of Transportation, S. Lecce, Mayor, Regional Councillors, Councillors

Re: **GTA West Corridor Route Planning and Environmental Assessment Study**

The Kleinburg & Area Ratepayers' Association would like to offer the following comments, referring specifically to that part of the proposed highway that will pass through the municipality of Vaughan. This follows our letter dated January 19, 2015 to the Hon. Steven Del Duca, copy attached.

KARA would like to state that further to our written comments being submitted on the GTA West Transportation Corridor and Route Planning and Environmental Study – Stage 2, Comment Sheet (copy attached) we would like to emphasize our preference for Route S8-1 in the Section 8 area as it would better serve the growth areas of Bolton, Nobleton and Schomber, would expedite traffic accessibility and would be less invasive to greenbelt and agricultural lands. We feel that there would be a negative impact to existing and future Kleinburg residents as it relates to the preferred Route (S8-3 S8-2) in Section 8.

Some of the items from our previous letter which are still outstanding and would need to be addressed are: how are the existing wildlife corridors going to be preserved; how is reduced forest cover to be replaced; how are the six species at risk to be protected etc.

We also believe that land acquisition costs presumably would be less for route S8-1 than route S9-1. It is also noted that the portion of (Section 9) Route S9-1 ( preferred route ) that is EAST of Pine Valley to Hwy400 could still be used as that would shift the highway further north than (Section 8) Route S8-1. On the west end, in the Highway 50-Huntingdon Rd.-Nashville Rd triangle, that the Interchange be routed closest to Highway 50.

Regards



Kathryn Angus, President

Kleinburg & Area Ratepayers' Association

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

January 19, 2015

Hon. Steven Del Duca, MPP Vaughan, Ontario Minister of Transportation

GTA West Project Team

City of Vaughan Council  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

York Region  
17250 Yonge Street  
Newmarket, Ontario L3Y 6Z1  
Attention: Transportation Services Committee

## **Re: GTA West Corridor Planning**

A number of members from our Kleinburg and Area Ratepayer's Association (KARA) attended the recent Public Information Centre regarding the GTA West Corridor planning. We offer the following comments, referring specifically to that part of the highway and transitway that will pass through the municipality of Vaughan.

Many residents in Vaughan, especially those who live in the northern part of the City, would prefer that the highway be built further north where it does not despoil Greenbelt and agricultural lands to the extent it would in Vaughan. However, assuming that the highway and transitway will be built within the established study area, we would like to see them built as far north as possible to minimize the effects of noise and pollution on existing and proposed built-up areas to the south. The Greenbelt surrounding the Kleinburg-Nashville Heritage Conservation District is a significant component of the rural nature and heritage of the district. Specifically, to minimize the impact of a new highway on the heritage district, we believe route options 427A, 7F, 8B and 9B should be chosen.

Regarding Interchange locations, the interchange at Highway 27 seems appropriate to give access to Nobleton, Kleinburg and Nashville. However, we suggest the interchange proposed at Pine Valley Drive would be much better located at Weston Road. Pine Valley Drive is a 2-lane road which only runs for a very short distance to the north and nowhere in particular in the South. Weston Road is a 4-lane road from the south almost to the corridor and will provide a means of quickly accessing the planned industrial areas adjacent to Highway 400 north and south of the corridor.

We felt that the Public Information Centre did not provide nearly enough information regarding proposals to mitigate the effects of the roads and structures running through

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
Email: [kara@kara-inc.ca](mailto:kara@kara-inc.ca) Website: [www.kara-inc.ca](http://www.kara-inc.ca)

the Greenbelt. Vaughan is already deficient in its preservation of its natural heritage network and this project will exacerbate the situation. A number of questions come to mind:

1. How are existing wildlife corridors going to be preserved?
2. How is reduced forest cover going to be replaced?
3. How are the six species at risk to be protected?
4. How is connectivity to be maintained?
5. What structures are proposed?
6. What additional upgrades will be made to city and regional roads (e.g. Highway 27) as a result of this project?

We didn't see any of this information at the Information Centre that would enable the public to assess the environmental effects of the project and participate in deciding on alternatives.

Sincerely,



Ken Schwenger  
President, KARA – on behalf of the KARA Board

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**From:** Clerks@vaughan.ca  
**Sent:** November-08-19 12:43 PM  
**To:** Bellisario, Adelina  
**Subject:** FW: Item #10 Committee of the Whole Nov. 12, 2019 - Comments Regarding the GTA West Corridor Alignment - Huntington Road Community  
**Attachments:** 2019 11 08 Presentation to Vaughan COW re Item 10 GTA West Alignment.pdf

**From:** Ashley Barter <abarter@mgp.ca>  
**Sent:** Friday, November 08, 2019 12:46 PM  
**To:** Clerks@vaughan.ca  
**Cc:** Schmidt-Shoukri, Jason <Jason.Schmidt-Shoukri@vaughan.ca>; Spensieri, Nick <Nick.Spensieri@vaughan.ca>; Don Given <DGiven@mgp.ca>; MAURICE STEVENS <[REDACTED]>  
**Subject:** RE: Item #10 Committee of the Whole Nov. 12, 2019 - Comments Regarding the GTA West Corridor Alignment - Huntington Road Community

All,  
Further to the letter provided earlier today, please find attached the presentation slides for Don's deputation on Nov. 12th.  
We will also have the slides loaded on a USB key if necessary.  
Regards,

**Ashley Barter** BES  
Planner



140 Renfrew Drive, Suite 201, Markham, ON, L3R 6B3 Canada [www.mgp.ca](http://www.mgp.ca)  
T: 1.905.513.0170 x147 M: 1.226.218.3726

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**From:** Ashley Barter  
**Sent:** November-08-19 10:17 AM  
**To:** [clerks@vaughan.ca](mailto:clerks@vaughan.ca)  
**Cc:** [Jason.Schmidt-Shoukri@vaughan.ca](mailto:Jason.Schmidt-Shoukri@vaughan.ca); [Nick.Spensieri@vaughan.ca](mailto:Nick.Spensieri@vaughan.ca); Don Given <[DGiven@mgp.ca](mailto:DGiven@mgp.ca)>; MAURICE STEVENS <[REDACTED]>  
**Subject:** Item #10 Committee of the Whole Nov. 12, 2019 - Comments Regarding the GTA West Corridor Alignment - Huntington Road Community

Good Morning,  
Please find attached comments submitted on behalf of the land owners who own the lands south of Kirby Road and east of Huntington Road, known as the Kleinberg-Nashville Secondary Plan Huntington Road Community, regarding

Item #10 on the Committee of the Whole agenda for November 12, 2019. Don Given will be making a deputation regarding this item at the meeting. A presentation will be provided to Clerks prior to the meeting.

We would appreciate if a copy of this letter is distributed to the Mayor and members of Council prior to the meeting.

Regards,

**Ashley Barter** BES  
Planner



140 Renfrew Drive, Suite 201, Markham, ON, L3R 6B3 Canada [www.mgp.ca](http://www.mgp.ca)  
T: 1.905.513.0170 x147 M: 1.226.218.3726

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November 8, 2019

*MGP File: 18-2753*

**Mayor and Members of Council**  
City of Vaughan  
2141 Major Mackenzie Drive,  
Vaughan, ON L6A 1T1

via email: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

**Attention: City Clerk's Office**

**RE: Request for Deputant Status in Response to Item # 10 – City of Vaughan  
Committee of the Whole, November 12, 2019  
GTA West Transportation Corridor Route Planning  
Kleinberg-Nashville Secondary Plan, Huntington Road Community**

Malone Given Parsons Ltd. is the planning consultant to the land owners who own the lands south of Kirby Road and east of Huntington Road, known as the Kleinberg-Nashville Secondary Plan Huntington Road Community (Focus Area 2) within the City of Vaughan (the "Huntington Road Community") (see Attachment 1).

The purpose of this letter is to provide comments, on behalf of the land owners, with respect to Section S8-3 of the GTA West Corridor Technically Preferred Alternative ("Route S8-3") in response to *Item #10 – Committee of the Whole, November 12, 2019* regarding City staff's recommendations regarding the same.

As shown in Attachment 2, Route S8-3 frustrates the development of the Huntington Road Community. Short Listed Route Alternative S8-1 ("Route S8-1"), shown in Attachment 3, avoids precluding the development of the approved Secondary Plan area and should be carried forward as the final route alternative for Section 8 of the GTA West Corridor.

#### **REQUEST**

**I request that Council support Route S8-1 as the final route for the GTA West Corridor Alignment for the following reasons:**

- 1) Route S8-1 minimizes the impacts to developable community area lands and delivery of housing supply;**
- 2) Route S8-1 is more consistent with the York Regional Official Plan and the City of Vaughan Official Plan with respect to growth allocation and the intended alignment of the GTA West Corridor;**
- 3) Route S8-1 is consistent with the Provincial Policy as it relates to maintaining settlement area boundaries and increasing housing supply; and,**
- 4) Route S8-1 is consistent with Provincial Policy as it relates to ensuring planning for infrastructure and transportation projects occurs in an integrated manner;**

**The basis of this request is elaborated upon in the following text.**



## **BASIS**

### **1.) Minimizes Impacts to Developable Community Area Lands and Delivery of Housing Supply**

The preparation of the North Kleinberg-Nashville Secondary Plan was initiated in May of 2007 when City Council approved the Terms of Reference for the New Vaughan Official Plan, which identified the “Rural Areas” and “Nashville Core” in the Kleinberg-Nashville Community Plan Official Plan Amendment No. 601 (“OPA 601”), adopted in the early 2000’s, as one of the Focused Area Reviews to be undertaken concurrently with the new Official Plan. OPA 601 identified the Huntington Road Community as a Rural Area land use designation within the Amendment Area Boundary (see Attachment 4). It should be noted, that since that time, the Amendment Area Boundary has become synonymous with Urban Area and/or Settlement Area in the York Region and Vaughan Official Plans. The policies of the Rural Area designation permit more urban development via amendment to the plan. This is evidenced by the development of the Nashville and Block 55 East communities which at the time, held the same Rural Area land use designation but have since developed.

Since that time, the North Kleinberg-Nashville Secondary Plan (the “Secondary Plan”) was adopted by City Council in November 2012. The Secondary Plan identifies discrete land uses for the Huntington Road Community which are intended for predominantly residential development, including 1,000 residential units, retail commercial and community uses such as schools and parks (see Attachment 5). The Huntington Road Community also has servicing available and could be developed quickly to help alleviate the land shortage for housing.

Based on the above, it is clear the City has maintained the Huntington Road Community as an emerging community area intended to accommodate future growth and development.

Route S8-3 is proposed to bisect this emerging community and would essentially destroy the ability for the community to be developed (see Attachment 6). It is likely that if the alignment of Section S8-3 were implemented the Huntington Road Community would have limited developable area and would no longer be developed as a residential community due to issues associated with sensitive uses proximal to the highway (i.e. noise). This would result in a displacement of allocated population and dwelling units that would need to be accommodated elsewhere within the City, for which the land use planning processes have not yet necessarily been completed, thereby delaying the timing of delivery for units to accommodate projected populations. Furthermore, in anticipation for development servicing investments have already been made to provide servicing infrastructure to the Huntington Road Community. If Route S8-3 were to be implemented the capital investments associated with providing servicing infrastructure to the Huntington Road Community would be of limited or no value.

Route S8-1 would locate the alignment of the GTA West Corridor north of the approved Huntington Road Community, and into whitebelt and Greenbelt Plan areas. This alignment would ensure the Huntington Road Community which has been approved and has servicing available, could be developed in a timely manner to accommodate population growth. Furthermore, acquiring land for the alignment will require the Province to pay market value for the lands anticipated to accommodate the GTA West Corridor. The market value for lands anticipated for development has reached a value of several million dollars per acre, whereas, Greenbelt or whitebelt lands are a fraction of the cost to acquire.



**2) Consistency with the York Regional Official Plan and the City of Vaughan Official Plan with respect to growth allocation and the intended alignment of the GTA West Corridor**

Both the York Regional Official Plan (2010) (“YROP”) and the City of Vaughan Official Plan (2010) (“VOP”) identify the Subject Lands as within the Settlement Area Boundary and contemplate the lands to accommodate a portion of the Region’s 2031 growth and development (see Attachment 7 and 8 respectively).

As shown in Attachments 9, 10 and 11, the YROP, the Region’s Transportation Master Plan 2016 and the VOP have anticipated that any extension of the Future GTA West Transportation Corridor would have regard for land use planning initiatives and would ensure that the alignment did not interfere with community areas intended to accommodate 2031 growth allocations.

The alignment of Route S8-3 ignores the planning that has been conducted to date by both the upper- and lower-tier municipalities as well as, their obligations to achieve the Province’s population allocation to 2031.

Route S8-1 proposes an alignment that is more consistent with the land use planning initiatives conducted by both the Region of York and City of Vaughan and would not disrupt the population assignments that have already been conducted to accommodate population growth to 2031.

**3) Consistency with the Provincial Policy as it relates to maintaining settlement area boundaries and increasing housing supply**

It is the policy of both the Provincial Policy Statement (“PPS”) 2014 and Draft 2019, that communities should be sustained by *“avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas...”* (Section 1.1.1.d). These policies indicate it is the Province’s priority to respect settlement area boundaries and their efficient expansion, of which the Huntington Road Community is a prime example.

The Minister of Municipal Affairs and Housing made clear the intention to increase housing supply and housing affordability in a statement made on May 2, 2019, *“More Homes, More Choice: Ontario’s Housing Supply Action Plan is a full-spectrum suite of legislative changes to increase the supply of housing that is affordable and provide families with more meaningful choices on where to live, work and raise their families...”* (see Attachment 12).

Route S8-3 would bisect the Huntington Road Community thereby preventing the efficient development of an existing settlement area and further would limit, or delay, the delivery of housing which is contrary to Provincial Policy and the Minister’s direction to increase housing supply.

Route S8-1 proposes an alignment that would maintain the integrity of the Huntington Road Community settlement area and provide the opportunity to assist in achieving the Minister’s direction to increase housing supply in a timely manner.

**4) Consistency with Provincial Policy as it relates to ensuring planning for Infrastructure and transportation projects occurs in an integrated manner**

The 2019 Draft of the PPS provides policies that promote *“... the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns...”* (Section 1.1.1.e).

