

April 29, 2020

MGP File: 15-2385

Ontario Ministry of Energy, Northern Development and Mines
77 Grenville Street, 6th Floor
Toronto, ON M7A 2C1

via email: kirby.dier@ontario.ca

Attention: Ms. Kirby Dier
Network and Microgrid Policy

Dear Ms. Dier:

**RE: Comments Regarding Northwest GTA Transmission Corridor Identification Study
ERO No. 019-1503
Kleinberg-Nashville Secondary Plan, Huntington Road Community
City of Vaughan**

Malone Given Parsons Ltd. is the planning consultant to the landowners 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").

The purpose of this letter is to provide comments, on behalf of the landowners, with respect to the proposed study area and guiding principles for the Northwest GTA Transmission Corridor Identification Study (the "Transmission Corridor Study").

On behalf of the landowners within the Huntington Road Community:

- 1) We request that the Transmission Corridor Study synchronize with, or wait for the completion of, the GTA West Transportation Corridor Study and Environmental Assessment process and use the findings of the study and final alignment of the Transportation Corridor to inform the Transmission Corridor Study.**
- 2) We request that, consistent with guiding principle four of the Transmission Corridor Study, the study area alignment be revisited to avoid impacts to built up areas including existing and planned communities.**

Consistent with the guiding principles of the Transmission Corridor Study, it is our opinion co-locating the Transmission Corridor with the GTA West Transportation Corridor is both cost- and land-efficient, will minimize impacts to natural heritage, agricultural and hydrological features, and will minimize impacts on both existing and planned communities and employment areas.

Malone Given Parsons Ltd., on behalf of the landowners, have made a number of submissions commenting on the proposed alignment of the GTA West Transportation

Corridor as well as the criteria used to evaluate the alignment alternatives. In general, our comments encourage the Province to revisit the alignment of the Transportation Corridor and to shift the alignment north to avoid impacting a number of planned community and employment areas, including the Huntington Road Community. Our comments and concerns regarding the GTA West Transportation Corridor are largely applicable to the Transmission Corridor Study, and as such our previous submissions are attached for your review.

The Huntington Road Community has been recognized for development since 2000, has servicing available and is intended for predominantly residential development (approximately 1,000 residential units).

The current Transmission Corridor study area impacts the developable residential and employment land base within the City of Vaughan, including the Huntington Road Community. Consideration should be given to delivering housing to accommodate the 2031 population allocations, the planning that has been undertaken by both York Region and the City of Vaughan and the infrastructure investments made in anticipation of residential development. In our opinion, the alignment for both the GTA West Transportation Corridor and the Transmission Corridor should be revisited and located further north so as to not impact these planned communities.

This opinion is echoed by both the York Region and City of Vaughan Councils which respectively passed motions on January 30, 2020 and November 19, 2019, in support of the GTA West Transportation Corridor providing the highway alignment avoid planned community and employment areas, such as the Huntington Road Community.

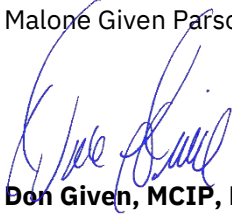
Given the immense amount of work and consultation being undertaken as part of the GTA West Transportation Corridor Study and the similar nature of the Transmission Corridor Study, it is our opinion that proceeding with the Transmission Corridor Study prior to the final determination of the GTA West Transportation Corridor alignment is premature.

We also ask that you review and consider our previous submissions and requests related to the GTA West Transportation Corridor as they are largely applicable to the Transmission Corridor Study.

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

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

Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCIP, RPP

cc: Joan MacIntyre, Malone Given Parsons Ltd.
Ashley Barter, Malone Given Parsons Ltd.
Maurice Stevens, Castlepoint Investments Inc.
Gaetano Franco, Castlepoint Investments Inc.
Frank Klees, Klees & Associates Ltd.

Attachment:

AA. MGP Letter to Ontario Ministry of Transportation re: GTA West Corridor dated December 17, 2019



Don Given
905 513 0170 x109
DGiven@mgp.ca

December 17, 2019

MGP File: 15-2385

GTA West Team
Ontario Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

via email: project_team@gt-west.com

Attention: Mr. Lukasz Grobel
Ontario Ministry of Transportation Project Manager

RE: GTA West Corridor – Section 8 and 9 – Comments Regarding Preferred Alignment Kleinberg-Nashville Secondary Plan, Huntington Road Community Land Valuation Report

Malone Given Parsons Ltd. is the planning consultant to the landowners 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”).

On November 28, 2019 Malone Given Parsons Ltd., on behalf of the landowners of the Huntington Road Community, provided comments on the Preferred Alignment of the GTA West Corridor; requesting that Route S8-1 be carried forward as the preferred route for Section 8 of the GTA West Corridor and that the GTA West Corridor Team revisit the alignment of Section 9 of the GTA West Corridor with City of Vaughan and York Region Staff to protect the City’s Employment Lands (see Attachment A).

The earlier submissions referenced the need for consideration of all costs, including land acquisition costs, to have a complete evaluation of the alignment options. We now have a valuation report prepared by Gene Dwelsdorf & Associates Ltd., dated December 10, 2019, that shows the effect of the taking of the currently proposed Preferred Alignment would result in a compensation cost to the landowners in the range of **\$238,450,000** (see Attachment B). Whereas a northerly route would go through lands not planned for urban growth and would have land value costs at a fraction of those in the Huntington Road Community.

I ask that you continue to consider our previous requests and further, review the attached valuation report and consider the costs associated with implementing the Preferred Alignment as part of the evaluation for selecting the ultimate route alignment for the GTA West Corridor.

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.

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: Leif Malling, Chief of Staff, Ministry of Transportation
Emily McCullough, Policy Advisor, Ministry of Transportation
Fahmi Choudhury, Senior Project Engineer, Ministry of Transportation

Alex Barbieri, Director of Policy, Ministry of Municipal Affairs and Housing
Alex Beduz, Chief of Staff, Ministry of Municipal Affairs and Housing
Stephanie DiNucci, Policy Advisor, Ministry of Municipal Affairs and Housing

Isaac Apter, Director of Policy, Ministry of the Environment, Conservation and Parks
Jan O'Driscoll, Chief of Staff, Ministry of the Environment, Conservation and Parks

Jim Dowell, Consultant Project Manager, WSP Canada Group

Maurice Stevens, Vice President, Castlepoint Investments Inc.
Frank Klees, President, Klees & Associates Ltd.

Attachment A: MGP Letter to the Ontario Ministry of Transportation re: GTA West Corridor – November 28, 2019

Attachment B: Valuation Report prepared by Gene Dwelsdorf & Associates Ltd. – December 10, 2019



Don Given
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DGiven@mgp.ca

November 28, 2019

MGP File: 15-2385

GTA West Team

Ontario Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor,
Toronto, ON M3M 0B7

via email: project_team@gta-west.com

Attention: Mr. Lukasz Grobel
Ontario Ministry of Transportation Project Manager

RE: GTA West Corridor – Section 8 and 9 – Comments Regarding Preferred Alignment Kleinberg-Nashville Secondary Plan, Huntington Road Community

Malone Given Parsons Ltd. is the planning consultant to the landowners 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”).

The purpose of this letter is to provide comments, on behalf of the landowners, with respect to the alignment of the GTA West Corridor to the GTA West Team and Ministry Staff. This letter relates to information released at the GTA West Corridor Public Information Centre #2 in September 2019, including the Technically Preferred Routes, Preferred Interchange Locations, and Comparative Evaluation of Routes.

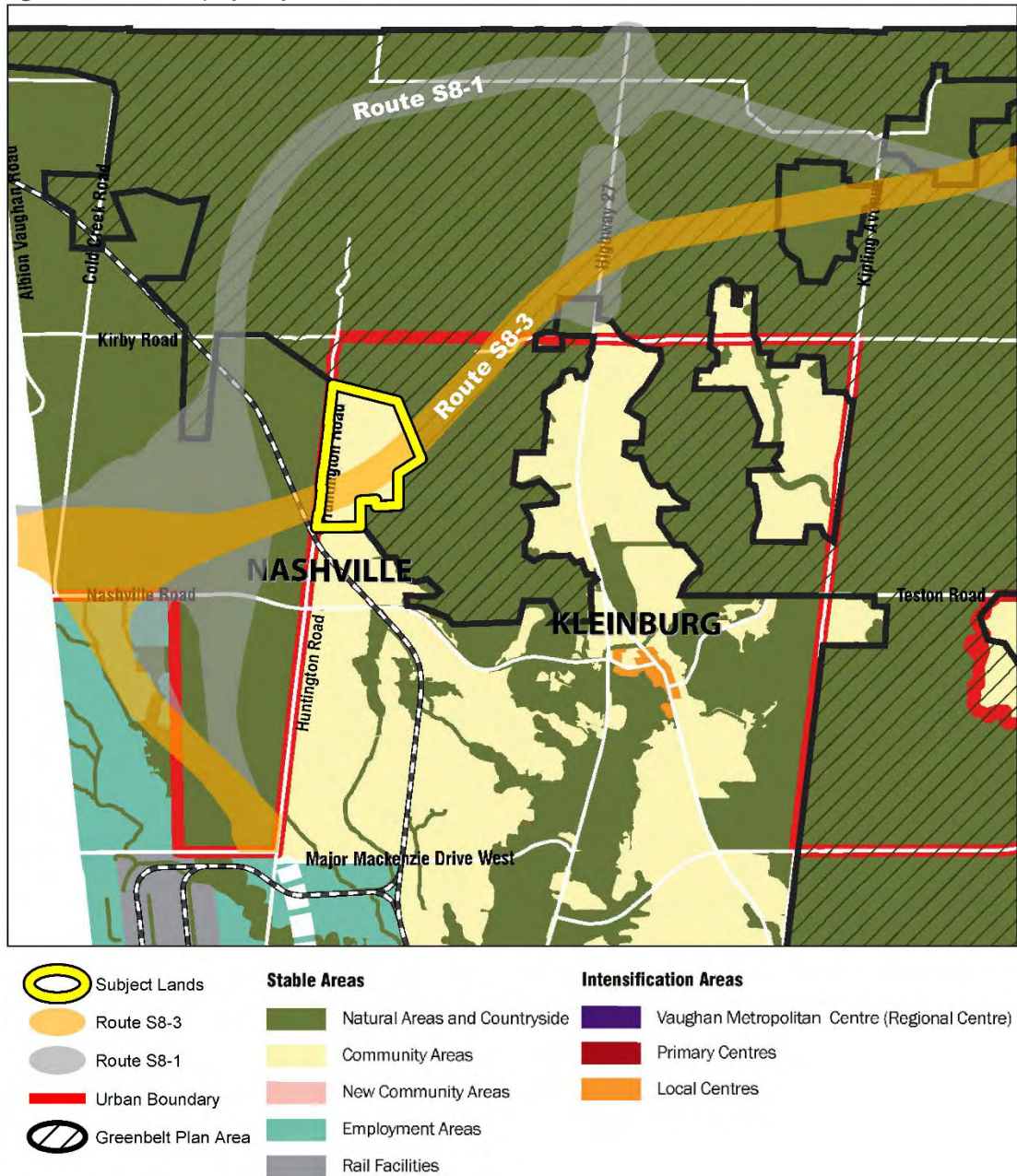
On behalf of landowners within the Kleinberg-Nashville Secondary Plan, Huntington Road Community:

- 1) We request that Route S8-1 be carried forward as the preferred route for Section 8 of the GTA West Corridor.**
- 2) We further request that the GTA West Corridor Team revisit the alignment of Section 9 of the GTA West Corridor with City of Vaughan and York Region Staff to protect the City’s Employment Lands**

Site Location and Context

Malone Given Parsons Ltd. represents the landowners who own the lands south of Kirby Road and east of Huntington Road, known as the North Kleinberg-Nashville Secondary Plan Huntington Road Community (Focus Area 2) (the “Subject Lands”), in the City of Vaughan and shown in Figure 1.

Figure 1. Context Map of Subject Lands



Source: Excerpt from Schedule 1 – Urban Structure of the Vaughan Official Plan, with GTA West Corridor Alignment overlays, prepared by MGP

The Subject Lands have been recognized for development since 2000 and significantly precede the GTA West Corridor Project which was initiated when the Environmental Assessment Terms of Reference was published in June 2007.

The Kleinberg-Nashville Community Plan Official Plan Amendment No. 601 (“OPA 601”), adopted in September 2000 identified the Huntington Road Community as a Rural Area land use designation within the Amendment Area Boundary. 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. As such, the Subject Lands were identified within the

settlement area boundary for future development since 2000. 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.

The release of the first Growth Plan in June 2006 identified the Subject Lands within the whitebelt. As a conformity exercise with the release of the 2006 Growth Plan, York Region implemented an Official Plan Amendment that was approved by the Minister in September 2007 that clarified the Subject Lands as part of the Region's "Towns and Villages" designation. The specific land uses for the Subject Lands would later be clarified through an amendment to the Vaughan Official Plan through the North Kleinberg-Nashville Secondary Plan.

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 OPA 601 as one of the Focused Area Reviews to be undertaken concurrently with the new Official Plan.

The North Kleinberg-Nashville Secondary Plan was adopted by City Council in November 2012. The Secondary Plan identifies discrete land uses for the Subject Lands which are intended for predominantly residential development, including 1,000 residential units, retail commercial and community uses such as parks. The Subject Lands also have servicing available and could be developed quickly to help alleviate the land shortage for housing and it is clear the City has maintained the Huntington Road Community as an emerging community area intended to accommodate future growth and development.

The basis of these requests made in the letter is elaborated below:

Request 1:

We request that Route S8-1 be carried forward as the preferred route for Section 8 of the GTA West Corridor. The GTA West Corridor Team has currently identified Route S8-3 as the "Technically Preferred Route" for this section of the corridor.

It is the position of the City of Vaughan and Malone Given Parsons Ltd. that Route S8-1 minimizes impacts to the developable residential and employment land base while also minimizing impacts to agricultural viability and economic competitiveness. Route S8-1 is consistent with the housing, employment and environmental protection policies of the City of Vaughan Official Plan, York Region Official Plan, Growth Plan for the Greater Golden Horseshoe and Provincial Policy Statement.

The "Technically Preferred Route" for Section 8 of the GTA West Corridor, Route S8-3, is inappropriate in the context of municipal, regional and provincial policy. 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 of little or no value. 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.

Route S8-3 bisects this emerging community and would essentially destroy the ability for the community to be developed. 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.

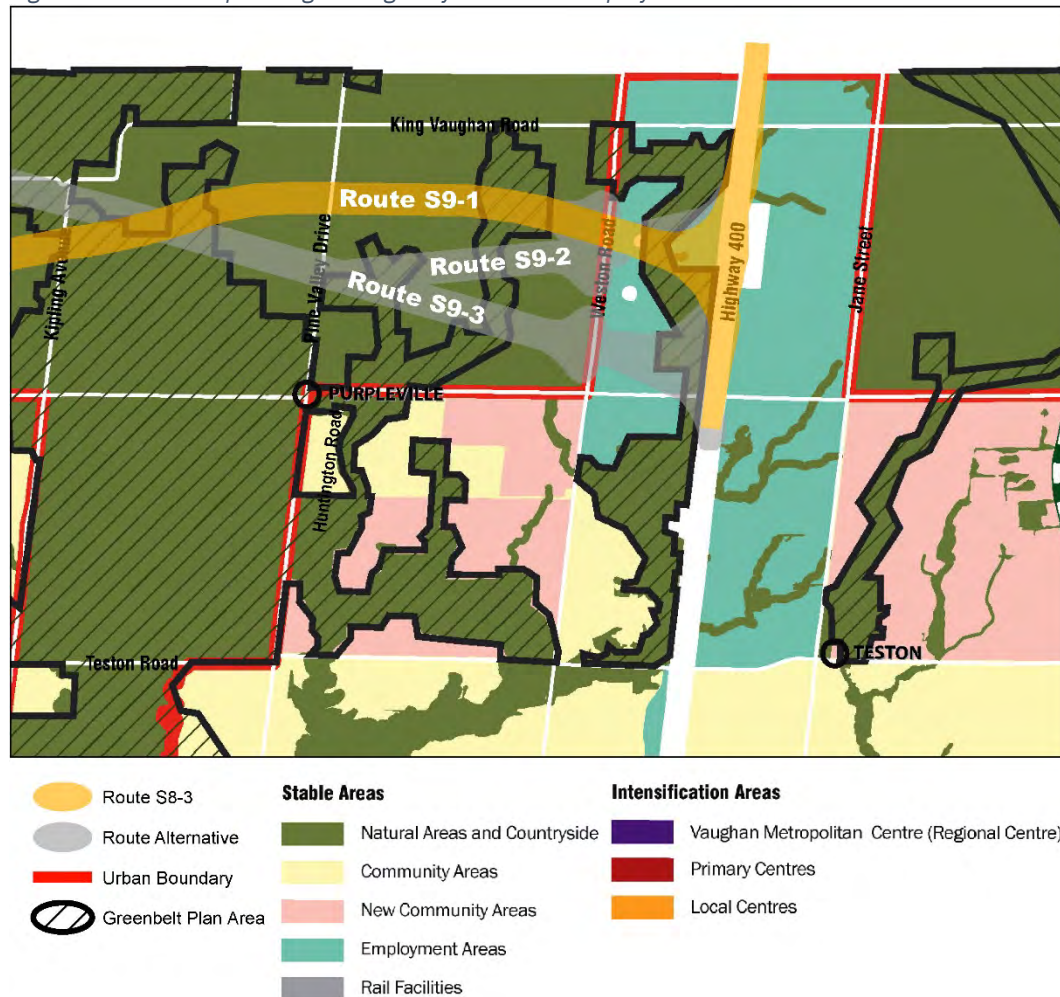
Route S8-3 frustrates the development of the Subject Lands. Route S8-1 as shown in Figure 1, avoids precluding the development of the approved Secondary Plan area and should be carried forward as the final route alternative for Section 8 of the GTA West Corridor.

Request 2:

We further request that the GTA West Corridor Team revisit the alignment of Section 9 of the GTA West Corridor with City of Vaughan and York Region Staff to protect the City's Employment Lands.

