

# Full Summary Report: Federally Focused Public Information Centre #3

Highway 413 Transportation Corridor Route Planning, Preliminary  
Design and Environmental Assessment Project, Stage 2

December 2021



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## 1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Project, formerly known as the GTA West Study. Building on the recommendations from Stage 1, the EA is identifying the route, determining interchange locations and completing the preliminary design for a new transportation corridor within the Route Planning Study Area. The Project includes a 400-series highway, a transitway, and potential goods movement priority features. The Project continues to follow the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008. The [Terms of Reference](#) can be viewed on the project website.

The Highway 413 Transportation Corridor is vital infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe, and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
- Improved commuting; and
- Greater economic vitality.

Public Information Centres (PICs) are an important part of the study process and are held at key study milestones to present important study information and obtain input from the public. The first round of PICs (PIC #1) was held in November and December 2014 to present the study background and process, existing conditions within the study area, development and screening of the long list of route alternatives, identification of the short list of route alternatives and potential interchange locations, the Focused Analysis Area (FAA), and factors and criteria for evaluating the short list of route alternatives. Following PIC #1 events, a round of Community Workshops were held in June 2015 to update the community on work completed since PIC #1, including refinements to route alternatives, interchange locations, and the FAA. The Project Team sought input from the community on issues and trade-offs associated with the route alternatives and potential interchange locations, and the route selection evaluation approach. Information from [PIC #1 and the Community Workshops](#) can be found on the project website.

The second round of PICs (PIC #2) were held in September and October 2019 to present the study process, the work undertaken following project resumption, the Draft



Technically Preferred Route, the reduced 2019 FAA, and participation opportunities for the Community Value Plan (CVP) Team, Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG). Further [information from PIC #2](#) can be found on the project website.

On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the Highway 413 Project requires designation under the Federal Impact Assessment Act. The Project Team is currently preparing an Initial Project Description (IPD), which provides a general overview of the project, information about the location and proposed route, a summary of engagement and feedback received, as well as details of potential effects of the Project. The Impact Assessment Agency of Canada (IAAC) will use the IPD to inform their decision on whether a full Federal Impact Assessment (IA) of the Project is required. The timeline for the submission of the final IPD is still to be determined.

In December 2021, a third round of PICs (PIC #3) were held to share information on the Federal Impact Assessment Act designation, provide a review of the IA process, discuss the technical studies being added to the project in response to the Federal designation, obtain feedback on the Project Team's understanding of the socio-economic contexts of the communities, and to ensure that the community's key interests and concerns were captured appropriately in the IPD prior to submission to IAAC. This report summarizes the purpose of PIC #3. This report also summarizes the process of notifying the community of the PIC, through way of newspaper, mailing (addressed and unaddressed), emailing, and website updates. Lastly, the detailed community feedback received at each PIC #3 event held for Peel Region, York Region and Halton Region has been documented and can be found under **Appendix C**, **Appendix D** and **Appendix E** of this report.



## 2. Purpose of PIC #3

The purpose of PIC #3 was to help shape the content of the IPD and to ensure that the community's interests were captured appropriately in the IPD prior to submission to IAAC. The meeting focused on sharing the reason for the Federal designation, reviewing the IA process, discussing the technical studies being added to the project in response to the Federal designation, obtaining community feedback on our understanding of the socio-economic contexts of the communities, and obtaining feedback on the Project Team's understanding of the key issues raised by stakeholders and Indigenous communities, and how the team will address them throughout the Project.

### 2.1 Format of PIC #3

Public and Project Team member health and safety is of utmost importance. Given the COVID-19 pandemic and gathering restrictions implemented at the time, PIC #3 was conducted through online sessions using the Zoom platform. Attendees could also call into the events using a telephone. Three separate PIC #3 events were held, one for each of the Regions and lower-tier municipalities within the Highway 413 Study Area. The Peel Region PIC #3 event was held on December 7, 2021, the York Region PIC #3 event was held on December 9, 2021, and the Halton Region PIC #3 event was held on December 14, 2021.

Unlike the previous two in-person PICs (PIC #1 and #2) which were drop-in style events with display boards, PIC #3 comprised of an interactive presentation by the Project Team, followed by a live question-and-answer (Q&A) period where attendees could type their questions privately into the Zoom Q&A chat box. To ensure privacy of all attendees at the PIC event, names and comments were not displayed publicly. Instead, a member of the Consultation Team read the questions aloud and the appropriate technical specialist from the Project Team responded. In the interest of time, only several questions were read aloud; however, a consolidated list of the questions and comments received for each PIC #3 event can be found in **Appendix E**.



As an interactive approach to collect additional feedback from attendees, the Consultant Team asked the following four questions during the presentation:

- A) Are there any other statistics or data that you feel has important implications to the Highway 413 Project?**
- B) What issues have we not identified that are important to you?**
- C) Are there any studies that you think are missing?**
- D) What do you believe is most essential to focus on within these additional studies?**

Responses to these questions will assist the Project Team in shaping the content of the IPD and will ensure the appropriate technical studies, data and/or statistics are considered in the assessment of the Highway 413 Project. Refer to **Section 4: Attendance and Input** for a synopsis on the feedback received at each event. To review the full responses submitted during the livestream events, please refer to **Appendix C**.

During the presentation of the '*Summary of Key Issues Raised by Stakeholders and Indigenous Communities*', polling questions were used to ensure key issues have been captured appropriately by the Project Team. The polling questions included:

- 1. Which of the following issues related to the Natural Environment are most important to you? (Select all that apply)**
- 2. Which of the following issues related to the Socio-Economic Environment are most important to you? (Select all that apply)**
- 3. Which of the following issues related to Cultural Heritage, Indigenous Communities, Consultation and Process are most important to you? (Select all that apply)**
- 4. Which of the following issues related to Transportation are most important to you? (Select all that apply)**

The results were shared instantaneously on the screen. The full polling questions and results from each event can be found under **Appendix D**.



## 2.2 Content of PIC #3

### 2.2.1 Federal Designation

The reason for the Federal designation of the project was discussed during PIC #3 events. It was noted that the Federal Impact Assessment (IA) process was created as a planning and decision-making tool that is used to assess the environmental, economic, health and social effects of proposed projects, and to assess impacts to Indigenous groups and rights of Indigenous peoples. The Project Team clarified that the designation of the Highway 413 Project for a Federal IA does not replace the Provincial EA process that is currently underway. It was noted that the Provincial EA process is still required, and the Project Team will continue with planned public consultations and engagements.

The Federal Minister of Environment and Climate Change considered the potential for the Highway 413 Project to cause adverse effects (direct or incidental) within federal jurisdiction, public concern related to these effects, and adverse impacts on the Aboriginal and treaty rights of the Indigenous peoples of Canada. The Minister determined that the Project may cause adverse direct or incidental effects on the critical habitat of three federally listed Species at Risk on non-federal lands: the Rapids Clubtail dragonfly, the Western Chorus Frog, and the Redheaded Woodpecker. To read more about the designation, please visit [IAAC's website](#).

### 2.2.2 Additional Technical Studies

Additional analysis and fieldwork are required to understand the potential effects on the federally listed Species at Risk and to develop avoidance, mitigation and offsetting measures to address these effects, where feasible. A summary of the additional analysis and fieldwork was provided during PIC #3, which includes an assessment of cumulative effects, a Human Health Impact Scoping Report, an analysis of construction related Greenhouse Gas (GHG) emissions, and Gender-Based Analysis Plus (GBA+). It was noted that the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and reasonably foreseeable physical activities that overlap with the Project Study Area will be included in the cumulative effects assessment. Potential impacts on Aboriginal and treaty rights, and the associated mitigation measures to avoid or minimize potential adverse effects, will also be considered in the assessment.



### 2.2.3 Socio-Economic Context

An overview of the social, economic and health contexts (otherwise known as socioeconomics) for each Region within the Highway 413 Study Area was provided during the PIC #3 events.

The socio-economic information presented at each PIC #3 event was specific to the lower-tier municipalities and Region the event was targeted for (i.e., Peel Region, York Region or Halton Region). The data presented was collected from publicly available websites, such as Statistics Canada and municipal websites. The Project Team clarified that the community profiles presented at PIC #3 used the most up-to-date data at the time (2016 Census information); however, the studies will be updated using the new 2021/2022 Census information, once available.

An overview of the GBA+ was also provided during PIC #3 events. The Project Team clarified that the objective of the GBA+ is to identify if there are members of the community within the Study Area who are more at risk to experience negative project-related effects, and to identify appropriate mitigation. It was noted that due to the size and scope of this project, the Project Team will start the analysis by looking at the statistical data that's readily available, such as age, ethnicity, language, gender, education, income, employment status, and industry participation. The Project Team will then seek qualitative information about sub-populations who may not be readily identified by the Census, including those with physical limitations, people who face challenges when confronted by changes to their built environment, and the 2SLGBTQ+ population, who are more at risk for violent crimes and discrimination.

To review the presentation materials and information from the Peel Region, York Region and Halton Region PIC #3 events, please refer to **Appendix B**.



## 3. Notification of PIC #3

### 3.1 Newspaper Advertisement

An Ontario Government Notice (OGN), which included the purpose of PIC #3 and a map of the Study Area, was placed in the English and French newspapers listed under Table 1.

**Table 1: PIC #3 OGN Newspaper Publications and Dates**

Newspapers	Publication Date
Turtle Island News	Wednesday, November 24, 2021
Two Row Times	Wednesday, November 24, 2021
Guelph Tribune	Thursday, November 25, 2021
Erin Advocate/Orangeville Banner	Thursday, November 25, 2021
Georgetown/Acton Independent Free	Thursday, November 25, 2021
Milton Canadian Champion	Thursday, November 25, 2021
Caledon Enterprise	Thursday, November 25, 2021
Caledon Citizen	Thursday, November 25, 2021
Brampton Guardian	Thursday, November 25, 2021
Mississauga News	Thursday, November 25, 2021
Vaughan Citizen	Thursday, November 25, 2021
King Township Sentinel	Thursday, November 25, 2021
Toronto L'express*	Friday, November 26, 2021
Toronto Star	Saturday, November 27, 2021

\*Publish in French



## 3.2 Addressed Mailing

Approximately 6,500 contacts on the Highway 413 mailing list – including Indigenous communities, members of the public, individuals from interest groups, municipalities, agencies, utility companies and businesses, and members of the Highway 413 advisory groups (Community Advisory Group, Greenbelt Transportation Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Municipal Executive Advisory Group) and Community Value Plan Team – were notified of PIC #3 via email sent on November 22, 2021, or regular addressed mail. Members of Parliament and Members of Provincial Parliament were notified via email sent on November 12, 2021.

The OGN and addressed letters provided a quick overview of the project, a map of the Highway 413 Study Area, the purpose of the PIC #3, as well as information on how to register for the PIC and how to submit comments in advance of the event. Copies of the OGN and templates of the addressed letters are provided in **Appendix A**.

## 3.3 Unaddressed Mailing

A total of 28,317 brochures containing the English and French OGN were delivered via Canada Post's unaddressed admail service to all postal walks within the Highway 413 Study Area during the week of November 16, 2021. The postal walks included in the delivery areas listed in Table 2.

**Table 2: Unaddressed Mailing Postal Walks**

Delivery Routes	Canada Post Depots
<ul style="list-style-type: none"><li>• SS0960</li><li>• SS0962</li><li>• SS0963</li><li>• SS0911</li><li>• SS0951</li><li>• SS0954</li><li>• SS0901</li><li>• SS0959</li><li>• SS0964</li><li>• SS0965</li><li>• SS0961</li><li>• SS0909</li><li>• SS0905</li><li>• SS0906</li><li>• SS0955</li></ul>	Caledon STN Main FSA: L7C, L7E
<ul style="list-style-type: none"><li>• SS0725</li><li>• SS0759</li><li>• SS0727</li><li>• SS0754</li><li>• SS0728</li></ul>	Brampton LCD 4 FSA: L6R, L6P
<ul style="list-style-type: none"><li>• SS0116</li><li>• SS0169</li><li>• SS0181</li><li>• SS0178</li><li>• SS0153</li><li>• SS0117</li><li>• SS0184</li><li>• SS0115</li><li>• SS0176</li></ul>	Brampton LCD 1 FSA: L6X, L7A, L7A, L6Z
<ul style="list-style-type: none"><li>• SS0528</li></ul>	Brampton LCD B FSA: L6Y

• SS0707	• SS0706	Georgetown LCD Main
• SS0711	• RR0701	FSA: L7G
• SS0473	• LC0122	Mississauga LCD 4
• SS0472		FSA: L5N
• SS0947	• SS0948	Woodbridge STN Main
• SS0916		FSA: L4H, L3L
• RR0002	• LB0001	Kleinburg PO
• RR0001		FSA: L0J
• SS0710		Maple STN Delivery Centre
		FSA: L6A
• SS0108		King City STN Main
		FSA: L7B
• SS0102		Milton LCD Main
		FSA: L9E
• RR0705	• LB0001	Norval PO
		FSA: L0P
• SS0104		Hornby RPO
		FSA: L0P

### 3.4 Website Updates

On November 15, 2021, prior to the public mailing and newspaper publishing of the OGN, the [Consultation tab](#) on the project website was updated to include the following information on how to register for PIC #3. : *"The next round of Public Information Centres (PIC) is being held virtually on December 7, 2021 (Peel Region), December 9, 2021 (York Region), and December 14, 2021 (Halton Region). This PIC will exclusively focus on sharing the reason for the Federal designation of the Highway 413, reviewing the Federal Impact Assessment (IA) process, discussing the technical studies being added to the study in response to the Federal designation, obtaining your feedback on our understanding of the socio-economic contexts of your communities, and obtaining your feedback on our understanding of the key issues raised by stakeholders in your communities and Indigenous communities and how we are addressing them through the study. The PIC will be hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date. Your input will help shape the content of the Initial Project Description, which is anticipated to be submitted to the Impact Assessment Agency of Canada in early 2022 and will help to inform their decision on whether a Federal IA of the project is required.*



To register for the PIC, please click on the following Zoom registration link: [https://us02web.zoom.us/webinar/register/WN\\_tfinURDpQieTTdyn5Nftdw](https://us02web.zoom.us/webinar/register/WN_tfinURDpQieTTdyn5Nftdw). If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.”

A PIC #3 comment sheet was also made available on the Consultation tab of the project website. The comment sheet contained the interactive questions that were to be asked during the PIC #3 events (refer to **Section 2: Purpose of PIC #3** for a copy of the questions). The comment sheet provided an alternative opportunity for public participation if an interested party was unable to attend the livestreamed event, or if an attendee was unable to utilize the Zoom chat function on a computer. No comment sheets were received by the Project Team; however, approximately 40 emails with comments and/or questions were received via the Project Team email address prior to the PIC #3 events (refer to **Appendix E**).

The presentation materials from each of the PIC #3 regional events were made available for viewing and download on the project website on December 20, 2021 (refer to **Appendix B** for copies of the PIC #3 presentation slides). Recordings of the events were uploaded to the project website on January 24, 2022.



## 4. Attendance and Input

### 4.1 Peel Region Public Information Centre #3

The Peel Region PIC #3 event was held on December 7, 2021, through the virtual Zoom platform. A total of 368 people registered for the PIC. 182 unique users logged into the event and 25 Project Team members attended as panelists. 510 comments or questions were submitted through the Q&A box. The socio-economic context presented at this event was specific to Peel Region, which includes the City of Mississauga, City of Brampton and the Town of Caledon.

As described in **Section 2: Purpose of PIC #3**, four questions were asked during the presentation to collect meaningful feedback from attendees. The following section provides the questions asked, followed by a synopsis of responses received through the chat box during the Peel Region PIC #3 event.

#### A) Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

101 responses were submitted for **Question A** during the Peel Region PIC #3. The following provides a synopsis on the *type of statistics or data that attendees feel has important implications on the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Data on alternative transportation options (i.e., public transit, 407ETR usage, active transportation) – 21% of responses
- Data on the natural environment and climate change (i.e., Migratory birds, Fish species, wildlife crossings, air, noise, GHG emissions, Greenbelt lands) – 18% of responses
- Traffic, Induced Demand, direction and timesaving's of commuter travel, and updated statistics on commuters who will continue working from home – 16% of responses
- Agricultural data (i.e., agriculture productivity, food security, amount of farmland owned vs. rented) – 10% of responses
- Land Value and Developments – 8% of responses
- Human health data (during construction and operation) – 6% of responses
- Community safety and emergency response access/egress – 5% of responses
- Cost (i.e., design, construction, and operation) – 3% of responses
- Heritage Heights Feasibility – 3% of responses

- Sociodemographic data for people participating in consultation and their community interests (i.e., Caledon Village specifically referenced) – 4% of responses
- Goods movement data – 1% of responses
- Preliminary design data and interchange locations – 1% of responses
- Future electric vehicle usage – 1% of responses
- Data on Wells and Septic Systems -1% of responses
- Data on how the Brampton-Caledon Airport would be impacted – 1% of responses
- Commuter data collection from carpool lots in Caledon – 1% of responses
- Data on racialized communities (with extrapolation of climate change impacts to these communities) – 1% of responses

#### B) What issues have we not identified that are important to you?

78 responses were submitted for **Question B** during the Peel Region PIC #3. The following provides a synopsis of *the important issues that attendees feel have not been identified as part of the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Alternative transportation options (e.g., public transit, 407ETR, active transportation, expanding GO transit networks, expanding Highway 9 and Trafalgar Road instead) – 26% of responses
- Climate change, an increase in GHG emissions and loss of carbon sequestering tree canopies – 12% of responses
- Cost (of the design, construction, and operation of Highway 413) – 6% of responses
- Loss and fragmentation of farmland caused by the Highway 413 – 6% of responses
- Protection of the Greenbelt lands and the tree canopy – 6% of responses
- Public engagement within the communities and mitigating concerns – 5% of responses
- Impacts to all wildlife species and habitat (including the consideration of wildlife crossings) – 5% of responses
- Impacts to property values and developments within the study area – 5% of responses
- Noise pollution – 4% of responses
- Privatization or tolling of the highway – 3% of responses
- Light pollution – 3% of responses



- Impacts to fresh water supply and community well systems – 3% of responses
- Consideration of Brampton's Heritage Heights Boulevard – 3% of responses
- Impacts from construction and material transportation – 3% of responses
- Traffic impacts on highways and municipal or rural roads – 3% of responses
- Support for faster commute times that would be created by Highway 413 – 1% of responses
- Mental health concerns of nearby property owners – 1% of responses
- Electric vehicle usage on the highway – 1% of responses
- Commuters who continue working from home – 1% of responses
- Schedule and timing of highway construction – 1% of responses
- More data on collisions with delivery trucks on highways – 1% of responses
- Pollution from highway commuters – 1% of responses

**C) Are there any studies that you think are missing? &**

**D) What do you believe is most essential to focus on within these additional studies?**

60 responses were submitted for the combined **Question C** and **Question D** during the Peel Region PIC #3. The following provides a synopsis of *the studies that attendees feel are missing from the Project, as well as the essential items to focus on within the additional studies* (percentages reflect the proportion of overall responses that included the associated suggestion):

- A study on alternative transportation options/solutions (i.e., public transit, 407ETR for trucking, active transportation, Highway 9 widening, government subsidizing e-cars, sustainable highways) – 25% of responses
- Additional environmental studies (including climate change, air quality, groundwater recharge, aquatic species, migratory birds, and fauna species) – 9% of responses
- Analysis on the Region of Peel and Federal Climate Action Plans and Climate Change targets – 7% of responses
- Cost Benefit Analysis – 7% of responses
- Economic Impact Assessment – 5% of responses
- Integrated Land Use Study (within and outside the corridor) – 5% of responses
- A study on the quarry expansion in Caledon and aggregate transportation that will be required to construct the highway – 5% of responses
- Agricultural Impact Assessment – 3% of responses
- Study on connectivity and fragmentation of wildlife habitats – 3% of responses
- Study on the tolling and privatization of the corridor – 3% of responses



- Study on access for marginalized groups and impacts to vulnerable communities – 3% of responses
- Light pollution studies – 2% of responses
- Consider constructing a university or college campus along the Highway 413 corridor – 2% of responses
- Study current residents' commutes to work – 2% of responses
- Indigenous Community and First Nation Community Engagement and analysis on land claims – 2% of responses
- Analyze studies from the Traffic Injury Research Foundation on road safety – 2% of responses
- Summary of consultation from the PIC #3 events – 2% of responses
- Need and justification for the Project – 2% of responses
- Human Impact Assessments (including stress from traffic and noise) – 2% of responses
- Goods Movement Assessment – 2% of responses
- Consider the link between deforestation and pandemics – 2% of responses
- Study the benthic life and the highway's effect on aquatic and terrestrial insects – 2% of responses
- Has consideration been given to how vehicles exiting at Mayfield will cross the Credit River in order to head westward to Guelph? There is limited access to cross the Credit River through Halton Hills – 2% of responses
- A Transportation Study that responds to induced demands – 2% of responses

Responses to these questions will assist the Project Team in shaping the content of the IPD and will ensure the appropriate technical studies, data and/or statistics are considered in the assessment of the Highway 413 Project. To review the full responses submitted during the Peel Region PIC #3, please refer to **Appendix C**.

Polling questions were also asked to understand the importance of key issues raised to date, including issues related to the Natural and Socio-Economic Environments, Cultural Heritage, Indigenous Communities, Consultation and Process as well as Transportation. The full polling questions and results from the Peel Region PIC #3 can be found under **Appendix D**.

As there was additional time following the Project Team's presentation, a Q&A period was held where attendees could type their questions privately into the Zoom Q&A chat box. A consolidated list of the questions received during the Q&A period for the Peel Region PIC #3 event can be found in **Appendix E**.



## 4.2 York Region Public Information Centre #3

The York Region PIC #3 event was held on December 9, 2021, through the virtual Zoom platform. A total of 172 people registered for the PIC. 89 unique users logged into the event and 20 Project Team members attended as panelists. 214 comments or questions were submitted through the Q&A box. The socio-economic context presented at this event was specific to York Region, which includes the City of Vaughan and the Township of King.

As described in **Section 2: Purpose of PIC #3**, four questions were asked during the presentation to collect meaningful feedback from attendees. The following section provides the questions asked, followed by a synopsis of responses received during the York Region PIC #3 event.

### A) Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

47 responses were submitted for **Question A** during the York Region PIC #3. The following provides a synopsis on the *type of statistics or data that attendees feel has important implications on the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Data on the environment and climate change (e.g., Air, Noise, GHG Emissions) – 23% of responses
- Traffic, Induced Demand & updated statistics on commuters who will continue working from home – 17% of responses
- Data on alternative transportation options (i.e., public transit, 407ETR usage, active transportation) – 13% of responses
- Cost (i.e., design, construction, and operation) – 9% of responses
- Agriculture data – 6% of responses
- Population growth statistics for York Region – 6% of responses
- Land Value and Developments – 4% of responses
- Human Health data – 4% of responses
- Consultation & Public Interests – 3% of responses
- Data on Wells and Septic Systems – 3% of responses
- Heritage Heights Feasibility – 3% of responses
- Cultural Heritage data (e.g., The Carrying Place Trail) – 3% of responses
- Goods movement and e-commerce – 3% of responses

**B) What issues have we not identified that are important to you?**

33 responses were submitted for **Question B** during the York Region PIC #3. The following provides a synopsis of *the important issues that attendees feel have not been identified as part of the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Alternative transportation options (e.g., public transit, 407ETR usage, active transportation) – 21% of responses
- Cost (of the design, construction, and operation of Highway 413) – 9% of responses
- Traffic impacts on highways and municipal roadways – 9% of responses
- Impacts to property value and developments – 7% of responses
- Location of the study area (i.e., shift it north, extend it further east) – 6% of responses
- Wind patterns from the proximity of other 400-series highways and airports – 6% of responses
- The positive economic growth and development of Highway 413 – 6% of responses
- Opportunities to increase funding for public transportation in York Region – 3% of responses
- Archaeology – 3% of responses
- Community planning and urban sprawl – 3% of responses
- Impacts from construction and material transportation – 3% of responses
- Mental health issues – 3% of responses
- Transportation Demand Management – 3% of responses
- The positive impact on environment, family life and road safety – 3% of responses
- Electric vehicle usage on the highway – 3% of responses
- Commuters who continue working from home – 3% of responses
- Long range air quality concerns – 3% of responses
- Impacts to the agricultural economy – 3% of responses
- Privatization or tolling of the highway – 3% of responses



- C) Are there any studies that you think are missing? &  
D) What do you believe is most essential to focus on within these additional studies?