Although the 2019 PPS policies are in draft, they are consistent with the policies of A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019 (the "Growth Plan") which is in effect. It is the policy of the Growth Plan that *"...Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies..."* (Section 3.2.1.2). Further policies 3.2.1.1 and 3.2.2.1 of the Growth Plan require infrastructure and transportation planning be co-ordinated with land use planning.

Furthermore, with respect to infrastructure corridors it is the policy of the Growth Plan that *"The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas..."* (Section 3.2.5.2).

Based on the above, it is clear that it is the Province's priority to ensure various planning initiatives work together to optimize results and in particular, require that such infrastructure and transportation projects specifically be coordinated with land use and fiscal planning processes.

Selection of Route S8-3 would result in an alternative that seems to disregard in force and effect land use planning initiatives and cost-efficiency related to the costs associated with land acquisition.

As mentioned, Route S8-1 proposes an alignment that would push the alignment north of the Huntington Road Community which would result in an alternative that is more consistent with Provincial Policy as it provides consideration for land use planning initiatives and fiscal responsibility.

## **CONCLUSION**

As discussed above, Route S8-3 essentially eliminates the potential development of the Huntington Road Community. I therefore request that Route S8-1 be carried forward as the final route alternative for Section 8 of the GTA West Corridor as it appears that Route S8-3 has not given consideration to delivering housing to accommodate 2031 population allocations, it ignores the long history of planning undertaken by both York Region and the City of Vaughan, and fails to take into account that infrastructure investments made in anticipation of residential development will be wasted. Furthermore, it appears that the Province's objectives to increase housing supply have not been considered when S8-3 was identified through the Environmental Assessment process, nor were the costs of acquiring lands planned for urban growth versus the lesser cost of Greenbelt and whitebelt lands if the alignment were to be moved northward.

Furthermore, I ask that Council's of the City of Vaughan and Region of York continue to support an alignment in accordance with the YROP and VOP which is best represented by Route S8-1; and, that this letter be forwarded to the Region as part of the City's response to the Ministry of Transportation with respect to the GTA West Corridor Alignment.

Finally, I will be in attendance at the November 12<sup>th</sup> Committee of the Whole Meeting and intend to speak to this letter in response to Item #10 and that a copy of this letter be distributed to the Mayor and Members of Council in advance of the November 12<sup>th</sup> meeting.

I thank you for the opportunity to provide our input and look forward to working with you and your staff throughout this process. I would appreciate being added to the circulation list for any new information with respect to the GTA West Corridor as it arises.

RE: Comments in Response to GTA West Transportation Corridor Route Planning  
Item # 10 – City of Vaughan Committee of the Whole, November 12, 2019  
Kleinberg-Nashville Secondary Plan, Huntington Road Community

November 8, 2019

If you have any questions, or would like to meet to discuss the content of this letter, please do not hesitate to contact me.

Yours very truly,

**Malone Given Parsons Ltd.**



**Don Given, MCIP, RPP**

cc: Nick Spensieri, Deputy City Manager, Infrastructure Development  
Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management  
Maurice Stevens, Vice President, Castlepoint Investments Inc.

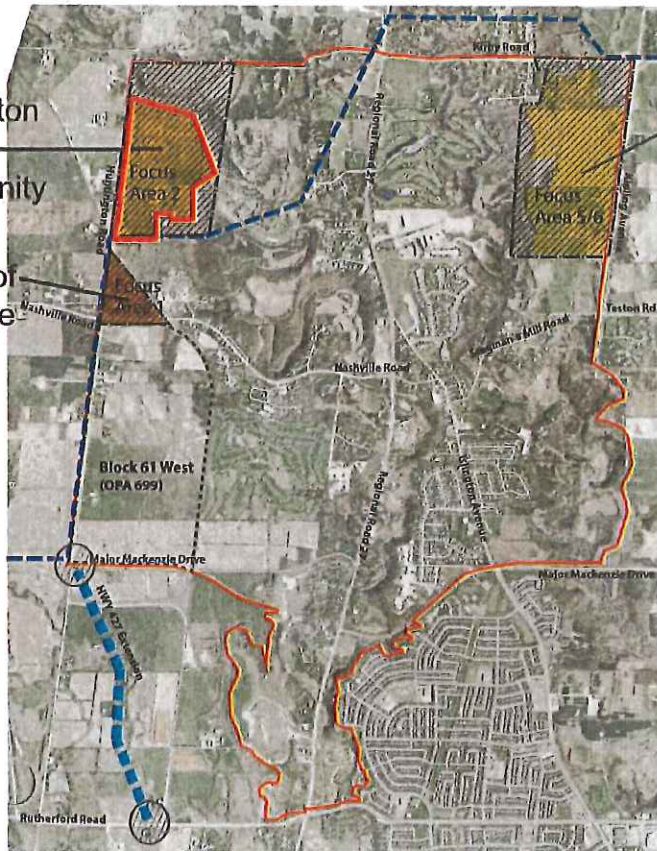
Attachments // 12



**SCHEDULE A :  
SECONDARY PLAN  
AREA  
NORTH-KLEINBURG-NASHVILLE**

Huntington Road Community  
Village of Nashville

Kipling Avenue Community

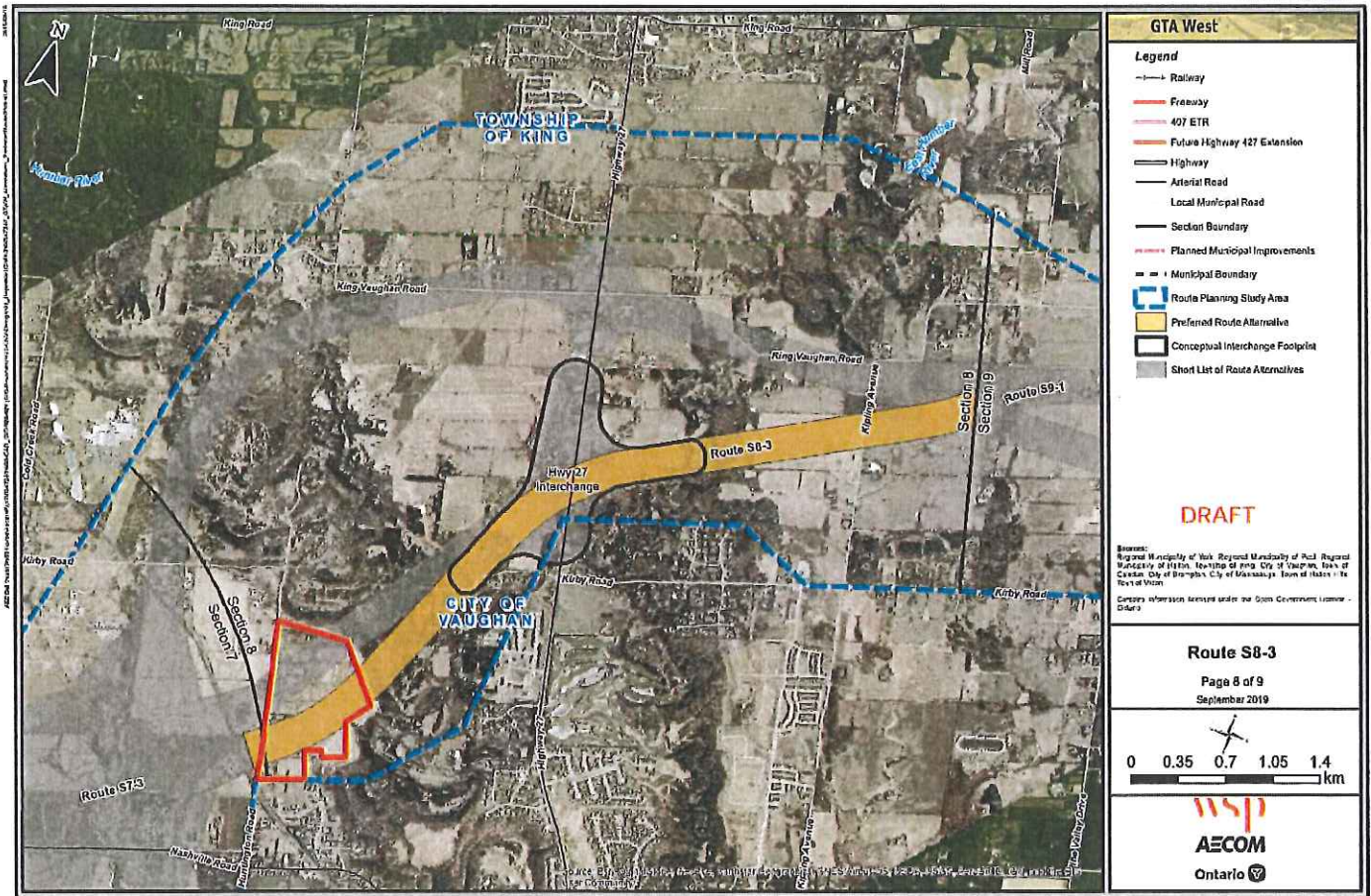


- Subject Lands
  - Areas subject to the North Kleinburg-Nashville Secondary Plan
  - Official Plan Boundary-Kleinburg-Nashville Community Plan
  - Block 61 West Boundary
  - GTA West Transportation Corridor Protection Area
  - Highway 427 Extension
- Estimated Population and Jobs at Build out: 5,480
- Estimated New Dwelling Units at Build out: 1,650
- Total Developable Area: 148 ha

Source: Vaughan Official Plan - Volume 2: North Kleinburg-Nashville Secondary Plan - Schedule A - Secondary Plan Areas, 2018 Official Code/Adoption

MGP File: 18-2733  
Date: July 28, 2010





**GTA West**

**Legend**

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

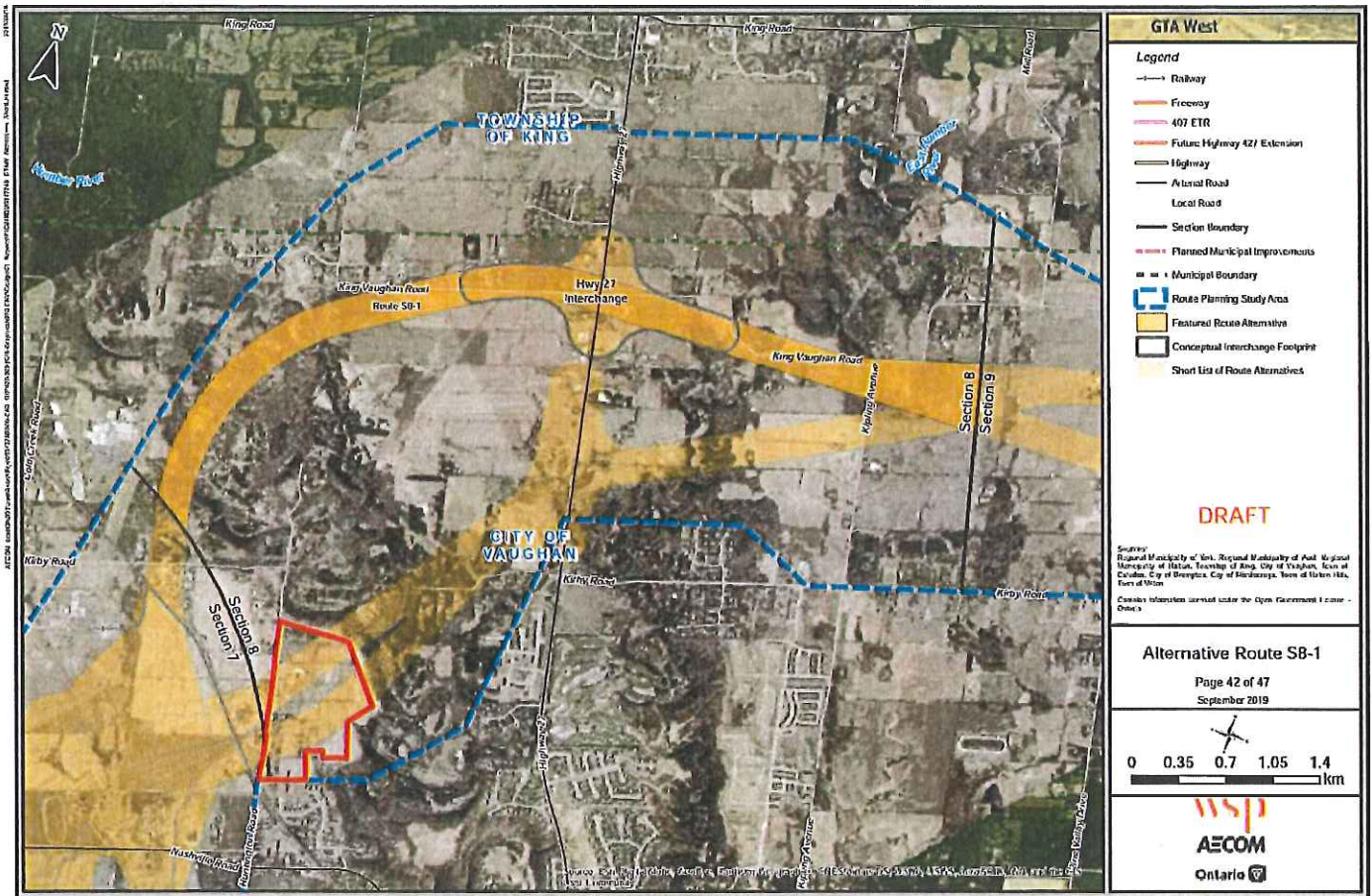
**DRAFT**

**Route S8-3**  
Page 8 of 9  
September 2019

0 0.35 0.7 1.05 1.4 km

**wsp**  
**AECOM**  
Ontario





**THIS IS SCHEDULE 'A'  
TO AMENDMENT NO. 601**

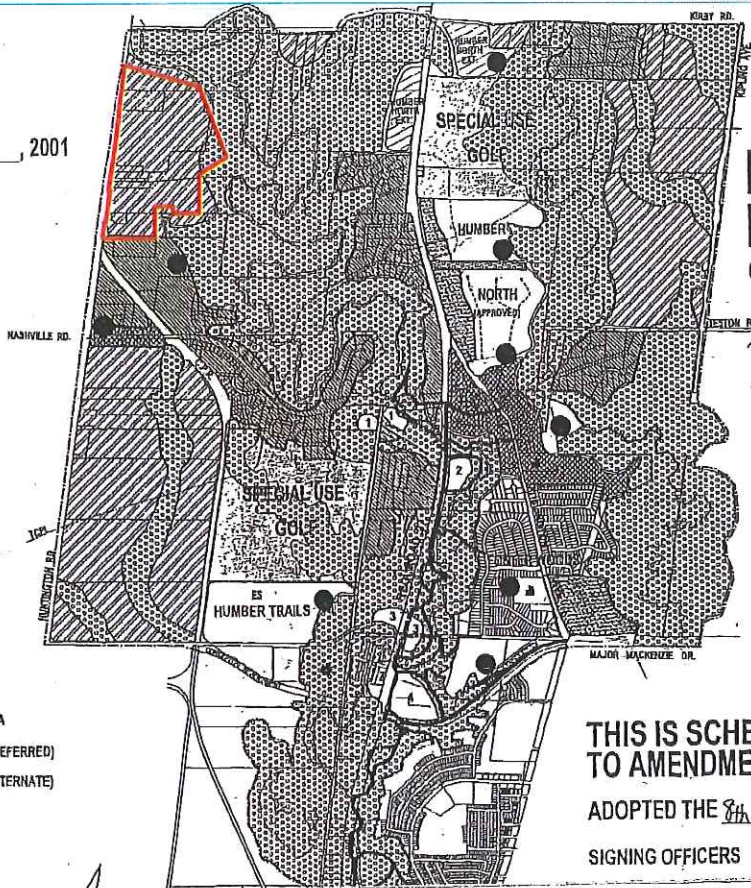
ADOPTED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2001

SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

- LEGEND**
-  Subject Lands
  -  SERVICED RESIDENTIAL
  -  FUTURE RESIDENTIAL
  -  SUBURBAN RESIDENTIAL
  -  CORE AREA
  -  SPECIAL USE - GOLF
  -  RURAL AREA
  -  VALLEY AREA
  -  OPEN SPACE
  -  NEIGHBOURHOOD PARK
  -  LINEAR PARK
  -  INTER-REGIONAL TRAIL
  -  WASTE DISPOSAL ASSESSMENT AREA
  -  REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
  -  REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
  -  ELEMENTARY SCHOOL
  -  AMENDMENT AREA
  -  VALLEY POLICY AREAS 1 TO 4



**KLEINBURG  
NASHVILLE  
COMMUNITY PLAN**

**SCHEDULE 'A'  
LAND USE**

**THIS IS SCHEDULE '2'  
TO AMENDMENT NO. 610**

ADOPTED THE 8<sup>th</sup> DAY OF MAR., 2004

SIGNING OFFICERS



**SCHEDULE B2 :  
LAND USE**  
HUNTINGTON ROAD  
COMMUNITY  
NORTH-KLEINBURG-NASHVILLE  
SECONDARY PLAN



- Subject Lands
- KN Low-Rise Residential I
- KN Low-Rise Residential II
- KN Low-Rise Residential III
- KN Low-Rise Mixed-Use I
- KN Low-Rise Mixed-Use II
- Elementary School
- Natural Areas
- Agricultural
- Neighbourhood Park
- Parkette
- Stormwater Management Pond
- Secondary Plan Area Boundary
- Greenbelt Plan Area Boundary
- GTA West Transportation Corridor Protection Area Boundary
- GTA West Transportation Corridor Protection Area
- Minor Collector Road

Sources: Vaughan Official Plan - Volume 2; North Kleinburg-Nashville Secondary Plan - Schedule B2 - Land Use; Huntington Road Community, Adopted 2012, 2016 Office Consolidation

**SCHEDULE B2 :  
LAND USE**  
HUNTINGTON ROAD  
COMMUNITY  
NORTH-KLEINBURG-NASHVILLE  
SECONDARY PLAN



- Subject Lands
  - Route 98-3
  - KN Low-Rise Residential I
  - KN Low-Rise Residential II
  - KN Low-Rise Residential III
  - KN Low-Rise Mixed-Use I
  - KN Low-Rise Mixed-Use II
  - Elementary School
  - Natural Areas
  - Agricultural
  - Neighbourhood Park
  - Parkette
  - Stormwater Management Pond
  - Secondary Plan Area Boundary
  - Greenbelt Plan Area Boundary
  - GTA West Transportation Corridor Protection Area Boundary
  - GTA West Transportation Corridor Protection Area
  - Minor Collector Road
- Sources: Vaughan Official Plan - Volume 2; North Kleinburg-Northville Secondary Plan - Schedule B2 - Land Use; Huntington Road Community, Adopted 2012, 2018 Official Consultation

MGP File: 19.2153  
Date: November 7, 2019





**ATTACHMENT 7  
MAP 1**

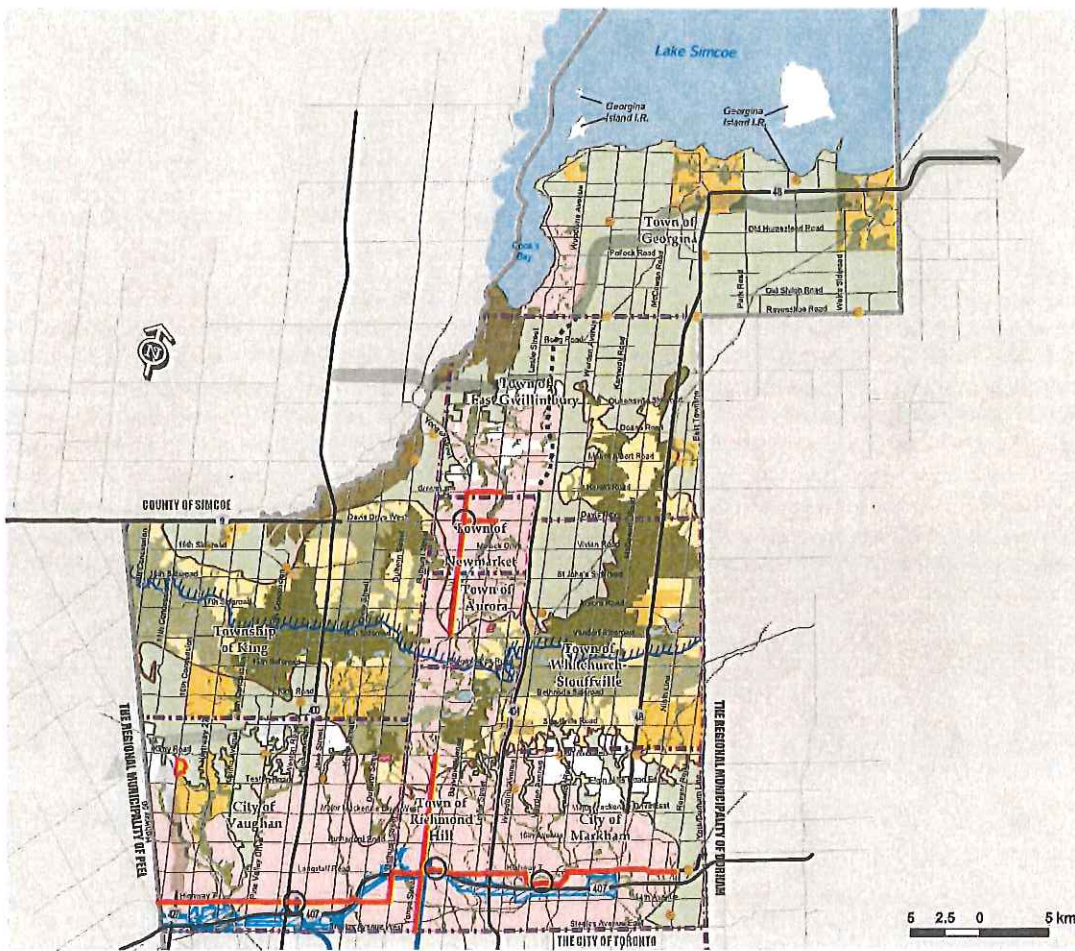
**REGIONAL STRUCTURE**

- Subject Lands
- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan**
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan**
- Greenbelt Plan Area Boundary
- Greenbelt: Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Area Subject to the Lake Simcoe Protection Plan
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways**
- Existing
- Controlled Access Highway**
- Under Construction
- Planned Corridors - Transportation**
- Proposed - EA Approved
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

Note: For detailed land use designations outside of the Urban Area, Towns & Villages and Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conservation Plan see Map 8 - Agricultural and Rural Area and policy 5.1.12

**York Region yorkmaps**

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© Queen's Printer for Ontario 2003-2016, Includes Greenbelt  
and Oak Ridges Moraine Boundaries and Water Features

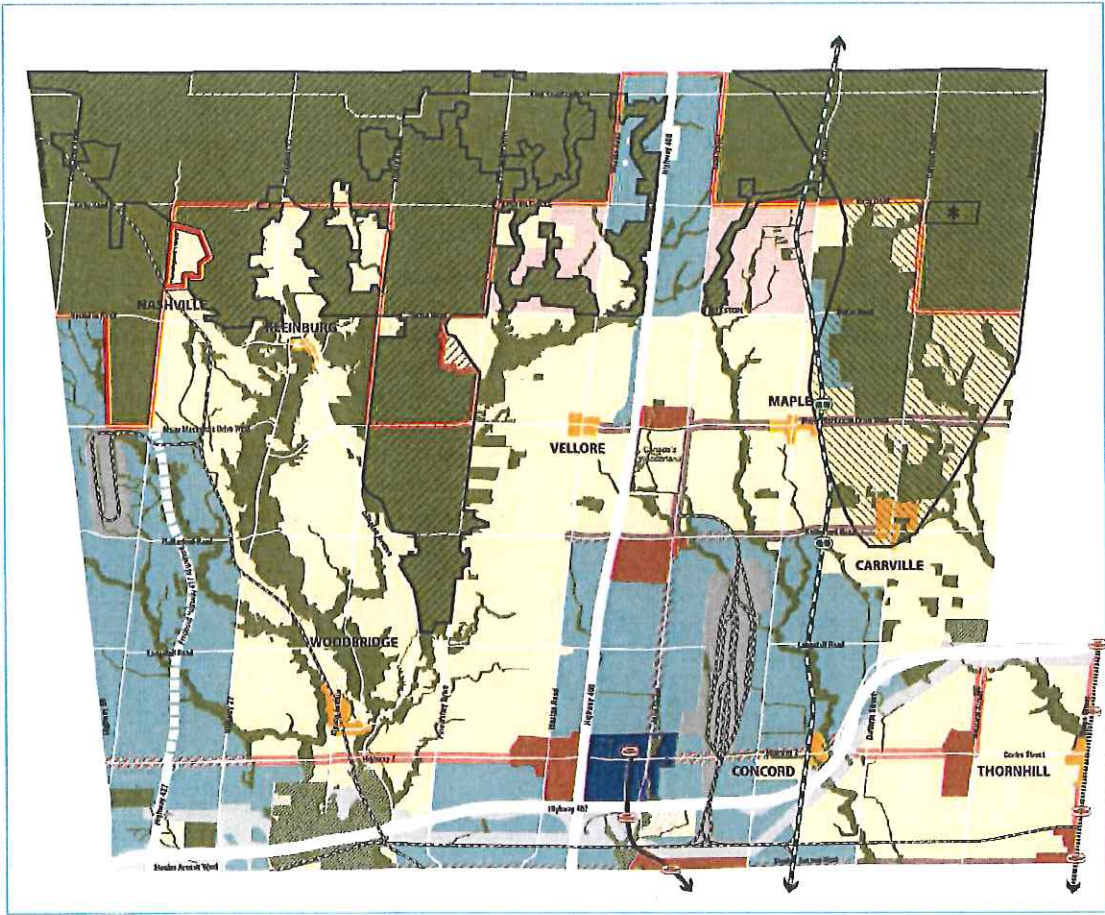


**SCHEDULE 1 :  
URBAN STRUCTURE  
VAUGHAN OFFICIAL PLAN**

- Subject Lands
  - Urban Boundary
  - Urban Growth Centre Boundary
- Stable Areas**
- Natural Areas and Countryside
  - Community Areas
  - First Community Areas
  - Employment Areas
  - Rail Facilities
- Interconnection Areas**
- Vaughan Metropolitan Centre (Regional Centre)
  - Primary Centres
  - Local Centres
  - Regional Interconnection Corridors
  - Regional Interconnection Corridors within Employment Areas
  - Primary Interconnection Corridors
  - Primary Interconnection Corridors within Employment Areas
- Other Features**
- Parkway Belt West Lands
  - Railway
  - Subway Extension
  - Proposed Subway Extension
  - GO Transit Network
  - Greenbelt Plan Area
  - Oak Ridges-Markham Conservation Plan Area
  - Urban Growth Centre Boundary
  - Hamlet
  - See Ministry's Decision on OPA/OPD Designation
  - Municipal Boundary

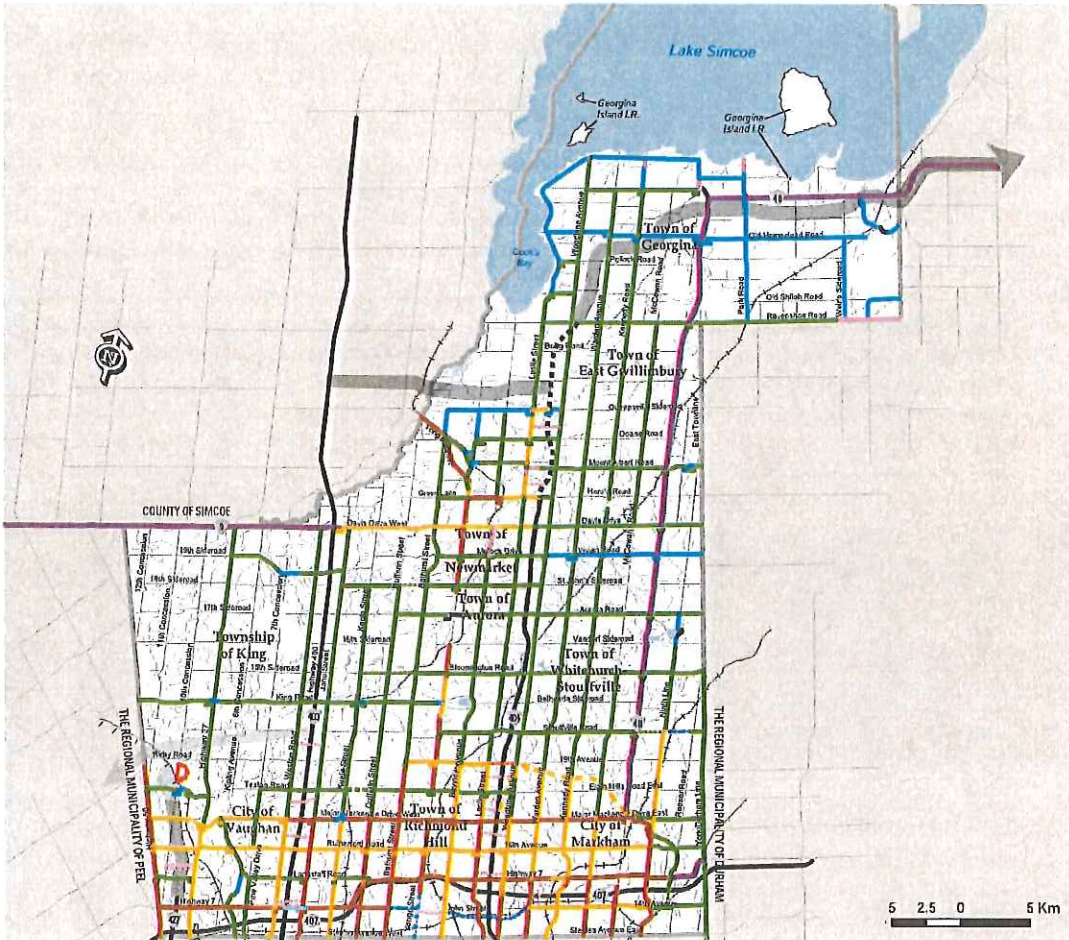
Sources: Vaughan Official Plan - Volume 1: Schedule 1 - Urban Structure, May 2010