OPA 637 was approved by the Ontario Municipal Board on November 21st, 2011 and established a new employment area on both sides of Highway 400 between Jane Street and Weston Road, north of Teston Road, known as the "Highway 400 North Employment Lands" and shown in Figure 2.

Figure 2. Context Map - Vaughan Highway 400 North Employment Lands



Source: Excerpt from Schedule 1 – Urban Structure of the Vaughan Official Plan, with GTA West Corridor Alignment overlays, prepared by MGP

The City of Vaughan is the largest employment center within York Region. With 39% of the Region's total surveyed employment in 2018, Vaughan is home to 12,000 businesses employing more than 222,000 people. Future projections anticipate that Vaughan's employment base will grow to 321,500 by 2041. Similarly, population is expected to grow to almost half a million people by 2041, from the current 330,000 population. Future demand for employment areas is anticipated to remain strong and the protection of Vaughan's Employment Lands are necessary for the continued growth and prosperity of the City and Region. Impacts on the developable land base in these areas must be minimized to the greatest extent possible.

The preferred and alternative alignments of Section 9 (Routes S9-1, S9-2, and S9-3) of the GTA West Corridor, as indicated in Figure 2 bisect the employment lands. In a report to Vaughan's Committee of the Whole dated November 12, 2019, City Staff indicated that the proposed interchange alignments divide the employment lands with an estimated impact on the Highway 400 North Employment Area of approximately 23.5 hectares.

The proposed preferred and alternate alignments released by the GTA West Corridor Team also fail to account for previous discussions held between the City, York Region, Township of King, and MTO staff on March 31, 2015. Through this discussion, it was initially anticipated that a new

interchange for the GTA West Corridor would be located at King-Vaughan Road and Highway 400. It was later recognized that while originally screened out from further consideration, the potential for an interchange at Weston Road should not be prematurely dismissed without fully exploring the impacts in realizing and servicing the 400 North Employment Secondary Plan Area. The GTA West team concurred with the City's comments and evaluated the potential for a partial interchange at Weston Road.

With the release of the preferred and alternative alignments of Section 9 of the GTA West Corridor in September 2019, the planned interchanges at Highway 400 and King-Vaughan and Kirby Road expected by the City and Region will likely be precluded by the Technically Preferred Alternative. It is unclear how effectively the City's employment lands can be supported without convenient access to the highway.

We respectfully request that the GTA West Corridor Team revisit the alignment of Section 9 in consultation with City and Regional Staff to determine a new alignment that minimizes the impacts and provides sufficient access to adequately serve Vaughan's Highway 400 North Employment Lands.

Correspondence and Municipal Decision History

The remainder of this letter outlines the correspondence history and relevant municipal decisions since the GTA West Corridor EA Process was resumed in June 2019 supporting Route S8-1 as the preferred route for Section 8 of the GTA West Corridor and the realignment of the Section 9 of the GTA West Corridor and Highway 404 interchange to protect of Vaughan's Employment Lands.

MGP Letter to the City of Vaughan - November 8, 2019 (Attachment 1)

On November 8, 2019, a letter was sent from MGP, on behalf landowners of the Kleinberg-Nashville Secondary Plan Huntington Road Community, to the Mayor and Members of Vaughan Council regarding the proposed alignment of the GTA West Corridor. The letter requested the selection of Route S8-1 as the final alignment for Section 8 of the GTA West Corridor 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;

Staff Report to the City of Vaughan Committee of the Whole - November 12, 2019 (Attachment 2)

A report from the Deputy City Manager, Infrastructure Development and the Deputy City Manager, Planning and Growth Management dated November 12, 2019 to Vaughan's Committee of the Whole regarding the GTA West Corridor provided the following key recommendation:

“The Ministry of Transportation be requested to work with City of Vaughan in the confirmation of the preferred alternative, interchanges and ultimate alignment, and to address the issues identified in this report, while prioritizing the following key objectives:

- 1) Minimize impacts to the developable residential and employment land base, agricultural viability and economic competitiveness*
- 2) Comprehensive mitigation of potential impacts on environmental and cultural heritage features*
- 3) Connectivity of the local transportation network to the highway network*
- 4) Connectivity of the local transportation network across the GTA West corridor”*

Vaughan Committee of the Whole - November 12, 2019 (Attachment 3)

At the November 12, 2019, Vaughan Committee of the Whole Meeting, Committee made the following recommendations to Council:

- 1) That the City of Vaughan supports only the northern (S8-1) alternative identified within the Focused Analysis Area as a result of impacts identified within the report of the Deputy City Manager, Infrastructure Development and the Deputy City Manager, Planning and Growth Management dated November 12, 2019, with the Technically Preferred Alternative, as this will reduce the overall impact to the City of Vaughan while ensuring alignment of the GTA West with the Official Plan Policies and land use;*
- 2) That the Ministry of Transportation of Ontario (MTO) be requested to integrate the provision of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area as previously adopted by Vaughan City Council at its meeting of June 28, 2011;*
- 3) That the Ministry of Transportation of Ontario (MTO) be requested to reduce the Focus Analyses Area once the Technically Preferred Alternative has been finalized to allow these lands to be released in order to proceed to a future development approval process;*
- 4) That the recommendations contained in the report of the Deputy City Manager, Infrastructure Development and the Deputy City Manager, Planning and Growth Management dated November 12, 2019, be approved;*

These recommendations were adopted and carried unanimously by the Mayor and Members of Vaughan Council at the November 19, 2019 Council Meeting.

Upcoming Region of York Meeting

It is anticipated that the Region of York, in an upcoming Committee Meeting, put forward recommendations supporting Route S8-1 as the preferred alignment for Section 8 of the GTA West Corridor and request an alternative interchange alignment for Section 9 of the GTA West Corridor to protect Vaughan’s employment lands.

Conclusion

As discussed above, Route S8-3 essentially eliminates the potential development of the Huntington Road Community. I agree with the City of Vaughan’s position that Route S8-1 represents the best alignment for Section 8 of the GTA West Corridor and request that Route S8-1 be carried forward as the preferred route for Section 8 of the GTA West Corridor.

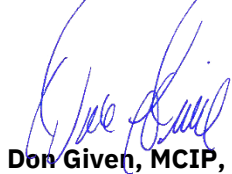
Further, it is clear that the preferred and alternative alignments for Section 9 of the GTA West Corridor, as it relates to the Highway 400 interchange, have significant impacts on the Vaughan's employment lands. I agree with the City of Vaughan's position that requests the GTA West Corridor Team revisit the alignment of Section 9 with City Staff to determine a new route that minimizes impacts on the City's employment lands.

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.

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: Mayor Bevilacqua and Members of Vaughan Council
Nick Spensieri, Deputy City Manager, Infrastructure Development, City of Vaughan
Jason Schmidt-Shoukri, Deputy City Manager, Planning, City of Vaughan

Bruce Macgregor, Chief Administrative Officer, York Region
Paul Jankowski, Commissioner, Transportation Services, York Region
Paul Freeman, Chief Planner, York Region
Paul Bottomley, Manager, Policy, Research & Forecasting, York Region

Leif Malling, Chief of Staff, Ministry of Transportation
Emily McCullough, Policy Advisor, Ministry of Transportation
Fahmi Choudhury, Senior Project Engineer, Ministry of Transportation

Alex Barbieri, Director of Policy, Ministry of Municipal Affairs and Housing
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Isaac Apter, Director of Policy, Ministry of the Environment, Conservation and Parks
Jan O'Driscoll, Chief of Staff, Ministry of the Environment, Conservation and Parks

Jim Dowell, Consultant Project Manager, WSP Canada Group

Maurice Stevens, Vice President, Castlepoint Investments Inc.
Frank Klees, President, Klees & Associates Ltd.

Attachment 1: MGP Letter to the City of Vaughan re. GTA West Corridor- November 8, 2019
Attachment 2: Staff Report to the City of Vaughan Committee of the Whole - November 12, 2019
Attachment 3: Vaughan Committee of the Whole Meeting Minutes - November 12, 2019



Don Given
905 513 0170 x109
DGiven@mgp.ca

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

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 12th 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 12th 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.

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.

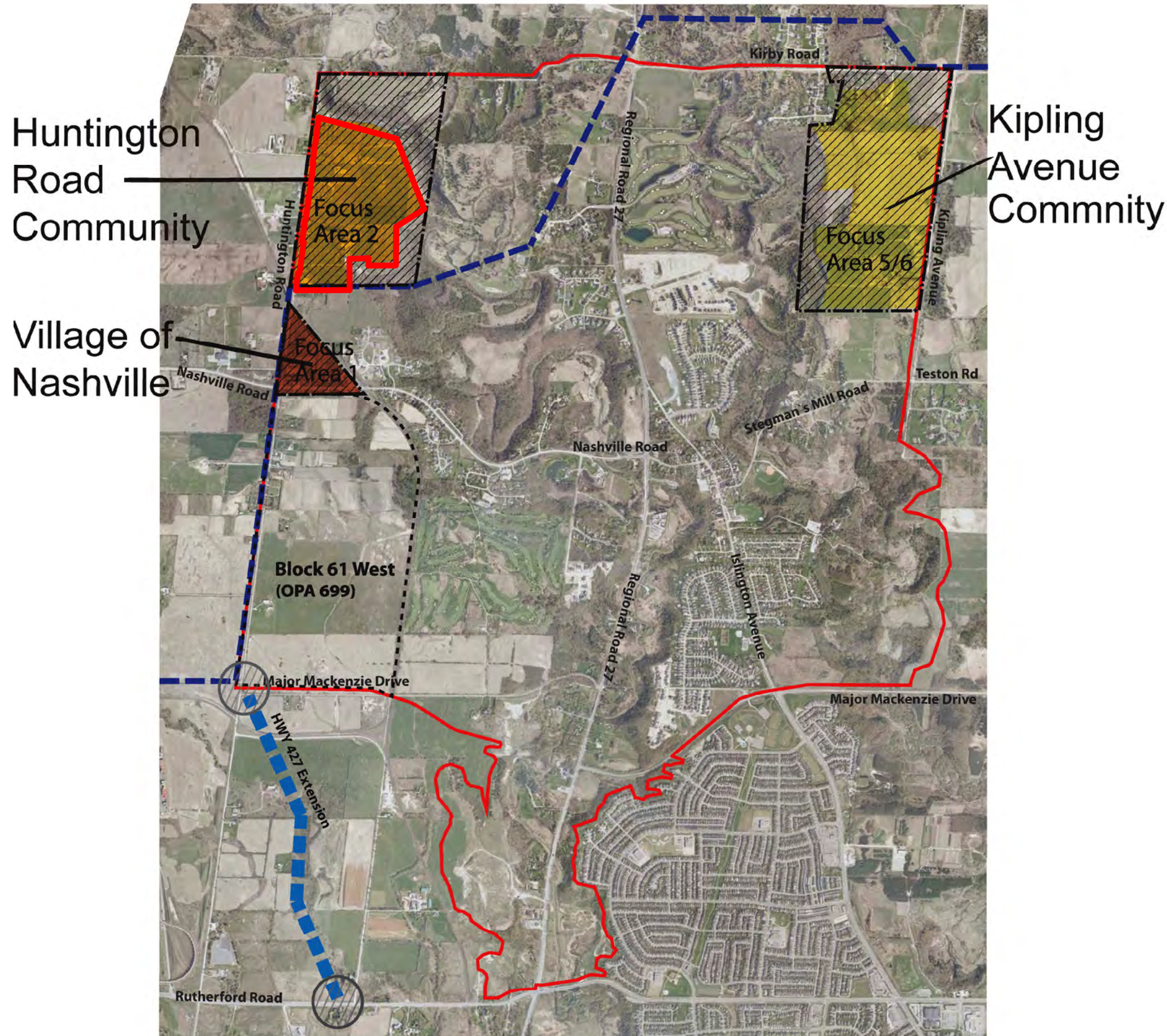


Don Given, MCIP, RPP

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**



- 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

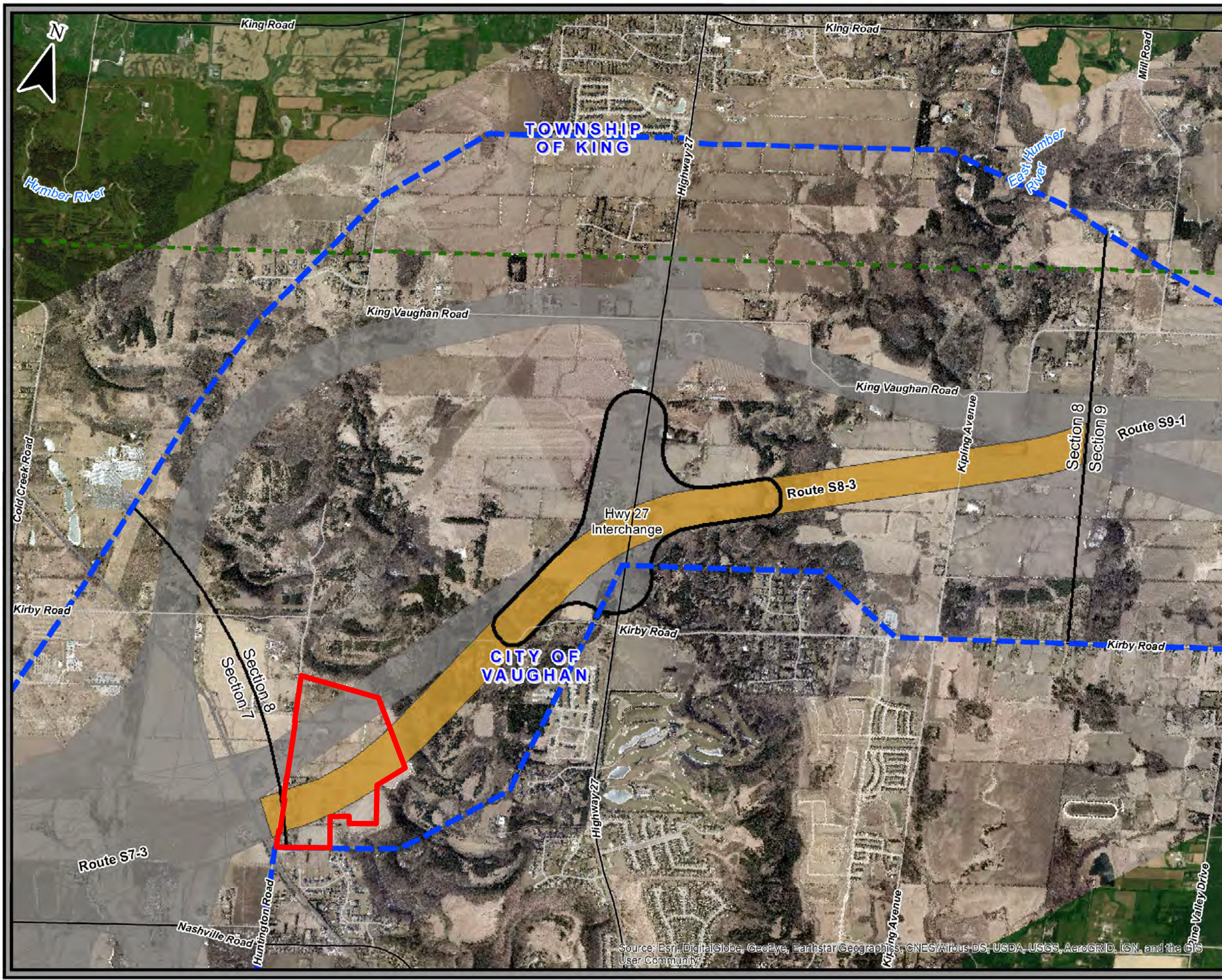
Estimated Population and Jobs at Build out: 5,480

Estimated New Dwelling Units at Build out: 1,650

Total Developable Area: 148 ha

Sources: Vaughan Official Plan - Volume 2: North Kleinburg-Nashville Secondary Plan - Schedule A - Secondary Plan Areas, 2018 Office Consolidation

2019/08/16
AECOM \\cart1313001\p\cd\3ac\m\p\js\3034724\0900-CAD_GIS\920-929 (GIS-G\sp\shes)\920-EN-EN\Design\01_Reports\PC\MO\MO\684724\GTAW_Alternatives_PreferrorRouteBooklet.mxd



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

Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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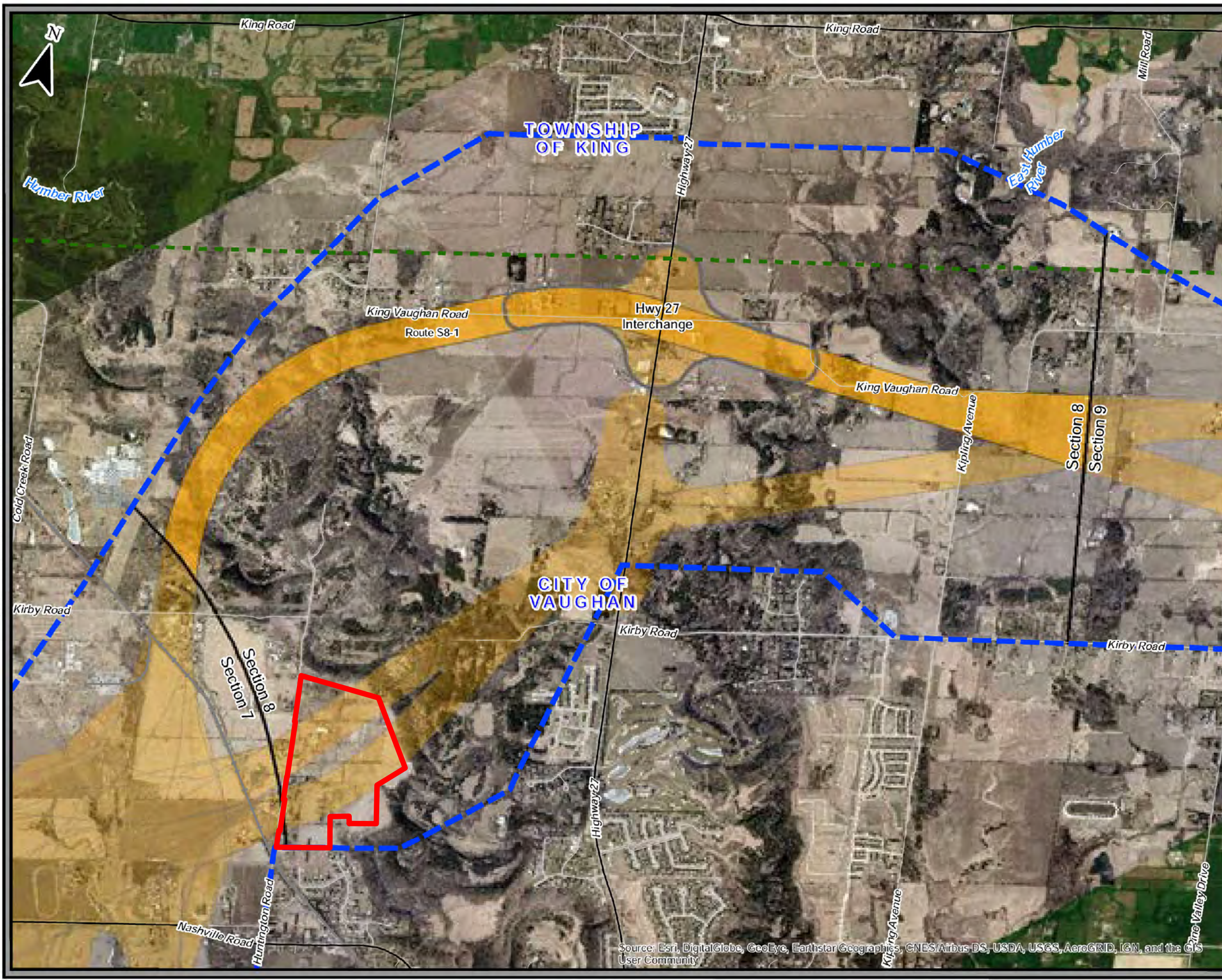
Route S8-3

