#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24. 2015**

Item 1, Report No. 2, of the Priorities and Key Initiatives Committee, which was adopted without amendment by the Council of the City of Vaughan on March 24, 2015.

## 1 GTA WEST CORRIDOR TRANSPORTATION ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2 PROGRESS UPDATE MINISTRY OF TRANSPORTATION (ONTARIO) WARD 1

The Priorities and Key Initiatives Committee recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Public Works, Commissioner of Planning, Director of Development Engineering and Infrastructure Planning Services and Acting Director of Policy Planning, dated March 10, 2015, be approved;
- 2) That the following recommendations submitted by the Kleinburg and Area Ratepayers' Association, be referred to staff for consideration and review, and a report be provided to the Committee of the Whole meeting of April 14, 2015:
  - 1. That Council send correspondence to MTO and the GTA West Project Team stating its preference for the most northerly route as the one having the least impact on the Kleinburg Community;
  - 2. That the full impact of a full interchange at Weston Road as an alternative to a Pine Valley Drive interchange be considered within the current EA;
  - 3. That the Greenbelt lands abutting the new route remain under the Greenbelt designation; and
  - 4. That where appropriate, with public safety being paramount, that MTO and the GTA West Project Team look at ways and means of incorporating opportunities for pedestrian and cycling trails;
- 3) That the following deputations and Communications be received:
  - 1. Ms. Natalie Rouskov, Route Planning and Transit Initiatives, Ministry of Transportation, Wilson Avenue, Downsview, and Communication C2, presentation material titled "GTA West Transportation Corridor Planning and EA Study Stage 2", dated March 10, 2015;
  - 2. Mr. Neil Ahmed, MMM Group, North Sheridan Way, Mississauga; and
  - 3. Ms. Susan Walmer, Oak Ridges Moraine Land Trust, Bathurst Street, Newmarket, and Communication C3, presentation material titled "The Oak Ridges Moraine Land Trust"; and
- 4) That the following Communication be received:
  - C4 Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, Kleinburg, dated March 2, 2015.

#### Recommendation

The Commissioner of Public Works, Commissioner of Planning, Director of Development Engineering and Infrastructure Planning Services and Acting Director of Policy Planning, recommend:

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24. 2015**

#### Item 1, Priorities Report No. 2 - Page 2

- THAT the presentation from the Ministry of Transportation with respect to Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study including the short list of route alternatives and potential interchanges for the section of the proposed GTA West Corridor within Vaughan be received;
- 2. That the Ministry of Transportation be requested to work with the City of Vaughan and the Region of York during Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study process to expedite the determination of the routing for the GTA West Corridor such that those areas within the GTA West Route Planning Study Area which are not required for the new highway can be released for development in accordance with the City's Official Plan as soon as possible;
- 3. That in the Ministry's consideration of the selection of the preferred route and ultimate alignment, the following land use planning objectives be prioritized:
  - a) Avoiding wherever possible development areas within the existing Settlement Area, in particular the North Kleinburg-Nashville Secondary Plan Huntington Community;
  - b) Minimizing the effect of the fragmentation or landlocking of potentially developable areas caused by the route and/or the route's interaction with existing infrastructure;
  - c) Minimizing the impacts on the Provincial Growth Plan's "Whitebelt Area", by locating the route such, that in the long-term, it will not create large areas of Whitebelt land, north of the route, that are not contiguous with the community to the south;
- 4. That the Ministry be requested to, in the selection of the preferred route, minimize the overall impacts on the environmentally sensitive areas within the study area, including the Greenbelt Plan Area, the Core Features of the Natural Heritage Network and the Headwater Drainage Area of the Humber River; and
- That a copy of this report be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

#### Contribution to Sustainability

The proposed GTA West Corridor is expected to contribute to economic and social sustainability by addressing long-term inter-regional transportation deficiencies and opportunities. The proposed solutions would develop an integrated, multi-modal transportation system that enables the efficient movement of people and goods, and provides better transportation linkages between Urban Growth Centres in the GTA West Route Planning Study Area. However, the GTA West Corridor is expected to cross the most intact and sensitive area of the Greenbelt in Vaughan. To be fully sustainable, the environmental issues must be fully explored and addressed through Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study (GTA West EA).

#### **Economic Impact**

There are no immediate economic impacts associated with this report.

#### **Communications Plan**

A copy of this report will be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24, 2015**

<u>Item 1, Priorities Report No. 2 – Page 3</u>

#### **Purpose**

This report is intended to supplement the presentation from the MTO Project Team on Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study, and to present the short list of route alternatives and potential interchanges for the section of the proposed GTA West corridor within Vaughan including:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

#### **Background - Analysis and Options**

In June 2006, the Minister of Public Infrastructure Renewal released the *Growth Plan* for the Greater Golden Horseshoe (GGH) area. The *Growth Plan* outlines a set of policies for managing growth and development, guiding planning decisions, and presenting a planning "vision" for the GGH area. The GTA West Corridor is identified in the Growth Plan as part of the required transportation improvements to support the vision. The *Growth Plan* builds on other key government initiatives including the *Greenbelt Plan* (established through the Greenbelt Act 2005) and the *Provincial Policy Statement* (2005). The *Growth Plan* is accompanied by the *Places to Grow Act* (2005), which requires all planning decisions made by the Province, municipalities and other authorities to conform to the policies contained in the *Growth Plan*. Jointly, the *Greenbelt Plan* and *Growth Plan* provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations in the GGH area.

Under this policy framework, the GTA West Corridor Planning and Environmental Assessment Study is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods. The GTA West EA also considers other transportation plans such as Metrolinx Regional Transportation Plan (RTP), Region of York Viva, GO 2020 and Brampton Züm.

#### Stage 1 of the GTA West was initiated in 2007

In 2007, MTO initiated Stage 1 of the GTA West EA. The Terms of Reference for the Individual EA were approved by the Minister of Environment (MOE) on March 4, 2008.

### Transportation Development Strategy, the outcome of Stage 1 of the GTA West EA was completed in November 2012

The GTA West EA consists of two stages. Stage 1 considered all transportation modes and their ability to address the future transportation demands by 2031. The outcome of Stage 1 was a multi-modal Transportation Development Strategy (TDS). The TDS was completed in November 2012. This stage made recommendations for optimizing the existing transportation network, improvements to non-roadway transportation modes such as transit and rail, widening of existing highways, and a new transportation corridor.

#### Stage 2 of the GTA West EA was initiated in early 2014

The MTO initiated Stage 2 of the GTA West EA in early 2014. Building on recommendations from Stage 1, as part of Stage 2, route alternatives for a new transportation corridor will be generated within the Route Planning Study Area shown in Attachment No. 1. The new transportation

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24. 2015**

#### Item 1, Priorities Report No. 2 - Page 4

corridor will include a 400-series highway, transitway, and a potential goods movement priority feature. A preferred route and interchange locations will be selected and developed as part of Stage 2.

Generally, the purpose of the GTA West EA is to address long-term inter-regional transportation infrastructure needs. The Study also considers alternative solutions as part of developing an integrated, multi-modal transportation system that will enable the efficient movement of people and goods, and provide better economic and transportation linkages between Urban Growth Centres. The GTA West transportation corridor is vital to provide the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan* for the Greater Golden Horseshoe area.

Even with improving the existing transportation network, widening existing highways, and the transit expansion projects identified in the Metrolinx' Regional Transportation Plan, additional road capacity is required

It is projected that 100,000 people and 80,000 jobs will be added per year in the GGH between 2011 and 2031. This will result in about 1.5 million additional trips (cars and trucks) per day in the GTA West study area. Without changes, by 2031 the average commutes are expected to increase by 27 minutes a day.