MGP File: 10-2753  
Date: November 7, 2019





MAP 12  
STREET NETWORK



- Subject Lands
- Provincial Highways**
- Provincial Highway
- Controlled Access Highways**
- Existing
- Under Construction
- Planned Corridors - Transportation**
- Proposed - EA Approved\*
- Conceptual - Alignment Not Defined\*\*
- Regional Planned Street Widths**
- Up to 60 metres
- Up to 45 metres
- Up to 43 metres
- Up to 40 metres
- Up to 35 metres
- Variable 30 to 36 metres
- Up to 30 metres
- Up to 28 metres
- Proposed Up to 26 metres
- Up to 20 metres
- Proposed Up to 36 metres
- Proposed Up to 43 metres
- Other Arterial Streets\*\*\***
- Planned Street Widths**
- Up to 36 metres
- Up to 26 metres
- Up to 30 metres
- Up to 43 metres

\* Highway 404 extension past Reverebee and Highway 404-404 Link - route approved  
 Highway 427 extension to Major Mackenzie Drive West  
 EA approved

\*\* Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

\*\*\* Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.



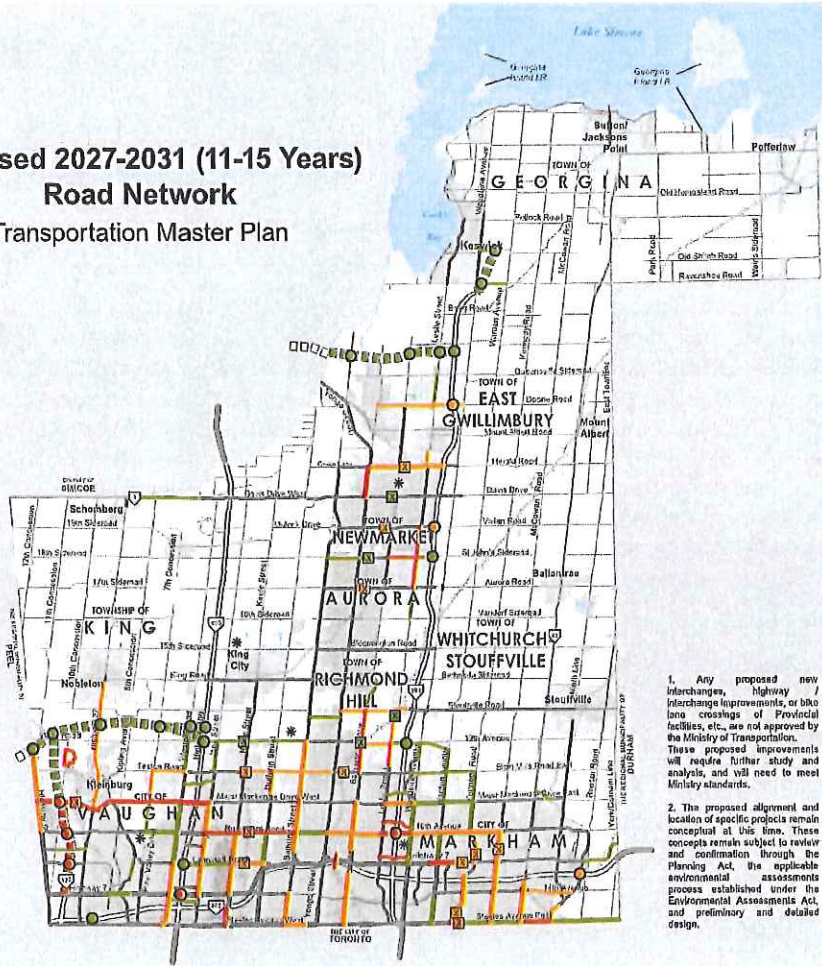
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# MAP 18

Thursday, May 12, 2016

## Proposed 2027-2031 (11-15 Years) Road Network Transportation Master Plan



### Road Phasing

- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

### Grade Separations Phasing

- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

### Interchange Improvements Phasing (to be confirmed by MTO)

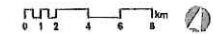
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

### Note:

- \* Special Study Area

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



Prepared by:  
Infrastructure Management & PUD Branch  
Transportation Services  
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May 2016

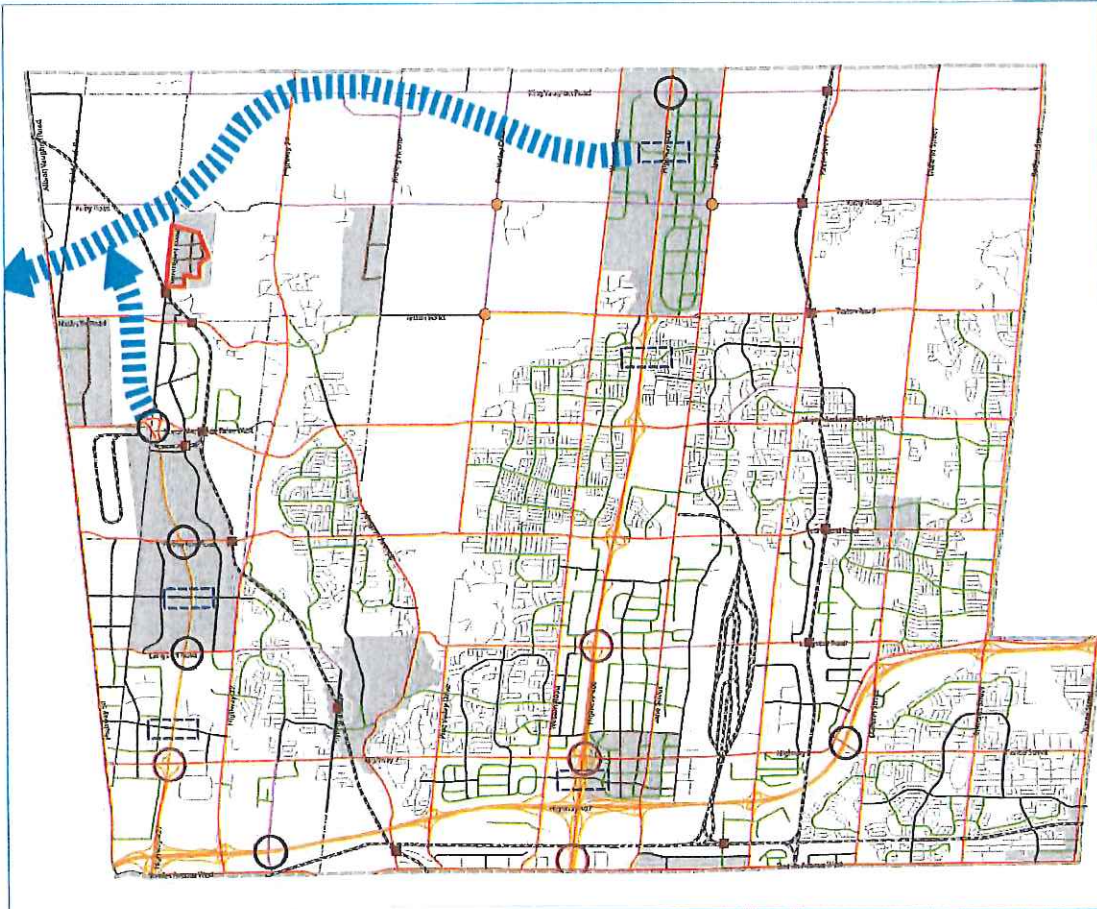
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1. Any proposed new interchanges, highway / interchange improvements, or bike lane crossings of Provincial facilities, etc. are not approved by the Ministry of Transportation. These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.



**SCHEDULE 9 : FUTURE TRANSPORTATION NETWORK**  
**VAUGHAN OFFICIAL PLAN**



- Subject Lands
  - Freeway (Provincial)
  - Major Arterial (Regional)
  - Minor Arterial (35 m)
  - Major Collector (26 m)
  - Minor Collector (24 m proposed/23 m existing)
  - Special Classification (Refer to Secondary Plans)
  - Local
  - Proposed New Road Link<sup>1</sup>
  - GTA West Corridor<sup>2</sup> & Hwy. 427 extension<sup>3</sup>
  - Interchange Improvements
  - New Interchanges
  - Grade Separation
  - Log Elimination
  - Future Hwy 404 Series Road Crossings
  - Railway
  - Areas subject to Secondary Plans
  - Municipal Boundary
- Sources: Vaughan Official Plan - Volume 1: Schedule 9 - Future Transportation Network, 2013 Official Certification

MGP File: 18-1753  
 Date: July 26, 2018






**NEWS**

 Ministry of Municipal Affairs and Housing
 

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**Ontario's Government for the People to Make Home Ownership  
Affordable for More Ontario Families**

*More Homes, More Choice: Ontario's Housing Supply Action Plan will cut red tape,  
build more housing and increase number of affordable homes*

May 2, 2019 10:30 A.M.

TORONTO - Today, Steve Clark, Minister of Municipal Affairs and Housing revealed [More Homes, More Choice: Ontario's Housing Supply Action Plan](#). People struggling to find affordable housing that fits their family budget will see real relief and real choices thanks to the Ontario Government's comprehensive housing supply action plan.

**More Homes, More Choice: Ontario's Housing Supply Action Plan** is a full-spectrum suite of legislative changes to increase the supply of housing that is affordable and provide families with more meaningful choices on where to live, work and raise their families.

"We've heard loud and clear from families across Ontario that finding housing that is affordable takes too long and costs too much," said Steve Clark, Minister of Municipal Affairs and Housing. "After years of neglect by the former government, there is now a housing crisis in Ontario and the dream of ownership is out of reach for too many. Our plan will make it easier to build the right type of homes in the right places, giving Ontarians and their families more flexibility when looking for a home they can afford."

Minister Clark highlighted that the Housing Supply Action Plan will require a provincewide effort that includes municipalities, nonprofits and private industry and will also be a comprehensive all-of-government initiative that will include legislative amendments to 13 government Acts. Minister Clark was joined by Raymond Cho, Minister for Seniors and Accessibility.

The new measures proposed in **More Homes, More Choice** would streamline the overly complex development approvals process to remove unnecessary duplication and barriers, making costs and timelines more predictable. The plan would also streamline and simplify the process for creating new rental housing options.

As part of the action plan, our government is also launching **A Place to Grow: Growth Plan for the Greater Golden Horseshoe** to address the needs of the region's growing population, diversity and local priorities.

**More Homes, More Choice** introduces new measures, across multiple ministries that focus on five themes: Speed, Cost, Mix, Rent and Innovation that will improve housing supply and affordability, while protecting health and safety, a vibrant agricultural sector and the environment

- including the Greenbelt. The increase in construction activity that will result from the action plan will also spur new investment and create thousands of private sector construction jobs.

"Whether you are a first-time homebuyer, a family looking for a larger apartment to rent or a senior hoping to downsize, our action plan puts people first," said Minister Clark. "Combined with our government's investment in renewed community housing, our Housing Supply Action Plan is sending a clear message that no matter what your situation you can count on our government to always put people first."

#### **QUICK FACTS**

- **More Homes, More Choice** was informed by a broad public consultation that included feedback from the public, as well as business and industry, research and development sectors, municipalities, the agricultural and environmental sector and many others. The government received more than 2,000 submissions and 85 per cent came from the public.
- 83 per cent of Ontario households couldn't afford the average price of a resale home in 2018, according to ministry estimates.
- It takes approximately 10 years to complete either a low-rise or high-rise development project in the Greater Toronto Area.
- Adding 10,000 housing starts per year is estimated to grow real GDP by 0.3 per cent and create about 15,000 new jobs over three years.
- Over the last 20 years, less than seven per cent of all housing built in Ontario was purpose-built rentals. The province's overall rental vacancy rate in 2018 was 1.8 per cent, close to historical lows (three per cent is considered a healthy market).