24 responses were submitted for the combined **Question C** and **Question D** during the York Region PIC #3. The following provides a synopsis of the *the studies that attendees feel are missing from the Project, as well as the essential items to focus on within the additional studies* (percentages reflect the proportion of overall responses that included the associated suggestion):

- A study on alternative transportation options (e.g., public transit, 407ETR usage, active transportation) – 17% of responses
- Cost Analysis (including the commercial benefit of the highway and how costs will be recovered) – 13% of responses
- Additional environmental studies (including climate change, cumulative GHG emissions during highway operations, and air quality) – 13% of responses
- Studies that engage businesses who will operate beside the highway (e.g., hotels, gas stations and electric vehicle charging stations) – 13% of responses
- Need and justification for the Project – 8% of responses
- Human Impact Assessments (including stress fusion, loss of community) – 8% of responses
- Economic Agricultural Impact Assessment – 4% of responses
- Greater Golden Horseshoe Transportation Study – 4% of responses
- Goods Movement Assessment – 4% of responses
- Baseline Data Collection – 4% of responses
- Study on the impacts to the Brampton Airport – 4% of responses
- Study on electric vehicle usage – 4% of responses
- Study on connectivity and fragmentation for both wildlife habitats and agricultural operations – 4% of responses

Responses to these questions will assist the Project Team in shaping the content of the IPD and will ensure the appropriate technical studies, data and/or statistics are considered in the assessment of the Highway 413 Project. To review the full responses submitted during the York Region PIC #3, please refer to **Appendix C**.

Polling questions were also asked to understand the importance of key issues raised to date including issues related to the Natural and Socio-Economic Environments, Cultural Heritage, Indigenous Communities, Consultation and Process as well as Transportation. The full polling questions and results from each event can be found under **Appendix D**.



A consolidated list of the questions received during the Q&A period for the York Region PIC #3 event can be found in **Appendix E**.

## 4.3 Halton Region Public Information Centre #3

The Halton Region PIC #3 event was held on December 14, 2021, through the virtual Zoom platform. A total of 356 people registered for the PIC. 154 unique users joined the call as attendees, along with 25 Project Team members as panelists. 397 comments or questions were submitted through the Q&A box. The socio-economic context presented at this event was specific to Halton Region, which includes the Town of Halton Hills and Town of Milton.

As described in **Section 2: Purpose of PIC #3**, four questions were asked during the presentation to collect meaningful feedback from attendees. The following section provides the questions asked, followed by a synopsis of responses received through the chat box during the Halton Region PIC #3 event.

### A) Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

55 responses were submitted for **Question A** during the Halton Region PIC #3. The following provides a synopsis on the *type of statistics or data that attendees feel has important implications on the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Data on traffic, induced demand & updated statistics on commuters who will continue working from home or outside the Region – 18% of responses
- Data on alternative transportation options (e.g., public transit, 407ETR usage, active transportation) – 16% of responses
- Data and statistics on air quality and climate change (e.g., GHG emissions, particulate matter, flooding and extreme weather events) – 16% of responses
- Data on the natural environment and wildlife (e.g., biodiversity of the wetlands, Greenbelt lands, Niagara Escarpment lands and Oak Ridges Moraine, conservation authority lands, etc.) – 13% of responses
- Agricultural land analysis & data on food security – 11% of responses
- Predictive modelling for impacts, i.e., social (Social Vulnerability Analysis), economic and health (asthma, respiratory illnesses, mental health statistics) – 7% of responses
- Population growth targets, density, and housing affordability statistics for the Region – 6% of responses



- Engagement with Indigenous Communities – 2% of responses
- Data on how noise effects people and wildlife – 2% of responses
- Heritage Heights feasibility – 2% of responses
- Data on increased speed limits – 2% of responses
- Data on projected increases of manufacturing & pollution along the proposed highway corridor – 2% of responses
- Data on the lessons learned from planning other 400-series highways – 2% of responses

#### B) What issues have we not identified that are important to you?

44 responses were submitted for **Question B** during the Halton Region PIC #3. The following provides a synopsis of *the important issues that attendees feel have not been identified as part of the Project* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Loss of biodiversity and environmental impacts – 21% of responses
- Alternative transportation options (e.g., public transit, 407ETR usage, active transportation) – 18% of responses
- Climate change and increased GHG emissions (during construction & operation of Highway 413) – 9% of responses
- Fragmentation of land (issues of edge habitats, invasive species, wildlife crossings) – 7% of responses
- Existing commuter times and commuters who continue working from home – 5% of responses
- Cost (of the design, construction, and operation of Highway 413) – 5% of responses
- Consideration of Indigenous sacred spaces – 5% of responses
- Health impacts from air pollution – 5% of responses
- Sustainable materials and LEEDS certification for construction – 5% of responses
- Affordable housing, land developers and density of communities – 5% of responses
- Privatization or tolling of Highway 413 – 2% of responses
- Opportunities to increase funding for public transportation in Halton Region – 2% of responses
- Need and justification for the Project – 2% of responses
- Agriculture issues and impacts to food production – 2% of responses
- Construction timing – 2% of responses



- Traffic issues through Norval – 2% of responses
- Road safety – 2% of responses
- Autonomous vehicle usage and the future of the car – 2% of responses

**C) Are there any studies that you think are missing? &**

**D) What do you believe is most essential to focus on within these additional studies?**

39 responses were submitted for the combined **Question C** and **Question D** during the Halton Region PIC #3. The following provides a synopsis of *the studies that attendees feel are missing from the Project, as well as the essential items to focus on within the additional studies* (percentages reflect the proportion of overall responses that included the associated suggestion):

- Additional environmental studies (e.g., climate change, cumulative GHG emissions during highway operations, invasive species, edge habitats, impacts from urban sprawl) – 33% of responses
- A study on alternative transportation options (e.g., public transit, 407ETR usage, active transportation) – 18% of responses
- Further engagement with Indigenous Communities – 8% of responses
- Agriculture Impact Assessment – 8% of responses
- Modelling of the future development and land uses with and without the highway and the cumulative impacts – 8% of responses
- Transparency of all studies for public viewing – 5% of responses
- Studies on commuter travel patterns and working from home – 5% of responses
- Need and justification for the route location (based on regional and lower tier growth plans) – 2% of responses
- Health studies (e.g., air pollution on lung development) – 2% of responses
- Light pollution study – 2% of responses
- Economic analysis on the environmental areas that will be impacted – 2% of responses
- Heritage Heights Feasibility Study – 2% of responses
- Transportation study for Norval and Glen Williams – 2% of responses

Responses to these questions will assist the Project Team in shaping the content of the IPD and will ensure the appropriate technical studies, data and/or statistics are considered in the assessment of the Highway 413 Project. To review the full responses submitted during the Halton Region PIC #3, please refer to **Appendix C**.



Polling questions were also asked to understand the importance of key issues raised to date, including issues related to the Natural and Socio-Economic Environments, Cultural Heritage, Indigenous Communities, Consultation and Process as well as Transportation. The full polling questions and results from the Halton Region PIC #3 can be found under **Appendix D**. A consolidated list of the questions received during the Q&A period for the Halton Region PIC #3 event can be found in **Appendix E**.



## 5. Next Steps

Following the decision made by the Federal Minister of Environment and Climate Change on May 3, 2021, to designate the Highway 413 Project under the Federal Impact Assessment Act, the Project Team has been working diligently to prepare the IPD for submission to IAAC. In November 2021, the Project Team held virtual Municipal Workshops with all regional and lower tier municipalities within the Highway 413 Study Area. Regional and municipal staff were provided the draft IPD for review and comment. Following the PIC #3 events, Council presentations were made to York Region, Peel Region, Halton Region, the City of Vaughan, the City of Mississauga, the Town of Halton Hills, and the Township of King. The presentations included materials discussed at PIC #3, as well as public input received during the events.

Meaningful engagement plays a significant role in supporting the consideration of natural, socio-economic, land use, cultural environment and transportation related opportunities and impacts for the project. Engagement opportunities, such as the Community Engagement Webinars and PICs provide a medium for community members to voice their concerns and/or support and ask questions directly to the Project Team. Virtual engagement opportunities also provide the opportunity for multiple technical specialists and Project Team members to attend, listen, document, and consider the implementation of mitigation measures and changes to the preliminary design, where necessary. The MTO is also committed to continued consultation and engagement with each Indigenous Community based on their interests and Aboriginal and treaty rights. Engagement and consultation will be done through a variety of methods that work for each community, such as in-person or virtual meetings with community representatives.

The feedback received and key issues highlighted at the PIC #3 events, as well as the Municipal Workshops, Council presentations and meetings with Indigenous Communities, will be incorporated into the content of the IPD to ensure that interests are captured, managed, and communicated appropriately. The timeline for the submission of the final IPD is still to be determined.

As always, all appropriate feedback and information that is collected will be incorporated into the Project. The Project Team continues to welcome comments regarding the Project on social, economic and health within the Study Area. Please submit information and feedback to the Project Team at [project\\_team@highway413.ca](mailto:project_team@highway413.ca).



# A

## Notification of PIC #3



**ONTARIO GOVERNMENT NOTICE**  
**NOTICE OF PUBLIC INFORMATION CENTRE – FOCUSED ON THE FEDERAL IMPACT ASSESSMENT**  
**PROCESS FOR THE HIGHWAY 413 PROJECT**

**THE PROJECT:** The Ontario Ministry of Transportation (MTO) is in Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Project, formerly known as the GTA West Study. Building on the recommendations from Stage 1, the EA is identifying the route, determining interchange locations and completing the preliminary design for a new transportation corridor within the Route Planning Study Area. The new highway and transitway will include: a 400-series highway, transitway and potential goods movement priority features.

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment (IA) Act. MTO is preparing an Initial Project Description (IPD), which covers preliminary consultation and engagement, the need for the project, potential alternatives, existing and future conditions, and the studies being undertaken to inform the potential changes as a result of the project. The Impact Assessment Agency of Canada (IAAC) will use the IPD to inform their decision on whether a Federal IA of the project is required. Submission of the IPD to IAAC is anticipated in early 2022.

**PUBLIC INFORMATION CENTRE (PIC):** You are invited to attend an upcoming Public Information Centre (PIC) to help shape the content of the IPD and to ensure that your community's interests are captured appropriately in the IPD prior to submission to IAAC. This meeting will exclusively focus on sharing the reason for the Federal designation, reviewing the IA process, discussing the technical studies being added to the project in response to the Federal designation, obtaining your feedback on our understanding of the socio-economic contexts of your communities, and obtaining your feedback on our understanding of the key issues raised by stakeholders in your communities and Indigenous communities and how we are addressing them through the project. The PIC will be conducted as an online session hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date.

**December 7, 2021 – Peel Region**  
6:00 p.m. to 9:00 p.m.

**December 9, 2021 – York Region**  
6:00 p.m. to 9:00 p.m.

**December 14, 2021 – Halton Region**  
6:00 p.m. to 9:00 p.m.



To register for the PIC, please visit [www.gta-west.com/consultation-2](http://www.gta-west.com/consultation-2) and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message on the toll-free telephone line at 1-877-522-6916 or e-mail [project\\_team@gta-west.com](mailto:project_team@gta-west.com). For the best experience, we encourage you to join the PIC on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the PIC through your telephone. A recording of the event will be posted on the project website. Again, this PIC will focus on the Federal IA process for the project and questions regarding the Provincial EA should be submitted separately to the Project Team.

**COMMENTS:** Comments and input regarding the project are encouraged. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record. Project information is available at [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

## AVIS DU GOUVERNEMENT DE L'ONTARIO

### AVIS DE SÉANCE D'INFORMATION PUBLIQUE AU SUJET DU PROCESSUS D'ÉVALUATION D'IMPACT FÉDÉRAL PORTANT SUR LE PROJET D'AUTOROUTE 413

**LE PROJET :** Le ministère des Transports de l'Ontario (MTO) en est à la phase 2 du projet de planification du tracé, de conception préliminaire et d'évaluation environnementale (EE) du corridor de transport de l'autoroute 413, autrefois appelé « étude du projet RGT ouest ». Sur la base des recommandations tirées de la phase 1, l'EE a pour but de définir le tracé et l'emplacement des échangeurs et de terminer la conception préliminaire d'un nouveau corridor de transport à l'intérieur de la zone couverte par l'étude de planification du tracé. Le projet d'autoroute et de corridor de transport en commun prévoit une autoroute de série 400, un corridor de transport en commun et d'éventuels éléments de priorité au transport des marchandises.

Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a désigné le projet d'autoroute 413 en vertu de la *Loi sur l'évaluation d'impact* (EI). Le MTO prépare actuellement une description de projet (DP) initiale, qui aborde les consultations et la mobilisation préliminaires, la nécessité du projet, les solutions de rechange possibles, les conditions actuelles et futures et les études entreprises pour éclairer les changements qui pourraient découler du projet. L'Agence d'évaluation d'impact du Canada (AEIC) se fondera sur la DP initiale pour décider d'imposer ou non une EE fédérale. La DP initiale devrait normalement être soumise à l'AEIC au début de 2022.

**SÉANCE D'INFORMATION PUBLIQUE :** Nous vous invitons à participer à une prochaine séance d'information publique afin de contribuer au contenu de la DP initiale et de faire en sorte que les intérêts de votre collectivité soient adéquatement formulés dans la DP initiale avant que l'AEIC en prenne connaissance. Cette réunion portera uniquement sur les raisons qui justifient la désignation fédérale, l'examen du processus d'EE et les études techniques ajoutées au projet en réponse à la désignation fédérale. Elle vise en outre à recueillir vos commentaires sur notre compréhension du contexte socioéconomique de votre collectivité et vos commentaires sur notre compréhension des principaux problèmes soulevés par les parties prenantes de votre collectivité et des communautés autochtones, et sur ce que nous faisons pour les régler dans le cadre du projet. La séance d'information publique aura lieu en ligne, sur la plateforme Zoom, et les documents présentés à chaque séance auront trait spécifiquement à la région à laquelle s'adresse chacune des séances.

7 décembre 2021 – région de Peel  
de 18 h à 21 h

9 décembre 2021 – région de York  
de 18 h à 21 h

14 décembre 2021 – région de Halton  
de 18 h à 21 h



Pour vous inscrire à la séance d'information publique, veuillez visiter le [www.gta-west.com/consultationpublique](http://www.gta-west.com/consultationpublique) et cliquer sur le lien d'inscription Zoom qui se trouve sous la section *Prochaines occasions de s'exprimer*. Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message, ou envoyer un courriel à [project\\_team@gta-west.com](mailto:project_team@gta-west.com). Nous vous encourageons à utiliser un appareil électronique pour participer à la séance sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter la séance sur votre téléphone. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet. Encore une fois, cette séance d'information publique portera sur le processus d'EI fédéral du projet. Toute question ayant trait à l'EE provinciale doit être soumise séparément à l'équipe de projet.

**COMMENTAIRES :** Nous vous encourageons à soumettre vos commentaires et vos observations au sujet du projet. Ces commentaires seront conservés pour référence au cours du projet et pourraient être inclus dans les documents de projet. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Les renseignements sur le projet peuvent être consultés au [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

November 12, 2021

[MP and MPP letter template]

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

**RE: Notice of Public Information Centre – Focused on the Federal Impact Assessment Process for the Highway 413 Project**

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Project, formerly known as the GTA West Study. Building on the recommendations from Stage 1, the EA is identifying the route, determining interchange locations and completing the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed mapping). The new highway and transitway will include: a 400-series highway, transitway and potential goods movement priority features.

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment (IA) Act. MTO is preparing an Initial Project Description (IPD), which covers preliminary consultation and engagement, the need for the project, potential alternatives, existing and future conditions, and the studies being undertaken to inform the potential changes as a result of the project. The Impact Assessment Agency of Canada (IAAC) will use the IPD to inform their decision on whether a Federal IA of the project is required. Submission of the IPD to IAAC is anticipated in early 2022.

**You are invited to attend an upcoming Public Information Centre (PIC) to help shape the content of the IPD and to ensure that your community's interests are captured appropriately in the IPD prior to submission to IAAC.** This meeting will exclusively focus on sharing the reason for the Federal designation, reviewing the IA process, discussing the technical studies being added to the project in response to the Federal designation, obtaining feedback on our understanding of the socio-economic contexts of the communities, and obtaining feedback on our understanding of the key issues raised by stakeholders in the communities and Indigenous communities and how we are addressing them through the project. The PIC will be conducted as an online session hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date.

**December 7, 2021 – Peel Region**

6:00 p.m. to 9:00 p.m.

**December 9, 2021 – York Region**

6:00 p.m. to 9:00 p.m.

**December 14, 2021 – Halton Region**

6:00 p.m. to 9:00 p.m.

To register for the PIC, please visit [www.gta-west.com/consultation-2](http://www.gta-west.com/consultation-2) on November 19, 2021 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message on the toll-free telephone line at 1-877-522-6916 or e-mail [project\\_team@gta-west.com](mailto:project_team@gta-west.com). For the best experience, we encourage you to join the PIC on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the PIC through your telephone. A recording of the event will be posted on the project website. Again, this PIC will focus on the Federal Impact Assessment process for the study and questions regarding the Provincial EA should be submitted separately to the Project Team at the telephone number or e-mail provided above.

The enclosed notice will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Turtle Island News	Wednesday November 24, 2021
Two Row Times	Wednesday November 24, 2021
Mississauga/Toronto Le Métropolitain*	Thursday November 25, 2021
Mississauga News	Thursday November 25, 2021
Caledon Citizen	Thursday November 25, 2021
Vaughan Citizen	Thursday November 25, 2021
King Township Sentinel	Thursday November 25, 2021
Georgetown Acton Independent Free Press	Thursday November 25, 2021
Milton Canadian Champion	Thursday November 25, 2021
Guelph Tribune	Thursday November 25, 2021
Erin Advocate	Thursday November 25, 2021
(Bolton) Caledon Enterprise	Thursday November 25, 2021
Brampton Guardian	Thursday November 25, 2021
Toronto L'express*	Friday November 26, 2021
Toronto Star	Saturday November 27, 2021

\* Published in French

Comments and input regarding the project are encouraged. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record. Project information is available at [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

**Hossein Hosseini, P.Eng., PMP**

Highway 413 Project, MTO Project Manager  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Chris Barber, MTO  
Keith Cherneski, MTO  
Mara Bullock, WSP  
Britta Patkowski, AECOM

Encl. Highway 413 Project Route Planning Study Area Map with the Preferred Route Overlay  
Ontario Government Notice

## Highway 413 Project Route Planning Study Area with the Preferred Route Overlay



November 22, 2021

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

[External (Municipalities and Agencies) – Letter Template]

Dear «First\_Name» «Last\_Name»:

**RE: Notice of Public Information Centre – Focused on the Federal Impact Assessment Process for the Highway 413 Project**

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Project, formerly known as the GTA West Study. Building on the recommendations from Stage 1, the EA is identifying the route, determining interchange locations and completing the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed mapping). The new highway and transitway will include: a 400-series highway, transitway and potential goods movement priority features.

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment (IA) Act. MTO is preparing an Initial Project Description (IPD), which covers preliminary consultation and engagement, the need for the project, potential alternatives, existing and future conditions, and the studies being undertaken to inform the potential changes as a result of the project. The Impact Assessment Agency of Canada (IAAC) will use the IPD to inform their decision on whether a Federal IA of the project is required. Submission of the IPD to IAAC is anticipated in early 2022.

**To supplement to the project process, we are holding an additional Public Information Centre (PIC) to help shape the content of the IPD and to ensure that your interests, as a valued member of the Municipal Advisory Group (MAG) and/or Regulatory Agency Advisory Group (RAAG), are captured appropriately in the IPD prior to submission to IAAC.** This meeting will exclusively focus on sharing the reason for the Federal designation, reviewing the IA process, and discussing the technical studies being added to the project in response to the Federal designation. We encourage you to attend so that we can obtain your feedback on our understanding of the socio-economic context of local communities and on our understanding of the key issues raised by stakeholders, local communities, and Indigenous communities and how we are addressing them through the project. The PIC will be conducted as an online session hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date.

**December 7, 2021 – Peel Region**  
6:00 p.m. to 9:00 p.m.

**December 9, 2021 – York Region**  
6:00 p.m. to 9:00 p.m.

**December 14, 2021 – Halton Region**  
6:00 p.m. to 9:00 p.m.

To register for the PIC, please visit [www.gta-west.com/consultation-2](http://www.gta-west.com/consultation-2) and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message on the toll-free telephone line at 1-877-522-6916 or e-mail [project\\_team@gta-west.com](mailto:project_team@gta-west.com). For the best experience, we encourage you to join the PIC on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the PIC through your telephone. A recording of the event will be posted on the project website. Again, this PIC will focus on the Federal Impact Assessment process for the project and questions regarding the Provincial EA should be submitted separately to the Project Team at the telephone number or e-mail provided above. The next MAG and RAAG meetings will be held prior to the next regularly scheduled PIC, where we will present the preliminary design of the Preferred Route for comment.

Comments and input regarding the project are encouraged. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record. Project information is available at [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

---

**Hossein Hosseini, P.Eng., PMP**

Highway 413 Project, MTO Project Manager  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Chris Barber, MTO  
Keith Cherneski, MTO  
Mara Bullock, WSP  
Britta Patkowski, AECOM

Encl. Highway 413 Project Route Planning Study Area Map with the Preferred Route Overlay

Highway 413 Project Route Planning Study Area with the Preferred Route Overlay





22 novembre 2021

[PUBLIC ET PARTIES EXTERNES - French Translation]

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

External Groups and Agencies) – Letter Template

Madame, Monsieur «First\_Name» «Last\_Name»

**OBJET : Avis de séance d'information publique au sujet du processus d'évaluation d'impact fédéral portant sur le projet d'autoroute 413**

Le ministère des Transports de l'Ontario (MTO) en est à la phase 2 du projet de planification du tracé, de conception préliminaire et d'évaluation environnementale (EE) du corridor de transport de l'autoroute 413, autrefois appelé « étude du projet RGT ouest ». Sur la base des recommandations tirées de la phase 1, l'EE a pour but de définir le tracé et l'emplacement des échangeurs et de terminer la conception préliminaire d'un nouveau corridor de transport à l'intérieur de la zone couverte par l'étude de planification du tracé (voir la carte ci-jointe). Le projet d'autoroute et de corridor de transport en commun prévoit une autoroute de série 400, un corridor de transport en commun et d'éventuels éléments de priorité au transport des marchandises.

Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a désigné le projet d'autoroute 413 en vertu de la *Loi sur l'évaluation d'impact* (EI). Le MTO prépare actuellement une description de projet (DP) initiale, qui aborde les consultations et la mobilisation préliminaires, la nécessité du projet, les solutions de rechange possibles, les conditions actuelles et futures et les études entreprises pour éclairer les changements qui pourraient découler du projet. L'Agence d'évaluation d'impact du Canada (AEIC) se fondera sur la DP initiale pour décider d'imposer ou non une EE fédérale. La DP initiale devrait normalement être soumise à l'AEIC au début de 2022.