### The GTA West Transportation Corridor will help address transportation problems, provide opportunities, and result in benefits for communities

In addition to examining alternative routes for the new transportation corridor and a transitway, the Project Team will examine alternatives for interchanges, bridges, crossing road treatments, truck priority features, and other key elements of the corridor. The new corridor is anticipated to be a 4- to 6-lane highway with freeway-to-freeway connections at Highway 401/407ETR, Highway 410, Highway 427, and Highway 400. The right-of-way will range between 110m (highway) without transitway and 170m including a separate adjacent transitway.

A comprehensive analysis of technical and environmental elements will be undertaken and in consultation with the public, stakeholders, municipalities, First Nation and Métis communities, and government agencies to identify the preferred alternative for the new transportation corridor.

## Project Team will use innovative strategies and methods to maximize the outreach and engagement of study stakeholders throughout the GTA West EA Study

Creative approaches will be used to maximize the outreach and engagement of study stakeholders. Several advisory groups were formed to support the study. Many of these groups were involved during Stage 1 of the study, and will continue to be involved during Stage 2.

The Community Advisory Group (CAG) includes representation from interest groups, organizations, and individuals in and around the study area. The CAG meeting was held on October 28, 2014.

The Greenbelt Transportation Advisory Group (GTAG) includes representation from environmental interest groups, environmental ministries, and other Greenbelt experts. The GTAG meeting was held on October 29, 2014.

A Municipal Advisory Group (MAG) was formed in Stage 1 to consult and seek technical input from municipalities and agencies at key stages of the GTA West EA. The Group continues to be involved during Stage 2. Staff from the City's Development Engineering and Infrastructure Planning Services and Policy Planning Departments together with York Region staff participated

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#### <u>Item 1, Priorities Report No. 2 – Page 5</u>

in the MAG meetings held on June 16, 2014 and November 7, 2014. Staff will continue to participate as a member of the Municipal Advisory Group throughout this study.

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments. The RAAG is a forum for the discussion of local planning and technical issues. The MAG - RAAG meetings were jointly held on June 16, 2014 and November 7, 2014.

The Municipal Executive Advisory Group (MEAG) is a new stakeholder advisory group that was formed for Stage 2 of the GTA West EA, and is a forum for the discussion of broad, strategic and inter-regional transportation issues. The first MEAG meeting was held on September 24, 2014. Senior staff from the Regional Municipalities of York, Halton and Peel, as well as Metrolinx participates as members of the MEAG.

#### Public and stakeholder consultation will continue to be a key study component

Meaningful public and stakeholder consultation are important in shaping the outcome of this study. As part of the consultation program Community Workshops were held in July and August 2014 where stakeholders were introduced to the study. The Project Team sought feedback on key features within the study area and where the transportation corridor should be located. Membership opportunities for the Community Advisory Group as well as the Greenbelt Transportation Advisory Group were advertised. The second round of Community Workshops is planned for Spring 2015.

## A short list of alternatives and potential interchanges of the proposed GTA West Corridor were presented at the first round of PICs held in November and December 2014

The first round of Public Information Centres (PIC) in connection with Stage 2 was held in November and December 2014 and included a PIC at the Chateau Le Jardin Conference Centre in Vaughan on December 2, 2014. The Project Team presented the study background and process, existing conditions within the study area, sought feedback on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. The Focused Analysis Area (FAA) surrounding the short list of alternatives was presented as zone surrounding the short list of route alternatives. A short list of alternatives are illustrated in Attachment No.2.

Within the City of Vaughan, the short list of route alternatives and potential interchanges of the proposed GTA West Corridor include:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

Stage 2 Planning Process has two parallel, connected streams:

- The Route Planning Alternatives Stream determines the preferred route for the new highway and transitway
- The Crossing Road Alternatives Stream determines which crossing roads will have interchanges, bridges, or closures, and the design of those elements

The two streams will be combined to create a complete transportation corridor.

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## The preliminary design of the preferred route will be presented in Winter/Spring 2017 and Study completion is anticipated in May 2018

Following stakeholders feedback on PIC #1, the Project Team will review and respond to comments. They will further evaluate the short list of route alternatives with input from interested stakeholders. The second round of Community Workshops will be held in Spring 2016 and Advisory Group Meeting will follow in Fall/Winter 2015. The preferred route will be presented at PIC #2 in Fall/Winter 2015. The preliminary design of the preferred route will be presented at PIC #3 in Winter/Spring 2017. The Study is scheduled to be finalized in May 2018 followed by the Ministry of Environment and Climate Change review.

#### The GTA West EA Study should consider implications on Land Use and the Environment

The northwest quadrant of the City, west of Highway 400, is characterized by a complex combination of environmental conditions, land use regulations, topography, existing and planned development and existing and planned infrastructure, which make long-term community planning challenging. York Region is now undertaking its Municipal Comprehensive Review (MCR), which will allocate new population and employment growth to Vaughan to the year 2041. Depending on the outcome of the MCR and resulting amendment to the York Region Official Plan, some of the land adjacent to the routing alternatives may be required to accommodate such growth. The overlay of the GTA West Corridor onto this geography will introduce a new consideration, which will need to be managed.

From an environmental perspective, the study area forms part of the headwaters of the Humber River, which includes reaches of cold water streams and sensitive habitats. The Humber Valley system contains many of the Core Features that make up the City's Natural Heritage Network. All of the routing options cross these features. Minimizing the impacts on such features, by selecting the least intrusive route and alignment should be a priority; and building-in comprehensive mitigation measures will be essential to protect the function of these important features.

West of Weston Road the route alternatives pass through the "Whitebelt" area (the rural area between Settlement Areas and the Greenbelt Plan Area in the Growth Plan) where any required future urban expansion would be accommodated, depending on the outcome of the York Region MCR. The route alternatives and the "Whitebelt Area" are shown on Attachment No. 3. The presence of the route in that area may limit the land use options available to the City, in that it makes it less likely that residential development may occur adjacent to what will ultimately be a 400-series highway. The placement of the route may an issue from a community planning perspective. Placing the alignment too far to the south\_may result in areas north of the Corridor being discontinuous with the adjacent community. Also provision would have to be made through the Corridor for the road network and other services.

Two of the routing alternatives pass through the Huntington Road Community (West side of Huntington Road north of Nashville Road) of the North Kleinburg-Nashville Secondary Plan. Should these lands be lost to residential development, the residential units provided therein will have to be accommodated elsewhere within the City to fulfill the 2031 population allocation. Similarly, routing alternatives for the GTA West Corridor and the Highway 427 Extension also impact parts of the West Vaughan Employment Area Secondary Plan (Block 66 W). The impacts on these areas should be minimized to the greatest extent possible.

The existing infrastructure northwest of Kleinburg also presents challenges. The Hydro Corridor and transformer station, the CP Rail Line and the existing arterial road network, with the potential overlay of a 400-series Highway and interchanges, will create a very complex network of transportation infrastructure. The impact will be heightened because the highway, rail network

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24. 2015**

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and Regional/Local networks will need to be grade separated from each other. This has the potential to cause isolated parcels of development land, with access restrictions resulting from the placement of structures. It is expected that this area will be considered for employment uses pending the Region's Municipal Comprehensive Review. The access to and usability of the remnant parcels will need to be considered carefully. The area's proximity to the CP Rail Yard makes this a potentially strategic opportunity for employment uses, which should be acknowledged and preserved through this process.