---

**Julie O'Driscoll** Ministry of Municipal Affairs and Housing, Minister's Office  
julie.o'driscoll@ontario.ca  
**Conrad Spezowka** Ministry of Municipal Affairs and Housing, Communications  
mma.media@ontario.ca  
416-585-7066

[Available Online](#)  
[Disponible en Français](#)



# Committee of the Whole – Item #10 GTA West Corridor Alignment

Date: November 12, 2019

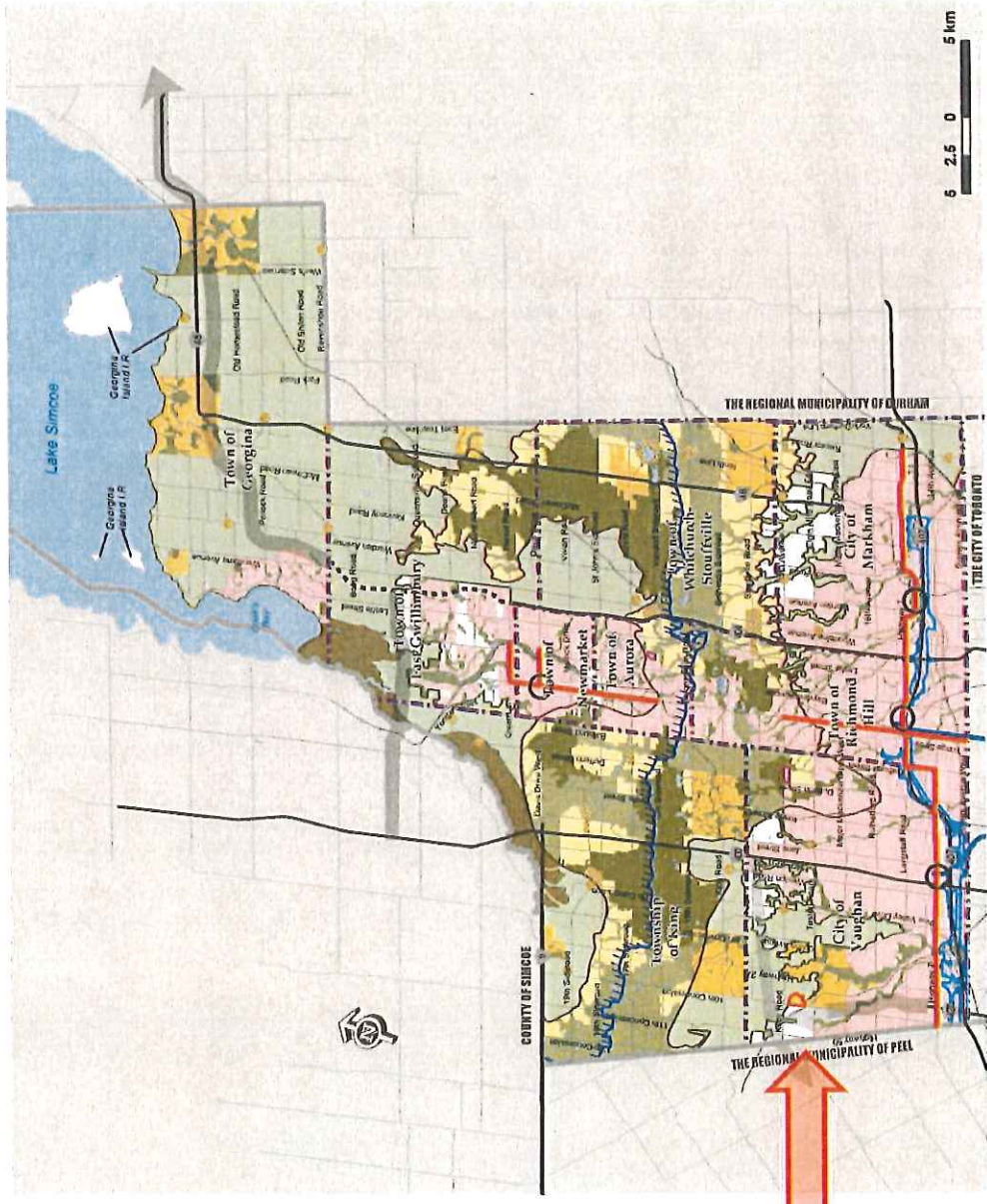
Presented By:  
Don Given, RPP, MCIP

# MAP 1 REGIONAL STRUCTURE

- Subject Lands
- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Area Subject to the Lake Simcoe Protection Plan
- Parkway Belt West Plan
- Ministers Decision on OPMCP Designation Debarred
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Planned Corridors - Transportation
- Proposed - EA Approved
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

**York Region** **yorkmaps**

Prepared by: Geographic Information Services Branch  
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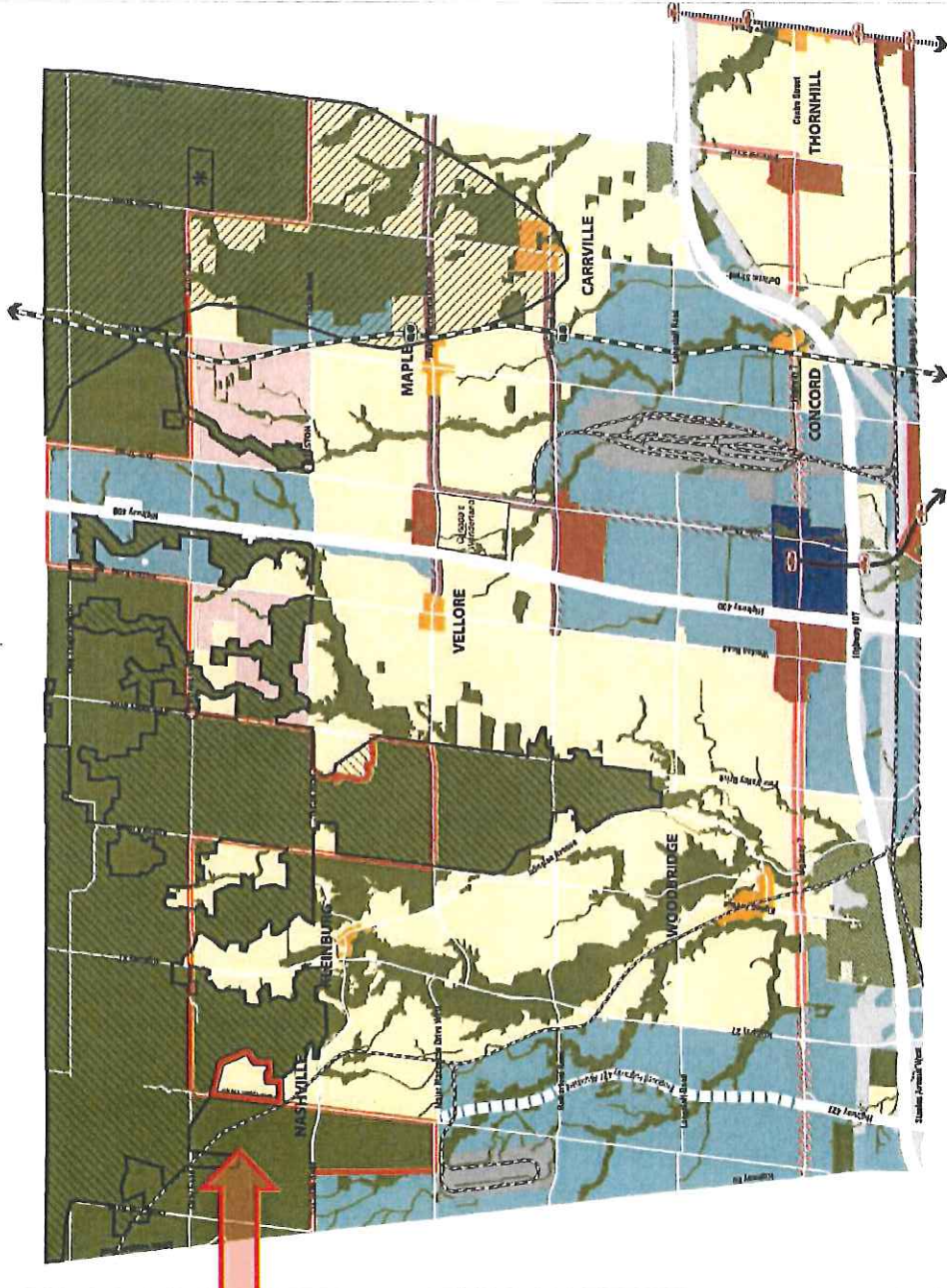


# SCHEDULE 1: URBAN STRUCTURE VAUGHAN OFFICIAL PLAN

- Subject Lands**
- Urban Boundary
  - Urban Green Centre Boundary
- Stable Areas**
- Natural Areas and Countryside
  - Community Areas
  - New Community Areas
  - Employment Areas
  - Rail Facilities
- Intensification Areas**
- Vaughan Metropolitan Centre (Regional Centre)
  - Primary Centres
  - Local Centres
  - Regional Intensification Corridors
  - Regional Intensification Corridors within Employment Areas
  - Primary Intensification Corridors
  - Primary Intensification Corridors within Employment Areas
- Other Features**
- Primary Bus Walk Lanes
  - Railways
  - Subway Extension
  - Proposed Subway Extension
  - GO Transit Stations
  - GO Transit Manual
  - GO Transit Plan Area
  - Oak Ridge-Moreno Conceptual Plan Area
  - Urban Green Centre Boundary
  - Hamlets
  - See Mayor's Decision on CHICP Designation
  - Municipal Boundary

Source: Vaughan Official Plan - Volume 1, Schedule 1 - Urban Structure, May 2018

MGP File: 18-2753  
Date: November 7, 2019  
**MGP** Malone  
Given  
Parsons.

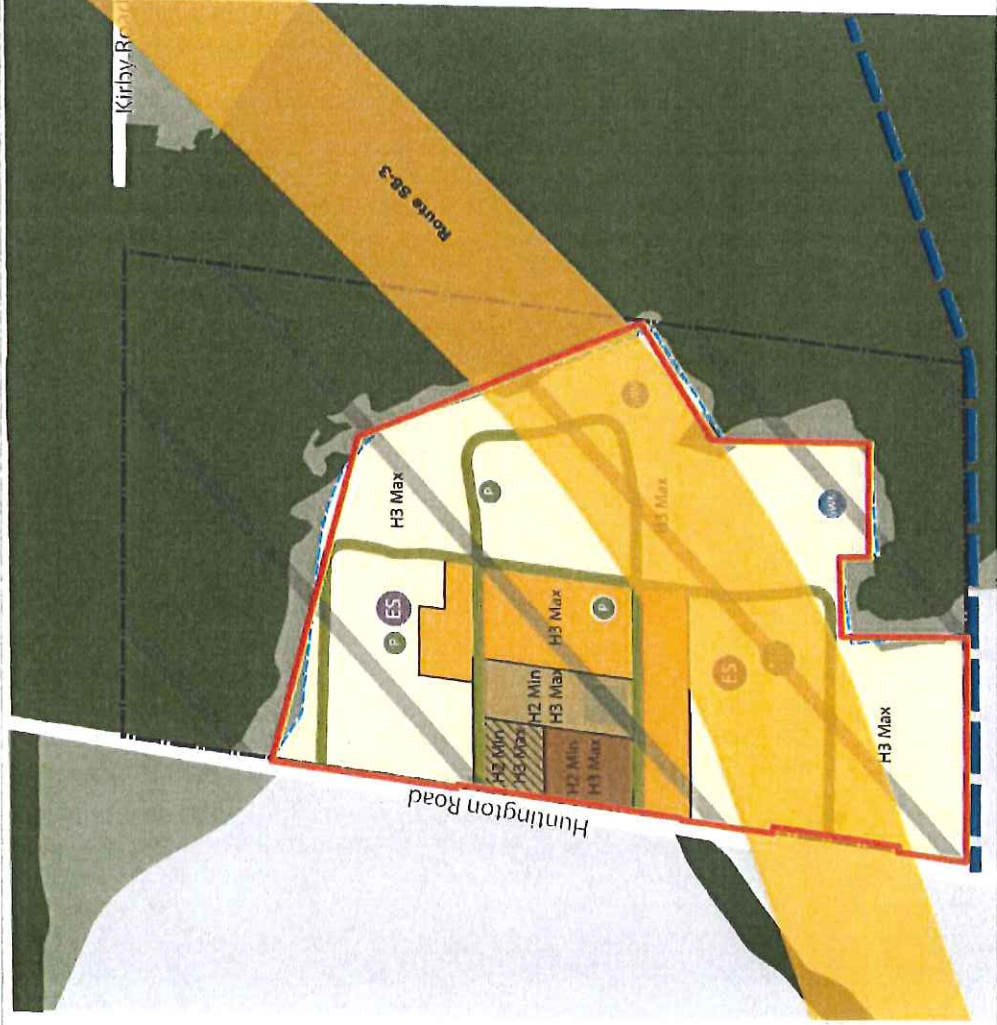


**SCHEDULE B2 :  
LAND USE  
HUNTINGTON ROAD  
COMMUNITY  
NORTH-KLEINBURG-NASHVILLE  
SECONDARY PLAN**

- Subject Lands**  
Route SR-3
- KN Low-Rise Residential I
  - KN Low-Rise Residential II
  - KN Low-Rise Residential III
  - KN Low-Rise Mixed-Use I
  - KN Low-Rise Mixed-Use II
  - Elementary School
  - Natural Areas
  - Agricultural
  - Neighbourhood Park
  - Parkette
  - Stormwater Management Pond
  - Secondary Plan Area Boundary
  - Greenbelt Plan Area Boundary
  - GTA West Transportation Corridor Protection Area Boundary
  - GTA West Transportation Corridor Protection Area
  - Minor Collector Road

Source: Vaughan Official Plan - Volume 2, North Kleinburg-  
Huntington Road Community, Adopted 2012, 2018 Office Consolidation