Page 8 of 9
September 2019

wsp
AECOM
Ontario

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

AECOM \\hcart3\601\proj\hacomp\p\160412\101900-CAD_GIS\1920-929_GIS-Graphs\1920 ENVO\Design\01_Report\PIC\MXD\03\47240_GTA_West_Alternatives_ShortList.mxd 2019/08/16



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

Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Alternative Route S8-1

Page 42 of 47
September 2019

0 0.35 0.7 1.05 1.4 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


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

ADOPTED THE _____ DAY OF _____, 2001


















SIGNING OFFICERS

_____ MAYOR

_____ CLERK

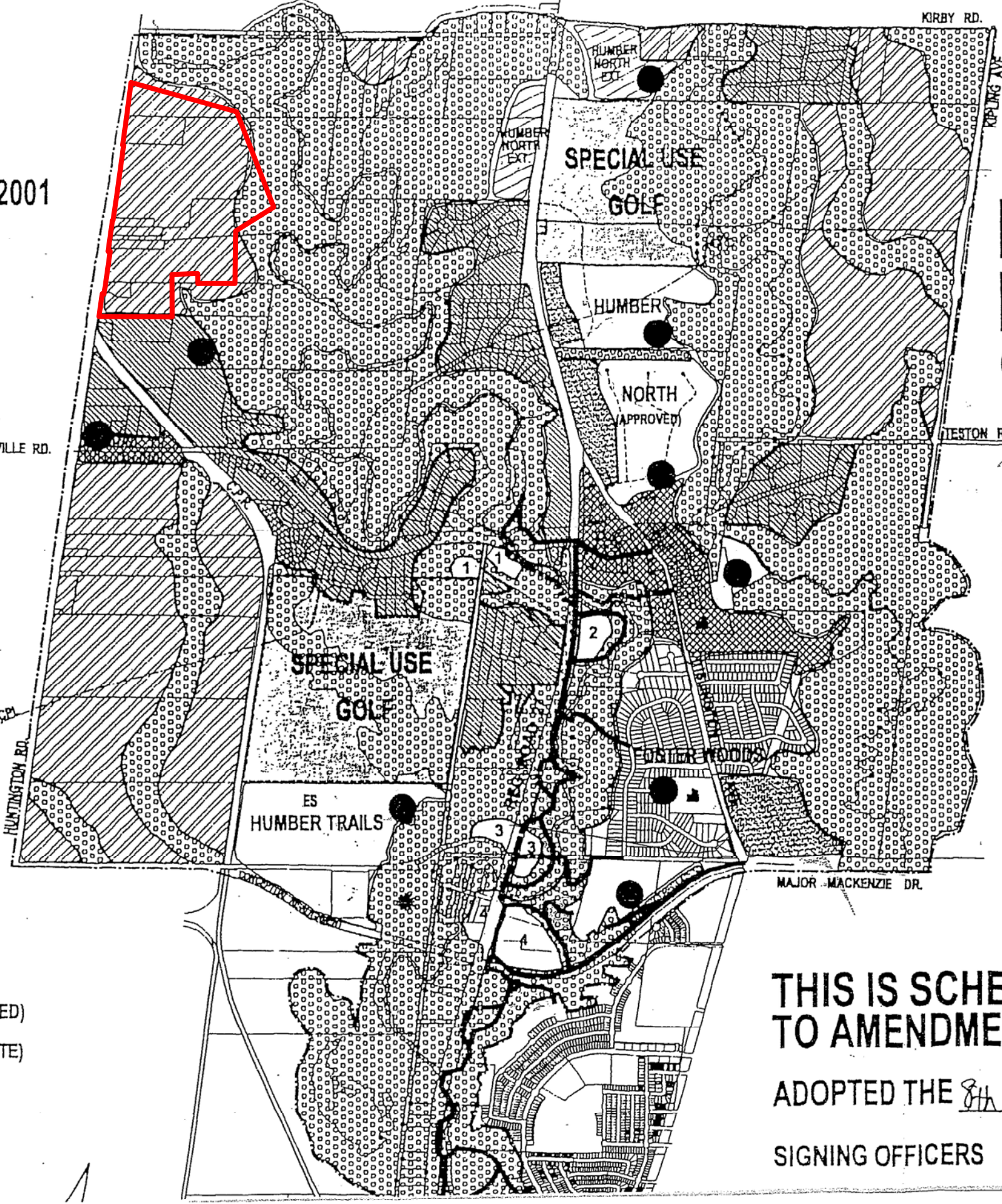
 Subject Lands

LEGEND

-  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

NASHVILLE RD.

HUNTINGTON RD.



**KLEINBURG
NASHVILLE
COMMUNITY PLAN**

**SCHEDULE 'A'
LAND USE**

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

ADOPTED THE 8th 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, 2018 Office Consolidation

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



- Subject Lands
- Route S8-3
- 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-Nashville Secondary Plan - Schedule B2 - Land Use: Huntington Road Community, Adopted 2012, 2018 Office Consolidation

REGIONAL STRUCTURE

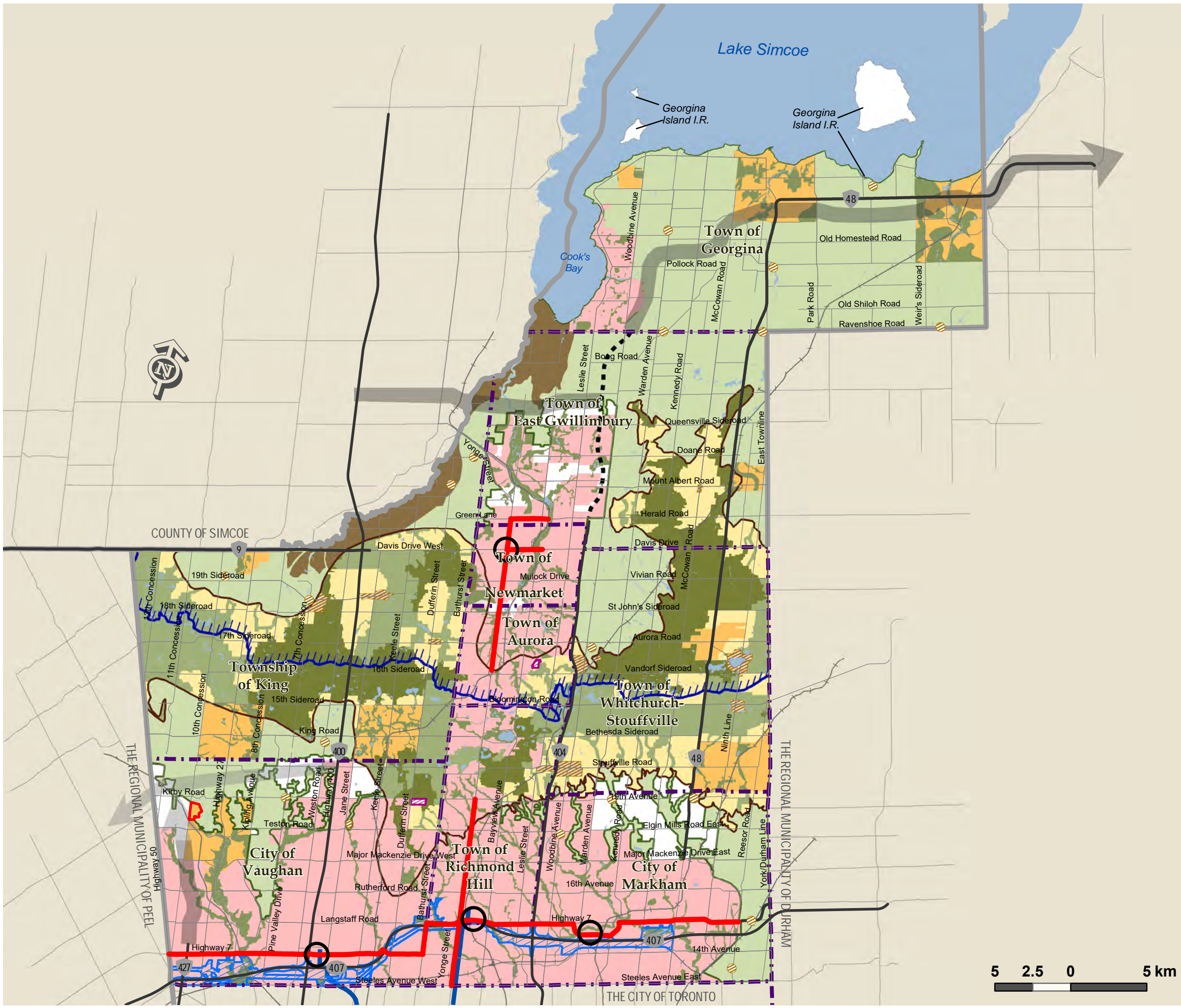
- Subject Lands
- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan
- Greenbelt 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

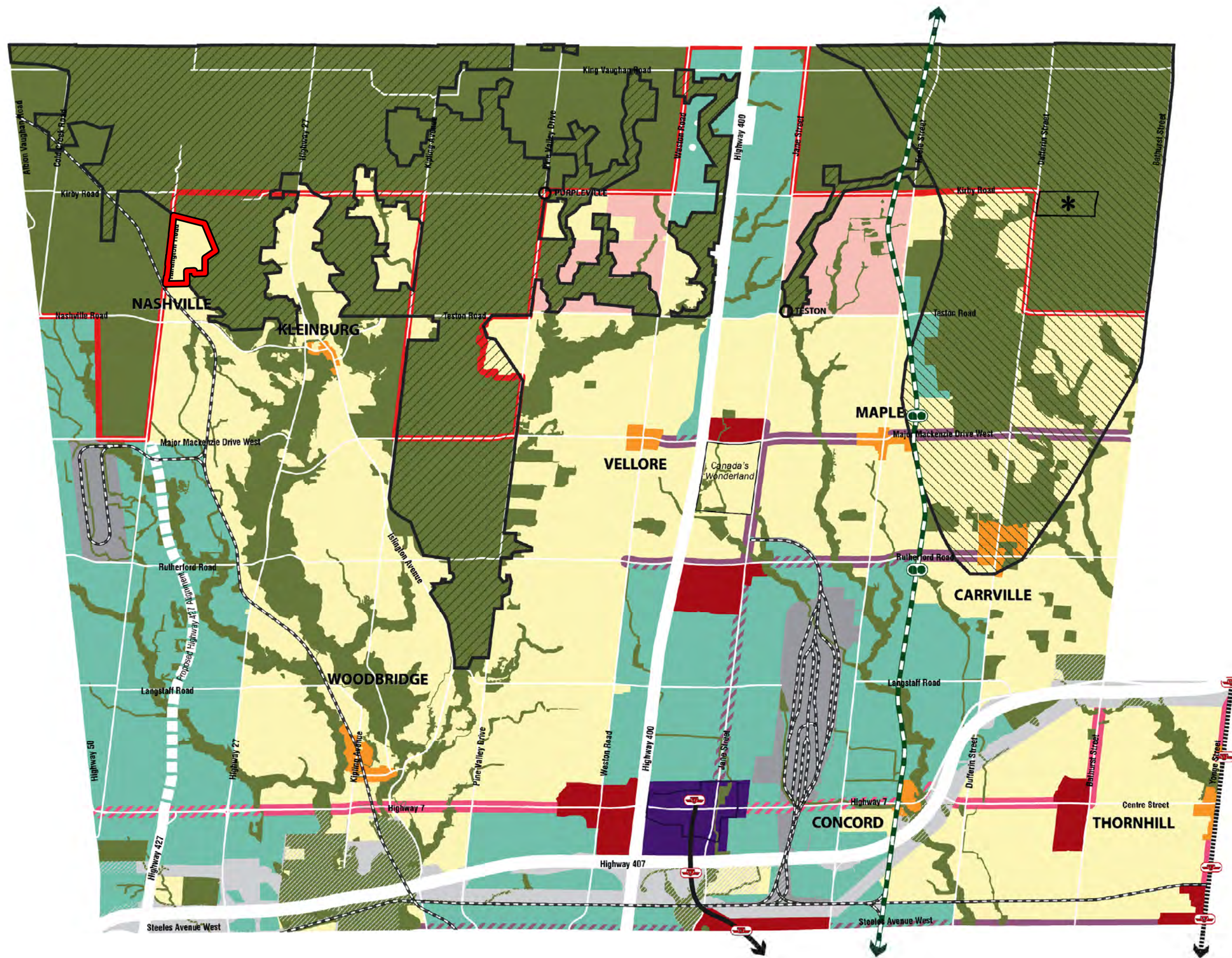
York Region **yorkmaps**

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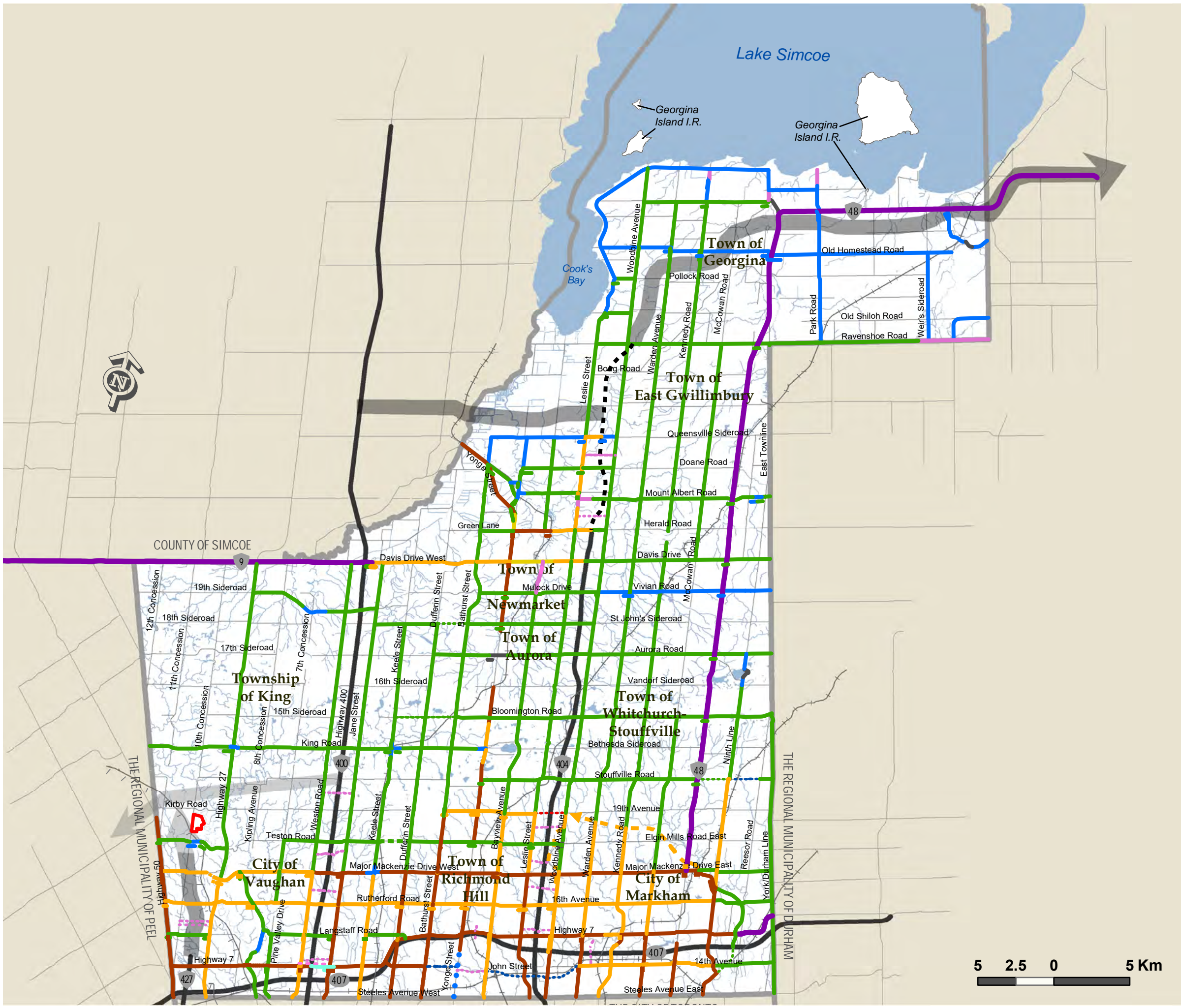
SCHEDULE 1: URBAN STRUCTURE VAUGHAN OFFICIAL PLAN