**Nous vous invitons à participer à une prochaine séance d'information publique afin de contribuer au contenu de la DP initiale et de faire en sorte que les intérêts de votre collectivité soient adéquatement formulés dans la DP initiale avant que l'AEIC en prenne connaissance.** Cette réunion portera uniquement sur les raisons qui justifient la désignation fédérale, l'examen du processus d'EE et les études techniques ajoutées au projet en réponse à la désignation fédérale. Elle vise en outre à recueillir vos commentaires sur notre compréhension du contexte socioéconomique de votre collectivité et vos commentaires sur notre compréhension des principaux problèmes soulevés par les parties prenantes de votre collectivité et des communautés autochtones, et sur ce que nous faisons pour les régler dans le cadre du projet. La séance d'information publique aura lieu en ligne, sur la plateforme Zoom, et les documents présentés à chaque séance auront trait spécifiquement à la région à laquelle s'adresse chacune des séances.

7 décembre 2021 – région de  
Peel  
de 18 h à 21 h

9 décembre 2021 – région de  
York  
de 18 h à 21 h

14 décembre 2021 – région de  
Halton  
de 18 h à 21 h

Pour vous inscrire à la séance d'information publique, veuillez visiter le [www.gta-west.com/consultationpublique](http://www.gta-west.com/consultationpublique) et cliquer sur le lien d'inscription Zoom qui se trouve sous la section **Prochaines occasions de s'exprimer**. Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le **1-877-522-6916 et laisser un message, ou envoyer un courriel à [project\\_team@gta-west.com](mailto:project_team@gta-west.com)**. Nous vous encourageons à utiliser un appareil électronique pour participer à la séance sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter la séance sur votre téléphone. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet. Encore une fois, cette séance d'information publique portera sur le processus d'évaluation d'impact fédéral du projet. Toute question ayant trait à l'EE provinciale doit être soumise séparément à l'équipe de projet, au numéro de téléphone ou à l'adresse courriel ci-dessus.

Nous vous encourageons à soumettre vos commentaires et vos observations au sujet du projet. Ces commentaires seront conservés pour référence au cours du projet et pourraient être inclus dans les documents de projet. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Les renseignements sur le projet peuvent être consultés au [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,

---

#### **Hossein Hosseini, P.Eng., PMP**

Projet d'autoroute 413, gestionnaire de projet du MTO

1-877-522-6916

[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

c. c. : Chris Barber, MTO  
Keith Cherneski, MTO  
Mara Bullock, WSP  
Britta Patkowski, AECOM

Pièce jointe : Carte de la zone couverte par l'étude de planification du tracé du projet d'autoroute 413 avec superposition du tracé privilégié

Carte de la zone couverte par l'étude de planification du tracé du projet d'autoroute 413 avec superposition du tracé privilégié



November 22, 2021

[INDIGENOUS COMMUNITIES]

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

**RE: Notice of Public Information Centre – Focused on the Federal Impact Assessment Process for the Highway 413 Project**

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Project, formerly known as the GTA West Study. Building on the recommendations from Stage 1, the EA is identifying the route, determining interchange locations and completing the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed mapping). The new highway and transitway will include: a 400-series highway, transitway and potential goods movement priority features.

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment (IA) Act. MTO is preparing an Initial Project Description (IPD), which covers preliminary consultation and engagement, the need for the project, potential alternatives, existing and future conditions, and the studies being undertaken to inform the potential changes as a result of the project. The Impact Assessment Agency of Canada (IAAC) will use the IPD to inform their decision on whether a Federal IA of the project is required. Submission of the IPD to IAAC is anticipated in early 2022.

**MTO would like to offer a meeting with representatives from your community to share the material from an upcoming Public Information Centre (PIC) in which the public is being invited to help shape the content of the IPD and to ensure that their community's interests are captured appropriately in the IPD prior to submission to the Agency. Information pertaining to the Federal IA process has been shared with Indigenous communities either in meetings or via e-mail.**

**The purpose of this meeting would be to share PIC information and seek your community's input to discuss and understand the specific interests your community may have in participating in the Federal IA process and to inform the preliminary design of the Preferred Route for Highway 413.**

**The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:**

1. Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);
2. Provide you with a copy of the presentation slide deck from the PIC for information; or
3. Postpone the in-person meeting until the COVID-19 restrictions have been lifted.

**Please let us know what your preference is by contacting myself at 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca).**

We welcome your comments and input regarding the project. MTO values ongoing and meaningful dialogue, two-way communication, and fostering strong relationships with your community. Thank you for considering this meeting invitation. We look forward to hearing from you. Materials will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the Ontario EA Act. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.

The PIC with the public will exclusively focus on sharing the reason for the Federal designation, reviewing the IA process, discussing the technical studies being added to the project in response to the Federal designation, obtaining their feedback on our understanding of the socio-economic contexts of their communities, and obtaining their feedback on our understanding of the key issues raised by stakeholders in their communities and Indigenous communities and how we are addressing them through the project. The PIC will be conducted as an online session hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date.

**December 7, 2021 – Peel Region**  
6:00 p.m. to 9:00 p.m.

**December 9, 2021 – York Region**  
6:00 p.m. to 9:00 p.m.

**December 14, 2021 – Halton Region**  
6:00 p.m. to 9:00 p.m.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 437-771-5385 or [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca). Project information is available on the project website: [www.gta-west.com](http://www.gta-west.com).

Thank you for your cooperation and assistance.

Sincerely,

**Hossein Hosseini, P.Eng., PMP**

Highway 413 Project, MTO Project Manager  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Chris Barber, MTO Senior Environmental Planner, [chris.barber@ontario.ca](mailto:chris.barber@ontario.ca)  
Keith Cherneski, MTO Senior Environmental Planner, [Keith.Cherneski@ontario.ca](mailto:Keith.Cherneski@ontario.ca)  
Leslie Currie, MTO Indigenous Liaison, [Leslie.Currie@ontario.ca](mailto:Leslie.Currie@ontario.ca)  
Mara Bullock, WSP Project Manager, [Mara.Bullock@wsp.com](mailto:Mara.Bullock@wsp.com)  
Britta Patkowski, AECOM Consultation and Engagement Lead, [britta.patkowski@aecom.com](mailto:britta.patkowski@aecom.com)  
Catherine Gentile, WSP Environment Lead, [catherine.gentile@wsp.com](mailto:catherine.gentile@wsp.com)  
Lindsey McDonald, AECOM, Senior Socio-Economic Specialist,  
[lindsey.mcdonald@aecom.com](mailto:lindsey.mcdonald@aecom.com)

## Highway 413 Project Route Planning Study Area with the Preferred Route Overlay



Highway 413 Project Route  
Planning Study Area  
Preferred Route

November 22, 2021

[Municipal Advisory Group/Regulatory Agency Advisory Group]

«First\_Name» «Last\_Name»  
«Job\_Title»  
«CompanyOrg»  
«Address»  
«City», «Prov» «Postal\_code»

Dear «First\_Name» «Last\_Name»:

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**To supplement to the project process, we are holding an additional Public Information Centre (PIC) to help shape the content of the IPD and to ensure that your interests, as a valued member of the Municipal Advisory Group (MAG) and/or Regulatory Agency Advisory Group (RAAG), are captured appropriately in the IPD prior to submission to IAAC.** This meeting will exclusively focus on sharing the reason for the Federal designation, reviewing the IA process, and discussing the technical studies being added to the project in response to the Federal designation. We encourage you to attend so that we can obtain your feedback on our understanding of the socio-economic context of local communities and on our understanding of the key issues raised by stakeholders, local communities, and Indigenous communities and how we are addressing them through the project. The PIC will be conducted as an online session hosted through the Zoom platform and the materials for each event will be specific to the regions identified for each meeting date.

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Sincerely,

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**Hossein Hosseini, P.Eng., PMP**

Highway 413 Project, MTO Project Manager  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc: Chris Barber, MTO  
Keith Cherneski, MTO  
Mara Bullock, WSP  
Britta Patkowski, AECOM

Encl. Highway 413 Project Route Planning Study Area Map with the Preferred Route Overlay

Highway 413 Project Route Planning Study Area with the Preferred Route Overlay



November 22, 2021 [Community Advisory Group/Greenbelt Transport. Advisory Group]

To Whom It May Concern,

**RE: Notice of Public Information Centre – Focused on the Federal Impact Assessment Process for the Highway 413 Project**

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Comments and input regarding the project are encouraged. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record. Project information is available at [www.gta-west.com](http://www.gta-west.com). Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

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**Hossein Hosseini, P.Eng., PMP**

Highway 413 Project, MTO Project Manager  
1-877-522-6916  
[project\\_team@gta-west.com](mailto:project_team@gta-west.com)

cc:     Chris Barber, MTO  
         Keith Cherneski, MTO  
         Mara Bullock, WSP  
         Britta Patkowski, AECOM

Encl. Highway 413 Project Route Planning Study Area Map with the Preferred Route Overlay

Highway 413 Project Route Planning Study Area with the Preferred Route Overlay



# B

## PIC #3 Presentation Slides

- Peel Region (December 7, 2021)
- York Region (December 9, 2021)
- Halton Region (December 14, 2021)



# **Highway 413 Transportation Corridor Route Planning and Preliminary Design Project – Federal Impact Assessment Process**

## **Public Information Centre – Peel Region**

**December 7, 2021**

# Agenda

- Overview of the Highway 413 Project.
- Federal Impact Assessment (IA) Process.
- Socio-economic contexts of your communities.
- Key issues raised by stakeholders and how we are addressing them.
- Technical studies added to meet Federal requirements.
- Indigenous community engagement and consultation.
- Next steps.

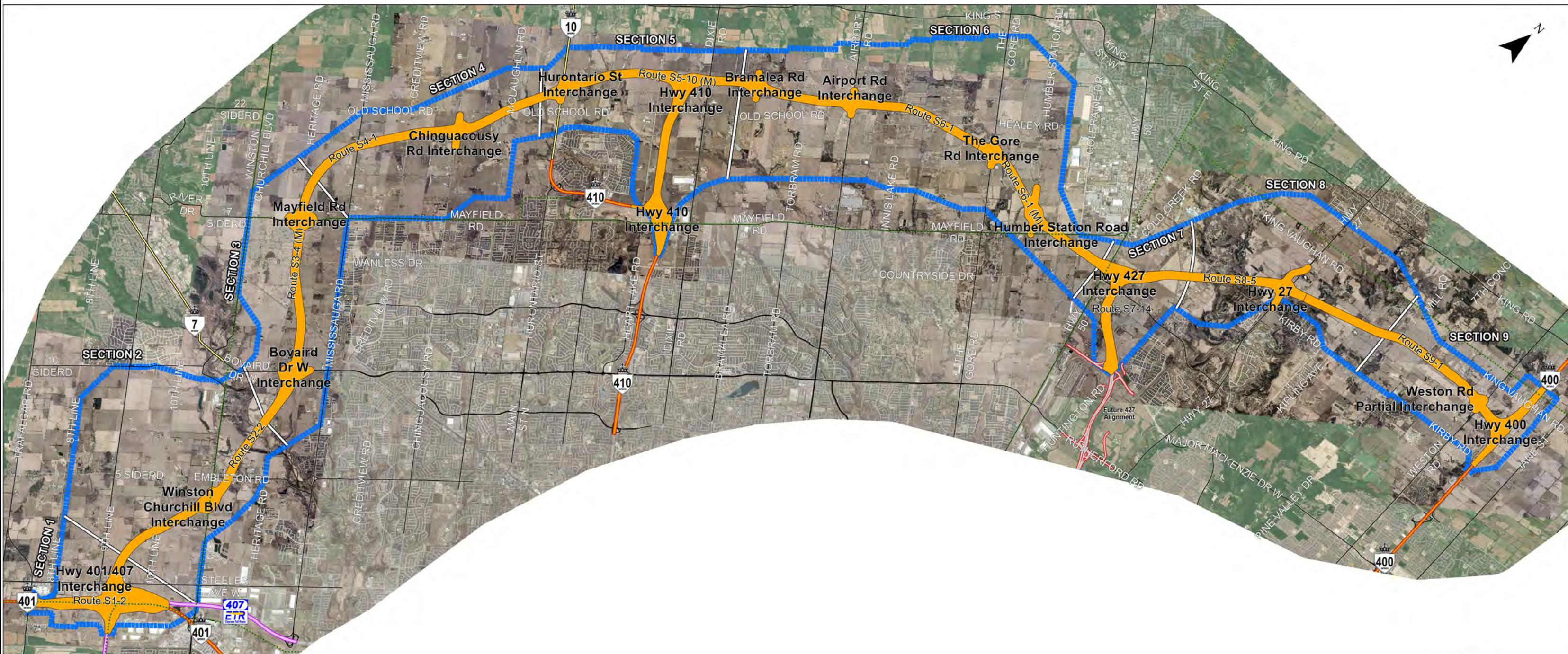


# Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- All attendees web cameras and microphones will be turned off.
- To answer a question or provide a comment, please use the Q&A box.
- Comments/themes submitted through the Q&A box tonight may be included in the Initial Project Description.
- This event is being recorded.

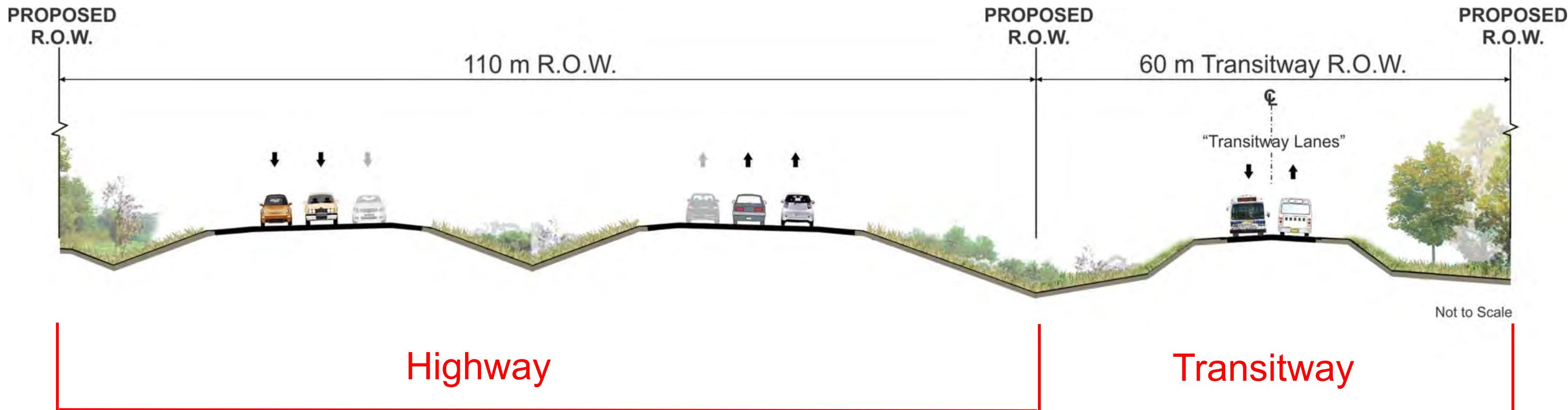
# Highway 413 Project Overview

# Preferred Route



Route Planning Study  
Area

Preferred Route and  
Interchange  
Locations



- 4 - to 6-lane highway with a separate adjacent transitway.
- Proposed right-of-way will be 170m (highway = 110m, transitway = 60m).
- The transitway will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
  - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 410, Highway 427, and Highway 400.

# Potential Goods Movement Priority Features



Truck Only Lanes

[freightwaves.com](http://freightwaves.com)

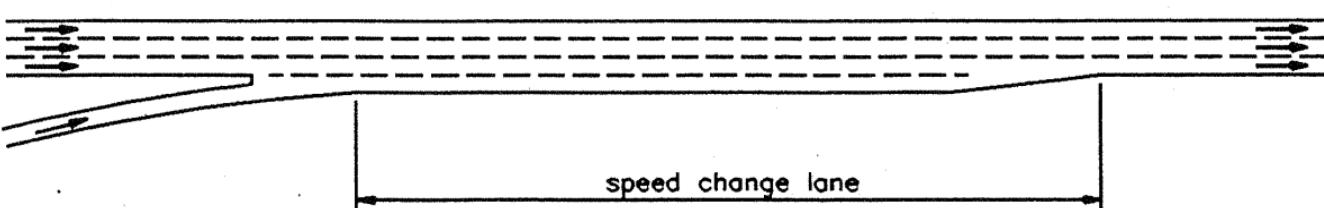


Intelligent Transportation Systems  
Features (variable message signs,  
real time traveler information)



Truck Parking Facilities

[hornlogistic.com](http://hornlogistic.com)



Enhanced Design to Accommodate  
Long Combination Vehicles

[semanticscholar.org](http://semanticscholar.org)

Longer Speed Change Lanes



Enforcement Features  
(weight and inspection  
stations)

[bristoltruckrentals.com](http://bristoltruckrentals.com)

# Federal Impact Assessment Process Overview

# The Federal Impact Assessment (IA) Process

- On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal IA Act.
- It is a planning and decision-making tool used to assess:
  - Positive and negative environmental, economic, health, and social effects of proposed projects.
  - Impacts to Indigenous peoples and communities and their Aboriginal and treaty rights.



# SAR and the Federal IA Designation

- The Agency feels the Project may cause adverse direct or incidental effects on the habitat of 3 federally-listed species-at-risk (SAR) on non-federal lands.
  - Species were considered in the route evaluations in accordance with their provincial ESA status:

Species	Provincial ESA Status	Federal SARA Status	Observed In Study Area
Rapids Clubtail	Endangered	Endangered	Yes
Western chorus frog	Not At Risk	Threatened	Yes
Red-headed woodpecker	Special Concern, expected to be uplisted	Endangered	No

Legend: Endangered Species Act (ESA), Species at Risk Act (SARA)

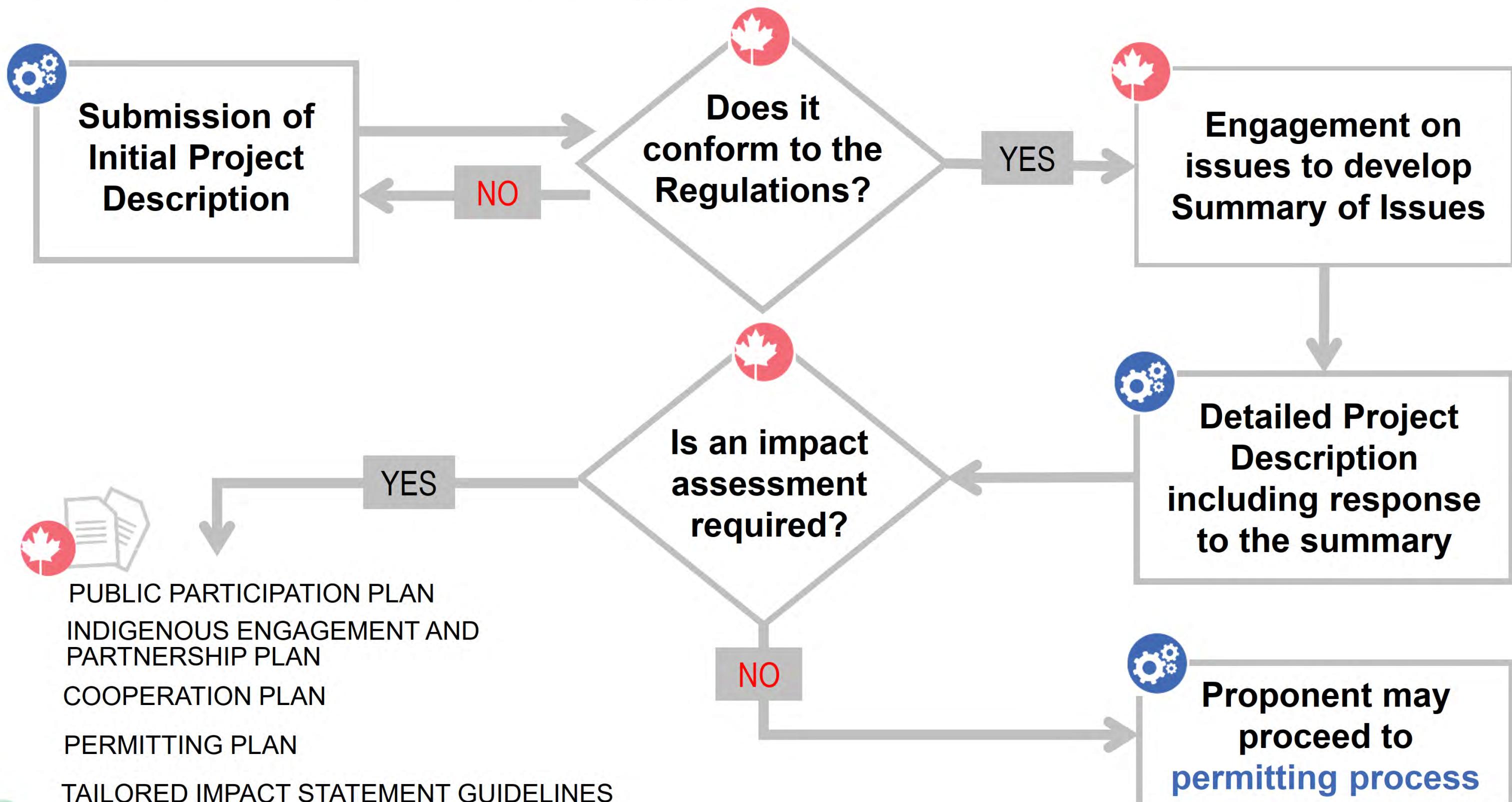
- Additional analysis is required.



# Five Phases



# Phase 1: Planning



IMPACT ASSESSMENT AGENCY OF CANADA

16

# Initial Project Description

- The Initial Project Description will cover:
  - The consultation and engagement undertaken to date.
  - The need for the Project.
  - Potential alternatives.
  - Existing and future conditions.
  - The studies being undertaken to inform the potential changes as a result of the Project.

# Socio-Economic Contexts of Your Communities

# Social, Economic, and Health Context Overview

As part of the pre-planning stage for the IPD, social, economic, and health studies are being conducted for the following regions & municipalities:

3 Regions:

- York, Peel, and Halton

7 Municipalities:

- Vaughan, King, Mississauga, Brampton, Caledon, Halton Hills, Milton

# Social, Economic, and Health Studies

IPD will provide a snapshot for each municipality, based on publicly available information, and feedback collected through community engagement.

For each region and municipality, studies include information on:

- Population (e.g., age, visible minority).
- Land Use (e.g., current and future).
- Local Economy (e.g., labour force, income, commuting).
- Visual Aesthetics (e.g., viewing experience).
- Health (e.g., perceived health, emergency services).



# Peel Region

Highway 413 Study Area passes through:



- City of Brampton, City of Mississauga, and Town of Caledon

The following data is for each census amalgamation as per the 2016 Census:

Municipality	Population 2016	Population 2011	% of Population change	Actual number (Population change)	Land size (area in square km)	Population Density ( per square km)
Regional Municipality of Peel	1,381,739	1,296,809	6.5	84,930	1,247.95	1,108.10
City of Mississauga	721,599	713,443	1.1	8,156	2467.60	292.43
City of Brampton	593,638	523,906	13.3	69,732	266.36	2,228.70
Town of Caledon	66,502	59,460	11.8	7,042	688.16	96.60

Transportation Infrastructure:

- Roads: 7 Provincial 400-series highways (Highway 401, 403, QEW, 407 ETR, 409, 410, and 427), regional and local roads.
- Public Transportation (commuter bus and rail): MiWay (Mississauga) Transit, Brampton Transit, GO Transit, TTC (in some areas).