It is recognized that there are broader transportation benefits accruing to the GTA as a result of the GTA West Corridor. However, there may be impacts on the long-term evolution of the City's urban structure and environmental quality. At this point in the process, the Ministry should be apprised of the City's concerns in regard to these matters. Recommendations 3 and 4 speak to these concerns. Should the project proceed, these and other potential impacts will need to be identified and mitigated.

### Transportation network connectivity to Highway 400 is important to the success of the planned Highway 400 Employment Area

The transportation policies of OPA 637 identify the need for at least one new interchange on Highway 400 to support the full development of the Highway 400 North Employment Area. It was anticipated that this new interchange would be located at King-Vaughan Road and Highway 400.

York Region has identified an arterial road requirement in the Council endorsed Regional Transportation Master Plan that would provide for eastbound traffic travelling on the GTA West Corridor to continue eastbound to Bathurst Street. This is founded on policy statements in the 2010 Regional Official Plan. These policies were further advanced through the Mid-York East-West Transportation Corridor Study completed in 2012. Proceeding with a single EA for Mid-York east-west transportation improvements is also contingent on having a recommended configuration for the GTA West – Highway 400 Interchange.

Given the technical complexity of planning and integrating these facilities, it is important that the Ministry of Transportation integrate the provisions for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with the ongoing Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study.

Accordingly Council, at its meeting of June 28, 2011, adopted the following resolution:

"That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study."

#### **Regional Implications**

The Project Team presented the Stage 2 progress update of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study to the Regional Committee of the Whole on March 5, 2015.

#### Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 24. 2015**

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- The pursuit of excellence in service delivery;
- Planning and managing growth and economic vitality; and,
- The demonstration of leadership and promotion of effective governance.

This report is consistent with the priorities approved by Vaughan Council.

#### **Conclusion**

Stage 2 of MTO's GTA West Environmental Assessment project is well underway. As part of Stage 2, route alternatives for a new transportation corridor will be generated within the Route Planning Study Area identified in the first stage of the EA. The new transportation corridor will include a 400-series highway, a transitway and potential goods movement priority features.

The first round of Public Information Centres (PIC) in connection with the Stage 2 EA was recently held and included a PIC in Vaughan at the Chateau Le Jardin Conference Centre in Woodbridge on December 2, 2014.

The purpose of the first PIC was to present an overview of the study background, process, existing conditions and current status. In addition, the material presented at PIC#1 also focused on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

The presentation material identifies the short list of route alternatives and potential interchanges for the section of the proposed GTA West corridor within Vaughan including:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

Staff has identified a number of issues that should be addressed through the process. They speak to maintaining the function of important components of the Natural Heritage Network, potential impacts on the City's urban structure, and the importance to integrate the provisions for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection. Two recommendations are provided for the purpose of advising the Ministry of Transportation of these issues.

Staff will continue to participate as a member of the Municipal Advisory Group throughout the study and will provide updates to Council at key milestones in the process.

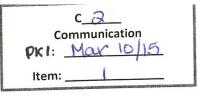
#### **Attachments**

- Route Planning Area
- 2. Short List of Alternatives and Potential Interchange Locations
- 3. Implications for the "Whitebelt" Areas

#### Report prepared by:

Selma Hubjer, Manager of Transportation Planning, ext. 8674 Roy McQuillin, Acting Director of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)





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

City of Vaughan
Priorities and Key Initiatives
Committee of Council
March 10, 2015









## PLANNING WITH VISION, PLANNING FOR PEOPLE

- An open and transparent process that provides opportunities for all stakeholders to help shape the outcome of the project
- 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

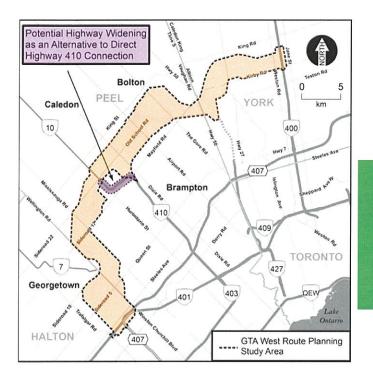








### **STUDY OVERVIEW**



Stage 1 (November 2012) recommendations included:

- Optimizing the existing transportation network
- Improving non-roadway transportation modes
- Widening of existing highways
- A new transportation corridor

Even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity is needed

This study (Stage 2) focuses on the recommendation for a new transportation corridor:

- From Highway 400 to the Highway 401/407 ETR interchange area
- Includes a 400-series highway, transitway, and potential goods movement priority features



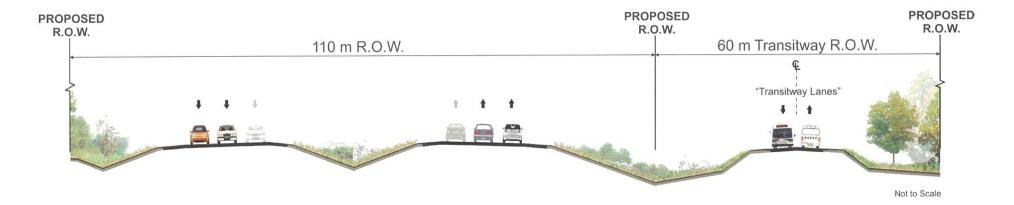






## THE NEW CORRIDOR

- The new corridor is anticipated to be a 4- to 6-lane highway with a separate adjacent transitway and potential goods movement priority features
  - Transitway stations will be located at key interchanges and connection points











### POTENTIAL INTERCHANGES AND CROSSING ROAD TREATMENTS

- Interchanges will be required at Highways 401, 410, 427, 400 and some crossing roads
- Initially all existing/planned crossing roads were considered as potential interchanges
- These were then screened based on:
  - Minimizing impacts to significant natural features
  - Minimizing impacts to existing and planned (approved) population and employment areas
  - Ensuring efficient and direct connections, that address future transportation needs
- Other crossing roads will be overpasses, underpasses, or truncated

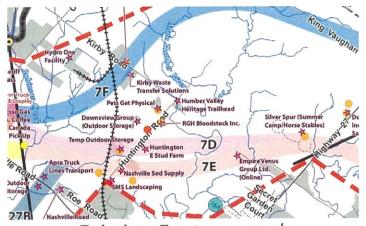




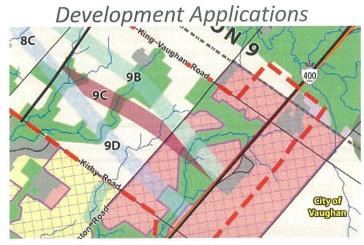




## **OUR DATABASE**



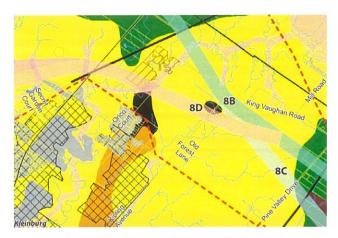
Existing Features and



Generalized Future Land Use
Ontario MMM GROUP AECOM



Natural Environment



**Agricultural Conditions** 

# GTA West Planning with Vision | Planning for People POTENTIAL FREEWAY-TO-FREEWAY POTENTIAL INTERCHANGE LOCATION **SHORT LIST OF ROUTE ALTERNATIVES AND POTENTIAL INTERCHANGE LOCATIONS** Ontario MMM GROUP AECOM



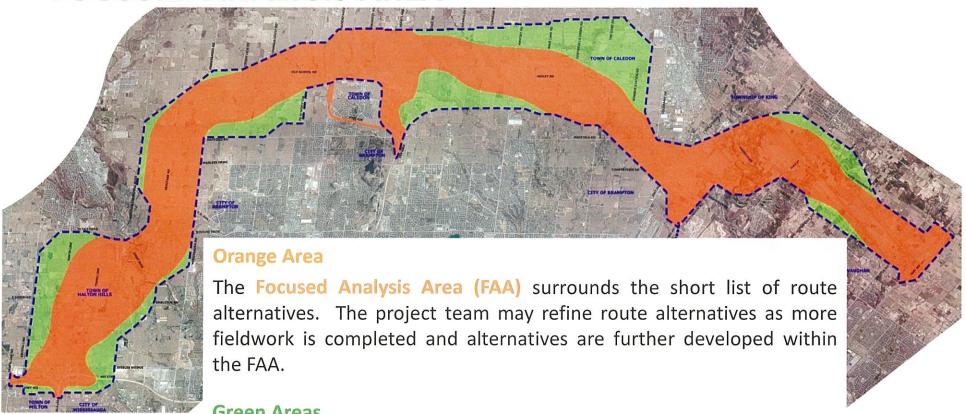








## **FOCUSED ANALYSIS AREA**



#### **Green Areas**

MTO will continue to review development applications, but it is anticipated that development processes may proceed for these lands.