- Subject Lands
 - Urban Boundary
 - Urban Growth 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
- Parkway Belt West Lands
 - Railway
 - Subway Extension
 - Proposed Subway Extension
 - GO Transit Network
 - Greenbelt Plan Area¹
 - Oak Ridges Moraine Conservation Plan Area¹
 - Urban Growth Centre Boundary
 - Hamlet
 - See Minister's Decision on ORMCP Designation
 - Municipal Boundary

Sources: Vaughan Official Plan - Volume 1: Schedule 1 - Urban Structure, May 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 36 metres
 - Variable 30 to 36 metres
 - Up to 30 metres
 - Up to 26 metres
 - Proposed Up to 26 metres
 - Up to 20 metres
 - Proposed Up to 36 metres
 - Proposed Up to 43 metres
- Other Arterial Streets***
 - Up to 36 metres
 - Up to 26 metres
 - Up to 30 metres
 - Up to 43 metres
- Planned Street Widths
 - Up to 36 metres
 - Up to 26 metres
 - Up to 30 metres
 - Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 400-404 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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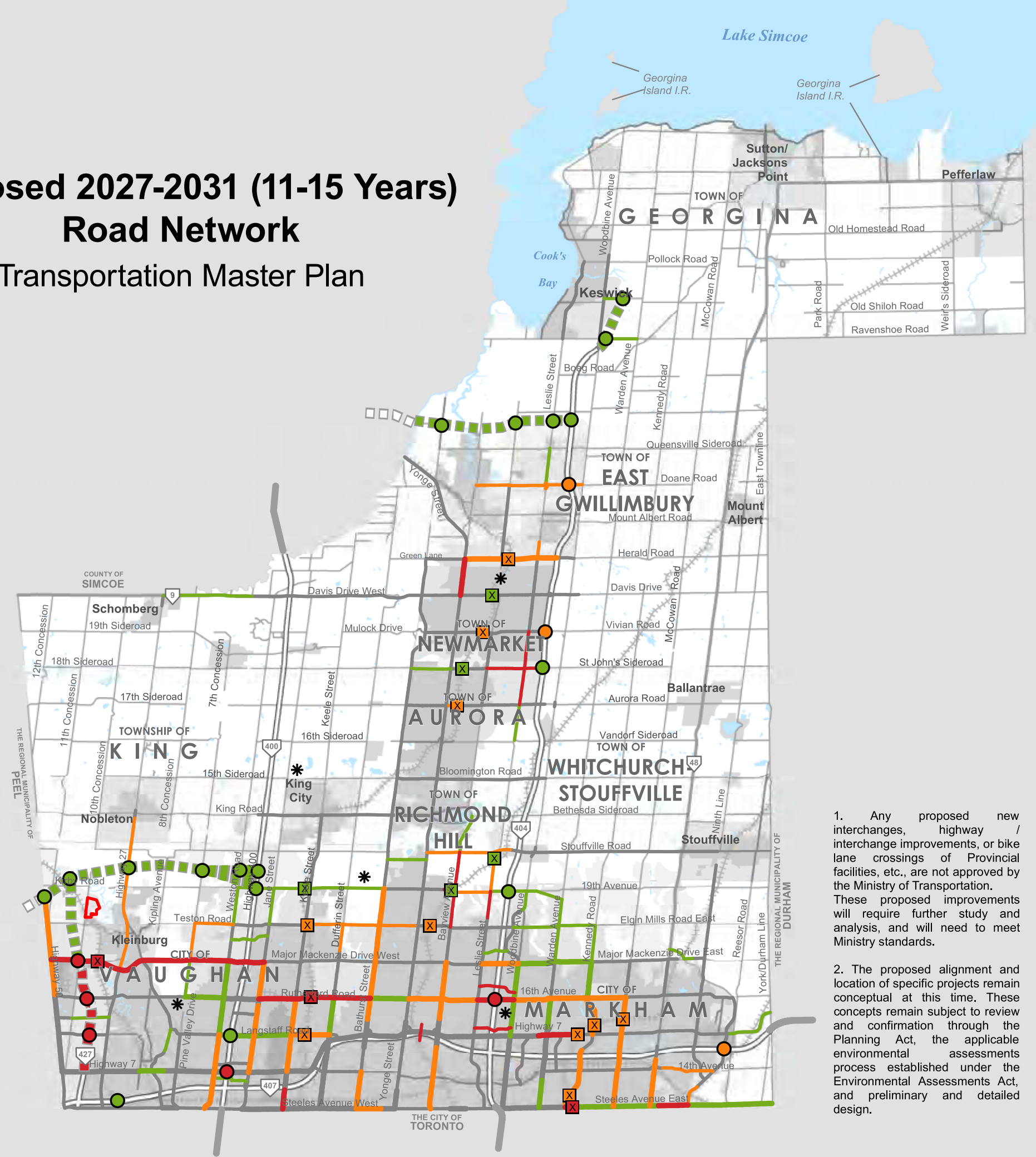
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MAP 18

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

- X 2017 - 2021
- X 2022 - 2026
- X 2027 - 2031
- X 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



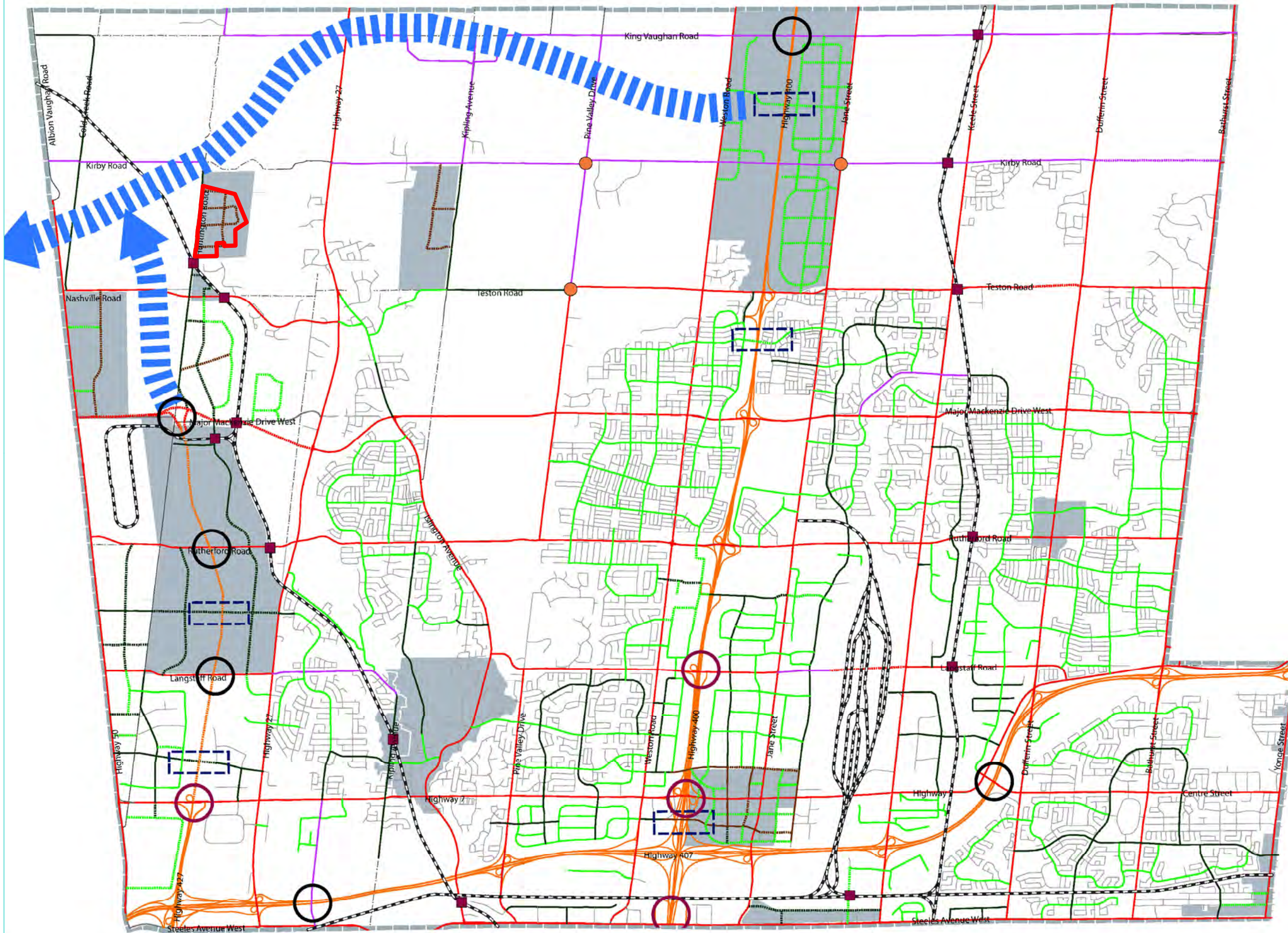
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Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features

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 (36 m)
- Major Collector (26 m)
- Minor Collector (24 m proposed/23 m existing)
- Special Classification (Refer to Secondary Plans)
- Local
- - - - - Proposed New Road Link¹
- ▨ GTA West Corridor² & Hwy. 427 extension³
- Interchange Improvements
- New Interchanges
- Grade Separation
- Jog Elimination
- ▭ Future Hwy 400 Series Road Crossings
- - - - - Railway
- Areas subject to Secondary Plans
- Municipal Boundary

Sources: Vaughan Official Plan - Volume 1: Schedule 9 - Future Transportation Network, 2019 Office Consolidation



NEWS

Ministry of Municipal Affairs and Housing

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 (2) Report

DATE: Tuesday, November 12, 2019

WARD(S): 1

TITLE: GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT (EA) STUDY RESUMPTION

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

This report is intended to supplement the presentation from the Ministry of Transportation Ontario (MTO) Project Team on the GTA West Corridor Transportation Route Planning and Environmental Assessment Study, which provides background information on the study, an update on the recent study resumption, and highlights of the Technically Preferred Alternative.

In addition, the purpose of this report is to secure Council's approval of the recommendations included in this report.

Report Highlights

- The GTA West Corridor Transportation Route Planning and Environmental Assessment (EA) Study has resumed from its cancellation in 2018;
- The second round of Public Information Centers (PICs) for this study began on September 19, 2019;
- The PICs included the Technically Preferred and the reduced Focused Analysis Area, showing lands that will be made available for development, subject to confirmation of the Preferred Alternative;
- Staff have made recommendations for approval regarding the Technically Preferred Alternative, mostly speaking to connectivity, impacts to the significant environmental features, and impacts to the City's land use and economic competitiveness;
- The GTA West Project team will be presenting to Regional Council on November 14, 2019;
- The GTA West EA Study scheduled for completion in 2022, has strong support for its resumption and completion.

Recommendations

1. That the presentation from the Ministry of Transportation with respect to the GTA West Corridor Route Planning and Environmental Assessment Study be received;
2. That the Ministry of Transportation be requested to work with the City of Vaughan in the confirmation of the preferred alternative, interchanges and ultimate alignment, and to address the issues identified in this report, while prioritizing the following key objectives:
 - 1) Minimize impacts to the developable residential and employment land base, agricultural viability and economic competitiveness
 - 2) Comprehensive mitigation of potential impacts on environmental and cultural heritage features
 - 3) Connectivity of the local transportation network to the highway network
 - 4) Connectivity of the local transportation network across the GTA West corridor
3. That the Ministry of Transportation be requested to provide a written response to the City of Vaughan's comments prior to confirming the Preferred Alternative; and
4. 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.

Background

The GTA West Transportation Corridor is Required

The GTA West Corridor which spans from Highway 400 in the east to the Highway 401 / 407 ETR interchange in the west, is identified in the Growth Plan for the Greater Golden Horseshoe (GGH) area as part of the required transportation improvements to support the planning vision for managing growth and development. The updated 2019 Growth Plan forecasts the area to grow to 13.5million people and 6.3million jobs by 2041.

Under the Growth Plan policy framework, the GTA West Transportation Corridor Planning and Environmental Assessment (EA) Study is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods and protecting the required land. 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 still required.

The GTA West Transportation Corridor will help address current transportation issues, provide opportunities, and result in benefits for adjacent communities. Without the Corridor, Region of York and the City's transportation infrastructure will experience further reduction in level of service. The absence of the Corridor will also impact the Province's

mandated ongoing employment and population growth planning to 2041.

GTA West EA Study Process commenced in 2007

The GTA West EA consists of two stages. In 2007, MTO initiated Stage 1. 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.

The MTO initiated Stage 2 of the GTA West EA in early 2014. Building on recommendations from Stage 1, three route alternatives for the new transportation corridor were generated within the Route Planning Study Area as part of Stage 2.

In addition to examining alternative routes for the new transportation corridor and a transitway, the Project Team examined alternatives for interchanges, bridges, crossing road treatments, truck priority features, and other key elements of the corridor. The new corridor would include a 400-series 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 would range between 110m (highway) without the transitway and 170m including a separate adjacent transitway.

MTO has undertaken a rigorous consultation plan throughout the Project

Creative approaches were used to maximize the outreach and engagement of stakeholders. Several advisory groups were formed to support the study, many of which were involved during Stage 1 of the study, and continued to be involved during Stage 2:

- The Community Advisory Group (CAG)
- The Greenbelt Transportation Advisory Group (GTAG)
- The Municipal Advisory Group (MAG)
- The Regulatory Agency Advisory Group (RAAG)
- The Municipal Executive Advisory Group (MEAG)

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 continued to be involved during Stage 2. City staff will continue to participate as a member of the Municipal Advisory Group throughout this study. It is anticipated that the next MAG meeting will be held in Fall 2019.

The first round of Public Information Centers (PICs) in connection with Stage 2 were held in November and December 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) was presented as a zone surrounding the short list of route alternatives for protection of those lands. The short list of alternatives are illustrated in Attachment No.1.

Following stakeholders' feedback on PIC#1, the Project Team planned to review and respond to comments, then further evaluate the short list of route alternatives. Subsequently, focused working group meetings were held with local municipalities to discuss interchange and crossing road locations including freeway to freeway interchanges at Highway 427 and Highway 400.

The Technically Preferred Alternative was planned to be presented at PIC#2 in Fall/Winter 2015. The Study was scheduled to be finalized in May 2018.

The GTA West EA Study was suspended on February 9, 2018

On December 16, 2015, the Minister of Transportation issued a media bulletin announcing the suspension of the GTA West EA pending project review, with an update to be provided in Spring 2016.

In 2016, to facilitate the review of the GTA West EA, an advisory panel was appointed by the Minister. The panel's mandate was to conduct a strategic assessment of the studies, make recommendations on the next steps, and give advice on a path forward for the GTA West EA process. The Advisory Panel report was released on February 9, 2018 and the Minister announced that the province would not proceed with the GTA West EA study.

The GTA West EA Study resumed on June 19, 2019

On June 19, 2019, the Provincial Government announced that the EA for the GTA West Corridor will be resumed from its point of suspension in 2015.

The second round of PICs for the GTA West EA study began on September 19, 2019 at Château Le Jardin Conference Centre in Woodbridge. The purpose of the PIC was to present the study process, the Technically Preferred Alternative, a refined 2019 Focused Analysis Area (FAA) and to provide an opportunity to participate in a Community Value Plans Group for the Study. City staff were in attendance. Attachment No. 2 shows the Technically Preferred Alternative Route and the rationale for the preferred interchange

locations and Attachment No. 3 shows the 2019 and 2014 FAAs showing lands that may become available for development, subject to the confirmation of the Preferred Alternative.

The study has a planned completion in late 2022, including Preliminary Design, a third PIC in late 2021 and final submission of the Environmental Assessment Report.

Additional information and PIC panels have been made available at this link:

<https://www.gta-west.com/consultation/public-information-centres-and-community-workshops/>

Two other PICs with the same information took place on September 26, 2019 in Georgetown and October 3, 2019 in Caledon. The GTA West Project Team requested comments by October 31, 2019.

The Northwest GTA Transmission Corridor Identification Study will be undertaken as a separate study from the GTA West EA Study

In February 2018, MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated The Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor.

With the resumption of the GTA West EA Study, The Northwest GTA Corridor Identification Study is not proceeding; however, in June 2019, the Ministry of Energy, Northern Development and Mines (ENDM) and the IESO initiated The Northwest GTA 'Transmission' Corridor Identification Study, which is a new study separate from the GTA West EA. The Northwest GTA Transmission Corridor Identification Study was initiated to identify a transmission corridor (almost adjacent to the GTA West EA corridor, see Attachment No. 4) to be protected for future transmission infrastructure to support growing demand for electricity in the western GTA.

Previous Reports/Authority

Extract from Council Meeting Minutes of March 24, 2015

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Priorities0310_15_1.pdf

Extract from Council Meeting Minutes of April 21, 2015

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0414_15_38.pdf

Extract from Council Meeting Minutes of April 19, 2016

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0405_16_23.pdf

Analysis and Options

A comprehensive analysis of technical and environmental elements was undertaken by the GTA West Project Team in consultation with the public, stakeholders, municipalities, Indigenous communities, and government agencies to identify the Technically Preferred Alternative for the new transportation corridor.

City staff have reviewed the information provided at PIC#2 (especially for the sections of the corridor that fall within Vaughan - Sections 7, 8 and 9) and also reviewed recommendations that were previously made (before the 2015 suspension) for the short-list of route alternatives. The following discusses the previous recommendations and provides additional recommendations for approval:

Minimize Impacts on the Developable Residential and Employment Land Base, Agricultural Viability and Economic Competitiveness

The GTA West EA Study should consider the implications for strategically significant employment lands for Goods Movement functions, while protecting existing and future community areas to fulfill regional population and employment growth targets and sustain economic competitiveness.

The City of Vaughan is the largest employment center within York Region. With 39% of the Region's total surveyed employment in 2018, Vaughan is home to 12,000 businesses employing more than 222,000 people. Future projections anticipate that Vaughan's employment will grow to 321,500 by 2041. Similarly, population is expected to grow to almost half a million people by 2041, from the current 330,000 population. Vaughan's strategic location, robust local economy, and desirability as a community, lends itself to strong growth-related pressures impacting demand for employment land, residential opportunities, and goods and people movement to get to and from daily activities.