# Peel Region: Quick Facts\*



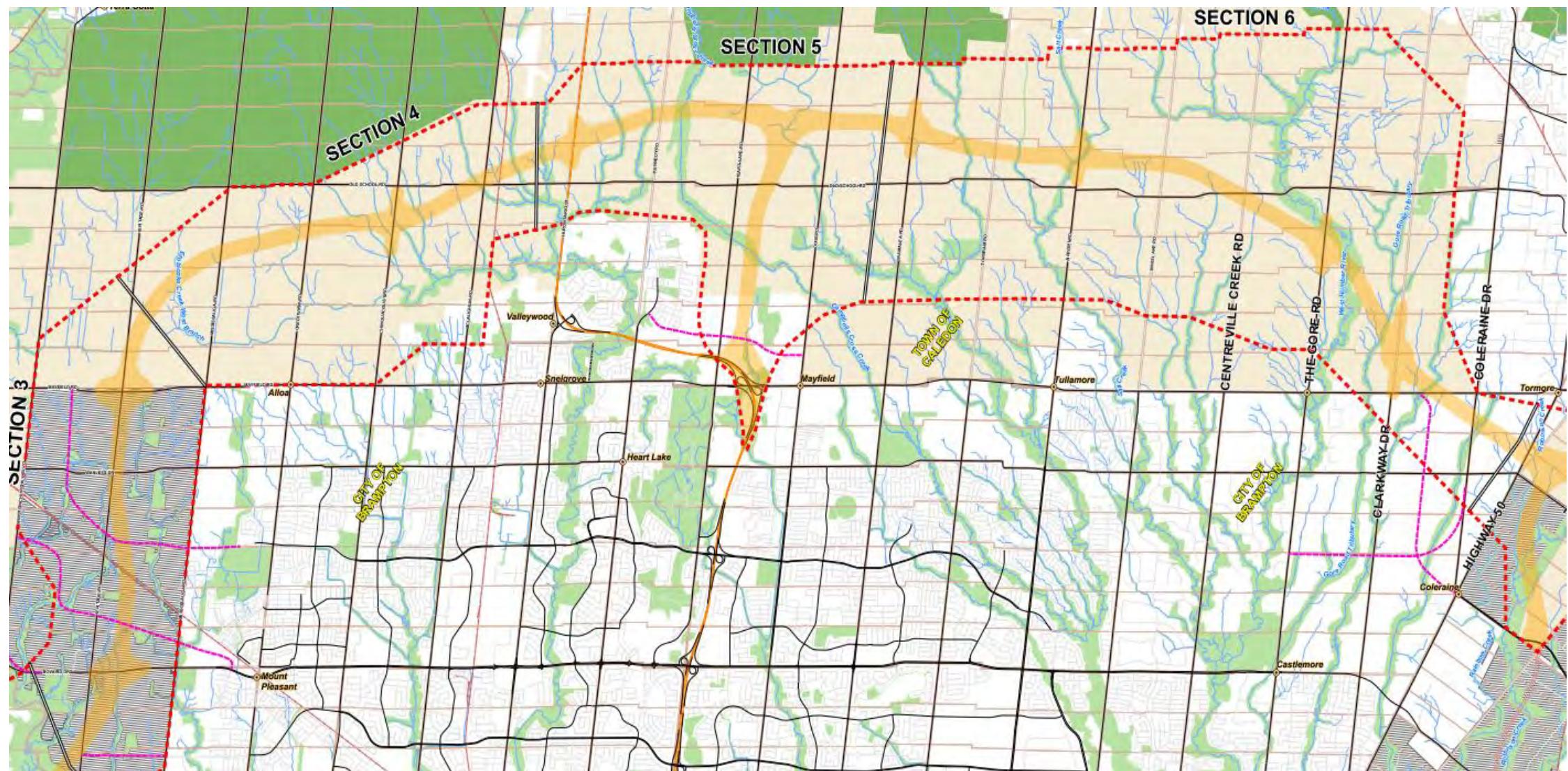
- 70.3% visible minority in Brampton, 18.7% in Caledon.
- Lowest unemployment rate was in Caledon at 4.2%, vs the Ont. Rate of 4.7%.
- Median income: Peel **\$86,233**, Mississauga **\$83,018**, Brampton **\$87,290**, Caledon **\$113,651**.
- Overall perceived physical health: 57.7% reported very good or excellent.
- The only Greenbelt and Environmental Policy Areas (the Credit River) are in Brampton.

\* The data presented is for each census amalgamation, as per the 2016 Census

# Peel Region

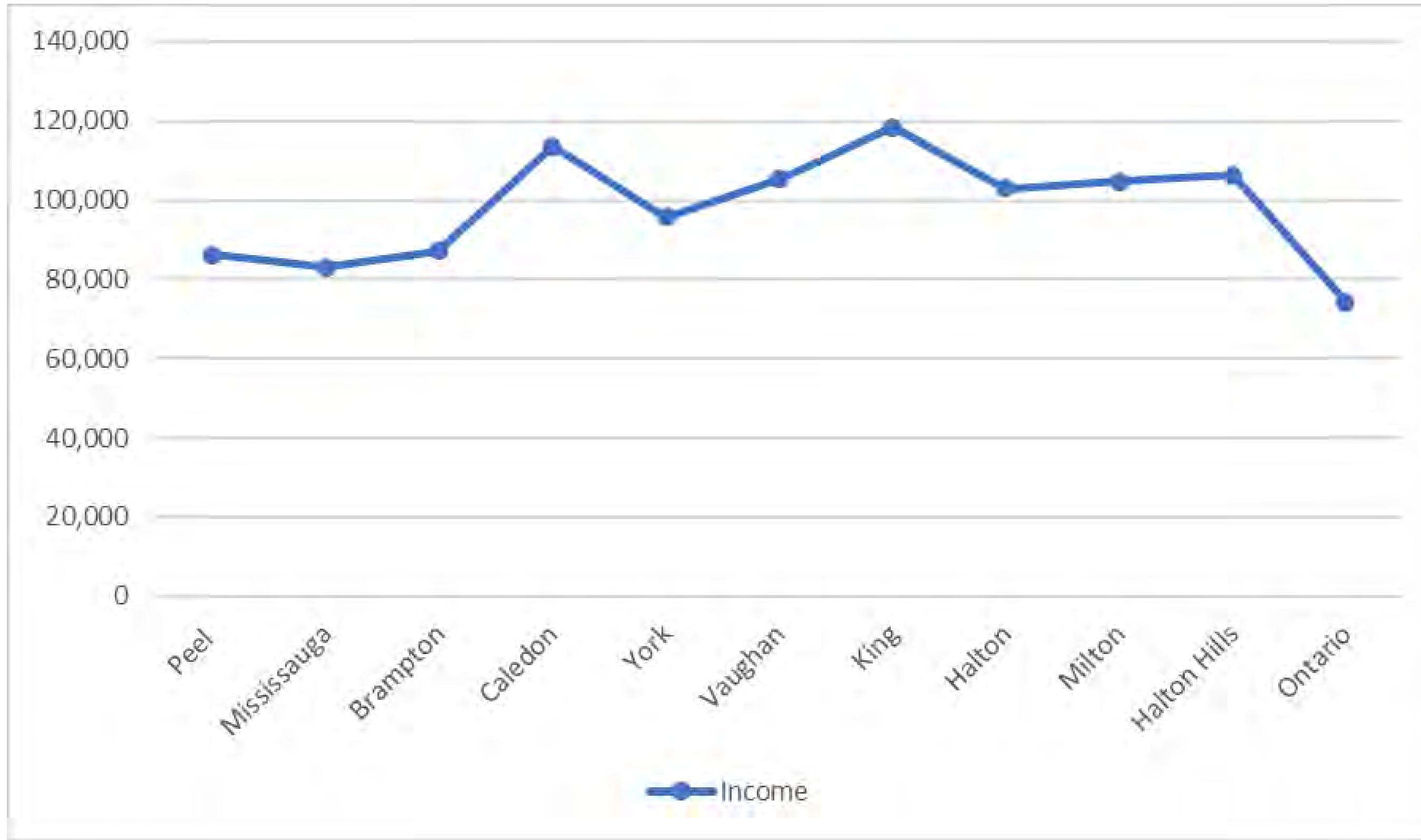
Some of the services the Region is responsible for:

- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services



# Economy of Highway 413 Municipalities

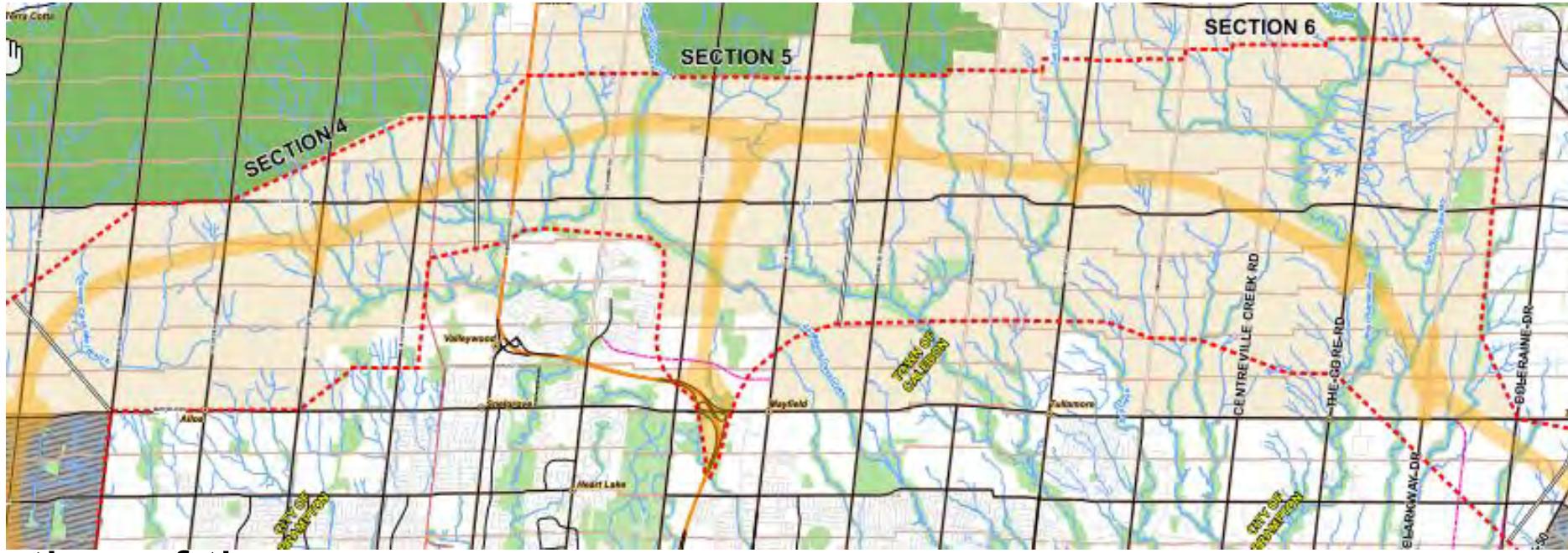
## Median Total Income for Highway 413 Communities, 2016



Statistics Canada (2016)

# Existing and Future Land Use Across All Municipalities

## Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



### LEGEND

- Base Features**
- Town or Community
  - Route Planning Study Area
  - Focused Analysis Area
  - Lot / Concession
  - Watercourse
  - Municipal Boundary
  - Section Limits
- Roads**
- Freeway
  - Future Highway 427 Extension
  - 407 ETR
  - Highway
  - Arterial Road
  - Local Road
  - Railway
  - Planned Municipal Improvements
- Route Alternatives**
- Preferred Route
- Generalized Land Use Designations**
- Greenbelt - Protected Countryside
  - Oak Ridges Moraine
  - Future Urban Area
  - Environmental Policy Area
  - Agricultural Area

# Economy of Highway 413 Municipalities

## Commuting Distance By Community

Time	Municipality
15-29 minutes	• Peel • Mississauga • Brampton • York • Vaughan • Halton • Provincial Average
30-44 minutes	• Caledon • King • Milton • Halton Hills

### Peak Travel Time

Most common timeframe for commuting to work for all municipalities: from 7:00 am to 7:59 a.m.

**Question A.**  
**Are there any other statistics or  
data that you feel has important  
implications to the Highway 413  
Project?**

# **Summary of Key Issues Raised by Stakeholders and Indigenous Communities**

# Natural Environment



Does not conform to the Greenbelt Plan.

Greenbelt Plan permits new corridors provided it serves the growth and economic development.



Concern about impacts to Greenbelt lands and loss of agricultural lands.

Use design principles from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* where impacts are unavoidable.

Undertake an Agricultural Impact Assessment.



Potential effects on fish and fish habitat, wildlife and vegetation.

Fieldwork and consultation with agencies to understand how to avoid, mitigate or compensate for impacts.

Mitigation measures will be conditions of receiving permits.



Potential effects on Federally listed Species at Risk.

Meet the legislative requirements of *Endangered Species Act* and *Species At Risk Act*. Obtain permits or approvals during the detailed design stage. Conditions of approval may include mitigation, compensation, monitoring, consultation.



MTO should commit to a voluntary project review (VPR) process with the TRCA and CVC.

MTO will adopt the VPR process as a pilot project with both the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC).

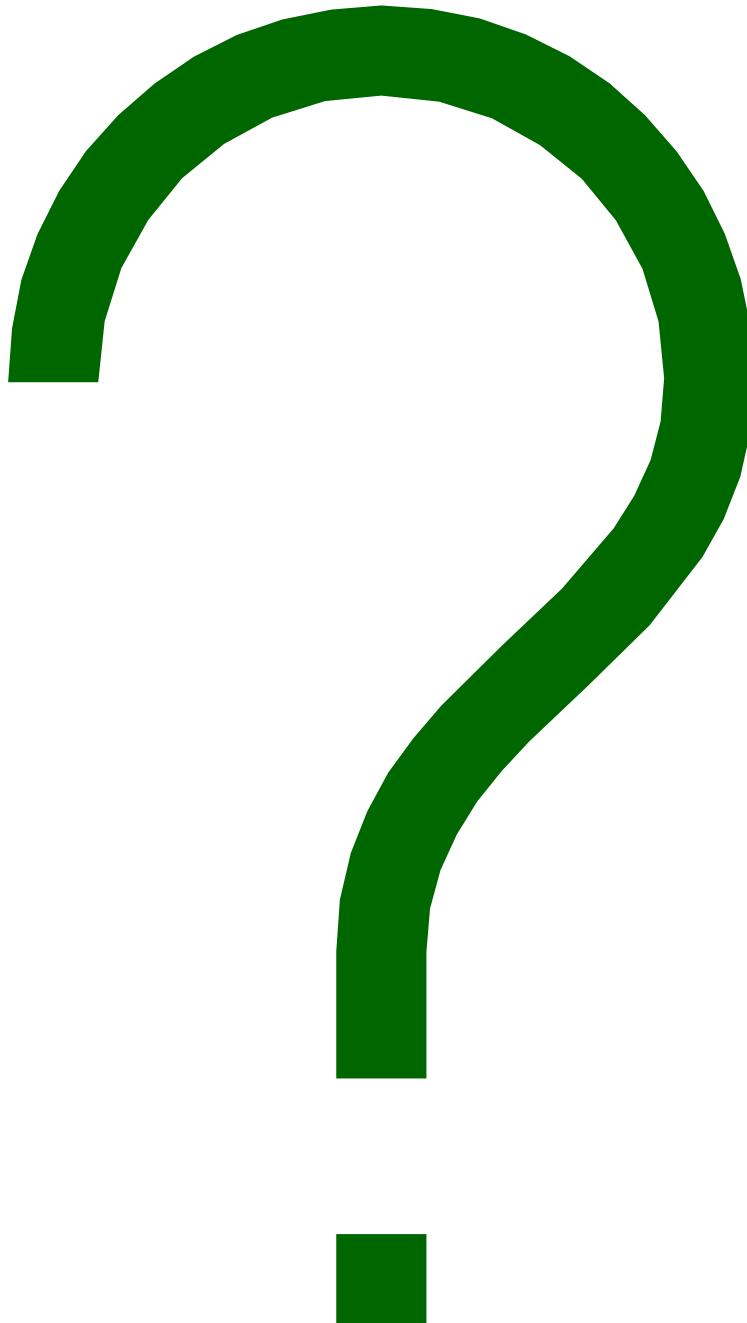


Concern about environmental costs of the project (i.e., ecosystem services).

The evaluation of the short-listed route alternatives included potential impacts to ecosystem services.

Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

# Poling Question



# Socio-Economic Environment



Potential health and socio-economic impacts from the effects on greenspace and aesthetics, municipal infrastructure, and private property.

Community Value Plan will incorporate public input.

Use design principles from the Greenbelt Guideline where impacts are unavoidable.

Meeting with municipal staff to incorporate feedback in preliminary design.

Will meet with impacted landowners.



Potential impacts to human health from changes in air quality, climate change and noise.

Air Quality Impact Assessment will be prepared in accordance with MTO's Environmental Guide for Air Quality and GHGs, and analyze GHG emissions related to construction and operation.

Noise impact assessment will be undertaken according to MTO's Environmental Guide for Noise.

A Human Health Impact Scoping Report will be prepared to inform the need for further study.



Potential impacts to human health from changes in drinking water/wells.

Impacts to groundwater resources and users are being evaluated through completion of hydrogeological studies and contamination and waste management studies. Approvals for groundwater taking will be verified.



Potential impacts to aesthetics and local recreation.

Community Value Plan will incorporate public input.

Considering connections to conservation authority managed trails and municipal trails at transit stations and where municipal roads cross the corridor.



The project only benefits developers.

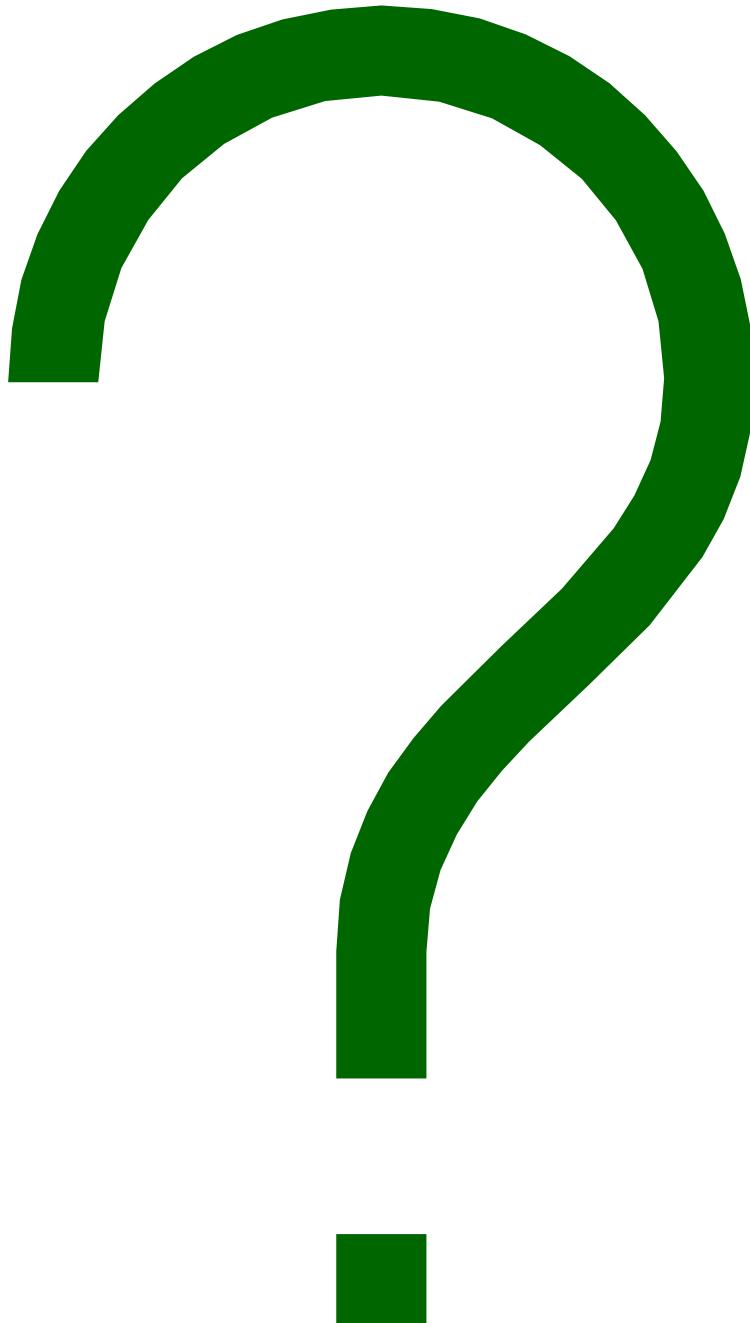
Many developers have an interest in the project as they did their long-term planning and purchased land in the vicinity of a planned corridor. Developers have differing opinions and are being treated the same as all of our stakeholders.



Whitebelt lands should be preserved for near-urban farming and horticulture, water recharge, riparian habitat, recreation and development within existing municipal boundaries.

Whitebelt lands are important for future economic expansion and will be the location of future infrastructure (e.g. municipal and provincial transportation, residential, industrial, etc.) regardless of whether Highway 413 is built, subject to applicable permit and approval processes.

# Poling Question



# Cultural Heritage, Indigenous Communities, Consultation and Process



Potential impacts from loss of built heritage resources and cultural heritage landscapes.

Cultural Heritage Assessment will document existing conditions, and outline next steps for determining any potential effects to physical and cultural heritage.



Cumulative effects on the exercise of Section 35 rights of Indigenous peoples of Canada.

A cumulative effects assessment will document the changes to the environment, health, social and economic conditions as a result of the Project's residual effects from other past, present and reasonably foreseeable activities that overlap the study area.

Potential impacts on Aboriginal, treaty and asserted rights will focus on topics identified by Indigenous communities.



Insufficient Indigenous community engagement.

Develop community-specific consultation and engagement plans with Indigenous communities that express an interest in participating, and provide customized participant support, as needed.



Concern that the province is trying to fast-track the environmental assessment (EA) process.

MECP proposed a regulation to create a more efficient EA resulting in shorter timelines. MTO would still gather information about environmental conditions, predict and mitigate impacts, consult, and document decision-making. Provincial and Federal legislation and permitting still apply.