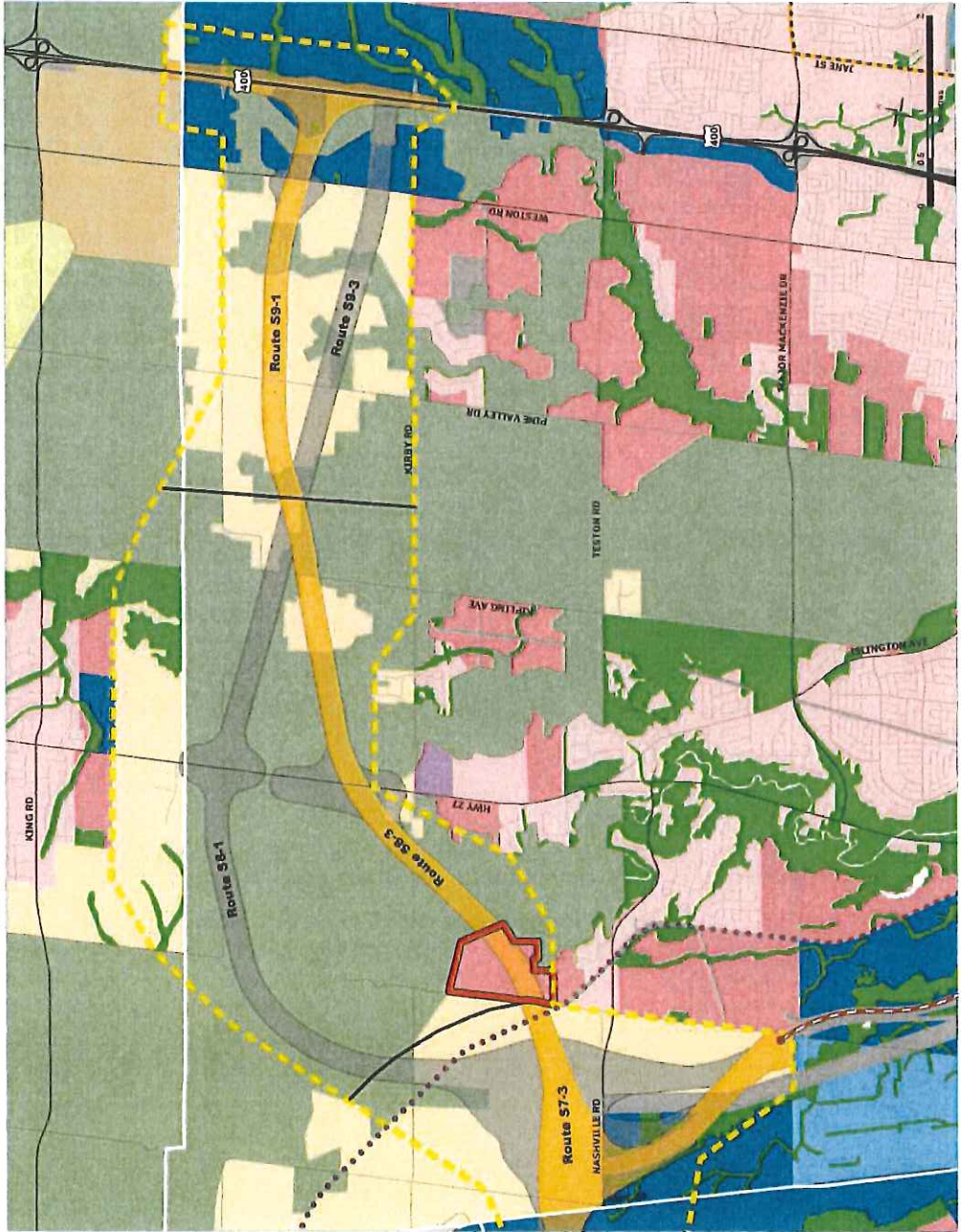
RCP File 18-2753  
Date: November 7, 2019





# PLANNED URBAN STRUCTURE VAUGHAN

- Subject Lands
- Route S7-3, S8-3, S9-1
- Route Alternative
- GTA West Route Planning Study Area
- Settlement Area Boundary
- Major Highway Under Construction
- Proposed GO Train Line
- Proposed BRT
- Provincial Plans
- Parkway Belt West Plan
- Oak Ridges Moraine Conservation Plan
- Greenbelt Plan
- Generalized Land Use Designation
- Community Area
- Employment Area
- Designated Greenfield Community Area
- Designated Greenfield Employment Area
- Uses to be Determined
- Rural Settlement Area
- Major Open Space
- Agricultural and Rural Area
- Major Infrastructure



This drawing is generalize composite of the major land use designations in Official Plans and is constantly being monitored. Sources: Copalms Information Learned under the Open Government License - Ontario

MGP File: 18-2753  
Date: November 7, 2019  
Malone Given Parsons



**GTA West**

- Legend**
- Railway
  - Freeway
  - 407 ETR
  - Future Highway 427 Extension
  - Highway
  - Arterial Road
  - Local Road
  - Section Boundary
  - Planned Municipal Improvements
  - Municipal Boundary
  - Route Planning Study Area
  - Featured Route Alternative
  - Conceptual Interchange Footprint
  - Short List of Route Alternatives

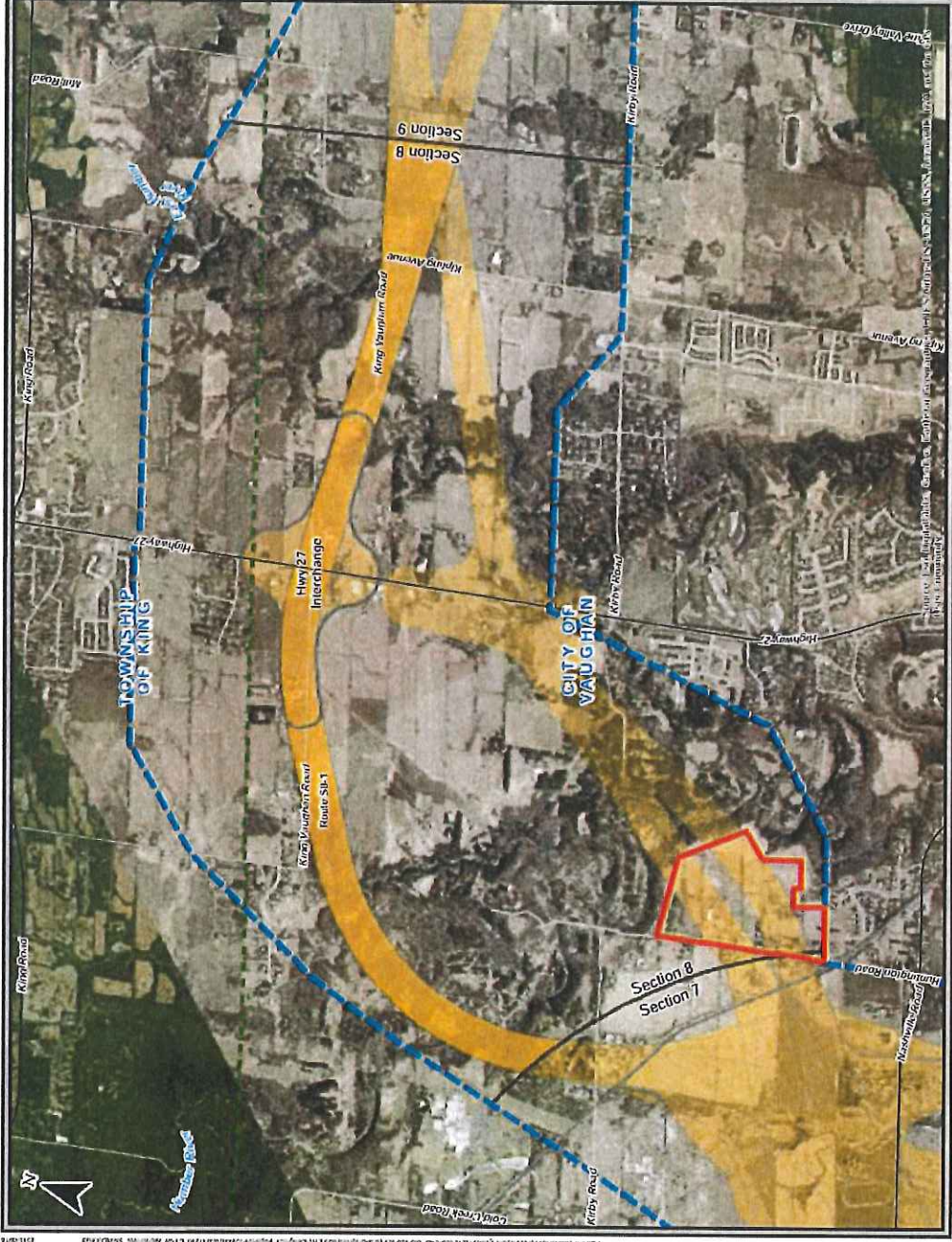
**DRAFT**

Approved Municipalities of York, Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of York, City of Vaughan, Town of Markham, Town of Mississauga, City of Brampton, Town of Halton Hills, Town of Milton, City of Kawartha Lakes, Town of Peterborough, City of Simcoe, City of Whitchurch-Stouffville, and City of Woodbridge, Ontario.

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**Alternative Route S8-1**

Page 42 of 47  
September 2019





C	3
COMMUNICATION	
CW -	November 12, 2019
ITEM -	7

**DATE:** NOVEMBER 11, 2019

**TO:** MAYOR AND MEMBERS OF COUNCIL

**FROM:** TODD COLES, CITY CLERK

**RE:** COMMITTEE OF THE WHOLE (2) – NOVEMBER 12, 2019  
ITEM NO. 7  
USE OF CORPORATE RESOURCES FOR ELECTION PURPOSES  
POLICY

---

**Purpose**

To recommend the addition of a definition for “Public Official” to the proposed Use of Corporate Resources for Election Purposes Policy.

**Recommendation**

1. That the following definition be included in the Use of Corporate Resources for Election Purposes Policy:

“Public Official: An elected office holder including a Member of Parliament, Member of Provincial Parliament, member of a municipal council or a school board trustee.”

**Background**

Through consultation with various stakeholders, it has been identified that the draft policy does not include a definition for Public Official. Public Officials are referenced in Section 3.2 of the Use of Corporate Resources for Election Purpose Policy with respect to making remarks at City events, in their official capacity. For reasons of clarity, a definition of Public Official will ensure that there is no confusion as to who is considered a Public Official for the purposes of applying the policy.

**Conclusion**

A definition of a Public Official was not included in the draft Use of Corporate Resources for Election Purpose Policy. It is recommended that a definition be included to ensure a clear and consistent application of the policy.

For more information, contact Evan Read, Manager, Elections and Special Projects, ext. 8241

Respectfully submitted,

A handwritten signature in blue ink that reads "T. Coles".

Todd Coles  
City Clerk





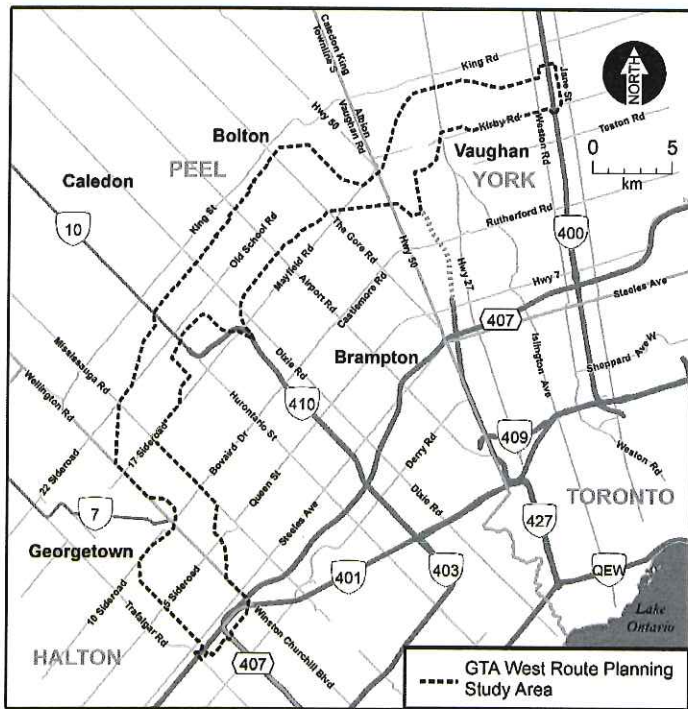
GTA West Transportation Corridor  
Route Planning and EA Study –  
Stage 2

City of Vaughan Committee of the Whole  
November 12, 2019





# STUDY OVERVIEW



## June 2019: GTA West Study resumed

- GTA West Study will protect lands for a future multimodal transportation corridor
- Northwest GTA Corridor Identification Study discontinued
- Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator initiated a separate study to identify an adjacent electricity transmission corridor

## Stage 2: GTA West Study focuses on a new multimodal transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Includes a 400-series highway, transitway, and potential goods movement priority features



## PLANNING WITH VISION, PLANNING FOR PEOPLE

- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041. It is good practice to do long-range planning for areas under development pressure
- Committed to an open and transparent process that provides opportunities for all stakeholders to help shape the outcome of the project
- Strive to arrive at a recommended solution that provides the best balance of benefits and impacts for the local communities and the users of the transportation system

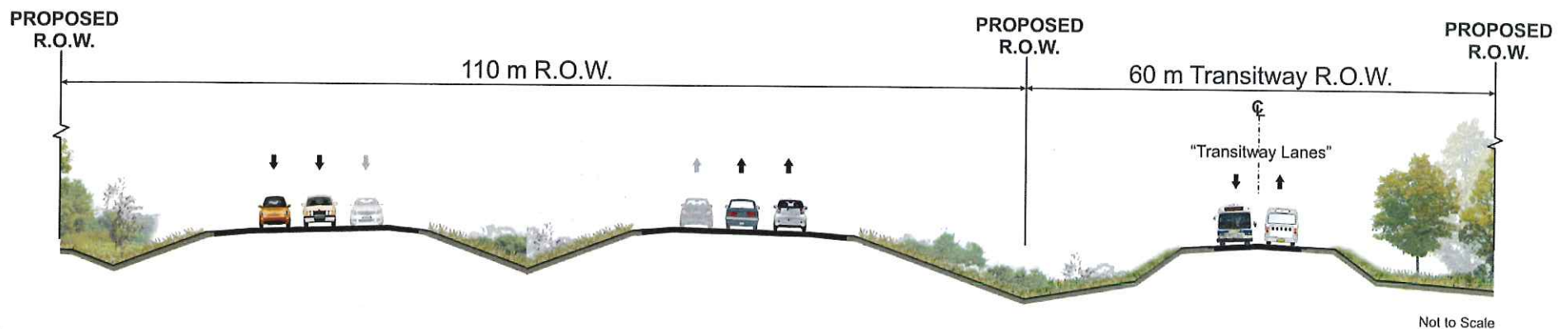
*To accomplish this, we are committed to engaging our municipal and agency partners in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship*