Based on the findings of the Economic Development and Employment Sectors Study (2019), and York Region's Planning for Employment Background Report, non-office employment growth is projected to substantially occur in the West Vaughan Employment Areas, as one of the largest freight and logistics clusters in the GTA. Future demand for employment areas is anticipated to remain strong and be driven by land-extensive logistics and warehouse facilities as the role of e-commerce in the Canadian economy continues to expand. Protecting for future employment opportunities and leveraging the multimodal goods movement system which are in close proximity, almost one-half of Vaughan's vacant land supply (i.e. 504 hectares out of 1,041 hectares) lies within two (2) kilometers (see Table 1) of the GTA West Corridor. Shovel-ready sites within the Highway 427 areas account for 75% of Vaughan's employment land supply.

Table 1: Employment Areas Within Two (2) km of the GTA West Corridor

Employment Area	Vacant Land (Net Hectares)
Highway 400 North – Northeast (Block 35E)	122
Highway 400 North – Northwest (Block 35W)	81
Highway 400 North – Teston East (Block 34E)	109
Highway 400 North – Teston West (Block 34W)	17
West Vaughan – Elder Mills (Block 60)	116
West Vaughan – Nashville (Block 66W)	59

Source: York Region, 2017 Vacant Employment Land Inventory

The proposed GTA West Corridor also lies in close proximity to emerging community areas that serve as the homes and neighborhoods for a growing population and employment base. Areas such as Kleinburg/Nashville and Block 41 that serve as the residential communities for workers living and working across the broader GTA region; require protection from conflicts with future highway operations.

Careful consideration needs to be given to how the proposed highway contributes to positive outcomes, such as: economic growth, employment opportunities and sustainability as embodied in the Term of Council Service Excellence Strategic Plan objectives:

- City Building
- Transportation and Mobility;
- Environmental Stewardship; and
- Economic Prosperity, Investment and Social Capital.

In order to achieve the City’s strategic vision, an alignment (including access opportunities and preservation of the land base) that maximizes industrial-commercial land-uses, related jobs and tax assessment, must be a top strategic priority of the City of Vaughan.

Ensure alignment of the GTA West, emerging official plan policies and land use

The northwest quadrant of the City, west of Highway 400, is characterized by a complex combination of land use regulations, topography, existing and planned development and existing and planned infrastructure, which make long-term community planning challenging. York Region is currently undertaking its Municipal Comprehensive Review (MCR), which allocates new population and employment growth to Vaughan to the year 2041. Based 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.

The Technically Preferred Alternative passes through the Huntington Road Community (east side of Huntington Road and north of Nashville Road), an area approved for residential development in 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, the Technically Preferred Alternative for the GTA West Corridor and the Highway 427 Extension also impact parts of the West Vaughan Employment Area Secondary Plan (Block 66 W). Impacts on the developable land base in these areas must be minimized to the greatest extent possible.

Fragmentation of employment sites, creation of land-locked parcels, and access constraints diminish the attractiveness of Vaughan's employment areas for future manufacturing, supply chain (transportation and logistics), and headquarters uses

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 exacerbated as 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. 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.

An estimated 33.7 hectares of employment land in the Nashville (West Vaughan) Employment Area is directly impacted by the proposed highway alignment, and this figure is likely to increase with additional lands being compromised because of access issues and setbacks from both highway and hydro corridors. In bisecting Block 35 at the eastern highway terminus, the estimated impact in the Highway 400 North Employment Areas is approximately 23.5 hectares.

The route also passes through the "Whitebelt" area (the agricultural area between Settlement Areas and the Greenbelt Plan Area in the Growth Plan) where any required future urban expansion may be accommodated, based on the outcome of the York Region MCR. 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 corridor also contains prime agricultural lands within the “Whitebelt” and Greenbelt Plan area. Fifteen percent of Vaughan land is in the Greenbelt which is approximately 4,109 hectares and approximately 3,069 hectares is farmland. The proposed alignment will significantly fragment these remaining agricultural lands in Vaughan. Mitigation measures to limit fragmentation is strongly needed.

The 2018 Active Together Master Plan has identified a need for a future Regional Park in the north-west quadrant of the City. As this future location may be impacted by the Technically Preferred Alternative, through the development of the GTA West alignment and associated EA consultation, the City will seek to identify potential opportunities suitable for a future regional park.

Comprehensive Mitigation of Environmental and Cultural Heritage Features

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 is comprised primarily of the Core Features that make up the City’s Natural Heritage Network and protected in accordance with the City of Vaughan Official Plan 2010 (VOP 2010). There are also lands within the study area proceeding through or already designated under the Federal government ‘Ecological Gifts’ program.

The Toronto and Region Assessment Report and the Central Lake Ontario, Toronto Region and Credit Valley Source Protection Plan took effect on December 31, 2015, as mandated by the Clean Water Act, 2006. The study area is within or in proximity to the Kleinburg Wellhead Protection Area, Highly Vulnerable Aquifers, Recharge Management Areas (known as “Wellhead Protection Area - Quantity” (WHPA-Q)), and Significant Groundwater Recharge Areas which are regulated by the Plan.

The City of Vaughan’s GIS mapping for archaeological sites and archaeological potential indicates that the Technically Preferred Alternative has significant potential to impact previously identified sites and is located through an area identified as having significant archaeological potential.

The City’s Cultural Heritage staff have reviewed the study area and the Technically Preferred Alternative and determined that it has the potential to impact up to 33 properties with known or believed cultural heritage resources.

Minimizing the negative impacts on the above noted environmental and cultural heritage features, will be required through appropriate design. Comprehensive mitigation measures and habitat compensation will be essential to maintain overall habitat quality and the ecosystem services provided by the environmental features.

Connectivity of Local Transportation Network to the Highway Network

On March 31, 2015, a meeting was held between the City, York Region, Township of King and MTO staff to discuss interchanges and crossing road opportunities for the GTA West Corridor. At the meeting, refinements to route alternatives and location of proposed interchange locations were discussed including the following resolution that was adopted by Council at its meeting of June 28, 2011:

“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 in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study.”

It was initially anticipated that this new interchange would be located at King-Vaughan Road and Highway 400. It was later recognized that while originally screened out from further consideration, the potential for an interchange at Weston Road should not be prematurely dismissed without fully exploring the impacts in realizing and servicing the 400 North Employment Secondary Plan Area. The GTA West team concurred with the City’s comments and evaluated the potential for a partial interchange at Weston Road. 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.

The number and location of highway interchanges matter. For the entirety of the GTA West’s expanse through Vaughan, one partial and one full movement interchange are hardly sufficient to support the City’s employment lands

One full interchange at Highway 27 and one partial interchange at Weston Road are proposed in the current configuration of the GTA West corridor. The lack of new full interchanges increases the burden on existing and/or planned interchanges, as well as

arterial roads. In order to improve the connectivity of the Highway to the City of Vaughan, there should be consideration for at least one additional full or partial-service interchange within the City of Vaughan.

City of Vaughan's Official Plan Schedule 9: Future Road Network identifies an interchange at Highway 400 and King-Vaughan Road. Planned interchanges at Highway 400 and King-Vaughan and Kirby Road will likely be precluded by the Technically Preferred Alternative. It is unclear how effectively the City's employment lands can be supported without convenient access to the highway. This could result in a situation, where the burden of the infrastructure is borne by the City; however, the major benefits accrue elsewhere due to lack of convenient access.

The Toronto Board of Trade estimates loss of productivity from road congestion costs the Toronto Region \$6 billion annually and is estimated to rise to \$15 billion by 2031. Addressing the needs of large trip generators such as the CP Intermodal Terminal, Home Depot and other national logistics companies with accessible and connected highway infrastructure reduces traffic infiltration to otherwise congested areas; promotes business and operational efficiencies; and enables staff recruitment and retention

The Technically Preferred Alternative does not include a direct connection from the Highway 427 Northbound Off Ramp with Huntington. The lack of connection is highly noticeable for employment areas that form part of the largest transportation and logistics clusters in the GTA, which includes the largest intermodal facility in CP's national network, the Home Depot's Rapid Deployment Centre, DHL/Ikea, etc. – all 24/7 operations that service the southern Ontario, Quebec and Maritimes markets with consumer and household goods, food and materials. The inclusion of this connection is recommended to provide better connectivity and minimize unnecessary cut-through traffic in neighbouring residential block(s). Note, the City is currently working with the Block 60 East and West landowners group to include and evaluate this connection, at the minimum, as part of the various traffic analysis options.

Considerations should be made for a mid-block connectivity with the interchanges at Weston Road and Highway 400 (as recommended by the North Vaughan and New Communities Transportation Master Plan 2019) which would improve accessibility for Block 35 traffic, especially with additional traffic that may be "bottlenecking" along King-Vaughan Road and Kirby Road while getting to Highway 400 and future GTA West.

Carpool lots are recommended along the GTA West corridor where appropriate, especially at key junctions such as at Highway 427 and Highway 400.

Connectivity of Local Transportation Network Across the GTA West Corridor

Highways pose a significant barrier for those trying to connect to areas on either side of the highway when appropriate crossing and infrastructure is not provided especially for those walking or cycling. As such the following comments are being provided for consideration:

- Regular crossings for Active Transportation should be provided regardless of whether or not a roadway crossing for automobiles is provided to allow for active transportation connections between neighborhoods and surrounding municipalities.
- For every interchange and roadway crossing of the GTA West project, separated cycling and pedestrian infrastructure on both sides of the bridge should be integrated regardless of if facilities exist on approaching roadways in support of the City's Pedestrian and Bicycle Master Plan.
- Underpass trail crossings within creek and valley corridors should be integrated into the design and implementation of the GTA West project as per the City's Pedestrian and Bicycle Master Plan in support of City -wide multi-use recreational trail network and Vaughan Super Trail initiative, the TRCA Trails Strategy and to allow for trail connections into surrounding municipalities such as Brampton, Caledon and King Township. Crossings shall meet the City's design parameters for minimum clearance, widths, material, grades and construction methods.

The Highway 427 and GTA West system interchange will disconnect Highway 50, Countryside Drive, Nashville Road and Cold Creek Road including the intersections of Highway 50 and Countryside Drive/Nashville Road and Nashville Road /Cold Creek Road in the west end of Vaughan. The impact of these road severances on the connectivity to the surrounding neighborhoods should be reviewed with potential mitigations identified.

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. As the study proceeds, these and other potential impacts will need to be further investigated and mitigation measures identified. Given the number of major transportation infrastructure investments recently identified by the Provincial government, such as the Bradford Bypass, and the significant impacts identified within this report, the MTO may want to consider an alignment North of the current study area and along an existing arterial road.

Financial Impact

There are no immediate economic impacts associated with this report.

Broader Regional Impacts/Considerations

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 transportation corridor 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 Centers in the GTA West Route Planning Study Area. The GTA West Corridor has been considered in both the Region and City's Transportation Master Plans and takes into consideration other transportation plans such as Metrolinx Regional Transportation Plan (RTP), Region of York Viva, GO 2020 and Brampton Züm.

Staff from the Regions of York and Peel, the Township of King, the City of Brampton, and the Town of Caledon are actively participating in the GTA West Corridor EA and have been attending the Municipal Advisory Group meetings. Other organizations are also able to participate in the study through the Community Advisory Group (CAG), Greenbelt Transportation Advisory Group (GTAG) and the Regulatory Agency Advisory Group (RAAG).

The Project Team last 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. It is anticipated that another presentation scheduled for November 14, 2019 will provide information on the study resumption and selection of the Technically Preferred Route Alternative to Regional Council.

Conclusion

The 400-series highways in Ontario are vital economic corridors, pivotal to the movement of people and goods to domestic and international markets and therefore our local, provincial and national economies. As they traverse through urban areas, the 400-series highways play a double role as a central part of the urban road network, connecting people to jobs, businesses to suppliers and markets, and contributing to the flows of commerce between places. Goods Movement contributes \$231 billion in GDP to the provincial economy, representing more than one-fifth of overall GDP. The development and construction of highway networks serves as a catalyst for economic development enhancing local competitiveness and opportunities.

The City of Vaughan recognizes the need for and importance of the GTA West as a bypass to the traffic congestion of Highway 401 in the Toronto Region, deemed the

busiest stretch of freeway anywhere in North America by the US Department of Transportation. Moreover, the GTA West leverages the investments that have been made in multimodal transportation infrastructure including the Highway 427 extension and transitway currently under construction, the CP Intermodal Terminal, Pearson International Airport and the widening of Highway 400, to open up new employment areas and service communities in Vaughan and the broader region.

MTO's GTA West EA has resumed and Stage 2 of the project is well underway. The second round of PICs for the GTA West EA study began on September 19, 2019 at Château Le Jardin Conference Centre in Woodbridge. The purpose of the PIC was to present the study process, the Technically Preferred Alternative, and a refined 2019 Focused Analysis Area showing a reduction in width from the 2014 FAA. The study has a planned completion in late 2022, including Preliminary Design, a third PIC in late 2021 and final submission of the Environmental Assessment Report.

Staff have identified the following major issues that should be addressed through the study process:

- 1) Minimize impacts to the developable residential and employment land base, agricultural viability and economic competitiveness
- 2) Comprehensive mitigation of environmental and cultural heritage features
- 3) Connectivity of local transportation network to the highway network
- 4) Connectivity of local transportation network across the GTA West corridor

The GTA West Project Team requested comments by October 31, 2019. The recommendations outlined in this report will form the official response from the City upon approval from City Council.

The GTA West Project Team plan to complete a number of council presentations over the next while (including York Regional Council on November 14, 2019) and hold meetings with stakeholders, including the Advisory Groups. They will then review and confirm the Preferred Alternative based on feedback received.

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.

With regards to the Northwest GTA Transmission Corridor Identification Study, City staff plan to review and provide comments on this study once more information is made available. An update will be provided to Council at a future Committee Meeting.

For more information, please contact Vince Musacchio at extension 8311.

Attachments

1. Short List of Route Alternatives
2. Technically Preferred Alternative and Preferred Interchange Locations, MTO/AECOM/WSP, September 19, 2019
3. 2019 Focused Analysis Area, MTO/AECOM/WSP, September 19, 2019
4. Proposed Transmission Narrowed Area of Interest Compared to MTO's 2019 FAA, Ministry of Energy Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO), September 2019

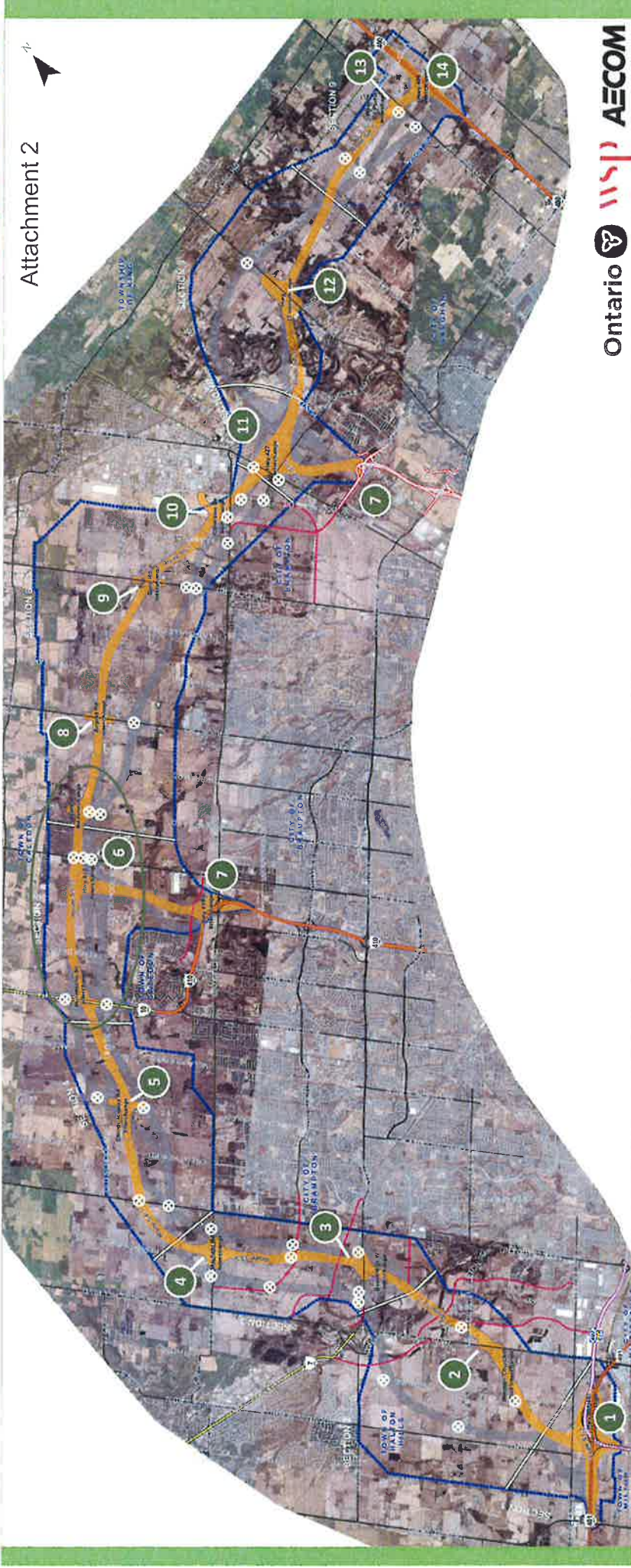
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| <p>1 Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 4</p> | <p>8 Airport Road Interchange – Aligns with Technically Preferred Route for Section 6</p> |
| <p>2 Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred connections to the municipal road network</p> <ul style="list-style-type: none"> Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative) | <p>9 The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6</p> |
| <p>3 Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred</p> <ul style="list-style-type: none"> Provides appropriate connections with the municipal road network and provides desirable interchange spacing Bovaird Drive is the major east-west arterial connecting urban centres in Halton Hills and Brampton Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road Better road geometry for an interchange at Bovaird Drive than at Heritage Road An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities | <p>10 Coleraine Drive/Mayfield Road Area Interchange</p> <ul style="list-style-type: none"> A full moves interchange is desirable to connect to existing and future urban growth centres Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive) Proximity to the GTA West Highway 427 freeway-to-freeway interchange creates a constraint to locating an interchange on Coleraine Drive (not enough spacing between interchanges) Proposed strategy is to realign Coleraine Drive and then provide a full interchange |
| <p>4 Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred</p> <ul style="list-style-type: none"> Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route There is better road geometry at Mayfield Road than at Mississauga Road | <p>11 Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway interchange at Highway 427 Preferred</p> <ul style="list-style-type: none"> Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible |
| <p>5 Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4</p> | <p>12 Highway 27 interchange – Aligns with Technically Preferred Route for Section 8</p> |
| <p>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</p> <ul style="list-style-type: none"> Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd 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 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 | <p>13 Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred</p> <ul style="list-style-type: none"> An interchange to the west of Highway 400 provides a desirable connection with the municipal road network 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 Weston Road provides a connection to a planned urban growth centre |
| <p>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</p> | <p>14 Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9</p> |

REPORT NO. 36 OF THE COMMITTEE OF THE WHOLE FOR CONSIDERATION BY COUNCIL, NOVEMBER 19, 2019

8. **PROCLAMATION AND FLAG RAISING/HALF-MASTING REQUEST NATIONAL DAY OF REMEMBRANCE AND ACTION ON VIOLENCE AGAINST WOMEN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Administrative Services and City Solicitor, dated November 12, 2019:

Recommendations

1. That December 6, 2019 be proclaimed as National Day of Remembrance and Action on Violence Against Women;
2. That a purple flag be flown and half-masted at City Hall for the duration of December 6, 2019; and,
3. That the proclamation be posted on the City's website and the Corporate Communications department be directed to promote this proclamation through the corporate channels.