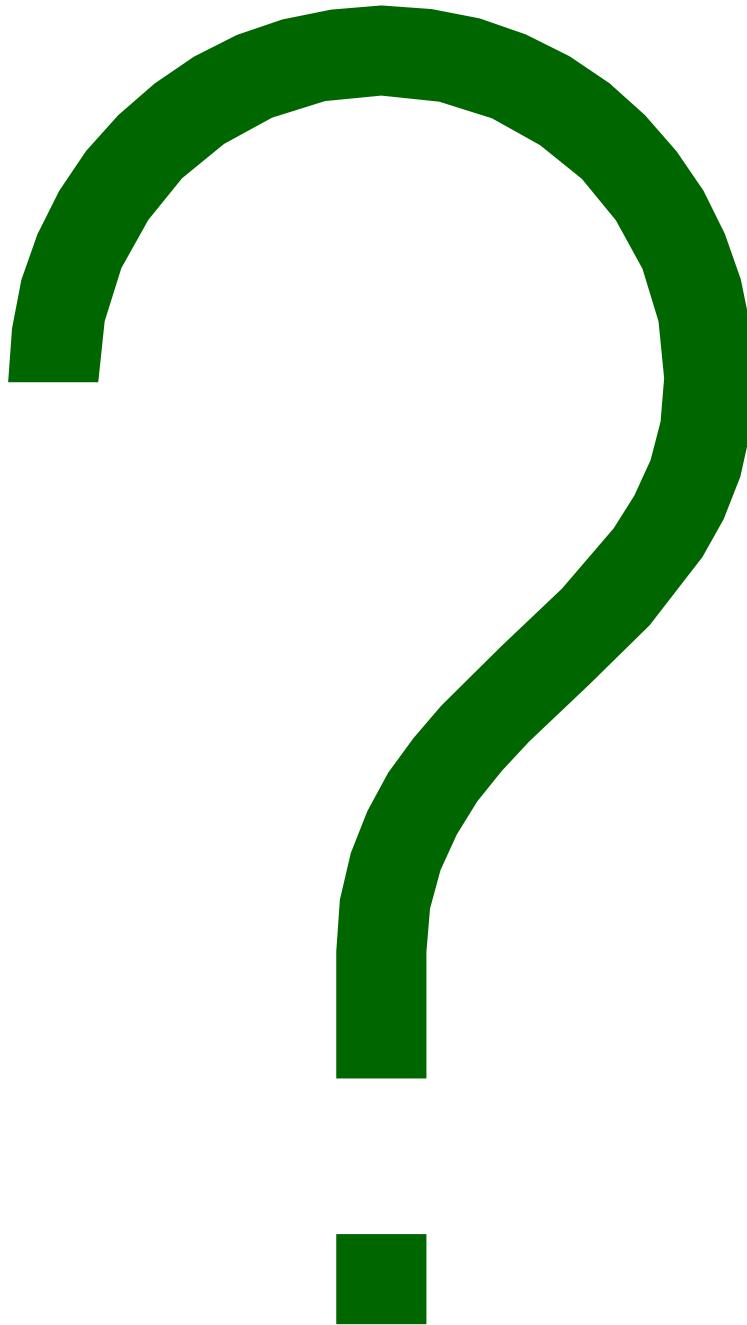


This Project is being conducted with next to no public consultation.

Consultation and engagement inform the decision-making process.

Consultation Plan for the Project provides unique and flexible approaches that can be tailored to the needs of Indigenous communities, government agencies and interested persons. The approach will continue to evolve.

# Poling Question



# Transportation



Request for a multiuse path beside the corridor.

ENERGY and IESO initiated the Northwest GTA Transmission Corridor Identification Study adjacent to Highway 413 and noted that a multiuse path could be evaluated in their study.



Potential effects to public safety from increased flood risk, and from roadside hazards.

Considering adaptations to infrastructure to account for extreme rain and flooding and increased ice accumulation. A Stormwater Management Plan is being developed with consideration for the TRCA 2015 Crossings Guideline for Valley and Stream Corridors.



The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor (e.g. 407ETR).

Stage 1 identified transportation problems; developed and evaluated alternatives (first optimization of the existing network, then transit/rail investments, then expansion to existing highways, only then new road infrastructure).

The 2017 Advisory Panel Report did not refute the need for the new transportation corridor; it provided recommendations and additional items to consider while undertaking the Individual EA.

407ETR as an alternative is not realistic if we want to reduce congestion and keep goods moving. By 2031, we would suffer from congestion even if we expand 407, subsidize tolls, build truck priority features.



Highway 413 is not needed if more people will be working from home in the future.

Even if more people work from home long-term, Highway 413 will still benefit goods movement in the province and it will provide a vital alternative to the existing 400-series corridor, allowing people and goods to continue to move in the event of a closure.

# Transportation



Cause residential sprawl, more car dependency, and induced demand.

Multimodal transportation options are critical to the development of sustainable communities.

All transportation infrastructure may induce or change demand. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. Most trips in the region are on roads, regardless of whether they are car, truck, bus/transit or cycling.



Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network.

The traffic model is being updated and will identify traffic requirements to 2041 and look at operations on municipal roads on either side of an interchange within a certain distance.

Crossing roads will be interchanges, truncated, be overpasses / underpasses. Municipal staff are being consulted and MTO is including elements of active transportation along crossing roads.



Interest in the kind of materials that will be used to construct the highway.

MTO encourages the use of reclaimed materials within the limits imposed by engineering properties to ensure safety and durability. When new aggregate must be sourced, local sources are considered.

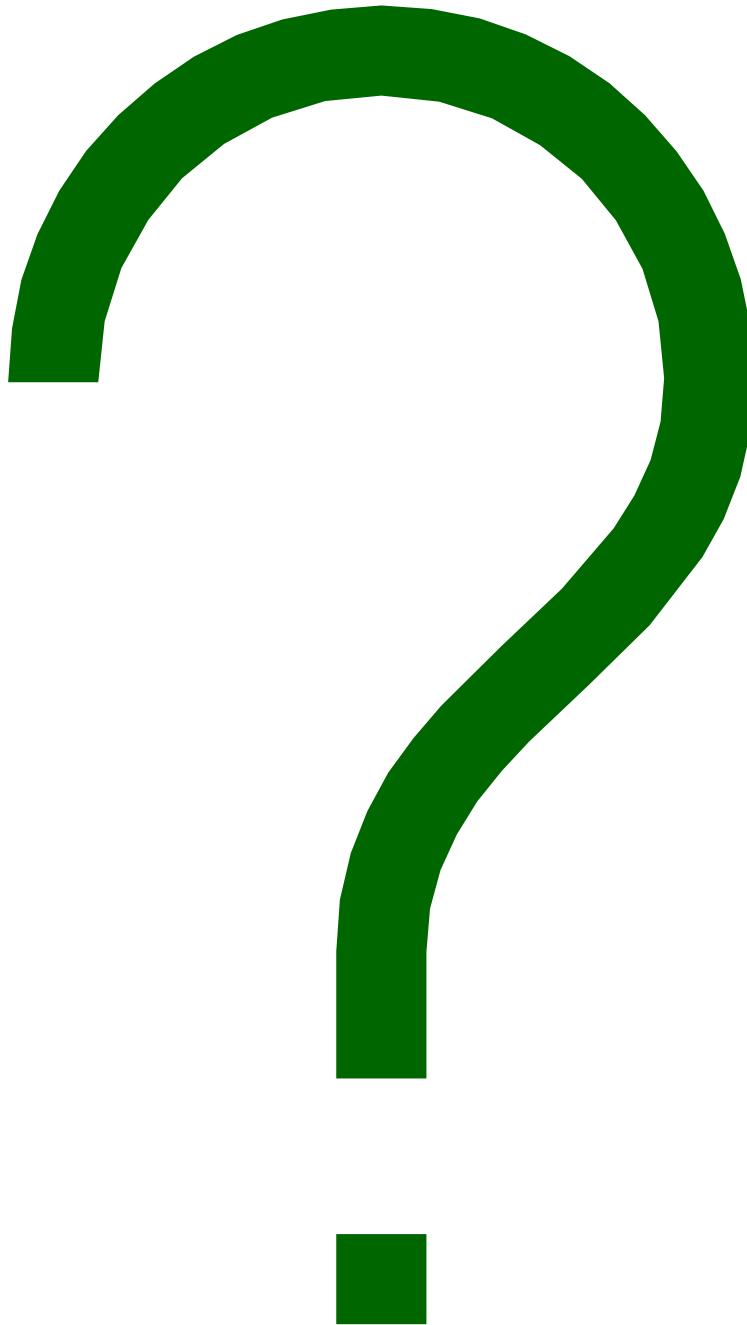


Consider the City of Brampton's Heritage Heights boulevard option as part of the current EA process.

Brampton's boulevard option is not compatible with the functional and capacity objectives for Highway 413. The boulevard would operate at lower speeds and have intersections which is contrary to the high-speed operations and controlled access provided by Highway 413.

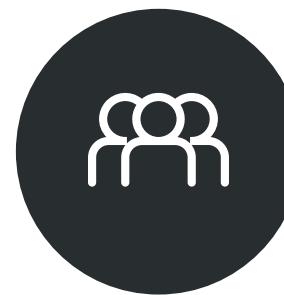
MTO will continue meeting with the City of Brampton to discuss mutual objectives.

# Poling Question



# Question B.

## What issues have we not identified that are important to you?



# Technical Studies Being Added to Meet Federal Requirements



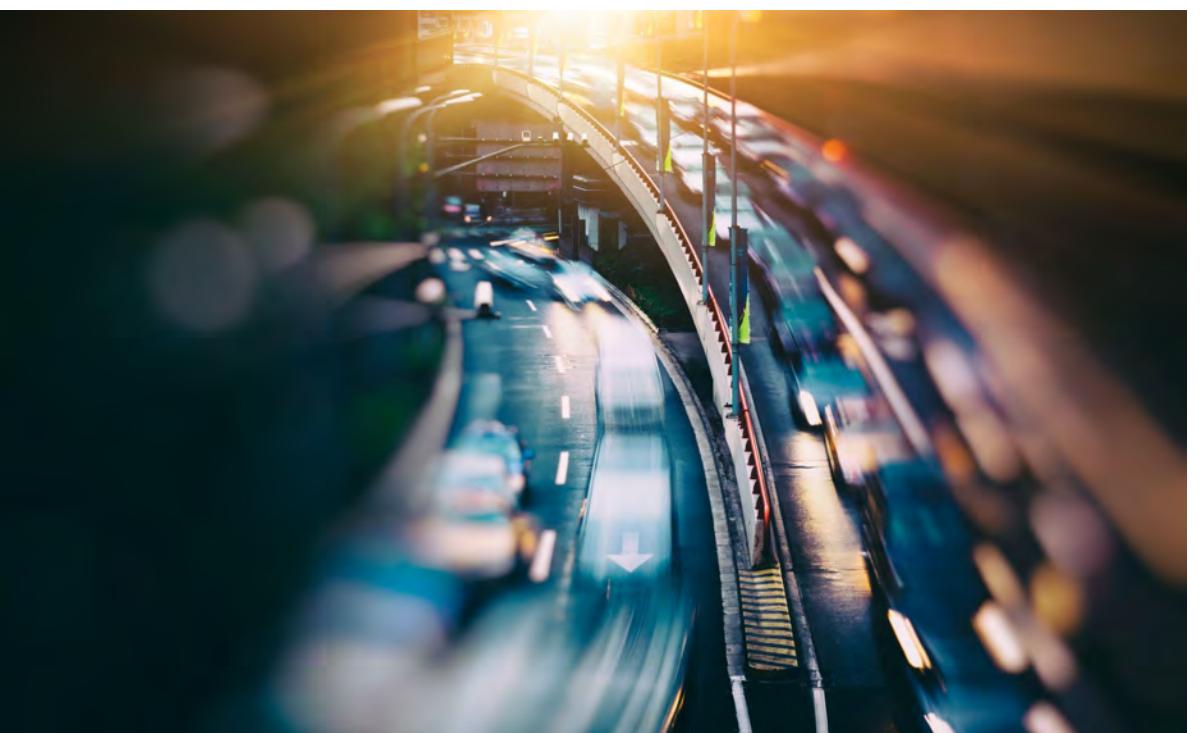
# Greenhouse Gas (GHG) Emissions

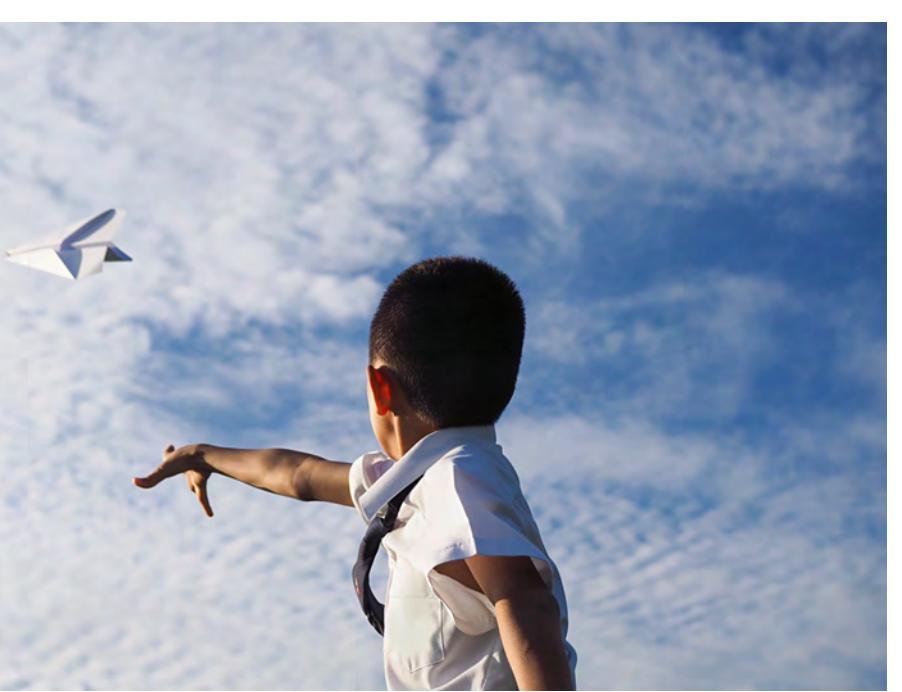
- An Air Quality Impact Assessment (AQIA) is part of the Provincial EA:
  - The AQIA predicts the cumulative concentration of various contaminants of concern and GHGs due to the **operation** of the project.
  - Mitigation may be warranted if Provincial or Federal criteria and standards for one or more contaminants are exceeded.
- Assessment of air emissions due to **construction** of the project will be undertaken to align with the Federal IA Act requirements.





# Human Health

- To align with the Federal IA Act requirements, human health impacts will be assessed.
  - A Human Health Impact Scoping Report will be prepared to inform the need for further study.
- 



# Changes to Social, Economic and Health Conditions of Highway 413 Municipalities

Anticipated changes are based on data available from other studies that are similar in scope and nature, professional experience.



# Potential Changes to Social Infrastructure

- Community infrastructure (roads, waste, police).
- Housing (demand, cost).
- Land use (green space, agriculture, recreation, tourism).
- Visual aesthetic (visual enjoyment).



# Potential Changes to Economic Infrastructure

- Economic growth.
- Employment opportunities.
- Inflation.
- Travel and tourism.
- Real estate.



# Some Potential Changes to Health and Public Safety

- Air quality.
- Noise.
- Personal stress.
- Accidents and malfunctions.
- Community safety.



# Gender Based Analysis+ (GBA+)

- What is it?
  - A systematic way to determine how all populations (Indigenous and non-Indigenous) may experience/receive the project.
  - Includes all groups who may be vulnerable/at-risk in response to a significant change in their environment.
    - » Visible minorities, members of the 2SLGBTQ+ community, Elders, youth, women and girls, and people with disabilities.
  - GBA+ populations are smaller groups, who could be overlooked.

**Do you identify as someone who is/may be GBA+? If so, how do you identify (visible minority, youth, Elder, woman, 2SLGBTQ+, person with disability, etc.)?**

**We encourage you to share how you foresee the project affecting you.**

**WEBSITE**



**www.highway413.ca**

**EMAIL**



**project\_team@highway413.ca**

**TOLL-FREE**



**1-877-522-6916**

# Social, Economic and Health: Next Steps

- MTO welcomes your comments regarding the Project on social, economic, and health in your community.
- Additional socio-economic studies will be undertaken as the project progresses.
- Additional studies will consider Project effects on vulnerable and marginalized populations.



# Cumulative Effects Assessment

The cumulative effects assessment will assess:

- Changes to the environment, health, social and economic conditions as a result of the Project's residual effects from other past, present and reasonably foreseeable physical activities that overlap with the study area.
- Potential impacts on Aboriginal and treaty rights.
- Mitigation measures to avoid or minimize potential adverse cumulative effects.



**Question C.**  
**Are there any studies that you think are missing?**

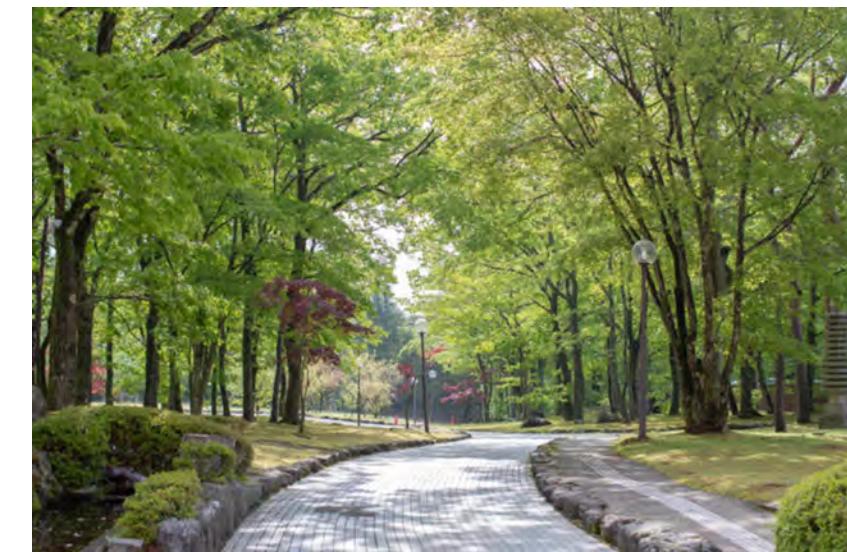
**Question D.**  
**What do you believe is most essential to focus on within these additional studies?**

# Overview of Indigenous Community Engagement and Consultation

# Indigenous Communities

Indigenous communities have been identified to participate in the Project, based on:

- Aboriginal and treaty rights, and assertions.
- Interest in the Project.



## Indigenous Communities Identified by MTO for Engagement and Consultation

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• Mississaugas of the Credit First Nation.</li><li>• Six Nations of the Grand River Territory First Nation Elected Council.</li><li>• Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute.</li><li>• Alderville First Nation.</li><li>• Beausoleil First Nation.</li><li>• Chippewas of Rama First Nation.</li></ul> | <ul style="list-style-type: none"><li>• Curve Lake First Nation.</li><li>• Chippewas of Georgina Island First Nation.</li><li>• Hiawatha First Nation.</li><li>• Mississaugas of Scugog Island First Nation.</li><li>• Kawartha Nishnawbe First Nation.</li><li>• Huron-Wendat Nation.</li><li>• Métis Nation of Ontario.</li></ul> |
|---|---|

# Initial Engagement and Consultation With Indigenous Communities

Engagement during Stage 2 of the study began in 2014 and is ongoing.

Initial focus of engagement and consultation focused on:

- Providing an overview/update on the Project.
- Identifying any aspects of the Project that may be of interest to Indigenous communities.
- Understanding of Aboriginal, treaty and asserted rights and traditional land uses.
- Identifying and addressing community concerns and values through open communication.
- Incorporating input and feedback received into decision-making.



# **Summary of Engagement and Consultation: Topics and Key Themes Raised**

- Potential impacts to:
  - Aboriginal and treaty rights.
  - Archaeology, sites of Indigenous heritage and cultural values.
  - Environmental factors including natural ecosystems, watercourse crossings, fish and fish habitat, wildlife and Species at Risk (SAR), vegetation, greenbelt lands, agriculture, air quality and greenhouse gases, cumulative effects, etc.
  - Inclusion of information regarding Indigenous values such as Indigenous keystone species, plants and medicines in the study.

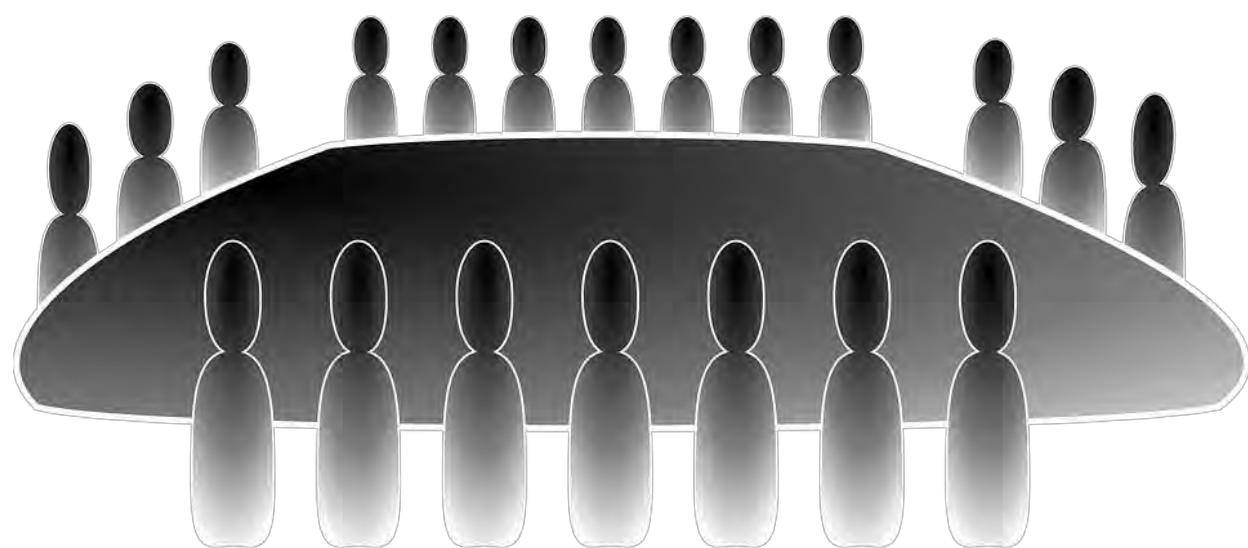
# Next Steps With Indigenous Communities

- MTO is committed to continued consultation and engagement with each community based on their interests and rights going forward. It will continue throughout all phases of the project.
- Gathering information and learning from Indigenous communities, to the extent they wish to share.



# Next Steps With Indigenous Communities

- Work with communities to understand potential changes to the environment, socio-economics, health, well-being, and safety.
- Work with communities to understand potential impacts of the project on established and credibly asserted Aboriginal and treaty rights.
- Community Value Planning process.
- In-person and virtual discussions.
- Potential community meetings.



# Next Steps

Late 2021 - 2022	<p>Please submit any additional comments by January 28, 2022. A comment form is available online at <a href="https://www.gta-west.com/consultation-2/">https://www.gta-west.com/consultation-2/</a> under the December 2021 Public Information Centre section.</p> <p>Continue to meet with Indigenous Communities, municipal staff, and other stakeholders, and continue to review feedback from all stakeholders provided through this Public Information Centre, comment forms, project e-mail and more.</p> <p>Submit the Initial Project Description to the Impact Assessment Agency of Canada.</p> <p>Socio-economic assessment to continue in 2022.</p>
TBD	<p>Receive IAAC's decision on whether a Federal Impact Assessment is required for the Highway 413 Project.</p>

\* Schedule is subject to change

# Thank you for attending

We want to hear from you!



Call Us

1-877-522-6916



Email Us

[project\\_team@highway413.ca](mailto:project_team@highway413.ca)



Website

[www.highway413.ca](http://www.highway413.ca)

# **Highway 413 Transportation Corridor Route Planning and Preliminary Design Project – Federal Impact Assessment Process**

## **Public Information Centre – York Region**

**December 9, 2021**

# Agenda

- Overview of the Highway 413 Project.
- Federal Impact Assessment (IA) Process.
- Socio-economic contexts of your communities.
- Key issues raised by stakeholders and how we are addressing them.
- Technical studies added to meet Federal requirements.
- Indigenous community engagement and consultation.
- Next steps.