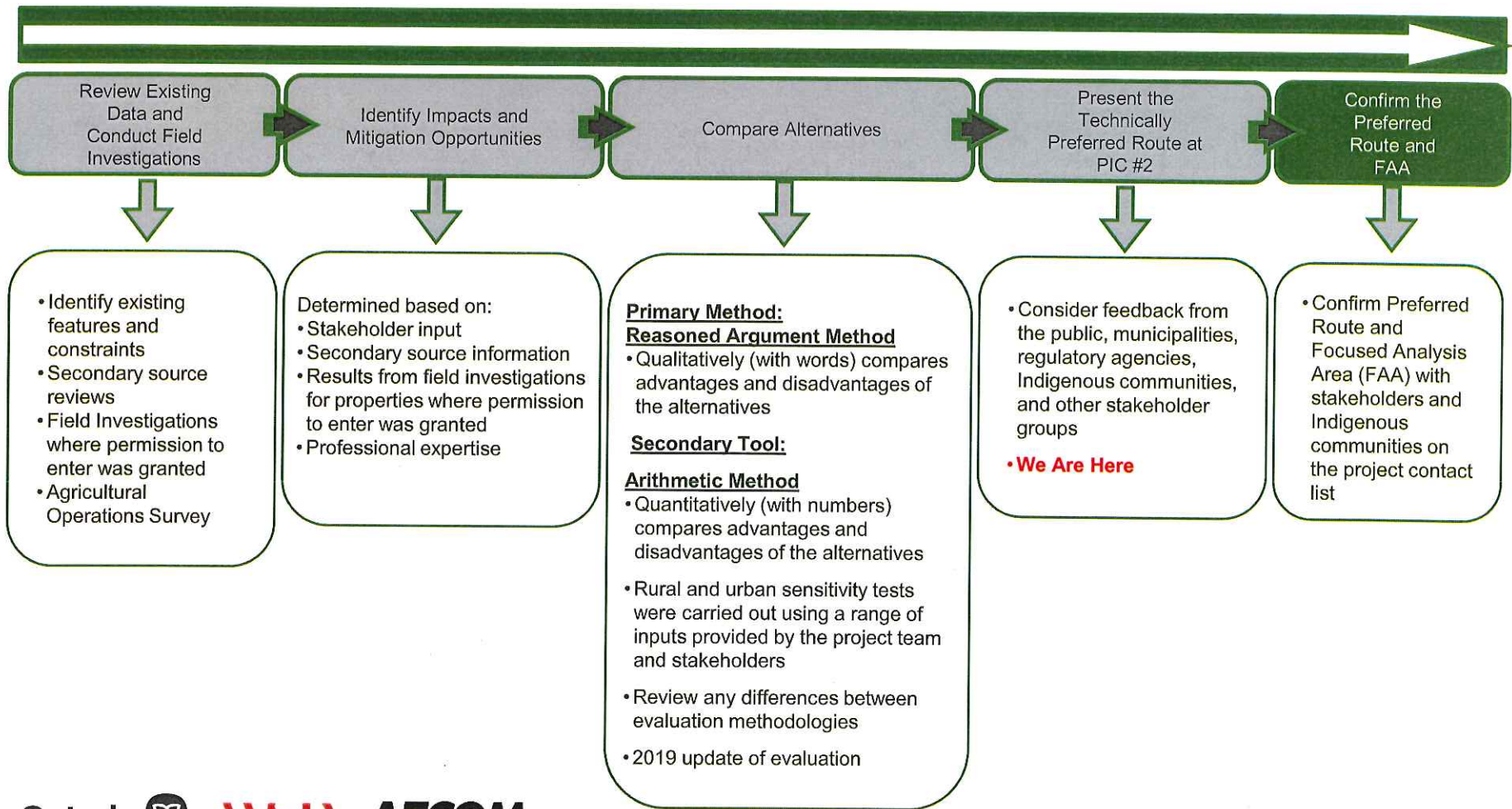
## THE NEW MULTIMODAL CORRIDOR

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m





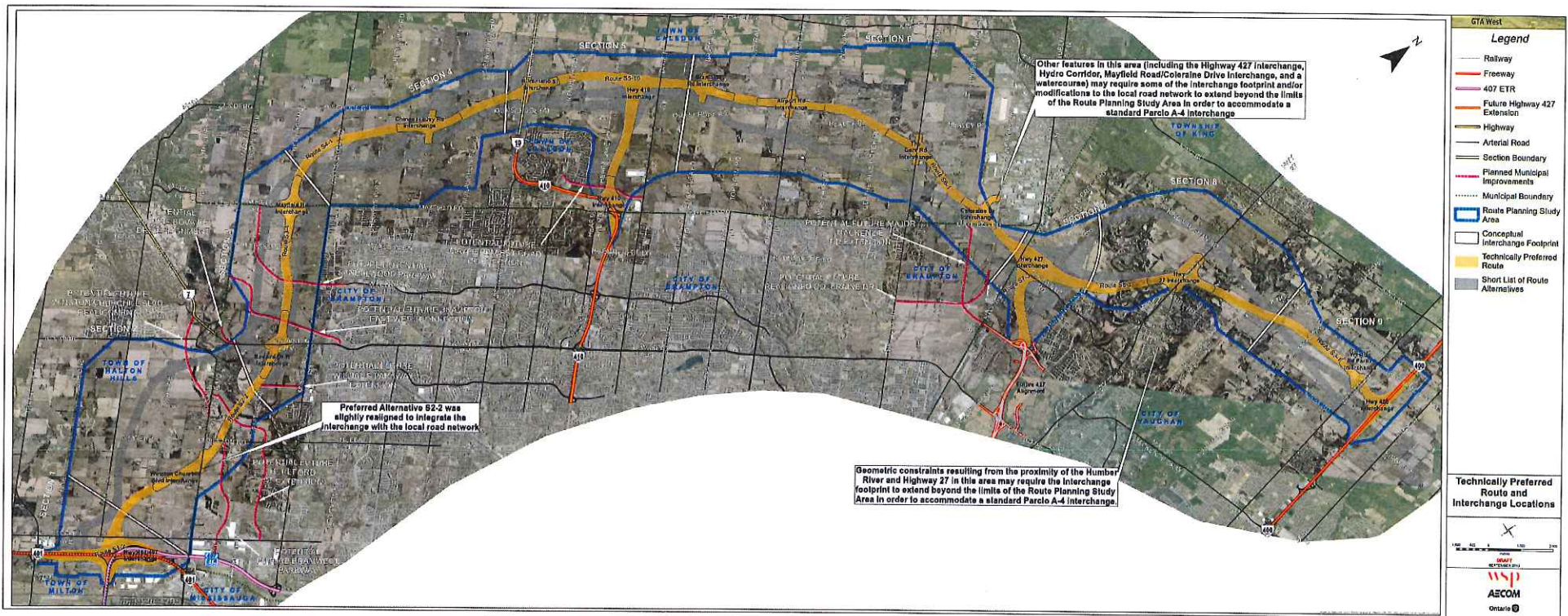
# ROUTE EVALUATION PROCESS







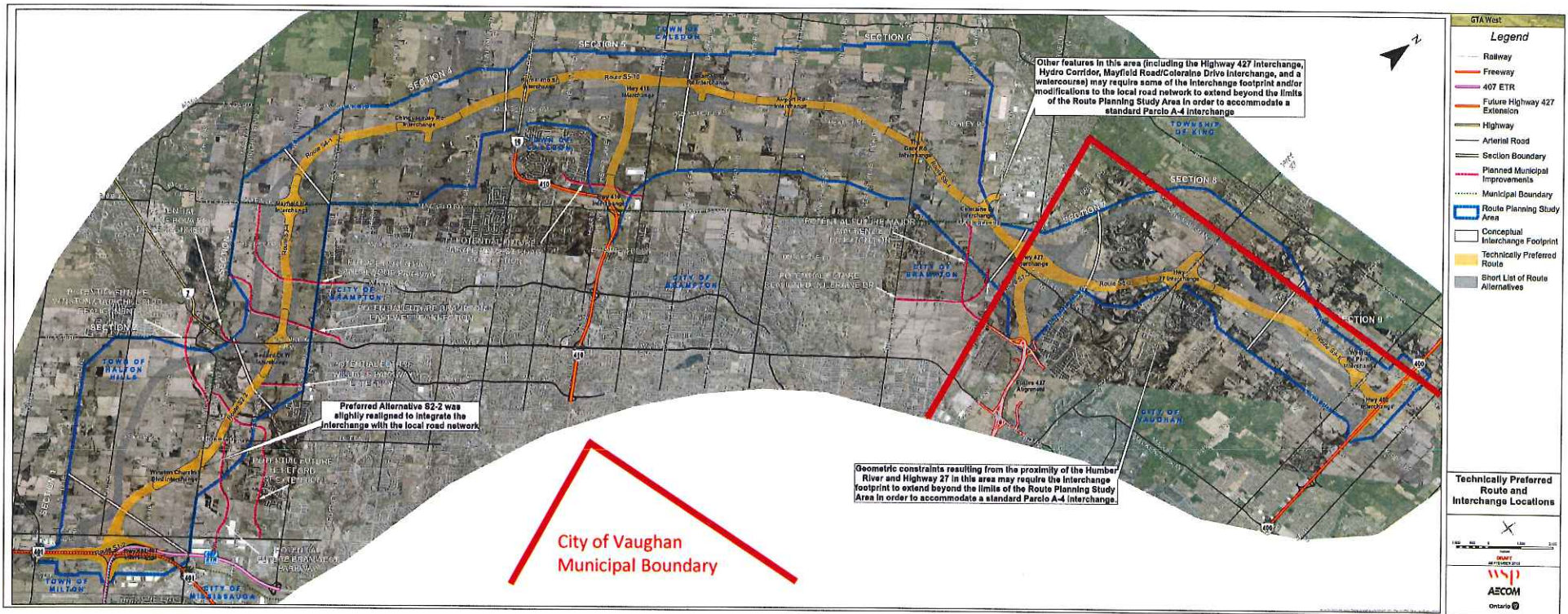
# TECHNICALLY PREFERRED ROUTE







# TECHNICALLY PREFERRED ROUTE







## SECTION 7 PREFERRED ALTERNATIVE: S7-3

The Project Team identified the best route east and west of the hydro corridor and then compared them to select the overall preferred route for Section 7.

The preferred route west of the hydro corridor was Alternative S7-3. The preferred route east of the hydro corridor was Alternative S7-9. Alternative S7-3 is preferred overall versus S7-9:

- Less impacts to groundwater sensitive ecosystems and wellhead protection areas
- Less noise impacts to existing and proposed residences to the east
- Moderate impacts to built heritage resources and cultural heritage landscapes
- Minor impacts to the hydro corridor, railway and TransCanada pipeline
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension and optimize traffic operations to/from Coleraine Drive interchange)
- Constructability and connectivity were principle considerations in Section 7. S7-3 is considered the most constructible and it connects well to the Section 8 Humber River crossing, reducing overall environmental impacts



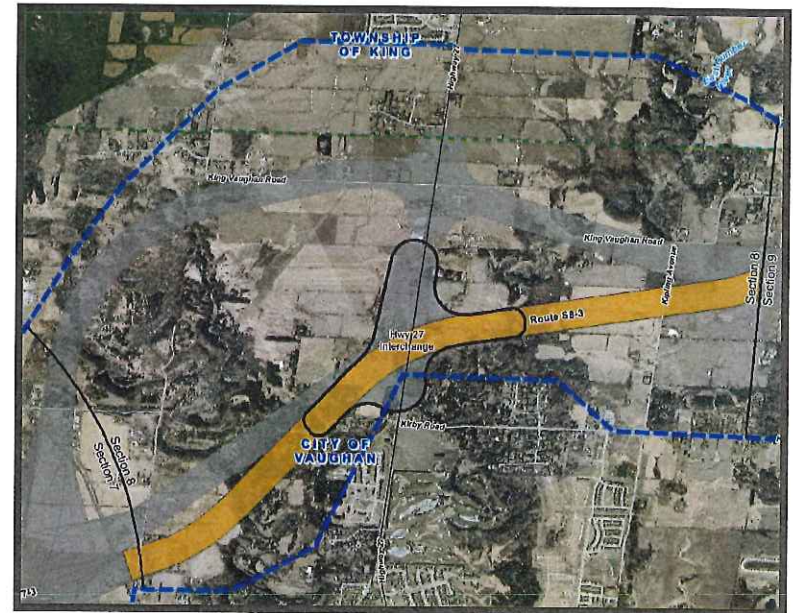




## SECTION 8 PREFERRED ALTERNATIVE: S8-3

### Preferred from Natural, Land Use / Socio-Economic and Transportation perspectives:

- Lowest overall impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, watersheds, and surface water
- Best location with most flexibility for the Humber River crossing due to its distance from the large meander
- Impacts the least amount of Greenbelt and agricultural lands and is preferred from a provincial land use policy perspective
- Impacts more residential properties but minimizes impacts to commercial properties, avoids impacts to high-investment farming operations, and has a higher probability of avoiding a waste disposal site
- Low construction cost and is considered the most constructible



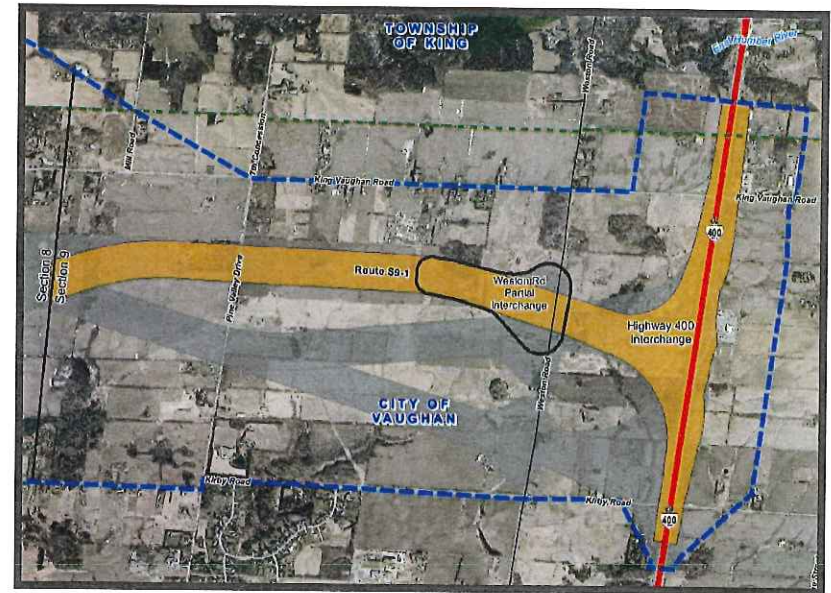




# SECTION 9 PREFERRED ALTERNATIVE: S9-1

## Preferred from Natural, Cultural and Transportation perspectives:

- Minimizes impacts to fish and fish habitat, designated areas and ecosystem services, with relatively simple and perpendicular watercourse crossings
- Least impact on Greenbelt lands
- Minimizes impacts to employment and future urban area lands
- Low residential property impacts
- Low potential for constructability issues
- Better angle of approach for the Highway 400 interchange