9. **RESIGNATION OF A MEMBER – ACCESSIBILITY ADVISORY COMMITTEE**

The Committee of the Whole recommends:

- 1) That recommendation 1) contained in the following report of the Deputy City Manager, Administrative Services and City Solicitor, dated November 12, 2019, be approved; and
- 2) That the following recommendation of the Committee of the Whole (Closed Session) meeting of November 12, 2019, be approved:
 1. That the City Clerk be requested to commence the recruitment process to fill the vacancy caused due to the resignation

Recommendations

1. That the resignation of Ms. Albina Zavaglia be received; and
2. That Council provide direction with respect to filling the vacancy.

10. **GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT (EA) STUDY RESUMPTION**

The Committee of the Whole recommends:

- 1) That the City of Vaughan supports only the northern (S 8-1) alternative identified within the Focused Analysis Area as a result of the impacts identified within the report of the Deputy City Manager, Infrastructure Development and the Deputy City

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Manager, Planning and Growth Management dated November 12, 2019, with the Technically Preferred Alternative, as this will reduce the overall impact to the City of Vaughan while ensuring alignment of the GTA West with the Official Plan Policies and land use;

- 2) That the Ministry of Transportation of Ontario (MTO) be requested to integrate the provision of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area as previously adopted by Vaughan City Council at its meeting of June 28, 2011;
- 3) That the Ministry of Transportation of Ontario (MTO) be requested to reduce the Focus Analyses Area once the Technically Preferred Alternative has been finalized to allow these lands to be released in order to proceed to a future development approval process;
- 4) That the recommendations contained in the report of the Deputy City Manager, Infrastructure Development and the Deputy City Manager, Planning and Growth Management dated November 12, 2019, be approved;
- 5) That the presentation by Mr. Fahmi Choudhury, Senior Project Engineer, Ministry of Transportation of Ontario (MTO) and Mr. Jim Dowell, Consultant Project Manager, WSP Canada Group Limited, Oakville and C4, presentation material titled "GTA West Transportation Corridor Route Planning and EA Study – Stage 2", be received;
- 6) That the following deputations and Communication be received:
 1. Mr. Don Given, Malone Given Parsons, Renfrew Drive, Markham, and C2 dated November 8, 2019; and
 2. Mr. Gabriel DiMartino, Armland Group, Dufferin Street, Vaughan; and
- 7) That Communication C1 from Ms. Kathryn Angus, Kleinburg & Area Ratepayers' Association dated October 29, 2019, be received.

Recommendations

1. That the presentation from the Ministry of Transportation with respect to the GTA West Corridor Route Planning and Environmental Assessment Study be received;

**REPORT NO. 36 OF THE COMMITTEE OF THE WHOLE
FOR CONSIDERATION BY COUNCIL, NOVEMBER 19, 2019**

2. That the Ministry of Transportation be requested to work with the City of Vaughan in the confirmation of the preferred alternative, interchanges and ultimate alignment, and to address the issues identified in this report, while prioritizing the following key objectives:
 1. Minimize impacts to the developable residential and employment land base, agricultural viability and economic competitiveness
 2. Comprehensive mitigation of potential impacts on environmental and cultural heritage features
 3. Connectivity of the local transportation network to the highway network
 4. Connectivity of the local transportation network across the GTA West corridor
3. That the Ministry of Transportation be requested to provide a written response to the City of Vaughan's comments prior to confirming the Preferred Alternative; and
4. 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.

11. AMENDMENTS TO THE PARKING BY-LAW – PROHIBITED STREETS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Community Services, dated November 12, 2019:

Recommendations

1. THAT Parking By-law 064-2019, as amended, Schedule 1 - No Parking, be amended to include the following streets:

Highway	Side	From and To	Prohibited Time of Day
Bruce Street	East	From the south limit of Highway 7 to the north limit of Helen Street	Anytime except where allowed by permit
Helen Street	Both	From the south limit of Highness Court to 255 metres south of the south limit of Highness Court	Anytime except where allowed by permit

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Real Estate Consultant and & Advisor

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N0L 1P0

Tel. (905) 947-8402
gene.dwelsdorf@yahoo.ca

December 10, 2019
Castlepoint
10710 Bathurst Street
Maple, Ontario
L6A 4B6
Attention; Mr. Maurice Stevens

Dear Sir:

**RE: VALUATION OF BLOCK 62 OF THE NORTH KLIENBERG-NASHVILLE
SECONDARY PLAN, VAUGHAN, ONTARIO**

I am forwarding to you this **Report** which comprises my valuation of those lands described as Block 62 of the North Kleinberg- Nashville Secondary Plan.

The subject of this report contains 155 net developable acres of land located along the east side of Huntington Road, south of Kirby Road, within the City of Vaughan. The property is Secondary Plan approved for low density residential and mixed use development, and is effected by the GTA Corridor which proposes three alternative routes two of which cross the subject.

The purpose of this report is to estimate the current market value of the property, any injurious affection, and other entitlements in accordance with the Expropriation Act. The loss in value sustained by the subject property is the result of the proposed acquisition of those land required for the construction of the GTA Corridor Route S8-3 which will extend through Block 62. The effective date is December 4, 2019.

As such I have been requested to provide an opinion of the estimated market value of Block 62 assuming the lands are not influenced by the GTA Corridor Study. And secondly, provide an

opinion with respect to the highest and best use of the property and the estimated market value of the Remnant parcels after the raised highway is in place.

The function of this report is to assist the land owners (Block 62 Landowners Group) with making a decision and is not intended for outside interest.

The property rights are those of the Freehold (Fee Simple Estate) Interest, and the effective date of my valuation is December 4, 2019.

Current Market Value	\$260,000,000
Valuation of the Remnant Parcels	\$ 21,550,000
Total Compensation Due	\$238,450,000

The following report contains the data, analysis and conclusions supporting the valuation. I trust you will find this report satisfactory and that it fulfills its intended purpose.

Respectfully submitted,



Gene Dwelsdorf
Real Estate Consultant and Advisor

Purpose of the Report

The subject of this report is those lands included within Block 62 of the North Kleinberg-Nashville Secondary Plan. (155 net acres). The purpose of this report is to estimate the loss in market value sustained by the properties as a result of the acquisition, by the government, of those lands required for the construction of the GTA Corridor Route S8-3 which will extend through Block 62. The effective date is December 4, 2019.

Intended Use of the Appraisal

The function of this report is to assist the land owners (Block 62 Landowners Group) with making a decision and is not intended for outside interest.

Description of the Subject Property

The subject is the 155 net developable acres within Block 62, which is approved within the North Kleinberg- Nashville Secondary Plan for Residential and Mixed use. The ownerships and the size of the individual parcels are not to be considered. It is Block 62 as a whole which is the subject of this report and the effects Route S8-3 will have on the Block.

The size of the property is as follows;

Size of Property	155.00 acres (Net Developable)
GTA Corridor S8-3	38.60 acres
Remnant Parcels	116.40 acres

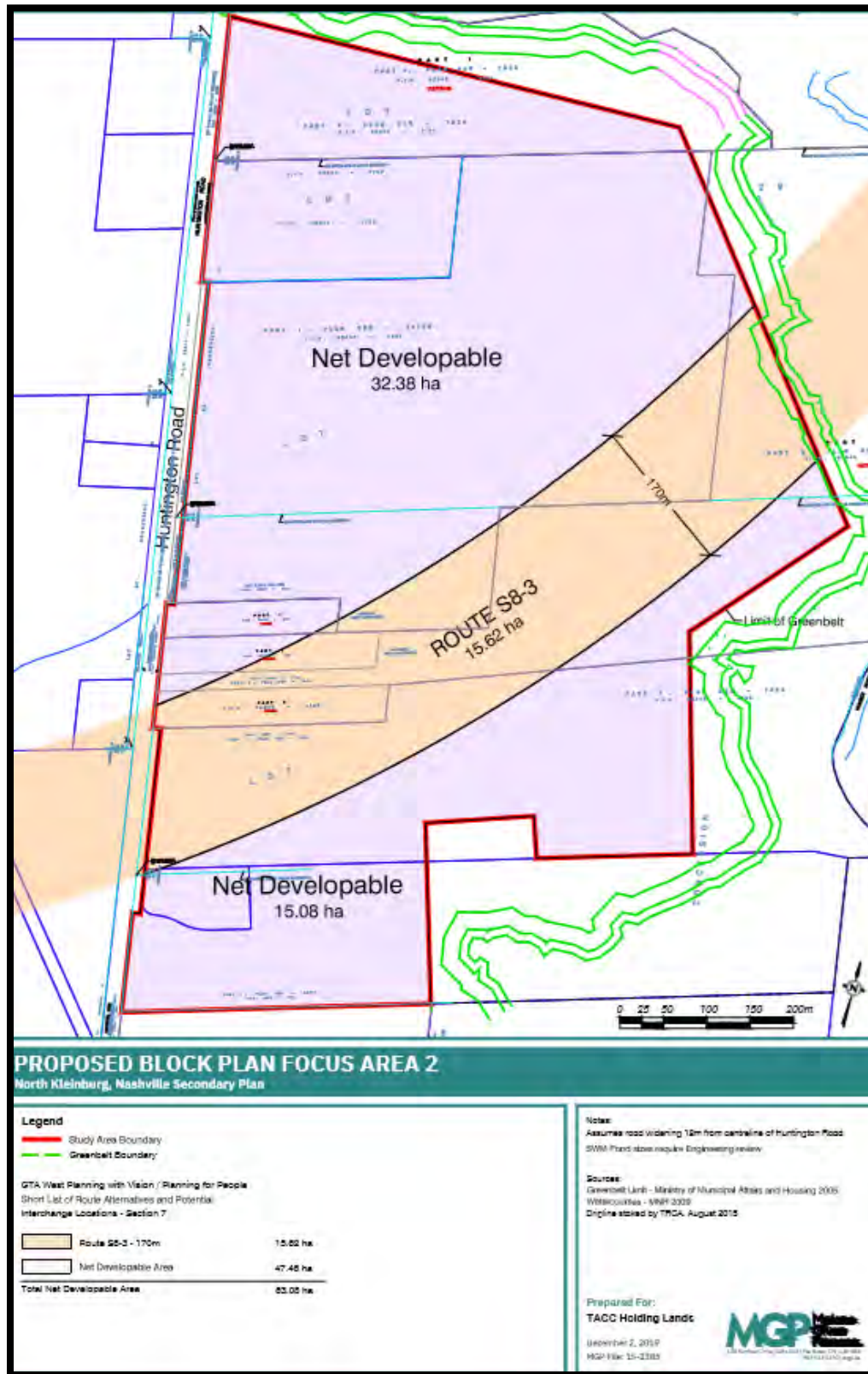
This is an area of land which the City of Vaughan has included within its Official Plan as being a development area. The subject neighborhood is Secondary Plan approved for Single Detached Residential and Mixed Use development and if the GTA West Plan was not in effect the planning would proceed to the approval of the Draft Plan and completion of the registered plan of subdivision. It is reported that municipal services could be extended north from the Nashville community to service the development in 2-3 years, at a cost of \$5,000,000.

The surrounding area outside the neighborhood is restricted to Rural, Agricultural and Open Space designations.

Arial View



The Partial Taking (Red is staked limit of development)



Description of the Partial Taking

The Partial Taking is those lands shown as Route S8-3. These lands are required for the construction of a Highway which is assumed would be raised through the Block 62. Huntington Road will be at grade and provide access to the two Remnant Parcels. This route dissects the subject through the centre creating two Remnant Parcel.

Northern Remnant Parcel	80.0 acres
Partial Taking	38.0 acres
Southern Remnant Parcel	37.0 acres

Description of the Remnant Parcels.

The Remnant Parcels would be on the north and south sided of the raised highway.

The south parcel will contain 37.0 acres and have limited frontage and access in from Huntington Road. This parcel will be a highly irregular in shaped with the rear approximately 17.5 acres only being usable for storage.

The north parcel will contain 80.0 acres and is a large open parcel. The raised Highway will extend across the southern property line.

Definition of Market Value

Market Value is defined by Section 14(3) of the Expropriations Act as follows:

- 1) *The term "Market Value" of land expropriated is defined as the amount that the land might be expected to realize if sold in the open market by a willing seller and a willing buyer.*
- 2) *Where the land expropriated is devoted to a purpose for such nature that there is no general demand or market for land for that purpose, and the owner genuinely intends to relocate in similar premises, the market value shall be deemed to be the reasonable cost of equivalent reinstatement.*
- 3) *Where only part of the land of an owner is taken and such part is of a size, shape or nature for which there is no general demand or market, the market value and the injurious affection caused by the taking may be determined by determining the market value of the whole of the owner's land and deducting there from the market value of the owner's land after the taking.*

- 4) *In determining the market value of land, no account shall be taken of,*
- a. *The special use to which the expropriating authority will put the land;*
 - b. *Any increase or decrease in the value of the land resulting from the development in respect of which the expropriation is made or from any expropriation or imminent prospect of expropriation; or*
 - c. *Any increase in the value of the land resulting from the land being put to use that could be retrained by any court or is contrary to law or is detrimental to the health of the occupants of the land or to the public health.*

Market Value, as estimated in this report, reflects cash and/or terms or financial arrangements equivalent to cash.

Property Rights

The property rights are those of the Freehold (Fee Simple Estate) Interest.

Environmental/Soil Conditions

Soil tests were not provided to this office. It is assumed that soils within the area have the capacity of handling reasonably heavy building loads.

The property is assumed to be free and clear of pollutants and contaminants and is free of any environmental issues past present or future that might affect the market value of the property. I expressly deny any legal liability related to the effects of any and all environmental issues on the market value of the property.

Scope of the Assignment

- An external inspection of the property was completed.
- An inspection of the neighbourhood was completed.
- The City of Vaughan's Zoning By-Law, Official Plan, the North Kleinberg-Nashville Secondary Plan, and the proposed Draft Plan of subdivision were all reviewed.
- A land title search was not completed nor were registered plans.
- I have assumed the properties have a net developable area of 155 acres as provided.

Location

The City of Vaughan is located above the City of Toronto and encompasses five communities: Woodbridge, Thornhill, Concord, Maple, and Kleinberg. The remainder of the City is rural in nature. The city has excellent access to major transportation routes including Highways 407, 400, 427, and 401 which provide easy access between Vaughan and the Greater Toronto Area. Further, with the planning and development of the GTA Corridor West Plan, the city will continue to offer good transportation routes.

North Vaughan had the Woodbridge community developed over the past 20 years and now it is the Nashville and Kleinberg areas which are focused on new development. These are smaller urban neighbourhood surrounded by forested lands not suited for development. Many of the table land areas are in the planning stages.

Land Use

Zoning

The subject is zoned Agricultural.

Secondary Plan

The subject of this report are those lands located within the Huntington Road Community (Focus Area 2) and is within the North Kleinberg - Nashville Secondary Plan. The plan for the subject is based on a mixed of low density building form and higher density residential along Huntington Road. The main components will be Low-Rise Residential I, II and III together with Mixed use I and Mixed use II designations which permit the integration of retail and office with residential development and townhouses blocks. There are also 2 school site provided.

Proposed Block Plan

Within the Proposed Block Plan there is a single family residential area inland and the higher density mixed use sites and the two school sites are located along Huntington Road. There is also a neighbourhood park and three parkettes. There are two storm water management ponds located adjacent to the valley system and the target density is 40 persons/jobs per hectare.

Highest and Best Use, Before the Taking

The Block 62 is Secondary Plan Approved for residential and mixed use development. The municipal services located south within the community of Nashville have been designed to include sufficient capacity to service Block 62.

Block 62 contains 155 net developable acres and if the Highway alignment (S8-3) was not a factor, the highest and best use would be a holding property until such time as the planning process is completed and municipal services are extended to the property from the community of Nashville. This would permit the development of the Block 62 into a residential neighbourhood, and a reasonable time would be 2-3 years.