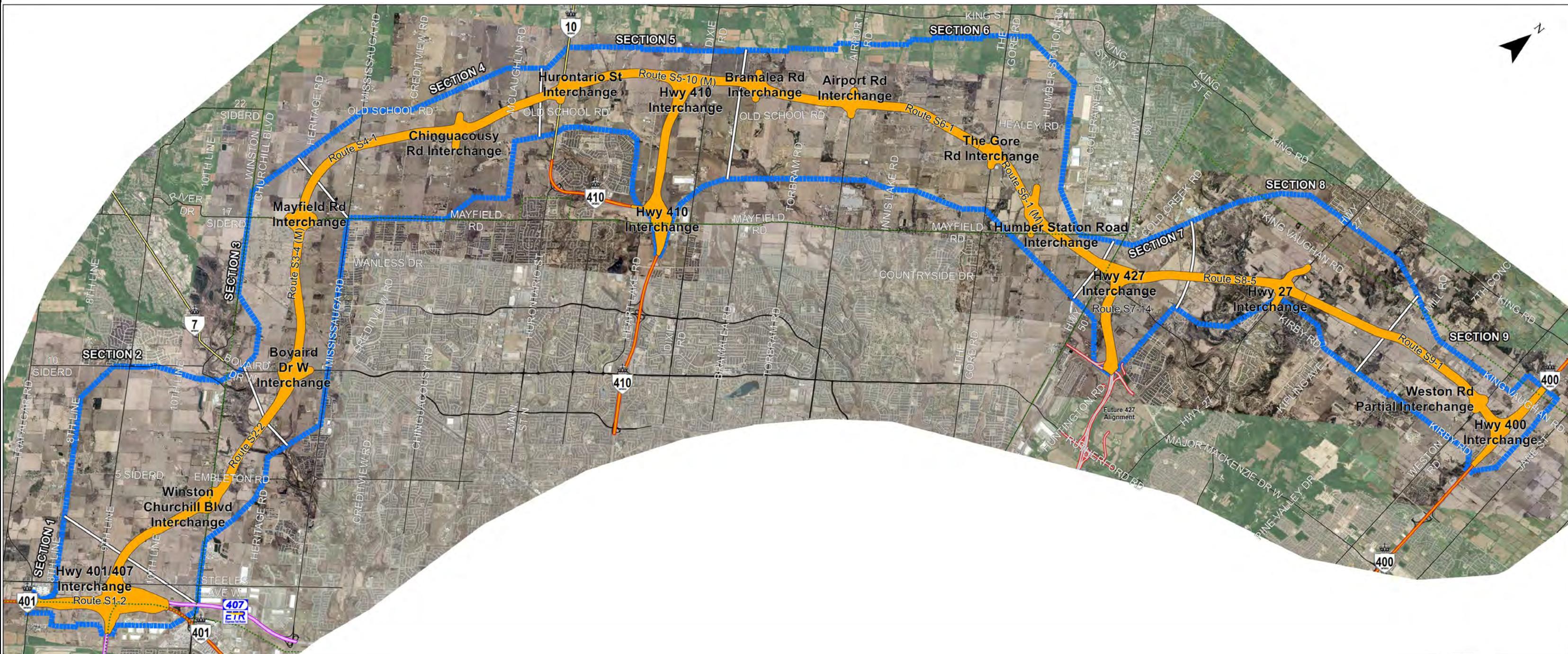


# Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- All attendees web cameras and microphones will be turned off.
- To answer a question or provide a comment, please use the Q&A box.
- Comments/themes submitted through the Q&A box tonight may be included in the Initial Project Description.
- This event is being recorded.

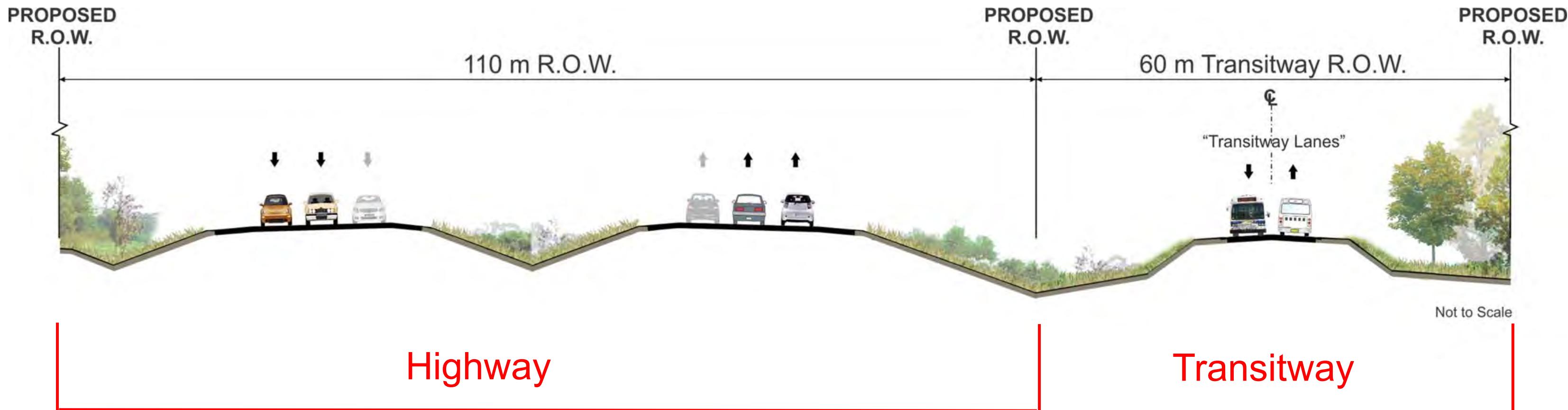
# Highway 413 Project Overview

# Preferred Route



Route Planning Study  
Area

Preferred Route and  
Interchange  
Locations



- 4 - to 6-lane highway with a separate adjacent transitway.
- Proposed right-of-way will be 170m (highway = 110m, transitway = 60m).
- The transitway will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
  - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 410, Highway 427, and Highway 400.

# Potential Goods Movement Priority Features



Truck Only Lanes

[freightwaves.com](http://freightwaves.com)

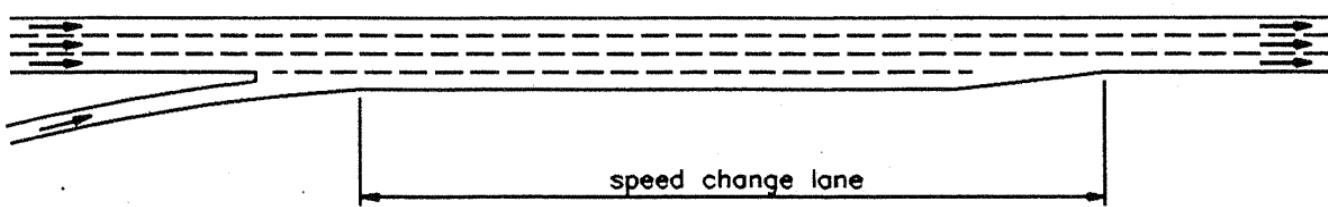


Intelligent Transportation Systems  
Features (variable message signs,  
real time traveler information)



Truck Parking Facilities

[hornlogistic.com](http://hornlogistic.com)



Enhanced Design to Accommodate  
Long Combination Vehicles

[semanticscholar.org](http://semanticscholar.org)

Longer Speed Change Lanes



Enforcement Features  
(weight and inspection  
stations)

[bristoltruckrentals.com](http://bristoltruckrentals.com)

# Federal Impact Assessment Process Overview

# The Federal Impact Assessment (IA) Process

- On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal IA Act.
- It is a planning and decision-making tool used to assess:
  - Positive and negative environmental, economic, health, and social effects of proposed projects.
  - Impacts to Indigenous peoples and communities and their Aboriginal and treaty rights.



# SAR and the Federal IA Designation

- The Agency feels the Project may cause adverse direct or incidental effects on the habitat of 3 federally-listed species-at-risk (SAR) on non-federal lands.
  - Species were considered in the route evaluations in accordance with their provincial ESA status:

Species	Provincial ESA Status	Federal SARA Status	Observed In Study Area
Rapids Clubtail	Endangered	Endangered	Yes
Western chorus frog	Not At Risk	Threatened	Yes
Red-headed woodpecker	Special Concern, expected to be uplisted	Endangered	No

Legend: Endangered Species Act (ESA), Species at Risk Act (SARA)

- Additional analysis is required.



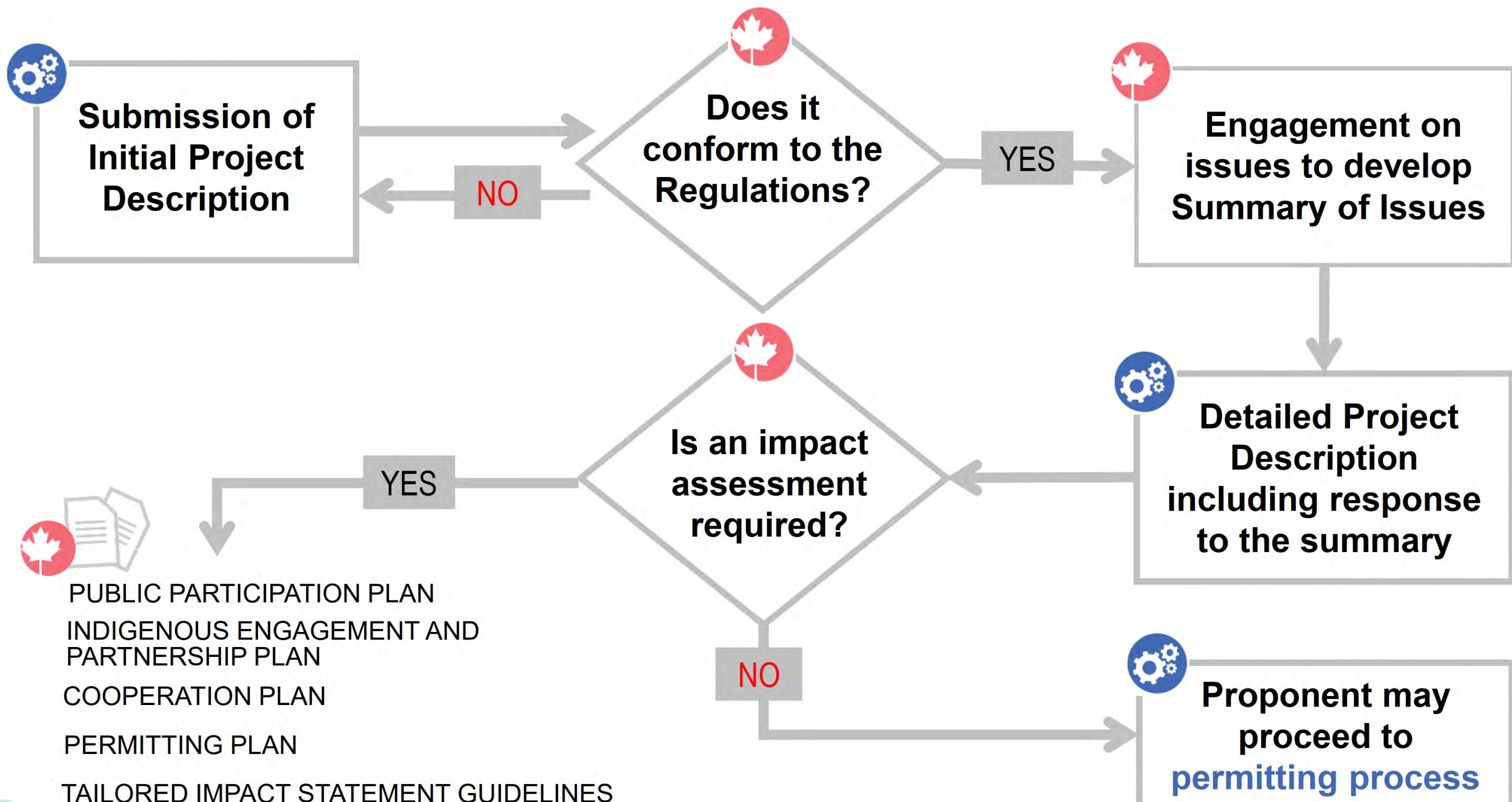
# Five Phases



IMPACT ASSESSMENT AGENCY OF CANADA

7

# Phase 1: Planning



IMPACT ASSESSMENT AGENCY OF CANADA

16

# Initial Project Description

- The Initial Project Description will cover:
  - The consultation and engagement undertaken to date.
  - The need for the Project.
  - Potential alternatives.
  - Existing and future conditions.
  - The studies being undertaken to inform the potential changes as a result of the Project.

# Socio-Economic Contexts of Your Communities

# Social, Economic, and Health Context Overview

As part of the pre-planning stage for the IPD, social, economic, and health studies are being conducted for the following regions & municipalities:

3 Regions:

- York, Peel, and Halton

7 Municipalities:

- Vaughan, King, Mississauga, Brampton, Caledon, Halton Hills, Milton

# Social, Economic, and Health Studies

IPD will provide a snapshot for each municipality, based on publicly available information, and feedback collected through community engagement.

For each region and municipality, studies include information on:

- Population (e.g., age, visible minority).
- Land Use (e.g., current and future).
- Local Economy (e.g., labour force, income, commuting).
- Visual Aesthetics (e.g., viewing experience).
- Health (e.g., perceived health, emergency services).



# York Region

## Highway 413 Study Area passes through: City of Vaughan and Township of King

The following data is for each census amalgamation, as per the 2016 Census:



Municipality	Population 2016	Population 2011	% of Population change	Actual number (Population change)	Land size (area in square km)	Population Density (per square km)
<b>Regional Municipality of York</b>	<b>1,109,909</b>	<b>1,032,524</b>	<b>7.5</b>	<b>77,385</b>	<b>629.9</b>	<b>1,762.13</b>
City of Vaughan	306,233	288,301	6.2	17,932	273.56	1,119.40
Township of King	24,512	19,899	23.2	4,613	333.25	73.60

### Transportation Infrastructure:

- Roads: Provincial Highways 400, 407 and 427, regional and local roadways.
- Public Transportation (commuter bus and rail): York Region Transit, GO Transit, TTC (in some areas).

# York Region: Quick Facts\*



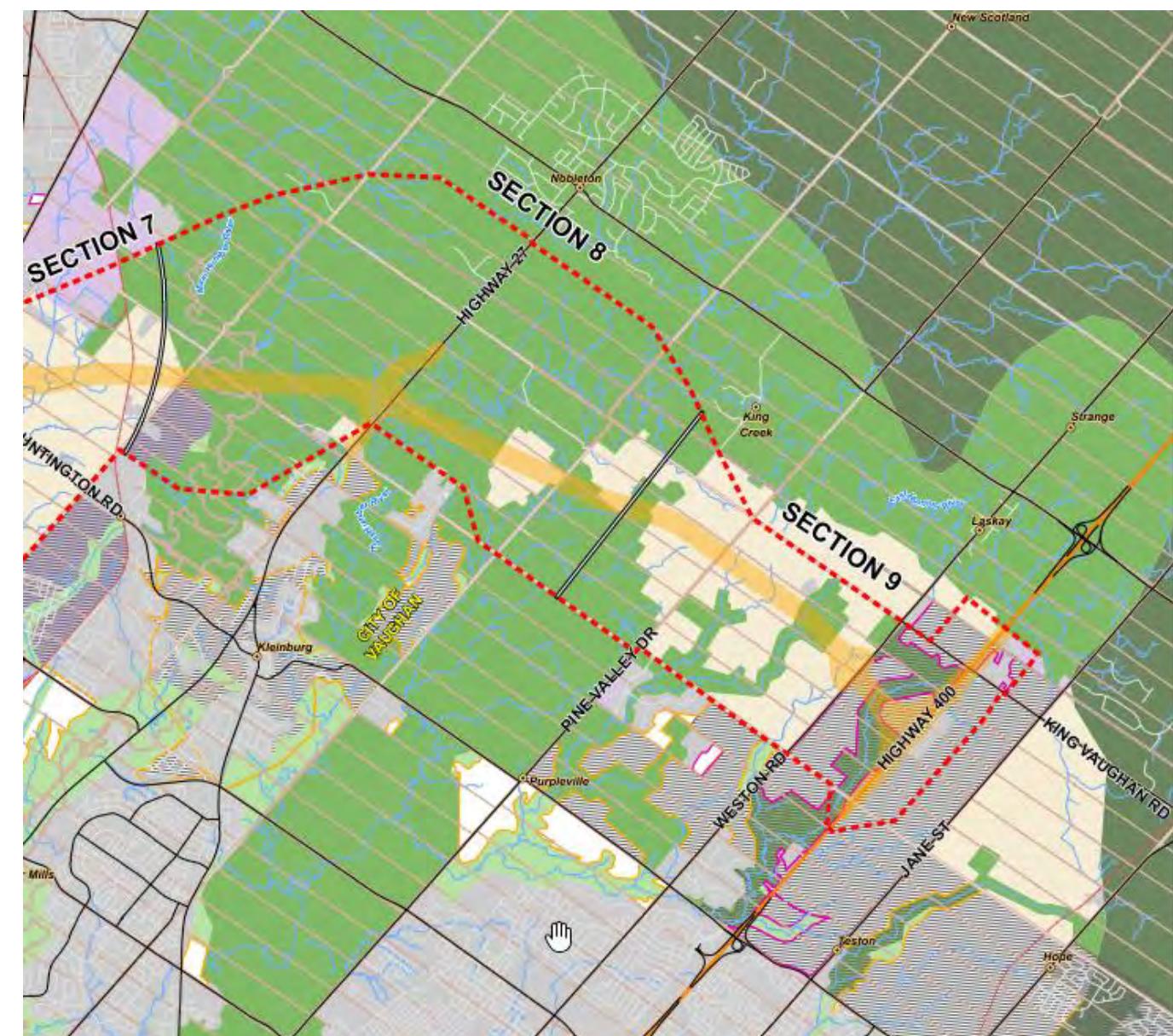
- 35.4% visible minority in Vaughan, 12.8% in King.
- Lowest unemployment rate was in King at 3% (Ont. Unemployment rate was 4.7%)
- Median income: York **\$95,776**, Vaughan **\$105,351**; King **\$118,309**.
- Overall perceived physical health: 59.3% reported very good or excellent.
- Greenbelt (Protected Countryside) amounts to ~10% of the whole study area and are situated in King and Vaughan.

\*The data presented is for each census amalgamation, as per the 2016 census.

# York Region

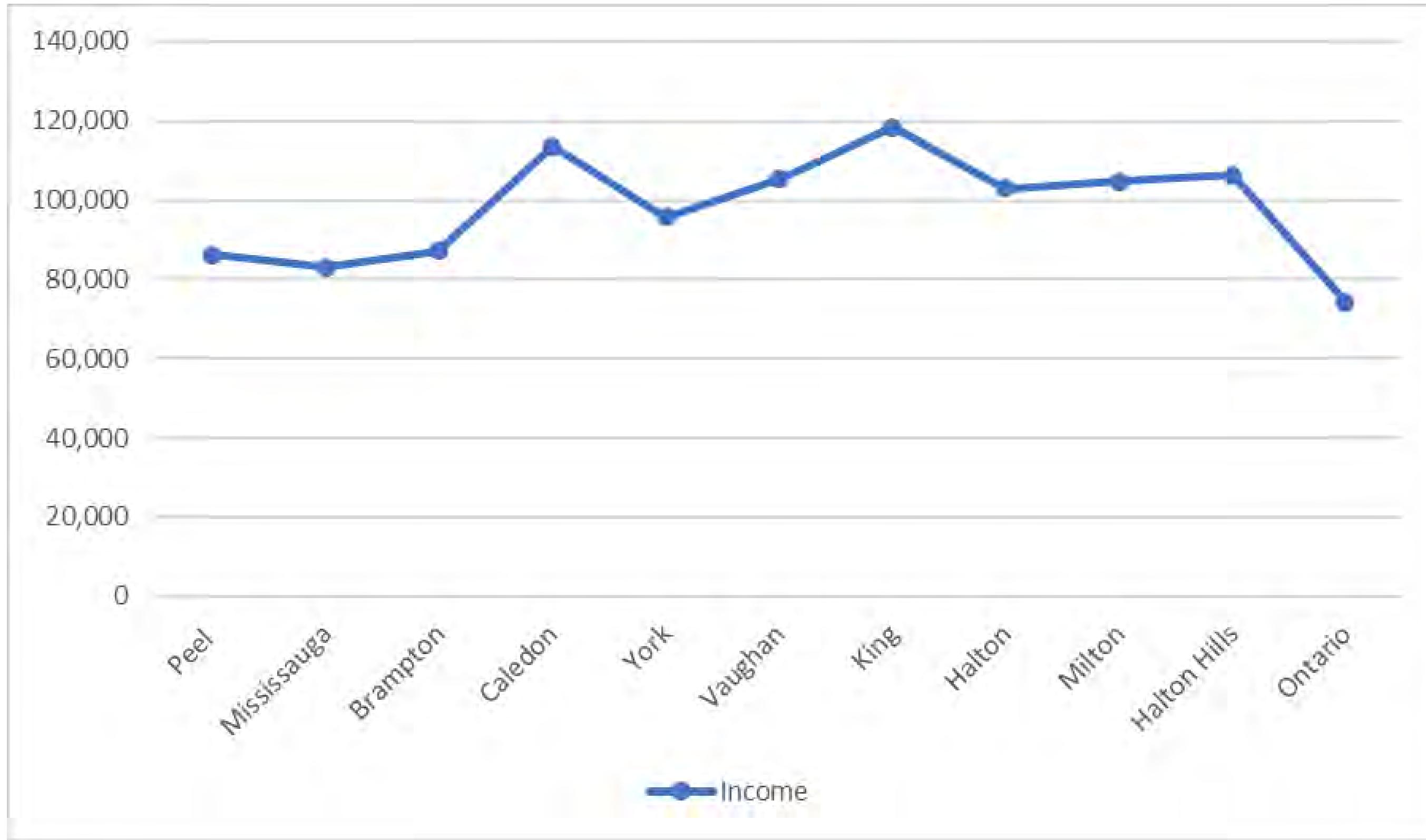
Some of the services the Region is responsible for:

- water delivery.
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# Economy of Highway 413 Municipalities

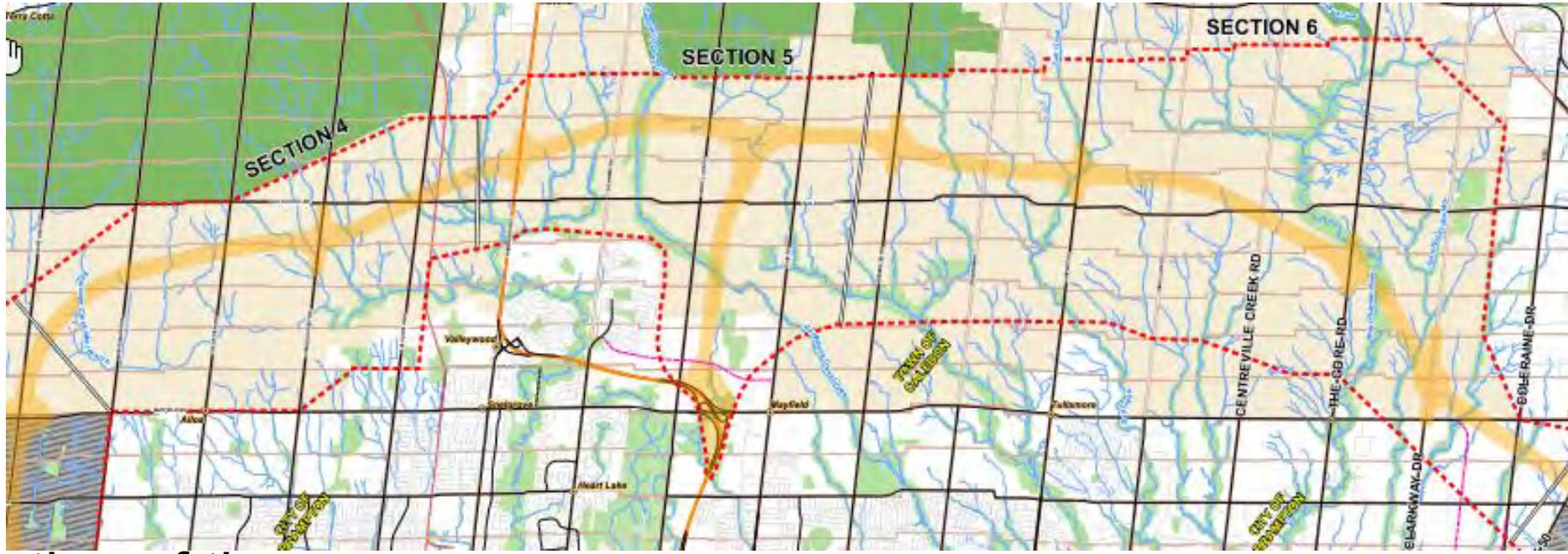
## Median Total Income for Highway 413 Communities, 2016



