

July 3, 2020

Lukasz Grobel, P.Eng.  
Senior Project Engineer  
Route Planning and Transit Initiatives  
Planning and Design Section  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario, M3M 0B7

Dear Mr. Grobel,

**Re: GTA West Corridor, Section 8 alignment alternatives**

Thank you for your June 4, 2020 circulation of the alignment options for Section 8 of the GTA West Corridor, and for providing York Region staff with an opportunity to have input into the draft evaluation.

In January 2020, York Region Council requested that the Ministry of Transportation assess, as part of the Environmental Assessment, a highway alignment that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area. Here is a link to the [January 2020 Council Report](#).

York Region appreciates the GTA West project team's efforts to consider alignment alternatives that seek to address Council's concerns. Please accept the following representing York Region staff comments on the draft evaluation of Section 8 alignment options:

1.6.1 Local and regional air quality impacts; greenhouse gas emissions

In addition to existing residences, this factor should recognize potential local air quality impacts to future residential areas as well. Alternative S8-3 is the closest route to future residential development, followed by S8-5, with S8-4 being furthest away. York Region would prefer alternative S8-4 to reduce potential local air quality impacts to future residential areas, followed by alternative S8-5.

2.1.3 Municipal (local and regional) Land Use Planning Policies/Goals/Objectives

The evaluation table recognizes that alternative S8-3 will impact 46 ha of the North Kleinburg Nashville Secondary Plan and 22 ha of Huntington Road Community Area; alternative S8-4 will impact 0.46 ha of the North Kleinburg Nashville Secondary Plan and no impact to the Huntington Road Community Area; and alternative S8-5 will impact 13.5 ha of the North Kleinburg Nashville Secondary Plan and 1.4 ha of Huntington Road Community Area.

The impacts from alternative S8-3 on the North Kleinburg Nashville Secondary Plan and Huntington Road Community Areas are very significant. In addition to direct impacts, in the interest of addressing York Region Council's concerns, the impact of fragmenting the communities should also be included. In this regard, York Region would prefer alternative S8-4 as it has the least impact on planned residential areas, followed by alternative S8-5, neither of which fragment the community.

Alternative S8-3 will have the greatest impact on York Region’s ability to meet Provincial growth targets, collection of Development Charges, and longer-term tax levy implications. The extent of developable land impacted by Alternative S8-3 will reduce population accommodated within these communities and the associated Development Charge collection intended to support infrastructure required to service these communities, in addition to future tax levy collection. This should be considered when assessing the full impact of the alternatives.

2.1.4 Development Objectives of Private Property Owners

As stated above, in addition to including the direct impact of the footprint of the alignments on proposed communities, the impact of fragmenting the communities should also be assessed as it would likely impact the nature of the uses, and the quality of the community on the isolated lands.

2.2.3 Urban and Rural Residential Uses and Properties

Since the broader category is “Land Use – Community”, as stated above, the impact of fragmenting the planned communities should also be assessed as it would likely impact the nature of the uses, and the quality of the community on the isolated lands.

2.3.1 Transportation noise

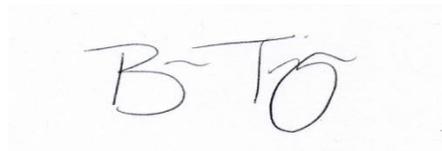
The draft evaluation table recognizes that alternative S8-3 is the closest route to existing and future residential development, followed by S8-5, with S8-4 being furthest away. York Region would prefer alternative S8-4 to reduce traffic noise impacts on existing and future residential areas, followed by alternative S8-5.

4.7 Construction Cost

Please clarify if the land costs have been included in the “Estimated Cost”. Acquisition of land within the North Kleinburg Nashville Secondary Plan and the Huntington Road Community Area has the potential to significantly impact overall project cost depending on the different alignment alternatives.

We look forward to continuing to work with MTO on this important project. Should you have any questions, please feel free to contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901, or Sandra Malcic, Director of Long Range Planning at 1-877-464-9675 ext. 75274.

Sincerely,



Brian Titherington on behalf of,

Paul Jankowski  
Commissioner of Transportation Services



Paul Freeman, MCIP, RPP  
Chief Planner

- c. Nick Spensieri, Deputy City Manager, Infrastructure Development  
Deputy City Manager, Planning and Growth Management care of Stephanie Ferreira