### **CONSULTATION & ENGAGEMENT**

The consultation program features multiple outreach tools and points of contact:

- Public Information Centres (3 rounds)
  - Over 750 people attended the first round of PICs that was held at 3 venues on November 28 (Halton Region), December 2 (York Region), and December 4 (Peel Region)
  - The next round is planned for late 2015
- Community workshops (4 rounds)
  - Over 300 people attended the first workshops last summer 2014 to provide input on existing features and route and interchange locations, and sign up for advisory groups
  - The next round is planned for late spring 2015
- Ongoing consultation with First Nation and Métis Councils/Communities
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations
- Website, email, toll-free telephone, twitter









### **NEXT STEPS**

- Remain on schedule
- Refine the screening of the long list and the identification of the short list of route alternatives based on feedback received at PIC #1
- Further develop, assess and evaluate the short list of route alternatives
  - Community Workshop #2
  - **Meetings with Municipalities Regarding Potential Interchange Locations**
  - **Meetings with Advisory Groups**
- Present the preferred route at PIC #2 (Fall/Winter 2015)
- Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)

Contact the GTA West **Project Team** 

Website: www.gta-west.com

Email: project team@gta-west.com

Toll-Free: 1-877-522-6916 Twitter: @GTAWestStudy









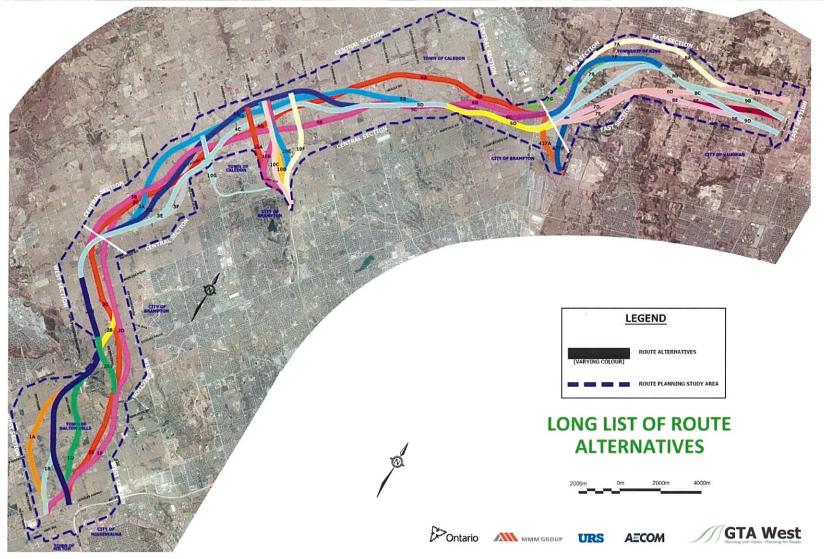
## **BACK UP**







# GTA West Planning with Vision | Planning for People





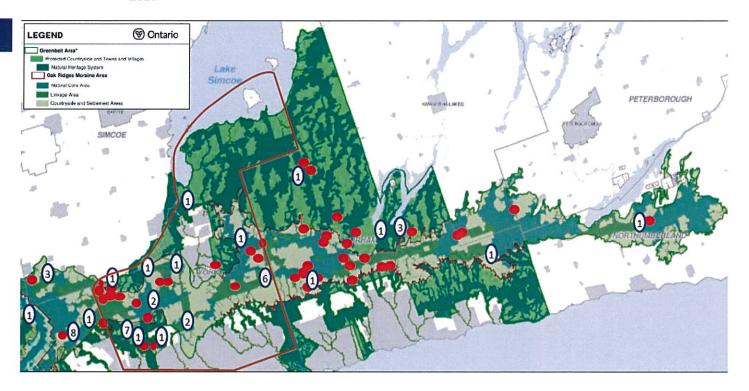




c\_3
Communication
PK1: Mar\_10/16
Item: \_\_\_\_\_

## The Oak Ridges Moraine Land Trust

OAK RIDGES MORAINE LAND TRUST PROPERTIES
2015



#### Legend

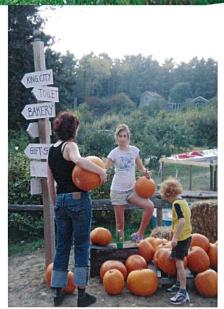
Currently Secured: 47 Properties, 3,786 Acres indicated by
YR Potential Securements: 24 Properties, 11,287 Acres indicated by where # indicates property quantity in vicinity





## York Region

**438 Hectares** protected by Oak Ridges Moraine Land Trust



## **York Region Properties**

- 10 Conservation Easements 366.4 ha
- 2 Jointly Owned Properties 46 ha
- 5 Fee Simple Donations 25.5 ha

## **York Region Lands Protected**

- Total Market Value of Lands \$41,811,695
- Easement/ Book Value \$26,726,778
- Economic Goods and Services Value of \$1.5 M per annum
- York Region Funding \$2.5 M

## Working Together - Joint Owners with York Region - Salmon Properties - NCC and ORTA









## **Conservation Easements Donors**





## **Building Relationships Our Funding Partners help us succeed**

Environment Canada
Regional Municipality of York
City of Toronto
Nature Conservancy of Canada
Township of King
Dominion of Canada General Insurance
Company
The Empire Life Insurance Company of

Pratt & Whitney
LGL Environmental Consultants
The Hon. H.N. Jackman
Individual Donors

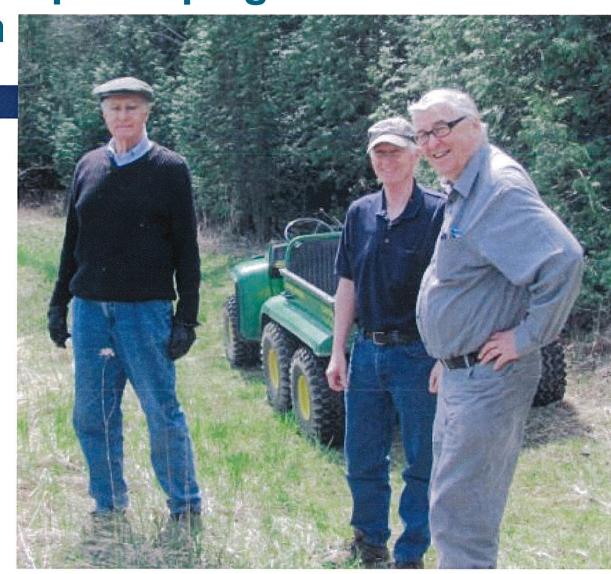
Canada

Edward Jackman Foundation
Evergreen Foundation
ECHO Foundation
Friends of the Greenbelt Foundation
J. P. Bickell Foundation
Oak Ridges Moraine Foundation
Ontario Trillium Foundation
Patrick and Barbara Keenan Foundation
Schad Foundation
The Charles H. Ivey Foundation
The W. Garfield Weston Foundation
The Catherine and Maxwell Meighen Foundation
The McLean Foundation