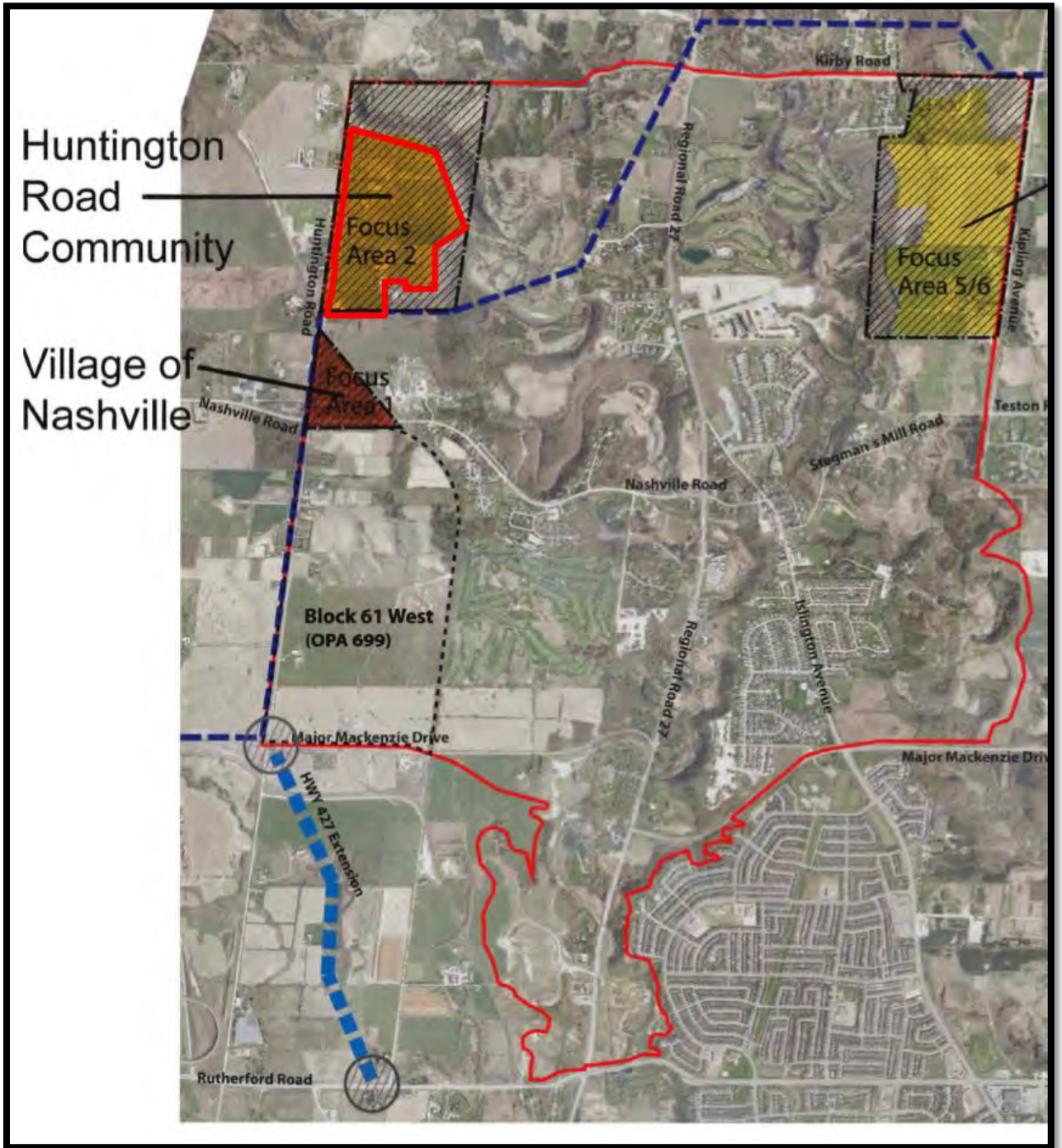
Highest and Best Use of the Remnant Parcels

The raised highway extending across the property and would have a negative effect with respect to the visual and noise level created from the traffic. With the quality of homes in the north Vaughan area this would be a major deterrent to residential homes.

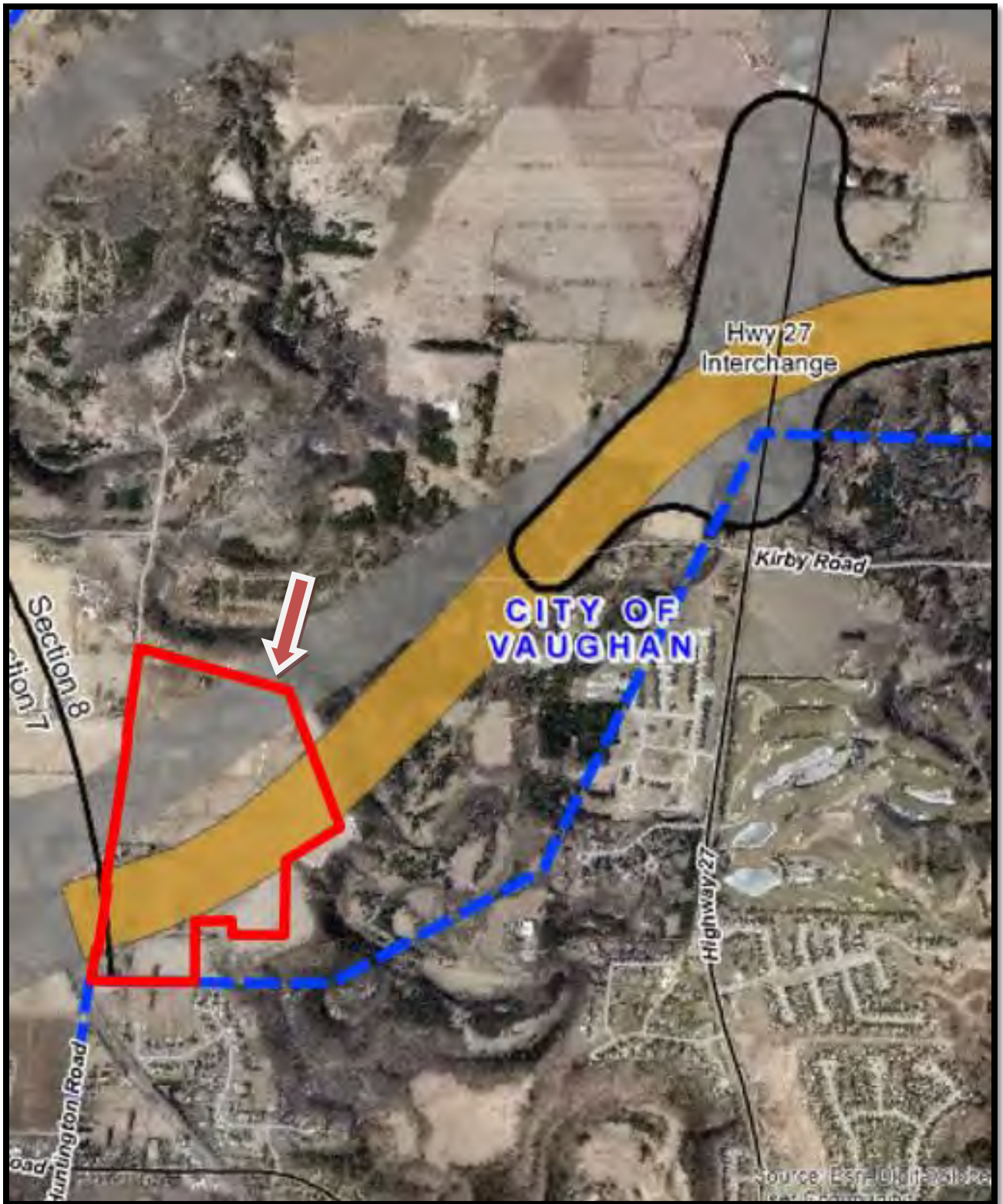
The Remnant Parcel to the south would have limited frontage and the rear lands would have restricted access. As such the highest and best use of the southern parcel would be an outdoor storage facility.

The northern Remnant Parcel which contains 80.0 acre could be developed into an industrial subdivision but would require an Official Plan amendment.

Property Location

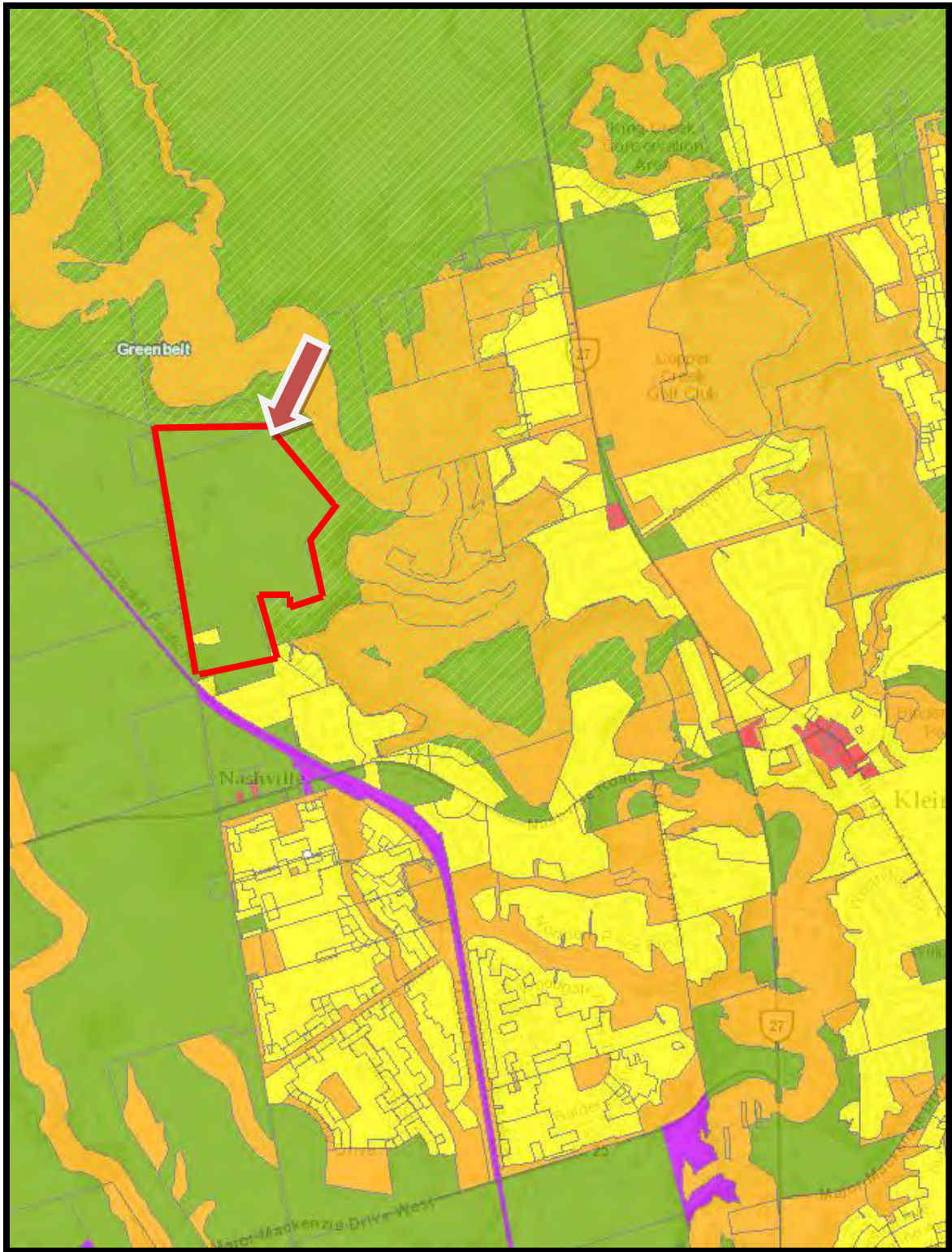


Location of the Highway Route S8-3



Land Use Controls

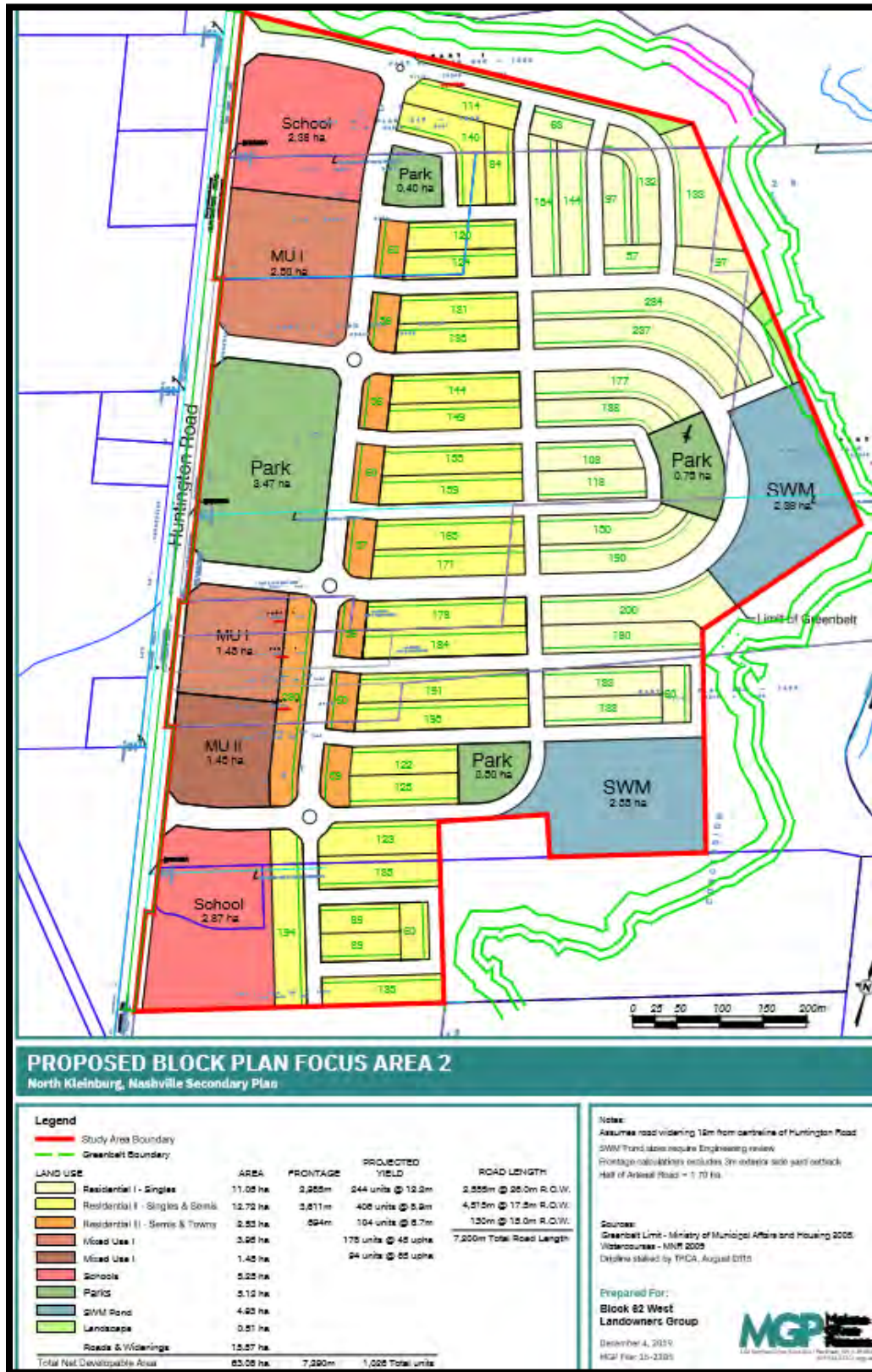
Zoning Map- Zoned Agricultural



Secondary Plan Approved



Proposed Block Plan



Preliminary Yield Calculation

Block 62 Preliminary Yield	Units	Areas (acres)	Total Frontages (feet)
Residential I Singles	244		9,793
Residential II Semi's/ Singles	406		11,184
Residential III Semi's& Townhouses	104		2,277
Mixed Use I (9.76 acres)	178	9.76 acres	
Mixed Use II (3.58 acres)	94	3.58 acres	
School Site		12.97 acres	
Total Yield	1,026	26.31 acres	23,254

Valuation Technique

To quantify the estimated loss in market value of the subject due to the acquisition of the GTA Corridor S8-3 route which crosses the subject lands, the Expropriation Act provides guidance.

Section 13-(2) states:

Where the land of an owner is expropriated, the compensation payable to the owner shall be based upon;

- a) the market value of the land;*
- b) the damages attributable to disturbance;*
- c) damages for injurious affection; and*
- d) any special difficulties in relocation.*

Section 14-(3) states:

Where only part of the land of an owner is taken and such part is a size, shape or nature for which there is no general demand or market, the market value and the injurious affection caused by the taking may be determined by determining the market value of the whole of the owners land and deducting there from the market value of the owners land after the taking.

Before the taking, the subject is a Secondary Plan approved development with 155 net acres which has municipal services to the south and which have the capacity to include the development of Block 62.

The highest and best use of the Block would be a holding property until such time as the subdivision is completed and services extended to the property.

After the taking it was concluded that the highest and best use would change to Industrial which would require a Official Plan ammendment.

The terms of reference called for a determination of the loss in market value of the subject property as a result of the purchase of a 38.0 acre portion of the property through the centre of the property. The adverse impact of the taking may result in damages caused by Injurious Affection. There are two recognized methods:

- (I) The Before and After Method and**
- (II) The Summation or Aggregate Method**

It is the Before and After Method which will be uses. This method involves valuing a property 'Before' the taking and subtracting from the value of the property 'After' the taking. The difference in value, if any, is classified as the loss in value sustained by the property as a result of the expropriation of the Partial Taking. It includes the market value of the taking and any injurious affection to the remaining lands. This method of valuation is a preferred application under the Expropriation Act, in certain circumstances.

In its pure form, the Before and After Method favours the Expropriating Authorities because it receives full, or at least partial credit for any betterment to the remaining land, if any. Betterment; however, can only be used to offset injurious affection and not the value of the land. In other words, the minimum compensation which an owner is entitled to receive is the market value of the land taken. In this instance however, there is a considerable amount of loss in value sustained by the subject property, as a result of the taking and a change in use.

Valuation

The loss in market value of the subject will be quantified by estimating the market value of the subject Before and After methodology. In estimating the market value of developable land there are generally two approaches used, the Direct Market Comparison Approach and the Land Residual Approach.

The Cost of Development or Residual Approach to value assumes the subject is imminently developable and estimates a market value based on the residual income imputable to the property. A plan of the subdivision can be projected on the property, and from the estimated lot values is deducted all costs associated with the development, holding cost and developers profit.

The Direct Market Comparison Approach is a direct reflection of the prevailing real estate market in that it analyzes the degree of similarity between the competing sites and the subject, in terms of historical sales and those properties which are currently on the market.

In estimating the market value for the subject property by way of the Direct Market Sales Comparison Approach, a detailed search was completed of sales transactions and listings of similar development land was made and the per acre unit of comparison was used.

Because of the Secondary Plan approval status both the Direct Market Comparison Approach and the Land Residual Technique will be used in the valuation of the Before the Taking valuation.

