



Office of the Commissioner  
Transportation Services Department

Office of the Chief Planner  
Corporate Services Department

## MEMORANDUM

To: Members of Committee of the Whole

From: Paul Jankowski  
Commissioner of Transportation Services

Paul Freeman  
Chief Planner

Date: August 26, 2020

Re: Greater Toronto Area West Transportation Corridor Update

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On [August 7, 2020](#) the Ministry of Transportation announced the preferred route for the Greater Toronto Area West (GTA West) Transportation Corridor.

### **In early 2020, Council requested the Ministry of Transportation assess a highway route that reduces impacts to existing and approved community areas**

In [January 2020](#), Council requested the Ministry of Transportation assess, as part of the Environmental Assessment, a highway route that reduces impacts to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area. Council reiterated this position in [May 2020](#). Requests with respect to the proposed alignment of the GTA West Transportation Corridor were also submitted by the City of Vaughan and Township of King.

### **The Ministry of Transportation carried out further work on route options between Highway 50 and Highway 27**

In June 2020, the Ministry of Transportation consulted Regional staff on additional route options between Highway 50 and Highway 27 in the North Kleinburg-Nashville Secondary Plan area.

The route options, within the context of the North Kleinburg-Nashville Secondary Plan area, are shown on Attachment 1 and include:

- Route option S8-3, identified by the GTA West Environmental Assessment project team as the preliminary preferred route alternative during fall 2019 consultation. This option, which is the most southerly route option, has the greatest impact on the North Kleinburg-Nashville Secondary Plan area.
- Route option S8-4, the most northerly option shown on Attachment 1, avoids the North Kleinburg-Nashville Secondary Plan area, but was identified by the GTA West Environmental Assessment project team as least preferred based on natural environment evaluation criteria.
- Route option S8-5, which lies between options S8-3 and S8-4, impacts the northwest corner of the North Kleinburg-Nashville Secondary Plan, but does not bisect the planned community.

On July 3, 2020, staff provided input to the GTA West Environmental Assessment project team as part of the evaluation of additional route options. Staff was not supportive of the fall 2019 preliminary preferred route alternative since it had the greatest impact on the North Kleinburg-Nashville Secondary Plan area, bisecting the planned community. The remaining two alignment alternatives had less impact to existing and approved community areas in the North Kleinburg-Nashville Secondary Plan area. Staff comments are provided in Attachment 2.

### **The newly-identified preferred route for the GTA West Transportation Corridor has less impact on communities within the Region**

The newly-identified preferred route for the GTA West Transportation corridor includes an improved alignment between Highway 50 and Highway 27, with less impact to the North Kleinburg-Nashville Secondary Plan as compared to the original fall 2019 preliminary alignment. The following provide links to the [GTA West project website](#) and the Province's [August 2020 Preferred Route Announcement](#).

While the revised alignment does not completely avoid the North Kleinburg-Nashville Secondary Plan, the impacts are significantly reduced from the alignment previously identified by the Ministry of Transportation. With the revised alignment, the highway would become the northern limit of the designated residential community rather than bisecting it, providing a greater opportunity to complete the Nashville-Kleinberg community as originally planned.

### **Staff propose to continue working with the Ministry of Transportation to identify and protect interchange locations to ensure efficient highway access**

GTA West Transportation Corridor interchange locations proposed within York Region include a partial interchange at Weston Road and a full interchange at Highway 27.

In May 2020, Council requested, as part of the Environmental Assessment, the Ministry of Transportation not preclude a future interchange at Pine Valley Drive and continue to explore an additional Highway 400 interchange north of the Teston Road interchange to accommodate development of lands within Regional Official Plan Amendment 2.

Staff will continue to work with the Ministry of Transportation to ensure, at minimum, additional future interchanges are not precluded at this stage.

### **The Province continues to advance the Northwest GTA Transmission Corridor Identification Study to protect for future electricity infrastructure**

As identified in the May 2020 Council report, the Ministry of Energy, Northern Development and Mines has initiated the Northwest GTA Transmission Corridor Study. This study area is generally aligned with the Ministry of Transportation's GTA West Transportation Corridor Environmental Assessment Study area to facilitate co-location of provincial infrastructure. [Environmental Registry of Ontario 019-1503](#) provides details on the Province's proposal to identify and protect a corridor of land for future electricity infrastructure in the GTA.

### **Staff will continue to keep Council informed on key milestones for the GTA West Transportation Corridor Environmental Assessment and Northwest GTA Transmission Corridor Studies**

Staff will continue to consult with the Province and our local municipal partners throughout the GTA West Transportation Corridor Environmental Assessment Study and the Northwest GTA Transmission Corridor Study.

For more information, please 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.

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Paul Jankowski  
Commissioner of Transportation Services

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Paul Freeman, MCIP, RPP  
Chief Planner

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Bruce Macgregor  
Chief Administrative Officer

Attachments (2)  
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