# \$1 Million 10<sup>th</sup> Anniversary Stewardship Campaign



# 10<sup>th</sup> Anniversary Stewardship Campaign Chair Hon. Hal Jackman



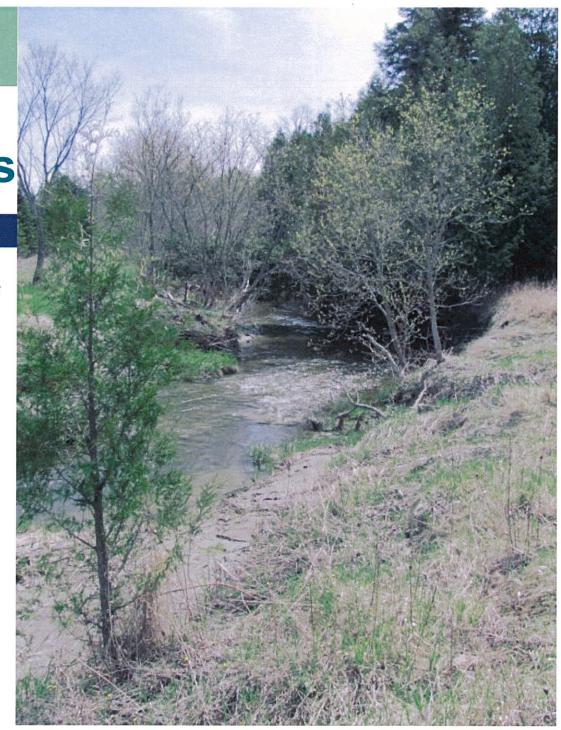
## 2013-2014 Achievements York Region

## Jackman - 77.4 hectares

- 2 Conservation Easements via the Eco Gift Program,
- Humber River Valley, 50% zoned for development protected by CE with agricultural purposes
- Future adjacent properties under negotiation

Jackman Properties

## Humber River





# **Jackman Properties**





## **Questions?**





### Kleinburg and Area Ratepayers' Association

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

Communication

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March 2, 2015

Marilyn Iafrate, Ward 1 Councillor City of Vaughan 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1

Re: GTA West Corridor Planning

Marilyn,

The Greenbelt surrounding the Kleinburg-Nashville Heritage Conservation District is a significant component of the rural nature and heritage of the district. Kara is not in support of this highway, but assuming that a new highway and transitway will be built within the established study area for the GTA West Corridor, 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. Specifically, to minimize the impact of a new highway on the heritage district, we believe route options 427A, 7F, 8B and 9B from the latest route alternatives presented by the GTA West project, should be chosen to transit the City of Vaughan.

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 to 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 would also like to see comprehensive planning to integrate pedestrian and cycling trails, providing trail connections, and incorporating safe crossings for non-motorized modes of transportation.

The GTA West Corridor will remove considerable forest cover and hedgerows. These wildlife corridors will be lost. The wind protection and cooling effects they afford need to be compensated. We do not want to see a poorly vegetated corridor such as the 407. We would also like assurance that all existing Greenbelt lands abutting the highway remain Greenbelt.

KARA would greatly appreciate if you could garner support from council and staff, and make a motion to council to formally request the MTO and the GTA West Project Team pursue the most northerly route, the Weston road interchange, and include integrated trail planning and landscaping planning as part of their process.

Thank you.

Sincerely,

Ken Schwenger

President, KARA - on behalf of the KARA Board

### PRIORITY AND KEY INITIATIVES COMMITTEE- MARCH 10, 2015

GTA WEST CORRIDOR TRANSPORTATION ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2 PROGRESS UPDATE MINISTRY OF TRANSPORTATION (ONTARIO) WARD 1

#### Recommendation

The Commissioner of Public Works, Commissioner of Planning, Director of Development Engineering and Infrastructure Planning Services and Acting Director of Policy Planning, recommend:

- THAT the presentation from the Ministry of Transportation with respect to Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study including the short list of route alternatives and potential interchanges for the section of the proposed GTA West Corridor within Vaughan be received;
- 2. That the Ministry of Transportation be requested to work with the City of Vaughan and the Region of York during Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study process to expedite the determination of the routing for the GTA West Corridor such that those areas within the GTA West Route Planning Study Area which are not required for the new highway can be released for development in accordance with the City's Official Plan as soon as possible;
- 3. That in the Ministry's consideration of the selection of the preferred route and ultimate alignment, the following land use planning objectives be prioritized:
  - a) Avoiding wherever possible development areas within the existing Settlement Area, in particular the North Kleinburg-Nashville Secondary Plan Huntington Community;
  - b) Minimizing the effect of the fragmentation or landlocking of potentially developable areas caused by the route and/or the route's interaction with existing infrastructure;
  - c) Minimizing the impacts on the Provincial Growth Plan's "Whitebelt Area", by locating the route such, that in the long-term, it will not create large areas of Whitebelt land, north of the route, that are not contiguous with the community to the south;
- 4. That the Ministry be requested to, in the selection of the preferred route, minimize the overall impacts on the environmentally sensitive areas within the study area, including the Greenbelt Plan Area, the Core Features of the Natural Heritage Network and the Headwater Drainage Area of the Humber River; and
- That a copy of this report be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

### **Contribution to Sustainability**

The proposed GTA West Corridor is expected to contribute to economic and social sustainability by addressing long-term inter-regional transportation deficiencies and opportunities. The proposed solutions would develop an integrated, multi-modal transportation system that enables the efficient movement of people and goods, and provides better transportation linkages between Urban Growth Centres in the GTA West Route Planning Study Area. However, the GTA West Corridor is expected to cross the most intact and sensitive area of the Greenbelt in Vaughan. To be fully sustainable, the environmental issues must be fully explored and addressed through Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study (GTA West EA).

### **Economic Impact**

There are no immediate economic impacts associated with this report.

#### **Communications Plan**

A copy of this report will be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

#### <u>Purpose</u>

This report is intended to supplement the presentation from the MTO Project Team on Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study, and to present the short list of route alternatives and potential interchanges for the section of the proposed GTA West corridor within Vaughan including:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

### **Background - Analysis and Options**

In June 2006, the Minister of Public Infrastructure Renewal released the *Growth Plan* for the Greater Golden Horseshoe (GGH) area. The *Growth Plan* outlines a set of policies for managing growth and development, guiding planning decisions, and presenting a planning "vision" for the GGH area. The GTA West Corridor is identified in the Growth Plan as part of the required transportation improvements to support the vision. The *Growth Plan* builds on other key government initiatives including the *Greenbelt Plan* (established through the Greenbelt Act 2005) and the *Provincial Policy Statement* (2005). The *Growth Plan* is accompanied by the *Places to Grow Act* (2005), which requires all planning decisions made by the Province, municipalities and other authorities to conform to the policies contained in the *Growth Plan*. Jointly, the *Greenbelt Plan* and *Growth Plan* provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations in the GGH area.

Under this policy framework, the GTA West Corridor Planning and Environmental Assessment Study is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods. The GTA West EA also considers other transportation plans such as Metrolinx Regional Transportation Plan (RTP), Region of York Viva, GO 2020 and Brampton Züm.