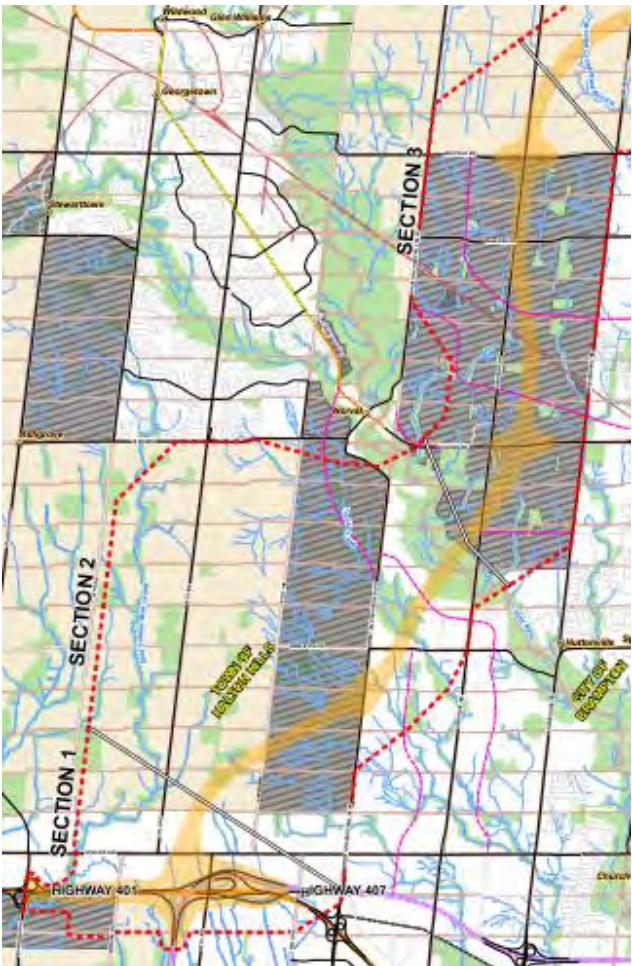
Statistics Canada (2016)

# Existing and Future Land Use Across All Municipalities

## Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



### LEGEND

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**Question A.**  
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implications to the Highway 413  
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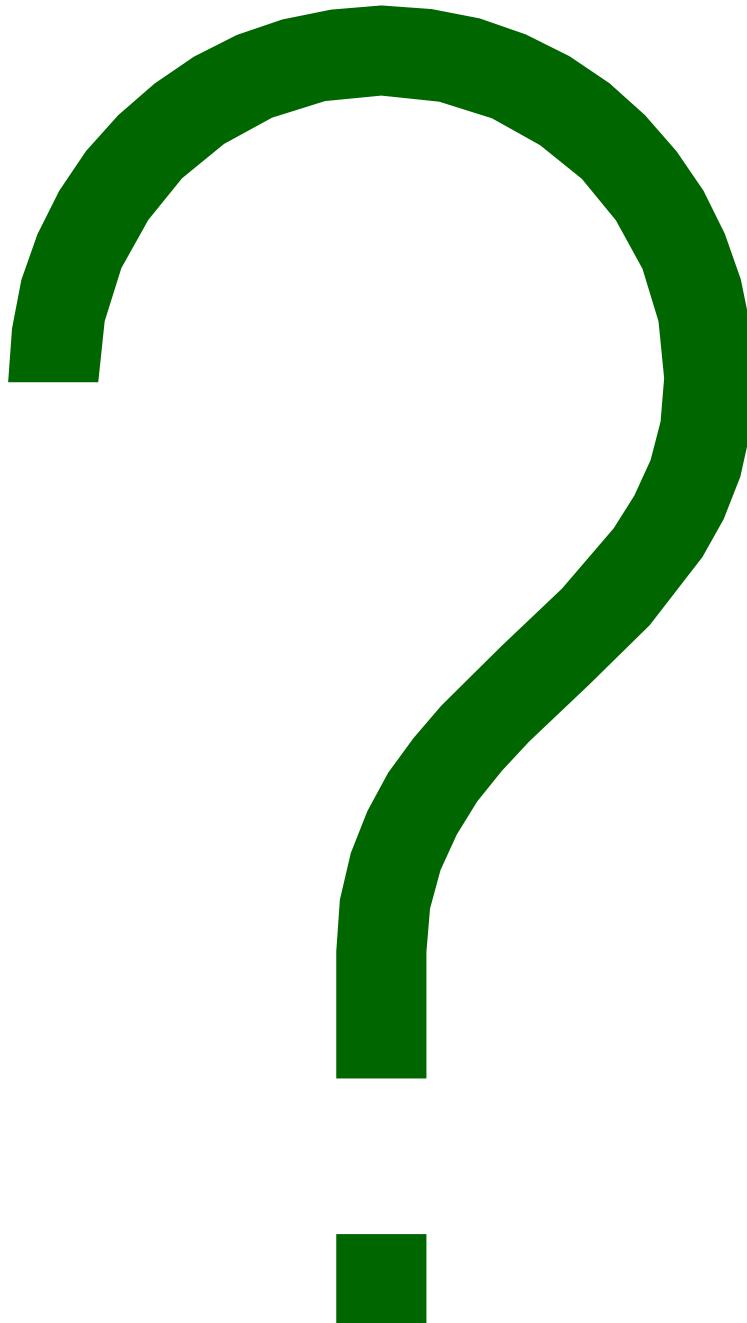


Concern about environmental costs of the project (i.e., ecosystem services).

The evaluation of the short-listed route alternatives included potential impacts to ecosystem services.

Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

# Poling Question



# Socio-Economic Environment



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Community Value Plan will incorporate public input.

Use design principles from the Greenbelt Guideline where impacts are unavoidable.

Meeting with municipal staff to incorporate feedback in preliminary design.

Will meet with impacted landowners.



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Impacts to groundwater resources and users are being evaluated through completion of hydrogeological studies and contamination and waste management studies. Approvals for groundwater taking will be verified.



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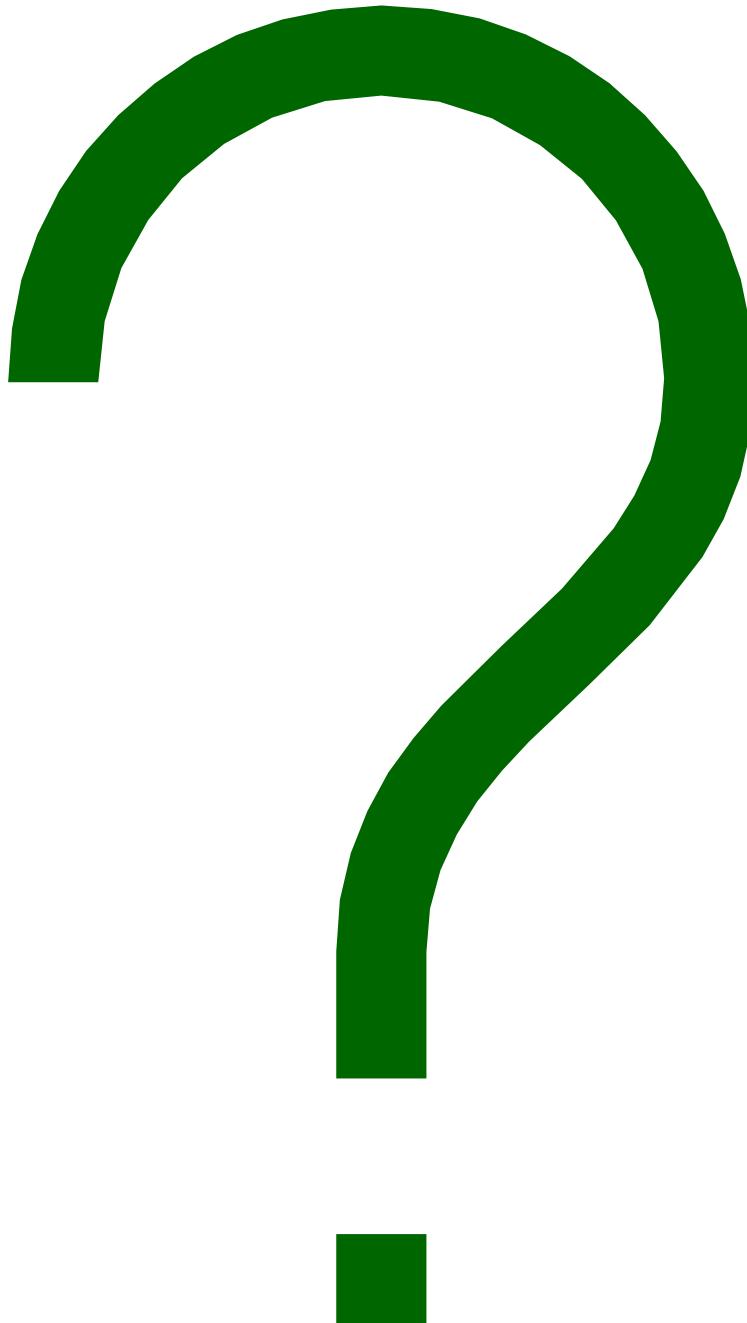
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Whitebelt lands should be preserved for near-urban farming and horticulture, water recharge, riparian habitat, recreation and development within existing municipal boundaries.

Whitebelt lands are important for future economic expansion and will be the location of future infrastructure (e.g. municipal and provincial transportation, residential, industrial, etc.) regardless of whether Highway 413 is built, subject to applicable permit and approval processes.

# Poling Question



# Cultural Heritage, Indigenous Communities, Consultation and Process



Potential impacts from loss of built heritage resources and cultural heritage landscapes.

Cultural Heritage Assessment will document existing conditions, and outline next steps for determining any potential effects to physical and cultural heritage.



Cumulative effects on the exercise of Section 35 rights of Indigenous peoples of Canada.

A cumulative effects assessment will document the changes to the environment, health, social and economic conditions as a result of the Project's residual effects from other past, present and reasonably foreseeable activities that overlap the study area.

Potential impacts on Aboriginal, treaty and asserted rights will focus on topics identified by Indigenous communities.



Insufficient Indigenous community engagement.

Develop community-specific consultation and engagement plans with Indigenous communities that express an interest in participating, and provide customized participant support, as needed.



Concern that the province is trying to fast-track the environmental assessment (EA) process.

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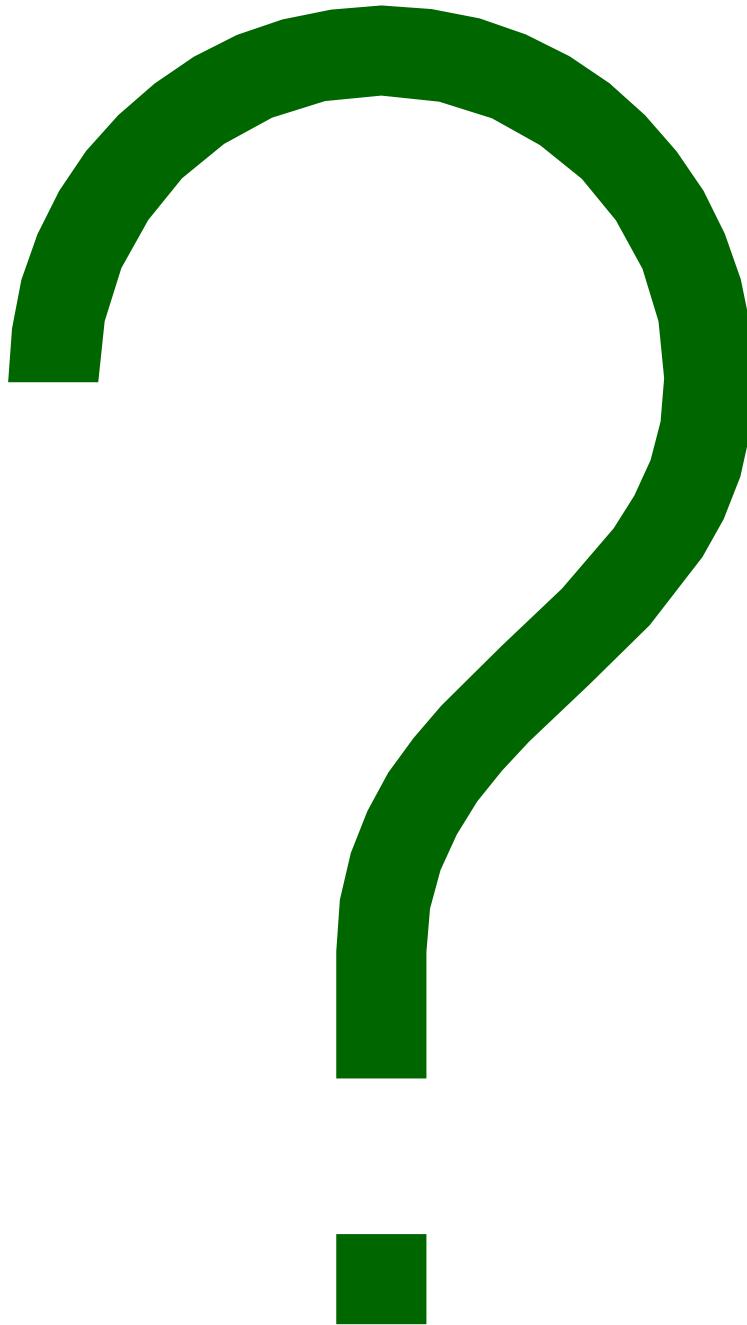


This Project is being conducted with next to no public consultation.

Consultation and engagement inform the decision-making process.

Consultation Plan for the Project provides unique and flexible approaches that can be tailored to the needs of Indigenous communities, government agencies and interested persons. The approach will continue to evolve.

# Poling Question



# Transportation



Request for a multiuse path beside the corridor.

ENERGY and IESO initiated the Northwest GTA Transmission Corridor Identification Study adjacent to Highway 413 and noted that a multiuse path could be evaluated in their study.



Potential effects to public safety from increased flood risk, and from roadside hazards.

Considering adaptations to infrastructure to account for extreme rain and flooding and increased ice accumulation. A Stormwater Management Plan is being developed with consideration for the TRCA 2015 Crossings Guideline for Valley and Stream Corridors.



The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor (e.g. 407ETR).

Stage 1 identified transportation problems; developed and evaluated alternatives (first optimization of the existing network, then transit/rail investments, then expansion to existing highways, only then new road infrastructure).

The 2017 Advisory Panel Report did not refute the need for the new transportation corridor; it provided recommendations and additional items to consider while undertaking the Individual EA.

407ETR as an alternative is not realistic if we want to reduce congestion and keep goods moving. By 2031, we would suffer from congestion even if we expand 407, subsidize tolls, build truck priority features.



Highway 413 is not needed if more people will be working from home in the future.

Even if more people work from home long-term, Highway 413 will still benefit goods movement in the province and it will provide a vital alternative to the existing 400-series corridor, allowing people and goods to continue to move in the event of a closure.

# Transportation



Cause residential sprawl, more car dependency, and induced demand.

Multimodal transportation options are critical to the development of sustainable communities.

All transportation infrastructure may induce or change demand. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. Most trips in the region are on roads, regardless of whether they are car, truck, bus/transit or cycling.



Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network.

The traffic model is being updated and will identify traffic requirements to 2041 and look at operations on municipal roads on either side of an interchange.

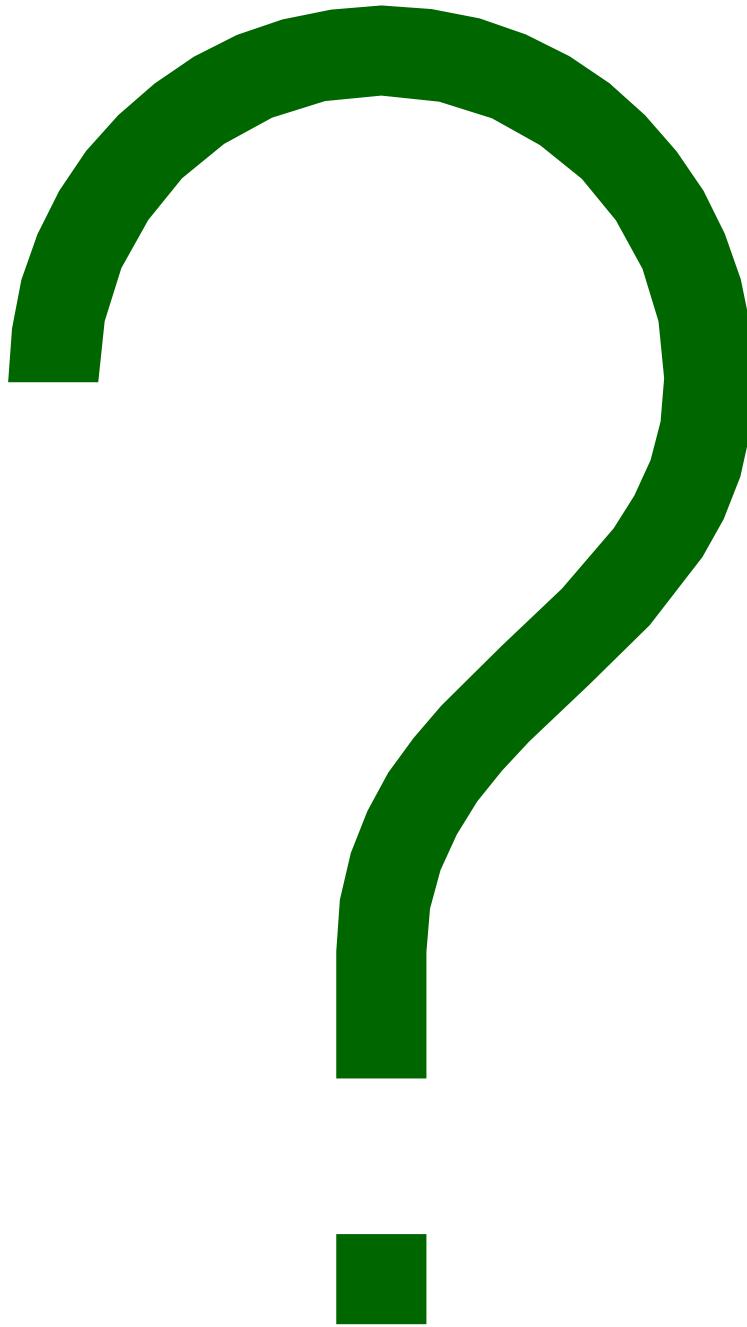
Crossing roads will be interchanges, truncated, be overpasses / underpasses. Municipal staff are being consulted and MTO is including elements of active transportation along crossing roads.



Interest in the kind of materials that will be used to construct the highway.

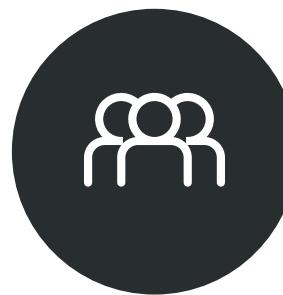
MTO encourages the use of reclaimed materials within the limits imposed by engineering properties to ensure safety and durability. When new aggregate must be sourced, local sources are considered.

# Poling Question



# Question B.

## What issues have we not identified that are important to you?



# Technical Studies Being Added to Meet Federal Requirements



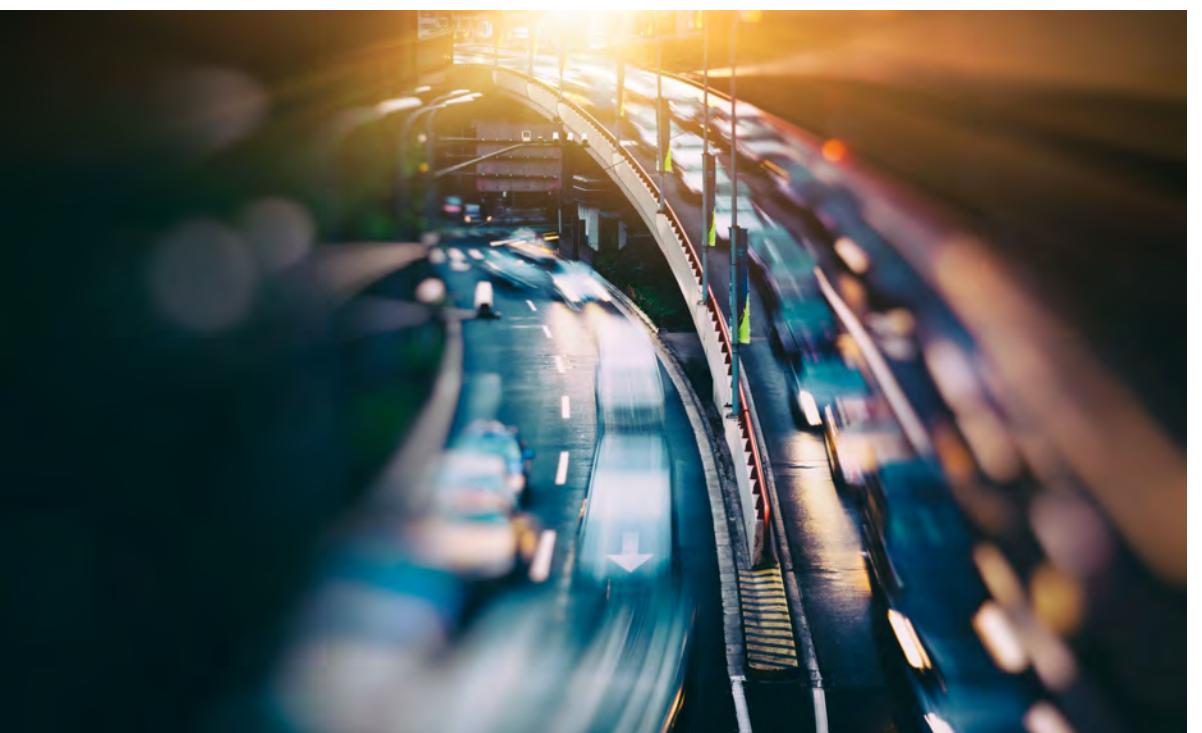
# Greenhouse Gas (GHG) Emissions

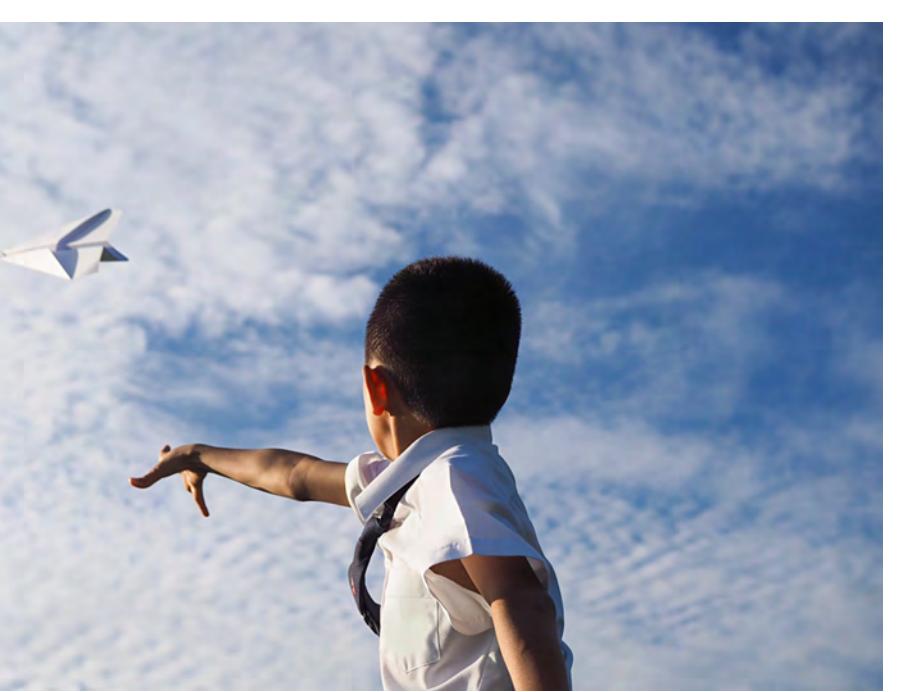
- An Air Quality Impact Assessment (AQIA) is part of the Provincial EA:
  - The AQIA predicts the cumulative concentration of various contaminants of concern and GHGs due to the **operation** of the project.
  - Mitigation may be warranted if Provincial or Federal criteria and standards for one or more contaminants are exceeded.
- Assessment of air emissions due to **construction** of the project will be undertaken to align with the Federal IA Act requirements.





