

# *Kleinburg and Area Ratepayers' Association*

P.O. Box 202, Kleinburg, Ontario, L0J 1C0  
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January 19, 2015

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

GTA West Project Team

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

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

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

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

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

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

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

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

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

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

Sincerely,



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