#### Stage 1 of the GTA West was initiated in 2007

In 2007, MTO initiated Stage 1 of the GTA West EA. The Terms of Reference for the Individual EA were approved by the Minister of Environment (MOE) on March 4, 2008.

### Transportation Development Strategy, the outcome of Stage 1 of the GTA West EA was completed in November 2012

The GTA West EA consists of two stages. Stage 1 considered all transportation modes and their ability to address the future transportation demands by 2031. The outcome of Stage 1 was a multi-modal Transportation Development Strategy (TDS). The TDS was completed in November 2012. This stage made recommendations for optimizing the existing transportation network,

improvements to non-roadway transportation modes such as transit and rail, widening of existing highways, and a new transportation corridor.

### Stage 2 of the GTA West EA was initiated in early 2014

The MTO initiated Stage 2 of the GTA West EA in early 2014. Building on recommendations from Stage 1, as part of Stage 2, route alternatives for a new transportation corridor will be generated within the Route Planning Study Area shown in Attachment No. 1. The new transportation corridor will include a 400-series highway, transitway, and a potential goods movement priority feature. A preferred route and interchange locations will be selected and developed as part of Stage 2.

Generally, the purpose of the GTA West EA is to address long-term inter-regional transportation infrastructure needs. The Study also considers alternative solutions as part of developing an integrated, multi-modal transportation system that will enable the efficient movement of people and goods, and provide better economic and transportation linkages between Urban Growth Centres. The GTA West transportation corridor is vital to provide the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan* for the Greater Golden Horseshoe area.

## Even with improving the existing transportation network, widening existing highways, and the transit expansion projects identified in the Metrolinx' Regional Transportation Plan, additional road capacity is required

It is projected that 100,000 people and 80,000 jobs will be added per year in the GGH between 2011 and 2031. This will result in about 1.5 million additional trips (cars and trucks) per day in the GTA West study area. Without changes, by 2031 the average commutes are expected to increase by 27 minutes a day.

### The GTA West Transportation Corridor will help address transportation problems, provide opportunities, and result in benefits for communities

In addition to examining alternative routes for the new transportation corridor and a transitway, the Project Team will examine alternatives for interchanges, bridges, crossing road treatments, truck priority features, and other key elements of the corridor. The new corridor is anticipated to be a 4- to 6-lane highway with freeway-to-freeway connections at Highway 401/407ETR, Highway 410, Highway 427, and Highway 400. The right-of-way will range between 110m (highway) without transitway and 170m including a separate adjacent transitway.

A comprehensive analysis of technical and environmental elements will be undertaken and in consultation with the public, stakeholders, municipalities, First Nation and Métis communities, and government agencies to identify the preferred alternative for the new transportation corridor.

### Project Team will use innovative strategies and methods to maximize the outreach and engagement of study stakeholders throughout the GTA West EA Study

Creative approaches will be used to maximize the outreach and engagement of study stakeholders. Several advisory groups were formed to support the study. Many of these groups were involved during Stage 1 of the study, and will continue to be involved during Stage 2.

The Community Advisory Group (CAG) includes representation from interest groups, organizations, and individuals in and around the study area. The CAG meeting was held on October 28, 2014.

The Greenbelt Transportation Advisory Group (GTAG) includes representation from environmental interest groups, environmental ministries, and other Greenbelt experts. The GTAG meeting was held on October 29, 2014.

A Municipal Advisory Group (MAG) was formed in Stage 1 to consult and seek technical input from municipalities and agencies at key stages of the GTA West EA. The Group continues to be involved during Stage 2. Staff from the City's Development Engineering and Infrastructure Planning Services and Policy Planning Departments together with York Region staff participated in the MAG meetings held on June 16, 2014 and November 7, 2014. Staff will continue to participate as a member of the Municipal Advisory Group throughout this study.

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments. The RAAG is a forum for the discussion of local planning and technical issues. The MAG - RAAG meetings were jointly held on June 16, 2014 and November 7, 2014.

The Municipal Executive Advisory Group (MEAG) is a new stakeholder advisory group that was formed for Stage 2 of the GTA West EA, and is a forum for the discussion of broad, strategic and inter-regional transportation issues. The first MEAG meeting was held on September 24, 2014. Senior staff from the Regional Municipalities of York, Halton and Peel, as well as Metrolinx participates as members of the MEAG.

#### Public and stakeholder consultation will continue to be a key study component

Meaningful public and stakeholder consultation are important in shaping the outcome of this study. As part of the consultation program Community Workshops were held in July and August 2014 where stakeholders were introduced to the study. The Project Team sought feedback on key features within the study area and where the transportation corridor should be located. Membership opportunities for the Community Advisory Group as well as the Greenbelt Transportation Advisory Group were advertised. The second round of Community Workshops is planned for Spring 2015.

### A short list of alternatives and potential interchanges of the proposed GTA West Corridor were presented at the first round of PICs held in November and December 2014

The first round of Public Information Centres (PIC) in connection with Stage 2 was held in November and December 2014 and included a PIC at the Chateau Le Jardin Conference Centre in Vaughan on December 2, 2014. The Project Team presented the study background and process, existing conditions within the study area, sought feedback on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. The Focused Analysis Area (FAA) surrounding the short list of alternatives was presented as zone surrounding the short list of route alternatives. A short list of alternatives are illustrated in Attachment No.2.

Within the City of Vaughan, the short list of route alternatives and potential interchanges of the proposed GTA West Corridor include:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

Stage 2 Planning Process has two parallel, connected streams:

- The Route Planning Alternatives Stream determines the preferred route for the new highway and transitway
- The Crossing Road Alternatives Stream determines which crossing roads will have interchanges, bridges, or closures, and the design of those elements

The two streams will be combined to create a complete transportation corridor.

### The preliminary design of the preferred route will be presented in Winter/Spring 2017 and Study completion is anticipated in May 2018

Following stakeholders feedback on PIC #1, the Project Team will review and respond to comments. They will further evaluate the short list of route alternatives with input from interested stakeholders. The second round of Community Workshops will be held in Spring 2016 and Advisory Group Meeting will follow in Fall/Winter 2015. The preferred route will be presented at PIC #2 in Fall/Winter 2015. The preliminary design of the preferred route will be presented at PIC #3 in Winter/Spring 2017. The Study is scheduled to be finalized in May 2018 followed by the Ministry of Environment and Climate Change review.

### The GTA West EA Study should consider implications on Land Use and the Environment

The northwest quadrant of the City, west of Highway 400, is characterized by a complex combination of environmental conditions, land use regulations, topography, existing and planned development and existing and planned infrastructure, which make long-term community planning challenging. York Region is now undertaking its Municipal Comprehensive Review (MCR), which will allocate new population and employment growth to Vaughan to the year 2041. Depending on the outcome of the MCR and resulting amendment to the York Region Official Plan, some of the land adjacent to the routing alternatives may be required to accommodate such growth. The overlay of the GTA West Corridor onto this geography will introduce a new consideration, which will need to be managed.

From an environmental perspective, the study area forms part of the headwaters of the Humber River, which includes reaches of cold water streams and sensitive habitats. The Humber Valley system contains many of the Core Features that make up the City's Natural Heritage Network. All of the routing options cross these features. Minimizing the impacts on such features, by selecting the least intrusive route and alignment should be a priority; and building-in comprehensive mitigation measures will be essential to protect the function of these important features.