## EVALUATION CRITERIA FOR SELECTING PREFERRED INTERCHANGE LOCATIONS

- Potential interchange locations along each route alternative were selected based on:
  - Level of connectivity to the highway network
  - Level of connectivity to the municipal road network and initiatives
  - Level of connectivity to transit
  - Traffic demand
  - Spacing between interchanges
- Potential interchange locations on the short list of route alternatives were discussed with municipal staff prior to the 2015 evaluation of route alternatives
- Key trade-offs between potential interchange location alternatives were considered in the evaluation of route alternatives
- After selection of the Technically Preferred Route, the potential interchange locations along that route were reviewed again using the above criteria and the preferred interchange locations were selected



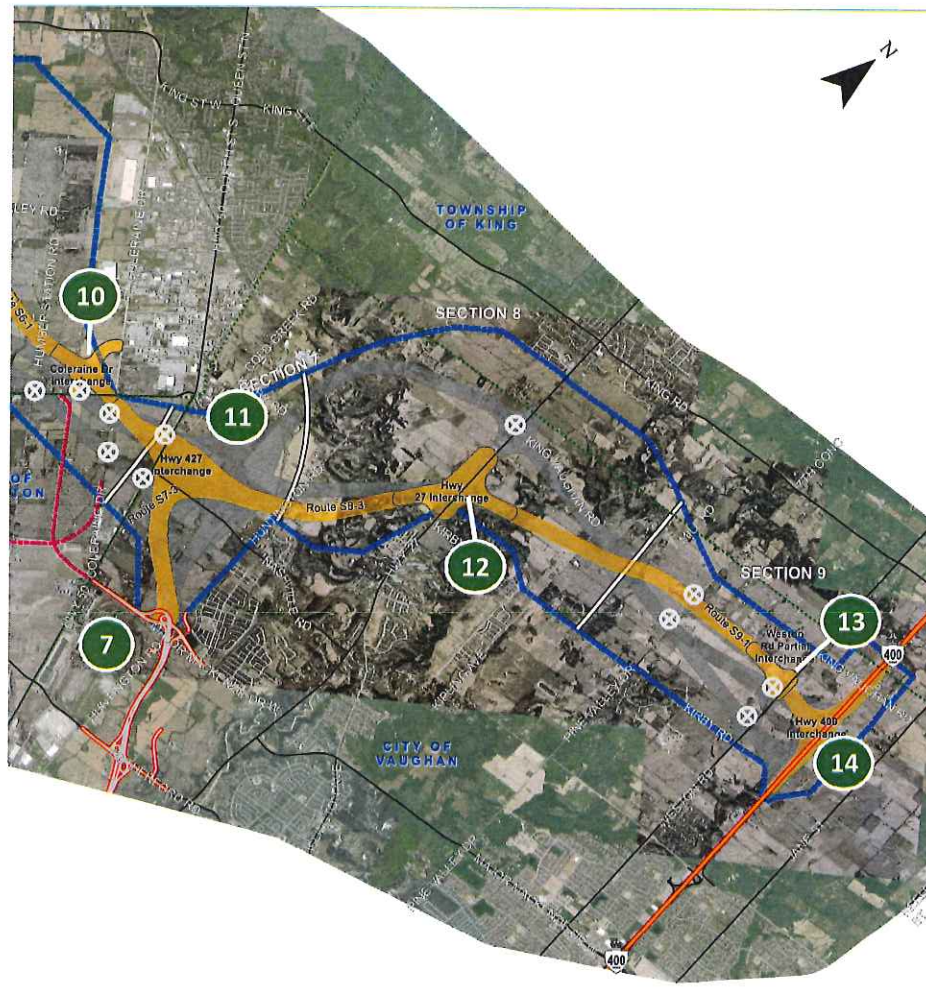


<p><b>1 Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 1</b></p>	<p><b>8 Airport Road Interchange – Aligns with Technically Preferred Route for Section 6</b></p>
<p><b>2 Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred</b></p> <ul style="list-style-type: none"> <li>Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network</li> <li>Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative)</li> </ul>	<p><b>9 The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6</b></p>
<p><b>3 Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred</b></p> <ul style="list-style-type: none"> <li>Provides appropriate connections with the municipal road network and provides desirable interchange spacing</li> <li>Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton</li> <li>Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road</li> <li>Better road geometry for an interchange at Bovaird Drive than at Heritage Road</li> <li>An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities</li> </ul>	<p><b>10 Coleraine Drive/Mayfield Road Area Interchange</b></p> <ul style="list-style-type: none"> <li>A full moves interchange is desirable to connect to existing and future urban growth centres</li> <li>Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)</li> <li>Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)</li> <li>Proposed strategy is to realign Coleraine Drive and then provide a full interchange</li> </ul>
<p><b>4 Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred</b></p> <ul style="list-style-type: none"> <li>Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route</li> <li>There is better road geometry at Mayfield Road than at Mississauga Road</li> </ul>	<p><b>11 Highway 427 freeway-to-freeway Interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred</b></p> <ul style="list-style-type: none"> <li>Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible</li> </ul>
<p><b>5 Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4</b></p>	<p><b>12 Highway 27 interchange – Aligns with Technically Preferred Route for Section 8</b></p>
<p><b>6 Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus Interchanges at Hurontario Street and Bramalea Road preferred</b></p> <ul style="list-style-type: none"> <li>Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd</li> <li>Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network</li> <li>An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange</li> </ul>	<p><b>13 Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial Interchange at Weston Road preferred</b></p> <ul style="list-style-type: none"> <li>An interchange to the west of Highway 400 provides a desirable connection with the municipal road network</li> <li>Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive</li> <li>Weston Road provides a connection to a planned urban growth centre</li> </ul>
<p><b>7 Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11</b></p>	<p><b>14 Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9</b></p>





# PREFERRED INTERCHANGE LOCATIONS



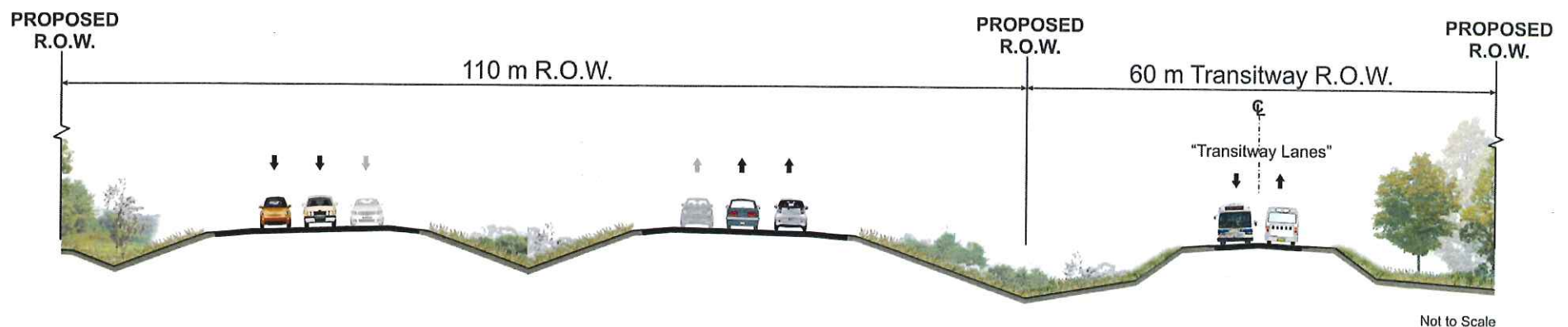
- |    |   |
|----|---|
| 10 | <b>Coleraine Drive/Mayfield Road Area Interchange</b>   |
|    | <ul style="list-style-type: none"> <li>• A full moves interchange is desirable to connect to existing and future urban growth centres</li> <li>• Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)</li> <li>• Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)</li> <li>• Proposed strategy is to realign Coleraine Drive and then provide a full interchange</li> </ul> |
| 11 | <b>Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred</b>   |
|    | <ul style="list-style-type: none"> <li>• Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible</li> </ul>   |
| 12 | <b>Highway 27 interchange – Aligns with Technically Preferred Route for Section 8</b>   |
| 13 | <b>Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred</b>  |
|    | <ul style="list-style-type: none"> <li>• An interchange to the west of Highway 400 provides a desirable connection with the municipal road network</li> <li>• Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive</li> <li>• Weston Road provides a connection to a planned urban growth centre</li> </ul>   |
| 14 | <b>Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9</b>   |





## THE GTA WEST TRANSITWAY

- The GTA West transitway will run parallel to the GTA West highway and will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules
  - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 427, Highway 410, and Highway 400
- The transitway will be further developed to confirm:
  - Alignment, roadway crossing details, terminus configurations
  - Opportunities to integrate with existing and future transit services
  - Station locations and layouts
  - Opportunities to integrate with existing and future development





# GOODS MOVEMENT PRIORITY FEATURES

- Potential goods movement features have been screened:

Feature	Screening
Truck only lanes	✓ Carry forward for further consideration
Combined truck/transit lanes	✗ Do not carry forward <ul style="list-style-type: none"> <li>Reduces level of service of the transitway by introducing additional traffic</li> <li>The transitway requires restricted access which prohibits use by other traffic</li> </ul>
Truck use of potential HOV lanes during off-peak hours	✗ Do not carry forward <ul style="list-style-type: none"> <li>No operational benefits in off-peak hours</li> <li>Introduces additional lane changes for trucks to access HOV Lanes</li> </ul>
Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information	✓ Carry forward for further consideration
Longer speed change lanes	✓ Carry forward for further consideration
Enhanced design to accommodate Long Combination Vehicles	✓ Carry forward for further consideration
Truck only interchange ramps, where warranted by truck volumes	✗ Do not carry forward <ul style="list-style-type: none"> <li>Creates additional enforcement requirements</li> <li>Interchanges are provided for key freight trip generators, and there is insufficient space for additional ramps in these areas without compromising highway design guidelines</li> </ul>
Truck parking facilities	✓ Carry forward for further consideration
Enforcement features (weigh and inspection stations), including automated weigh stations	✓ Carry forward for further consideration





# 2019 FOCUSED ANALYSIS AREA





## WHAT WE HEARD AT PIC #2

- Approx. 979 stakeholders attended, 79 written comments received
- Mixture of support and opposition for the Technically Preferred Route but majority of input was supportive:
  - The transportation corridor is needed, expedite the EA process, start construction as soon as possible
  - Protect for extra land now so that widening of the right-of-way is not required in the future
  - Concern about congestion on connecting roads (e.g. Mayfield Road, Highway 400, Highway 401, Coleraine Drive, Weston Road, etc.)
  - The transportation corridor should go west to Guelph, east past Highway 400 and be closer to Highway 9 in the north
  - Concern about impacts to nearby property owners (noise, air quality, etc.) and inquiries about mitigation measures
  - Mixed feelings about impacts to agricultural and Greenbelt lands. Some felt these features were given priority in the evaluation and appropriately influenced route selection (i.e. crossing of Credit and Humber Rivers) while others expressed concern about ability to support food production and ecosystem services
  - The interchange at Coleraine Drive in Section 6 conflicts with an approved development to the north
  - Extend Highway 427 to Highway 9 in Section 7
  - The emphasis on protecting Greenbelt lands and the Humber River in Sections 8 and 9 appropriately influenced route selection





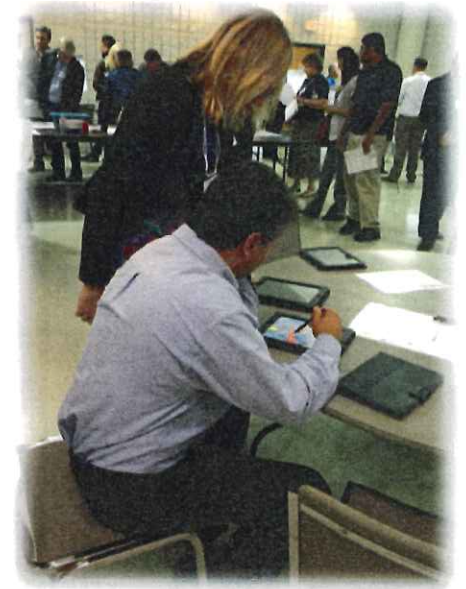
## WHAT WE HEARD AT PIC #2

- Support for the transitway:
  - The transitway only makes sense if it connects to other mass transit systems
  - Incorporate active transportation along the transitway
  - Support for transition from BRT to LRT
  - Consider both buses and trucks using the transitway
- Support for goods movement priority features:
  - Support for truck only lanes
- Support for the 2019 Focused Analysis Area:
  - Appreciate that over 60% of the Route Planning Study Area is in the green area (area of reduced interest)
  - Inquiries about when development restrictions will be lifted
- Other:
  - Inquiries about timing of expropriation, permission to enter process, possibility of tolling, scope of separate electricity transmission study
  - Requests for digital mapping of Technically Preferred Route to understand impacts and coordinate works
  - The Project Team did a good job evaluating the route alternatives and explaining the rationale for their decisions



## CONSULTATION & ENGAGEMENT

- Public Information Centres (3 rounds)
- Community workshops (4 rounds)
  - 2 rounds focused on Community Value Plans
- Ongoing consultation with Indigenous Communities
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations
- Website, email, toll-free telephone, Twitter, Ontario Government Notices and brochures



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## NEXT STEPS

<b>Fall 2019</b>	<ul style="list-style-type: none"> <li>• Project Team to review and respond to comments received at PIC #2:</li> <li>• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils</li> </ul>
<b>Spring 2020</b>	<ul style="list-style-type: none"> <li>• Confirm the Preferred Route and Focused Analysis Area</li> <li>• Commence preliminary design of the Preferred Route, which includes:</li> <li>• Additional field investigations where permission to enter is granted</li> <li>• Consultation with property owners directly impacted by the Preferred Route</li> </ul>
<b>Fall 2020 / Spring 2021</b>	<ul style="list-style-type: none"> <li>• Develop Community Value Plans (the focus of Community Workshops #3 and #4)</li> </ul>
<b>Spring / Summer 2021</b>	<ul style="list-style-type: none"> <li>• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils</li> </ul>
<b>Fall / Winter 2021</b>	<ul style="list-style-type: none"> <li>• Present the preliminary design of the Preferred Route at PIC #3</li> </ul>
<b>Late 2022</b>	<ul style="list-style-type: none"> <li>• Anticipated submission of Final Environmental Assessment Report to MECP</li> </ul>

\* Schedule is subject to change