Valuation of the Block 62 Before the Taking

Direct Market Comparison Approach

The following table pertains to the market sale.

Table of Residential Development Land Sales

	Location	Property Size Table Lands	Planning Status	Municipal Services	Sale Date/ Sale Price	Sale Price/Acre /net dev.
Subject	Huntington Road, Just south of Kirby Road, Vaughan	155 acres	Secondary Plan Approved/ Assumed not influence by the GTA Corridor Plan	No	---	---
1.	Portion of the Subject 11231 Huntington Road, Vaughan	62.81 acres 62.81 acres	Secondary Plan Approved/ Within the GTA Corridor Plan	No	June 22, 2018 \$75,000,000 (partial Interest)	\$1,194,077
2.	11363 Highway 27, Vaughan	58.29 acres 58.29 acres	Future Residential Not within the GTA Corridor	No	February 2016 \$50,000,000	\$857,780
3.	McGillivray Road, Vaughan	25.37 acres 18.40 acres	Secondary Plan Approved Not within the GTA Corridor	No	June 22, 2018 \$26,450,000	\$1,437,500
4.	10555, 671 Huntington Road, Vaughan	85.62 acres 60.00 acres	Secondary Plan Approved Not within the GTA Corridor	yes	November 2016 \$80,450,000	\$939,617 \$1,340,000
5.	88 Simmons Street, Nashville, Vaughan	3.64 acres	Secondary Plan approved Not within the GTA Corridor	yes	August 15, 2019 \$5,850,000	\$1,607,143

There are very few sale of development land in the City of Vaughan. Of the four sales Castlepoint has been involved in two, Comparables #1 and 3. In both instances there have been investors buying into the developments creating new companies and the agreed market value of the property. Comparable #1 sold at \$1,194,007 per net developable acre and Comparable #3 at \$1,437,500 per net developable acre and both sales occurred in June, 2018 11/2 years ago. Assuming that the GTA Corridor Route S8-3 was not in effect, which is the assumption made in this report, and considering that they occurred 1/12 years ago, a higher per acre value can be expected.

Comparable #2 at \$857,780/acres is a dated sale of land which did not have a Secondary Plan. It is located east of the subject along Highway 27. Comparable #4 is located south in the community of Nashville. It contains 85.62 acres and has approximately 60 acres of development land and 25.62 acres of treed water course. This property was purchased in November 2016 at \$1,340,000 per net developable acre. Comparable #5 is the most recent sale which occurred in August 2019 at \$1,607,143/acre. It is a smaller property located south of the subject and is not influenced by the GTA Corridor.

Based on the forgoing Block 62 would have a market value of approximately \$1,600,000 per net developable acre. When applied to the 155 acres of net developable area of Block 62 it indicated a market value, as of December 4, 2019, of **\$248,000,000**.

Land Residual Technique

In the Land Residual Technique the gross sales from the proposed subdivision is estimated from sale in the market. In this instance the development of the subdivision is assumed to be completed in 2022, 2-3 years. Therefore, the estimated gross revenue is projected to that date (2022).

MGP Malone Given Parsons has provided the Proposed Subdivision Plan and provided the breakdown of the land uses.

Preliminary Yield Calculation

Block 62 Yield	Units	Areas (acres)	Total Frontages (feet)
Residential I Singles	244		9,793
Residential II Semi's/ Singles	406		11,184
Residential III Semi's& Townhouses	104		2,277
Mixed Use I (9.76 acres)	178	9.76 acres	
Mixed Use II (3.58 acres)	94	3.58 acres	
School Site		12.97 acres	
Total Yield	1,026	26.31 acres	23,254

The following are the comparable land sale tables used to value the subject.

Residential Lot Sales

	Location	Sale Price/ Sale Date	# of Lots Purchased	Frontages	Sale Price
Subj.	Huntington Road south of Kirby Road, Kleinberg, Vaughan	Effective December 2022	Res I Res II Townhouse Mixed Use I Mixed Use II	9,793 ' 11,184 ' 2,277' 9.76 acres 3.58 acres	
1.	North of Major MacKenzie Drive and east of Pine Valley Drive, Vaughan (Valleybrook Estates)	\$26,891,502 April 2018	41 detached lots	40 - 40' x 105' 1 - 52' x 110'	\$16,362/ ff \$13,712/ff
2.	Glen Abby Trail, Vaughan	\$62,673,300 Sept. 2016	78 lots	20 - 50' x 117' 27 - 60' x 119' 31 - 70' x 144'	\$13,000 \$13,000 \$13,013
3.	Retreat Blvd., Vaughan North of Teston Road and east of Highway 400	\$19,819,688 Sept. 28, 2017	37 detached lots	14 - 30' x 98' 16 - 50' x 98' 3 - 51' x 103'	\$11,153 \$12,836 \$12,918
4.	Farooq Blvd, Vaughan North of Major Mackenzie dr. and east of Weston Road	\$46,401,500 April 3, 2017	206 townhouse units on 51 blocks	60 - 80' x 90' 30 - 100' x 90' 102 - 112' x 90' 14 - 138' x 90'	\$11,263 \$11,263 \$11,263 \$11,426
5.	10160 Weston Road, Vaughan	\$9,400,000 August 2017	1.99 acres Townhouse		\$4,723,618
6.	Major Mackenzie Drive, Vaughan	\$24,088,500 August 2017	5.53 acres Townhouse		\$4,355,967
7.	Upcountry Towns, Vaughan South of Major Mackenzie Drive and west of Weston Road.	\$15,500,002 January 2018	28 Townhouse lots	24 - 129' x 89' 4 - 49' x 97'	\$25,748 \$11,414

There are few sales of residential lots in the northern Vaughan area. Therefore, I had to go back in time and expand the search. The lack of sales is due to the smaller number of residential subdivisions being approved. Comparables #1 @ \$13,712 and \$16,362/front feet are the most recent sales which occurred if April 2018 11/2 years ago. Comparable #2 sold at \$13,000/ ff in September 2016 3 years ago. Based on these two sales the market value as of December 4, 2022 is estimated at \$16,000/ff for the single family units.

The Townhouse units are best represented by comparable #7 which sold in January 2018 at \$25,748/ff. Comparable #4 are the most dated sale at \$11,263/ff but these sale occurred in April 2017 (21/2 years ago)

School Sites					
	Location	Sale Price/ Sale Date	Site Area	Purchaser	Sale price/ Acre
1.	200 Aberdeen Avenue, East of Pine Valley Drive and south of Langstaff Road	\$21,126,000 June 6, 2019	5.04 acres	Sold to Catholic School	\$4,191,667/ acre
2.	Algoma Drive, Vaughan. Nashville developing area	\$16,752,000	6.99 acres	Sold to York Region School Board	\$2,396,567/acre
3.	8780 Bathurst Street, Vaughan West side of Bathurst Street and north of Highway 7	\$8,000,000	1.28 acres	Sold to Private school	\$6,250,000/acre
<p>School site are valued in accordance with their underlying land value. That is if the school site is located within a higher density area which the subject is, and as such an estimated market value would be at the upper end of the range.</p> <p>Therefore the estimated market value of the two school site which are located along Huntington Road, effective December 4, 2022 would be \$6,000,000 per acre. The two school sites contain 12.97 acres and therefore would have an estimated market value of \$77,820,000.</p>					

Estimated Market Value (December 2024)

Residential I Singles	9,793 feet @ \$16,000/ff =	\$156,688,000
Residential II Singles/Semi's	11,184 feet @ \$16,000/ff =	\$178,944,000
Semi's and Townhouse	2,277 feet @ \$24,000/ff =	\$ 54,648,000
School Site	12.97 acres @ \$6,000,000/acres =	\$ 77,820,000
Mixed Use I	9.76 acres @ \$6,000,000/acres =	\$ 58,560,000
Mixed Use II	3.58 acres @ \$6,000,000/acre =	\$ 21,480,000
Developemnt Recoveries		<u>Nil</u>
Total Estimated Revenue (in 2022)		\$548,140,000

From the gross sales estimate the cost of the development carrying cost and developers profit are deducted to arrive at a residual value to the land. This estimated must then be discounted to reflect the present worth of the land providing enough return to attract investors.

In this technique I have relied on sales of residential lots, school site sales, and mixed use land sale to provide an estimate of value for the developed subdivision.

The preliminary Development Cost have been provided by Castlepoint and used in their entirety and assumed to be accurate.

Estimated Development Cost

The estimated development cost have been provided.

Internal Cost

Consulting	\$ 1,031,250	
Detail Design	\$ 4,799,815	
Construction Cost	\$41,884,150	
Development Charges & Fees	\$97,773,157	
Legal/ Property Tax & LC Fees	\$ 4,100,000	
Interim Financing	\$11,200,000	
Other	<u>\$ 3,050,000</u>	
Total Internal Development Cost		\$163,838,372
External Cost Allowance		<u>\$ 5,000,000</u>
Total Cost		\$168,838,372

Developers Profit

Developers Profit is a arbitrary figure. The profit margin is subject to many influencing elements such as, developers expertise status of the subdivision and most importantly the competitive situation. One of the major considerations is the assumptions made in projecting the subdivision and the cost associated with the development.

I have used a developers profit of 12% of the gross sales for this valuation.

Holding Cost

Holding cost are estimated at 4% of the reversionary value to land for the 3 year period.

Valuation

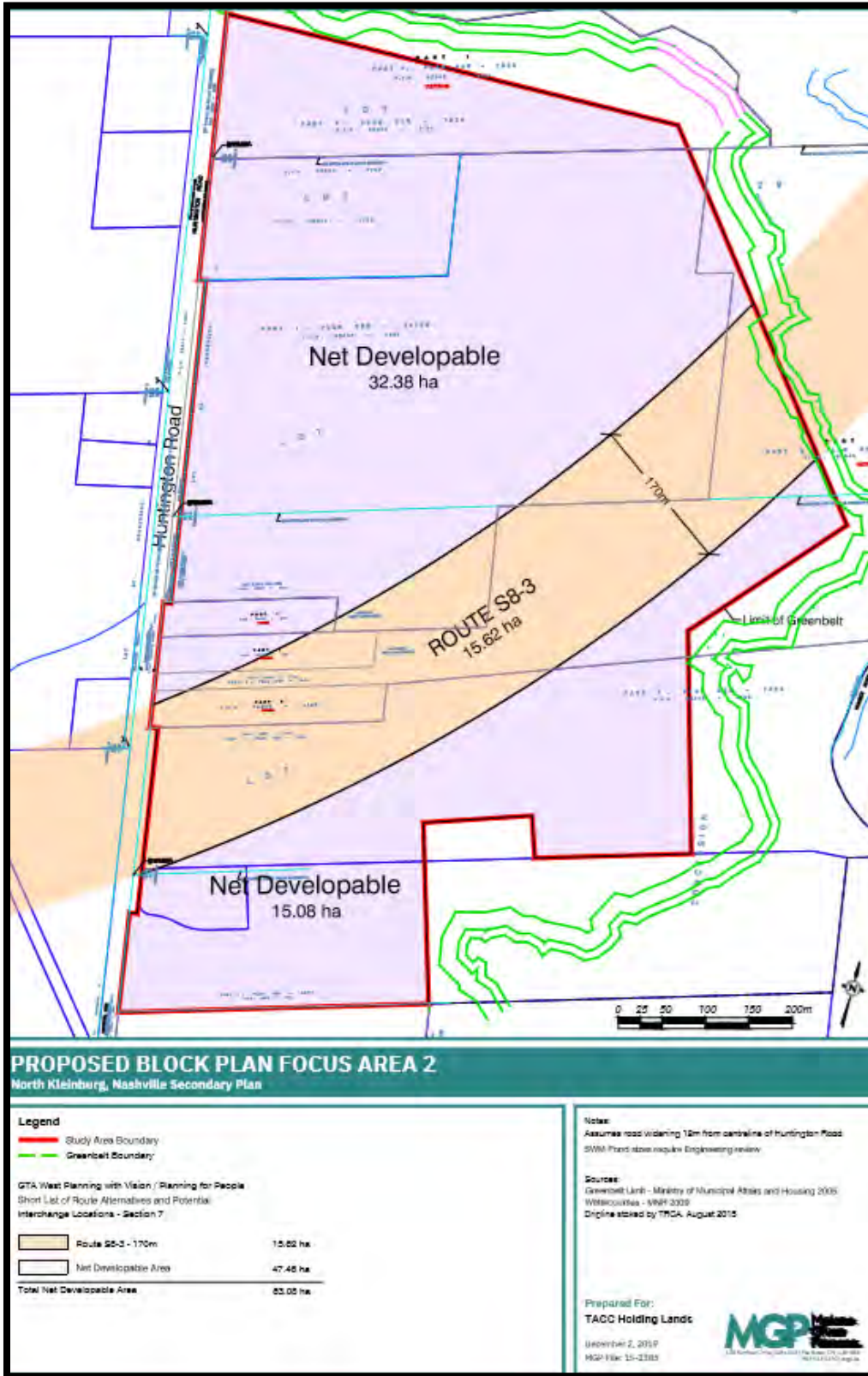
Total Estimated Revenue		\$548,140,000
Less		
Total Development Cost (2022)	\$168,838,000	
Developers Profit (12% of gross sales)	<u>\$ 65,762,000</u>	
Total cost and Profit		<u>\$234,600,000</u>
Reversion to Land		\$313,540,800
Discounted for 3 years at 4%/year =		<u>\$ 37,624,800</u>
Net Present Value		\$275,915,200
		(\$1,780,980/acre)

Summary and Conclusion to Value

Direct Market Comparison Approach	\$248,000,000
Land Residual Technique	\$276,000,000

Based on the two approaches to value the subject, without the Route S8-3, in effect would have an estimated market value of **\$260,000,000**.

Partial Taking (Route S8-3)



Estimated Loss in Value Due to the GTA Corridor Route S8-3

Estimated Loss in Value

When an appraisal concerns an estimate of value of a portion of a land parcel, the appraisal process includes the estimation of value of the total property, “Before the Acquisition” and then analyzes its value “After” to measure the value of the property after the acquisition. The difference between the “**before and after**” appraisals represent the compensation due to the owner by reason of the acquisition to which any damages to the property is added. The appraiser must then assess the extent of damages to the remaining property

In accordance with Section 13 (2) of the Expropriation Act, I have summarized the compensation under the following headings:

1. The market value of the proposed acquisition;
2. The damages attributable to disturbance;
3. Damages for injurious affection; and
4. Any special difficulties in relocation.

The value attributable to these items has been based on the analysis in the Direct Comparison Approach.

According to Section 14(3) of the Expropriations Act;

“Where only part of the land of an owner is taken and such part is of a size, shape or nature for which there is no general demand or market, the market value and the injurious affection caused by the taking may be determined by determining the market value of the whole of the owner’s land and deducting there from the market value of the owner’s land “after the taking.”

It has been determined that the highest and best use of the subject properties will change as a result of the acquisition of the lands required for Route S8-3. As such, the “Before and After” approach will used.

Remnant Parcels

It was determined within the Highest and Best use analysis of the Remnant Parcels that the two parcels would have a change in use from residential to industrial. Therefore, the Official Plan will have to be amended and all the studied and work completed to date may have to started over.

As such, to estimate the market value of the two properties it would be necessary to investigate sale of properties which would have the possibility for industrial development but not included with in the Official Plan.

There is a possibility to develop the northern 80.0 acres Remnant Parcel into an industrial subdivision.

The southern parcel will have the raised highway to the north and the valley treed creek to the south. It is a highly irregular shaped site not suited for the improvement of an industrial building. Therefore, industrial storage maybe the only development opportunity.

The following sales have been included.

.

Table of Rural Land Sales

	Location	Property Size Table Lands	Planning Status	Municipal Services	Sale Date/ Sale Price	Sale Price/Acre /net dev.
Subject	North Remnant Parcel South Remnant Parcel	80.0 acres 37.0 acres		No no	-- --	
1.	2601 King-Vaughan Road, Vaughan	25.06 acres	Oak Ridge Moraine and Open Space	No	June 27, 2017 \$3,188,000	\$127,215
2.	7650 King Road, King	48.71 acres 30.0 acres	Rural	No	May 30, 2019 \$3,500,000	\$71,854 \$116,666
3.	5081 King- Vaughan Road, Vaughan	20.96 acres	Agricultural	No	May 29, 2017 \$4,300,000	\$205,153

The three comparables are located east and are rural lands. They indicated a sales range of \$116,666 to \$205,153 per acre. The north Remnant Parcel would have an estimated market value of \$200,000 and the south Remnant Parcel an estimated market value of \$150,000 per acre.

North Remnant Parcel 80 acres @ \$200,000/acres = \$16,000,000
 South Remnant Parcel 37 acres @ \$150,000/acres = \$ 5,550,000

Total estimated Market Value of the Remnant Parcels \$21,550,000

Gene Dwelsdorf & Associates Ltd.

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RETIRED AACI – APPRAISAL INSTITUTE OF CANADA

Experience

1994-Present President Gene Dwelsdorf & Associates Limited
• Commercial Real Estate Appraisals

1987-1994 Vice President BDO McMahon Real Estate Appraisal Inc
• Commercial Real Estate Appraisals
• Consulting Reports
• Supervising Staff
• Manager of Commercial Division (1987-1992)

1986-1987 City of Edmonton, Alberta
• Land & Residential Appraisals

1984-1986 Joe Kvatum & Associates Limited, Edmonton
• Commercial Appraisal Reports

1980-1984 Ken McDonald & Associates Limited, Edmonton
• Commercial Appraisal Reports

1968-1978 Alberta Housing Corporation
• Appraiser & Negotiator Development of residential subdivisions

Key Areas of Expertise

Valuations of

- Shopping Centres, Plaza's, Big Box Retail
- Golf Courses
- Retirement Communities
- Funeral Homes
- Temples, Churches, Institutions
- Green Buildings
- Marinas
- Banquet Halls, Restaurants
- Residential Development Land (townhouse development, condominium projects, estate lots)
- Industrial Subdivisions
- Special Use Buildings (Medical, Automotive, Arenas)
- Vacant, Future Development, Industrial, Commercial, Conservation, Environmental Protection Land
- Expropriations, Partial Takings, Buy Outs, Road Widening

Consultant for a number of Rental Arbitration Proceedings & Peer Reviews