West of Weston Road the route alternatives pass through the "Whitebelt" area (the rural area between Settlement Areas and the Greenbelt Plan Area in the Growth Plan) where any required future urban expansion would be accommodated, depending on the outcome of the York Region MCR. The route alternatives and the "Whitebelt Area" are shown on Attachment No. 3. The presence of the route in that area may limit the land use options available to the City, in that it makes it less likely that residential development may occur adjacent to what will ultimately be a 400-series highway. The placement of the route may an issue from a community planning perspective. Placing the alignment too far to the south\_may result in areas north of the Corridor being discontinuous with the adjacent community. Also provision would have to be made through the Corridor for the road network and other services.

Two of the routing alternatives pass through the Huntington Road Community (West side of Huntington Road north of Nashville Road) of the North Kleinburg-Nashville Secondary Plan. Should these lands be lost to residential development, the residential units provided therein will have to be accommodated elsewhere within the City to fulfill the 2031 population allocation. Similarly, routing alternatives for the GTA West Corridor and the Highway 427 Extension also

impact parts of the West Vaughan Employment Area Secondary Plan (Block 66 W). The impacts on these areas should be minimized to the greatest extent possible.

The existing infrastructure northwest of Kleinburg also presents challenges. The Hydro Corridor and transformer station, the CP Rail Line and the existing arterial road network, with the potential overlay of a 400-series Highway and interchanges, will create a very complex network of transportation infrastructure. The impact will be heightened because the highway, rail network and Regional/Local networks will need to be grade separated from each other. This has the potential to cause isolated parcels of development land, with access restrictions resulting from the placement of structures. It is expected that this area will be considered for employment uses pending the Region's Municipal Comprehensive Review. The access to and usability of the remnant parcels will need to be considered carefully. The area's proximity to the CP Rail Yard makes this a potentially strategic opportunity for employment uses, which should be acknowledged and preserved through this process.

It is recognized that there are broader transportation benefits accruing to the GTA as a result of the GTA West Corridor. However, there may be impacts on the long-term evolution of the City's urban structure and environmental quality. At this point in the process, the Ministry should be apprised of the City's concerns in regard to these matters. Recommendations 3 and 4 speak to these concerns. Should the project proceed, these and other potential impacts will need to be identified and mitigated.

### Transportation network connectivity to Highway 400 is important to the success of the planned Highway 400 Employment Area

The transportation policies of OPA 637 identify the need for at least one new interchange on Highway 400 to support the full development of the Highway 400 North Employment Area. It was anticipated that this new interchange would be located at King-Vaughan Road and Highway 400.

York Region has identified an arterial road requirement in the Council endorsed Regional Transportation Master Plan that would provide for eastbound traffic travelling on the GTA West Corridor to continue eastbound to Bathurst Street. This is founded on policy statements in the 2010 Regional Official Plan. These policies were further advanced through the Mid-York East-West Transportation Corridor Study completed in 2012. Proceeding with a single EA for Mid-York east-west transportation improvements is also contingent on having a recommended configuration for the GTA West – Highway 400 Interchange.

Given the technical complexity of planning and integrating these facilities, it is important that the Ministry of Transportation integrate the provisions for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with the ongoing Stage 2 of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study.

Accordingly Council, at its meeting of June 28, 2011, adopted the following resolution:

"That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study."

### **Regional Implications**

The Project Team presented the Stage 2 progress update of the GTA West Corridor Transportation Route Planning and Environmental Assessment Study to the Regional Committee of the Whole on March 5, 2015.

### Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- · Planning and managing growth and economic vitality; and,
- The demonstration of leadership and promotion of effective governance.

This report is consistent with the priorities approved by Vaughan Council.

#### Conclusion

Stage 2 of MTO's GTA West Environmental Assessment project is well underway. As part of Stage 2, route alternatives for a new transportation corridor will be generated within the Route Planning Study Area identified in the first stage of the EA. The new transportation corridor will include a 400-series highway, a transitway and potential goods movement priority features.

The first round of Public Information Centres (PIC) in connection with the Stage 2 EA was recently held and included a PIC in Vaughan at the Chateau Le Jardin Conference Centre in Woodbridge on December 2, 2014.

The purpose of the first PIC was to present an overview of the study background, process, existing conditions and current status. In addition, the material presented at PIC#1 also focused on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

The presentation material identifies the short list of route alternatives and potential interchanges for the section of the proposed GTA West corridor within Vaughan including:

- Three route alternatives for the GTA West between Regional Road 50 and Highway 400
- Two route alternatives for the northerly extension of Highway 427 to the GTA West together with the associated freeway to freeway interchange locations
- Two freeway to freeway interchange locations at Highway 400
- Potential interchanges at Regional Road 50, Regional Road 27 and Pine Valley Drive

Staff has identified a number of issues that should be addressed through the process. They speak to maintaining the function of important components of the Natural Heritage Network, potential impacts on the City's urban structure, and the importance to integrate the provisions for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection. Two recommendations are provided for the purpose of advising the Ministry of Transportation of these issues.

Staff will continue to participate as a member of the Municipal Advisory Group throughout the study and will provide updates to Council at key milestones in the process.

#### **Attachments**

- Route Planning Area
- 2. Short List of Alternatives and Potential Interchange Locations
- 3. Implications for the "Whitebelt" Areas

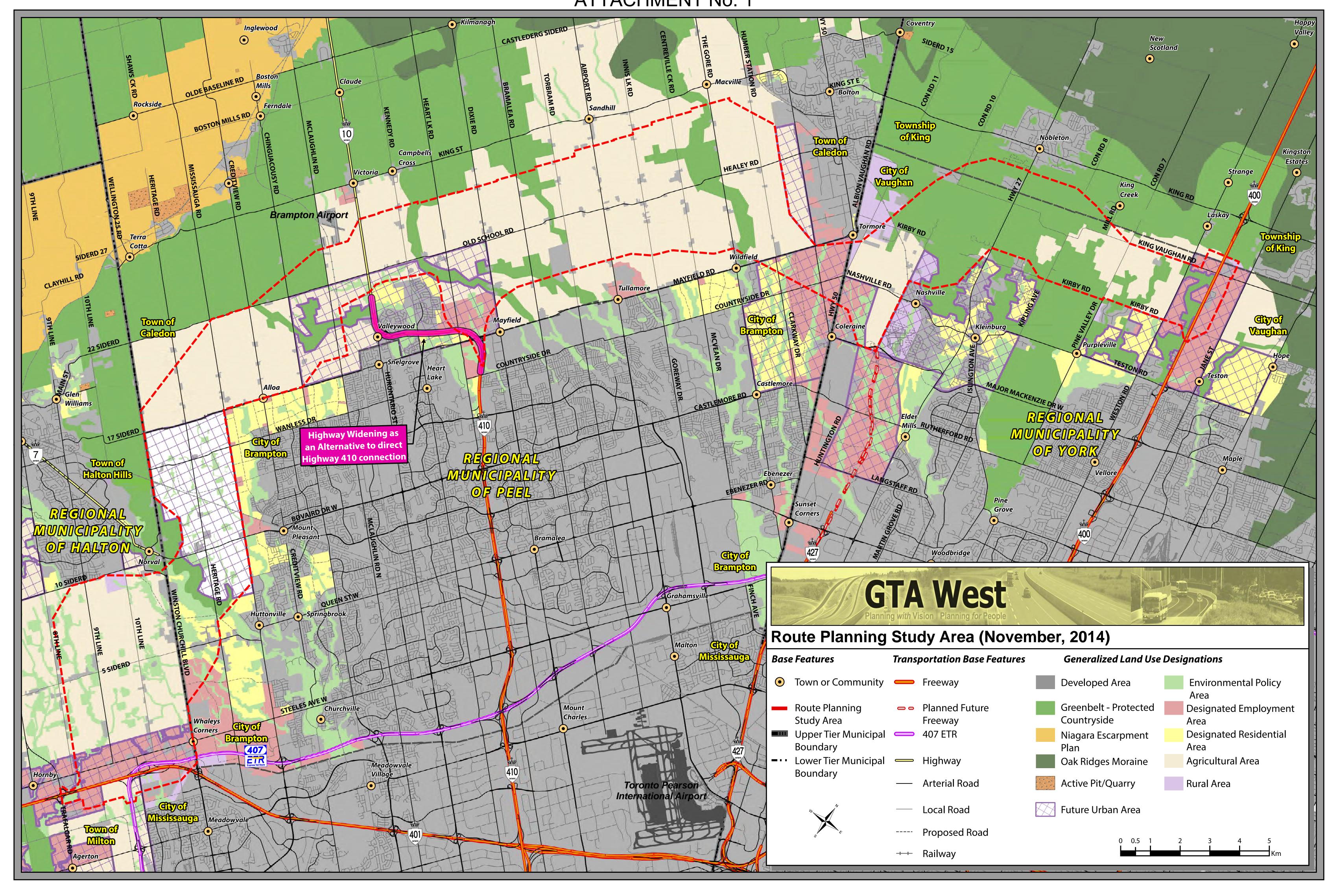
### Report prepared by:

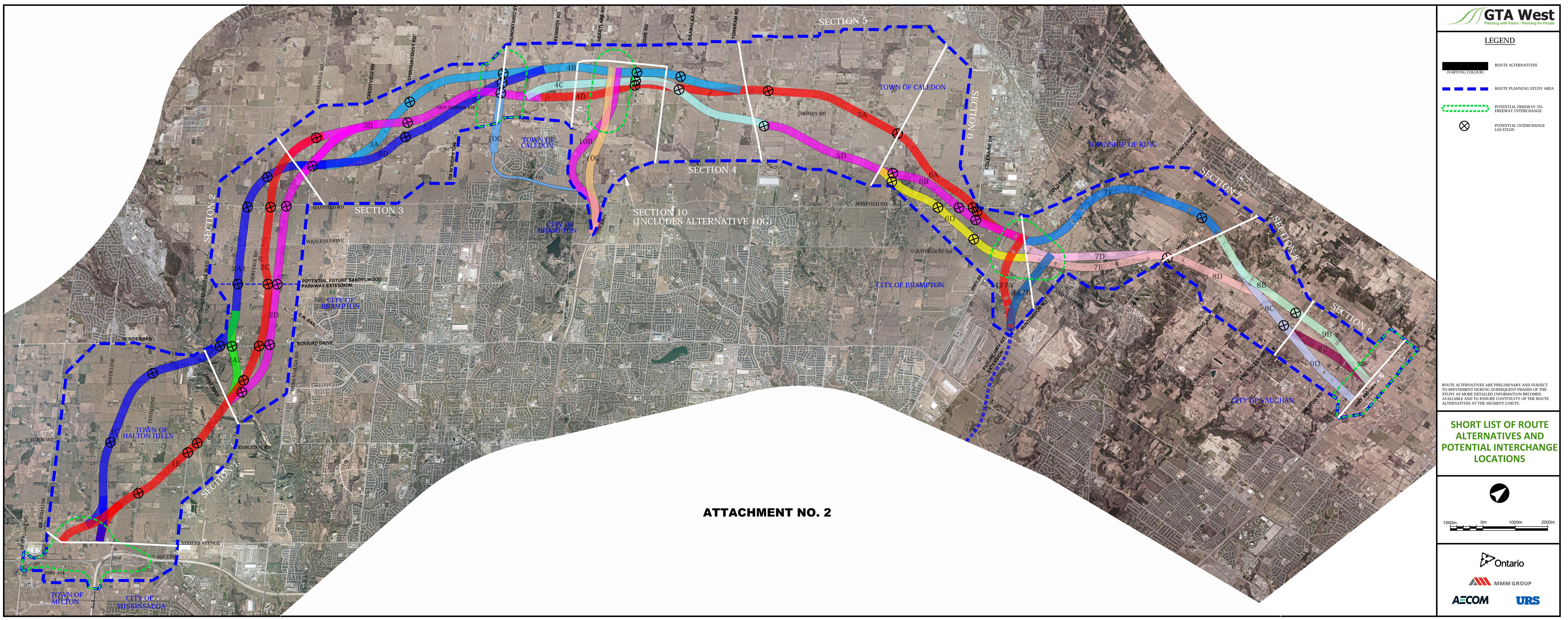
| Selma Hubjer,  | Manager of    | Transportation    | Planning,  | ext. 8674 |
|----------------|---------------|-------------------|------------|-----------|
| Roy McQuillin, | Acting Direct | ctor of Policy Pl | anning, ex | ct.8211   |

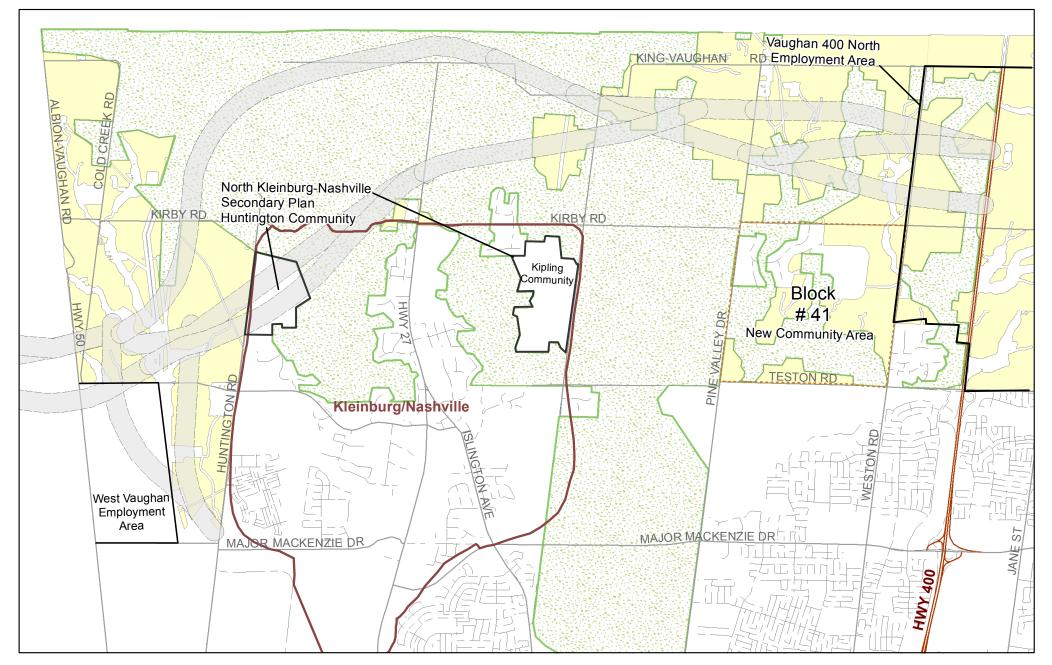
Respectfully submitted,

Paul Jankowski Commissioner of Public Works Andrew Pearce
Director of Development
Engineering and Infrastructure
Planning Services

John MacKenzie Commissioner of Planning Roy McQuillin Acting Director of Policy Planning ATTACHMENT No. 1







### Implications for the **Whitebelt Areas**



GTA West Corridor Options Attachment

Whitebelt

Greenbelt Plan Area