# Human Health

- 
- To align with the Federal IA Act requirements, human health impacts will be assessed.
  - A Human Health Impact Scoping Report will be prepared to inform the need for further study.



# Changes to Social, Economic and Health Conditions of Highway 413 Municipalities

Anticipated changes are based on data available from other studies that are similar in scope and nature, professional experience.



# Potential Changes to Social Infrastructure

- Community infrastructure (roads, waste, police).
- Housing (demand, cost).
- Land use (green space, agriculture, recreation, tourism).
- Visual aesthetic (visual enjoyment).



# Potential Changes to Economic Infrastructure

- Economic growth.
- Employment opportunities.
- Inflation.
- Travel and tourism.
- Real estate.



# Some Potential Changes to Health and Public Safety

- Air quality.
- Noise.
- Personal stress.
- Accidents and malfunctions.
- Community safety.



# Gender Based Analysis+ (GBA+)

- What is it?
  - A systematic way to determine how all populations (Indigenous and non-Indigenous) may experience/receive the project.
  - Includes all groups who may be vulnerable/at-risk in response to a significant change in their environment.
    - » Visible minorities, members of the 2SLGBTQ+ community, Elders, youth, women and girls, and people with disabilities.
  - GBA+ populations are smaller groups, who could be overlooked.

**Do you identify as someone who is/may be GBA+? If so, how do you identify (visible minority, youth, Elder, woman, 2SLGBTQ+, person with disability, etc.)?**

**We encourage you to share how you foresee the project affecting you.**

**WEBSITE**



**www.highway413.ca**

**EMAIL**



**project\_team@highway413.ca**

**TOLL-FREE**



**1-877-522-6916**

# Social, Economic and Health: Next Steps

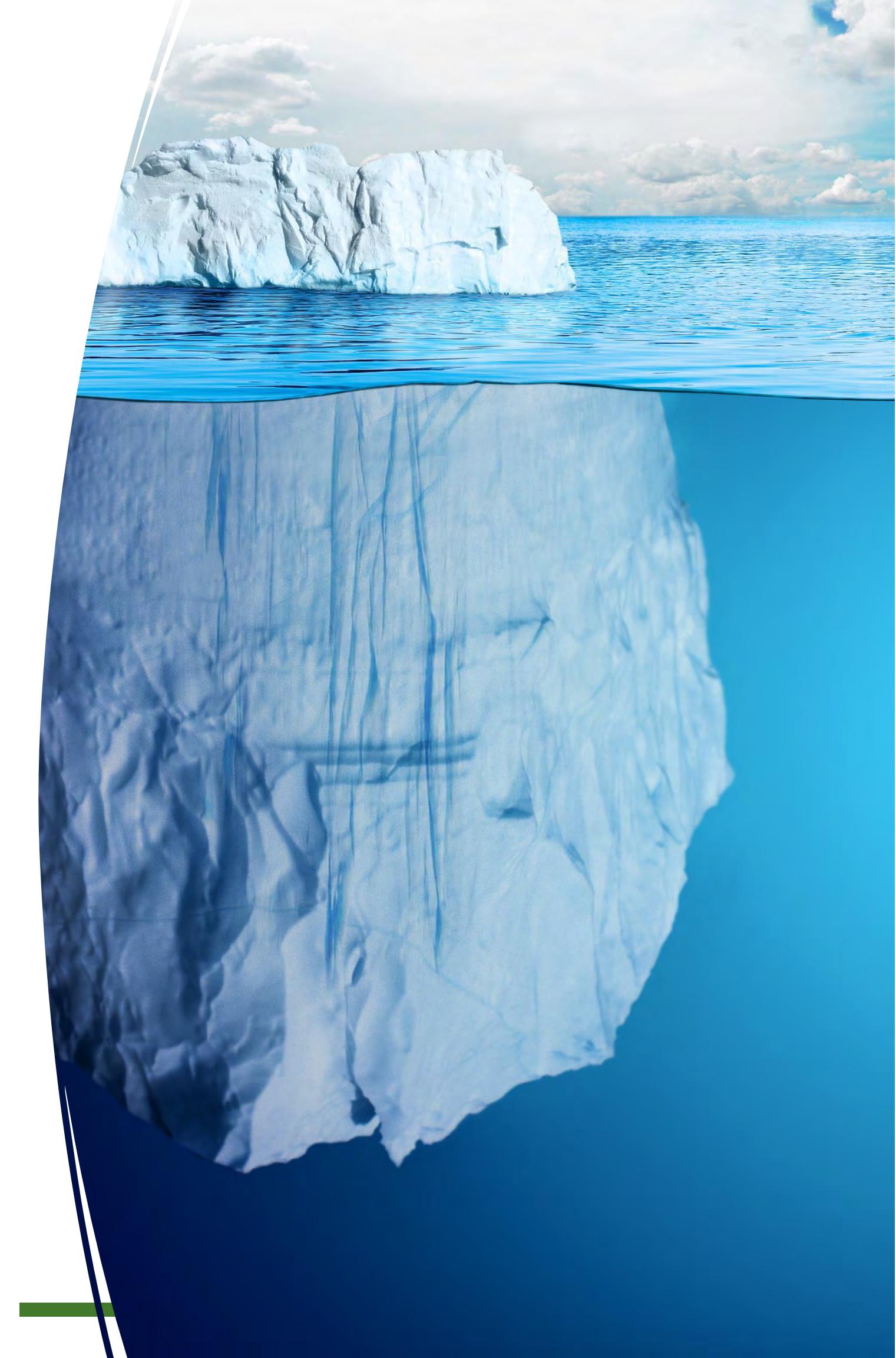
- MTO welcomes your comments regarding the Project on social, economic, and health in your community.
- Additional socio-economic studies will be undertaken as the project progresses.
- Additional studies will consider Project effects on vulnerable and marginalized populations.



# Cumulative Effects Assessment

The cumulative effects assessment will assess:

- Changes to the environment, health, social and economic conditions as a result of the Project's residual effects from other past, present and reasonably foreseeable physical activities that overlap with the study area.
- Potential impacts on Aboriginal and treaty rights.
- Mitigation measures to avoid or minimize potential adverse cumulative effects.



**Question C.**  
**Are there any studies that you think are missing?**

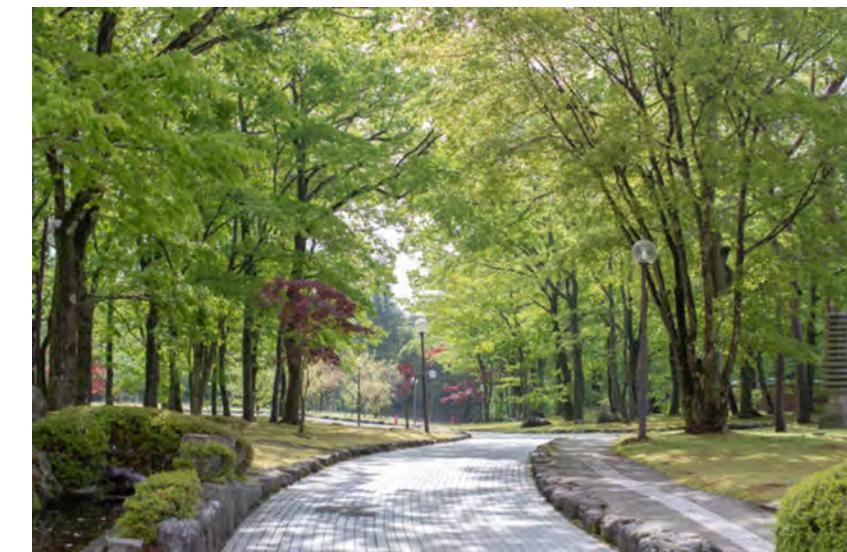
**Question D.**  
**What do you believe is most essential to focus on within these additional studies?**

# Overview of Indigenous Community Engagement and Consultation

# Indigenous Communities

Indigenous communities have been identified to participate in the Project, based on:

- Aboriginal and treaty rights, and assertions.
- Interest in the Project.



## Indigenous Communities Identified by MTO for Engagement and Consultation

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• Mississaugas of the Credit First Nation.</li><li>• Six Nations of the Grand River Territory First Nation Elected Council.</li><li>• Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute.</li><li>• Alderville First Nation.</li><li>• Beausoleil First Nation.</li><li>• Chippewas of Rama First Nation.</li></ul> | <ul style="list-style-type: none"><li>• Curve Lake First Nation.</li><li>• Chippewas of Georgina Island First Nation.</li><li>• Hiawatha First Nation.</li><li>• Mississaugas of Scugog Island First Nation.</li><li>• Kawartha Nishnawbe First Nation.</li><li>• Huron-Wendat Nation.</li><li>• Métis Nation of Ontario.</li></ul> |
|---|---|

# Initial Engagement and Consultation With Indigenous Communities

Engagement during Stage 2 of the study began in 2014 and is ongoing.

Initial focus of engagement and consultation focused on:

- Providing an overview/update on the Project.
- Identifying any aspects of the Project that may be of interest to Indigenous communities.
- Understanding of Aboriginal, treaty and asserted rights and traditional land uses.
- Identifying and addressing community concerns and values through open communication.
- Incorporating input and feedback received into decision-making.



# **Summary of Engagement and Consultation: Topics and Key Themes Raised**

- Potential impacts to:
  - Aboriginal and treaty rights.
  - Archaeology, sites of Indigenous heritage and cultural values.
  - Environmental factors including natural ecosystems, watercourse crossings, fish and fish habitat, wildlife and Species at Risk (SAR), vegetation, greenbelt lands, agriculture, air quality and greenhouse gases, cumulative effects, etc.
  - Inclusion of information regarding Indigenous values such as Indigenous keystone species, plants and medicines in the study.

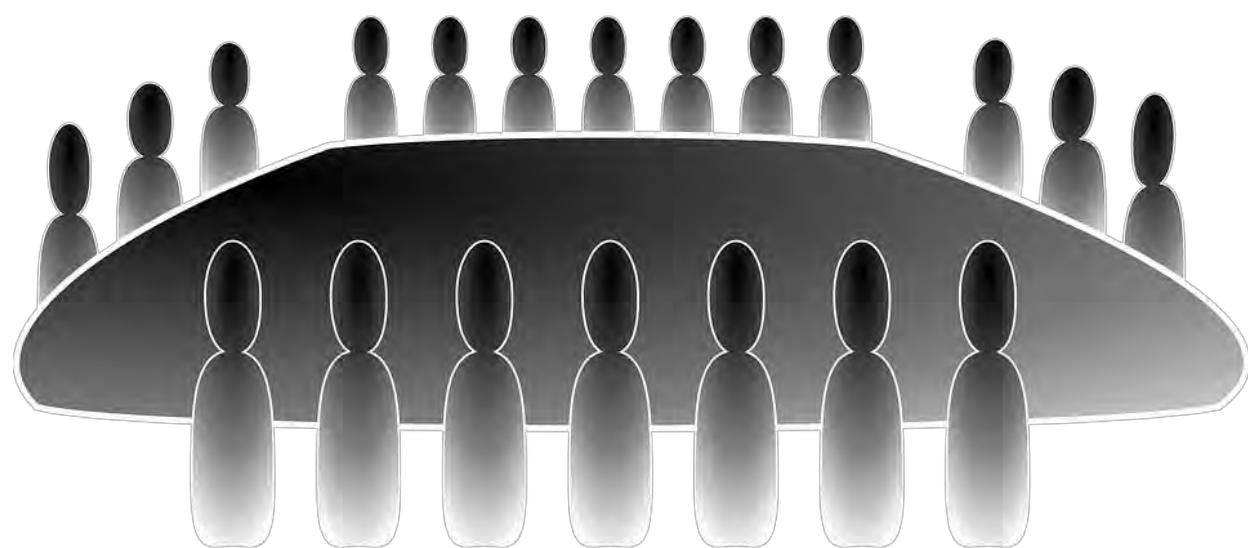
# Next Steps With Indigenous Communities

- MTO is committed to continued consultation and engagement with each community based on their interests and rights going forward. It will continue throughout all phases of the project.
- Gathering information and learning from Indigenous communities, to the extent they wish to share.



# Next Steps With Indigenous Communities

- Work with communities to understand potential changes to the environment, socio-economics, health, well-being, and safety.
- Work with communities to understand potential impacts of the project on established and credibly asserted Aboriginal and treaty rights.
- Community Value Planning process.
- In-person and virtual discussions.
- Potential community meetings.



# Next Steps

Late 2021 - 2022	<p>Please submit any additional comments by January 28, 2022. A comment form is available online at <a href="https://www.gta-west.com/consultation-2/">https://www.gta-west.com/consultation-2/</a> under the December 2021 Public Information Centre section.</p> <p>Continue to meet with Indigenous Communities, municipal staff, and other stakeholders, and continue to review feedback from all stakeholders provided through this Public Information Centre, comment forms, project e-mail and more.</p> <p>Submit the Initial Project Description to the Impact Assessment Agency of Canada.</p> <p>Socio-economic assessment to continue in 2022.</p>
TBD	<p>Receive IAAC's decision on whether a Federal Impact Assessment is required for the Highway 413 Project.</p>

\* Schedule is subject to change

# Thank you for attending

We want to hear from you!



Call Us

1-877-522-6916



Email Us

[project\\_team@highway413.ca](mailto:project_team@highway413.ca)



Website

[www.highway413.ca](http://www.highway413.ca)

# **Highway 413 Transportation Corridor Route Planning and Preliminary Design Project – Federal Impact Assessment Process**

**Public Information Centre – Halton Region**

**December 14, 2021**

# Agenda

- Overview of the Highway 413 Project.
- Federal Impact Assessment (IA) Process.
- Socio-economic contexts of your communities.
- Key issues raised by stakeholders and how we are addressing them.
- Technical studies added to meet Federal requirements.
- Indigenous community engagement and consultation.
- Next steps.

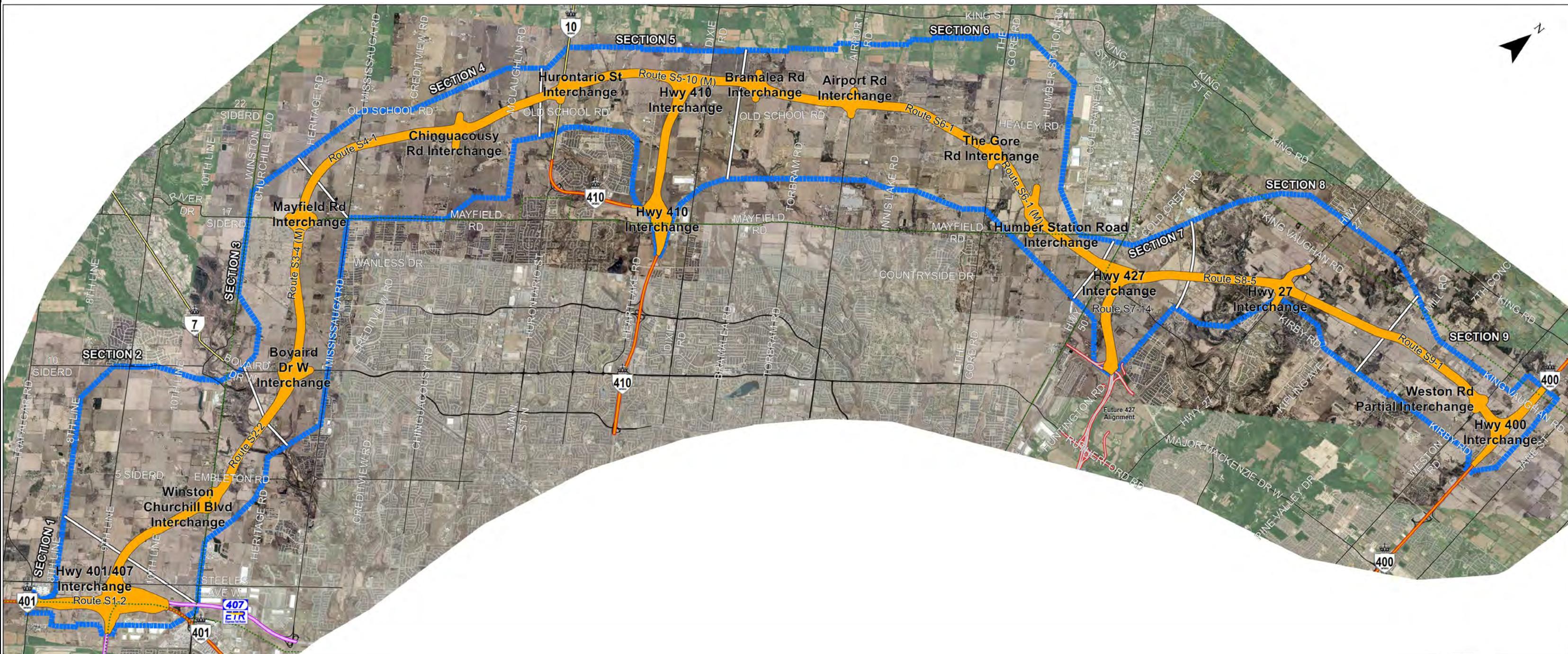


# Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- All attendees web cameras and microphones will be turned off.
- To answer a question or provide a comment, please use the Q&A box.
- Comments/themes submitted through the Q&A box tonight may be included in the Initial Project Description.
- This event is being recorded.

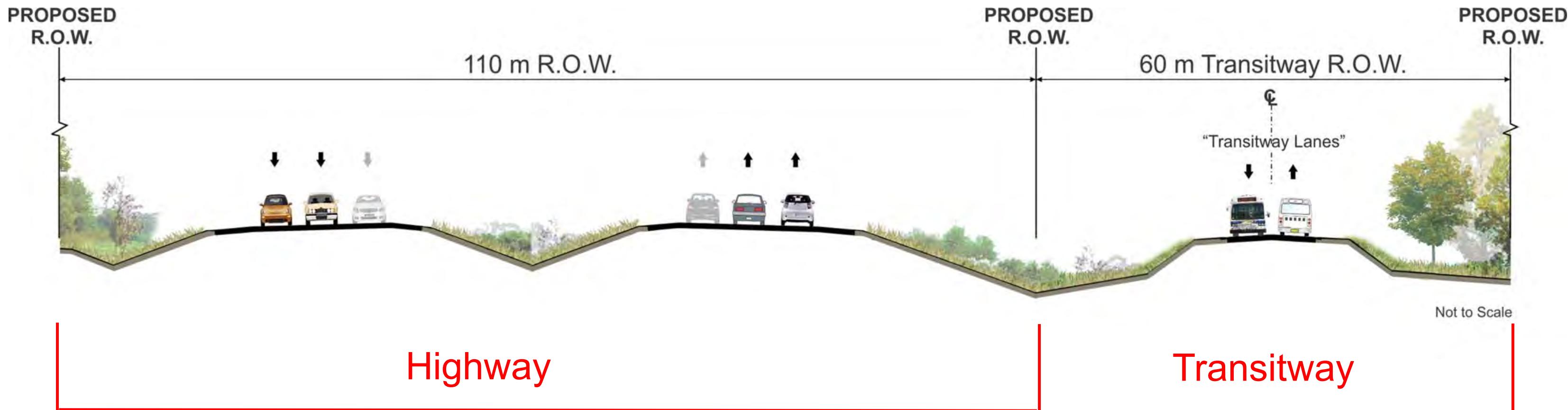
# Highway 413 Project Overview

# Preferred Route



Route Planning Study  
Area

Preferred Route and  
Interchange  
Locations



- 4 - to 6-lane highway with a separate adjacent transitway.
- Proposed right-of-way will be 170m (highway = 110m, transitway = 60m).
- The transitway will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
  - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 410, Highway 427, and Highway 400.

# Potential Goods Movement Priority Features



Truck Only Lanes

[freightwaves.com](http://freightwaves.com)

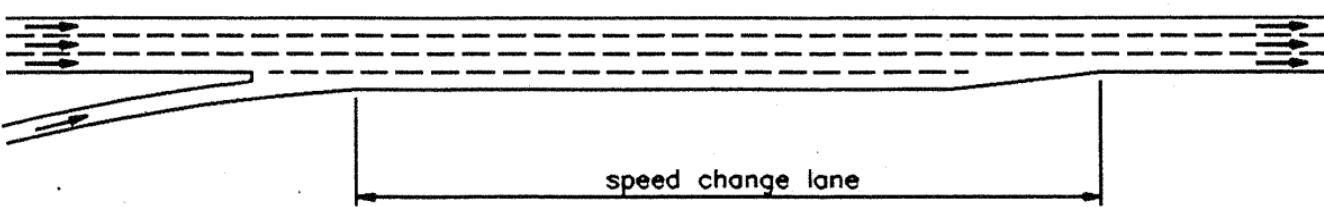


Intelligent Transportation Systems  
Features (variable message signs,  
real time traveler information)



Truck Parking Facilities

[hornlogistic.com](http://hornlogistic.com)



Enhanced Design to Accommodate  
Long Combination Vehicles

[semanticscholar.org](http://semanticscholar.org)

Longer Speed Change Lanes



Enforcement Features  
(weight and inspection  
stations)

[bristoltruckrentals.com](http://bristoltruckrentals.com)

# Federal Impact Assessment Process Overview

# The Federal Impact Assessment (IA) Process

- On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal IA Act.
- It is a planning and decision-making tool used to assess:
  - Positive and negative environmental, economic, health, and social effects of proposed projects.
  - Impacts to Indigenous peoples and communities and their Aboriginal and treaty rights.



# SAR and the Federal IA Designation

- The Agency feels the Project may cause adverse direct or incidental effects on the habitat of 3 federally-listed species-at-risk (SAR) on non-federal lands.
  - Species were considered in the route evaluations in accordance with their provincial ESA status:

Species	Provincial ESA Status	Federal SARA Status	Observed In Study Area
Rapids Clubtail	Endangered	Endangered	Yes
Western chorus frog	Not At Risk	Threatened	Yes
Red-headed woodpecker	Special Concern, expected to be uplisted	Endangered	No

Legend: Endangered Species Act (ESA), Species at Risk Act (SARA)

- Additional analysis is required.



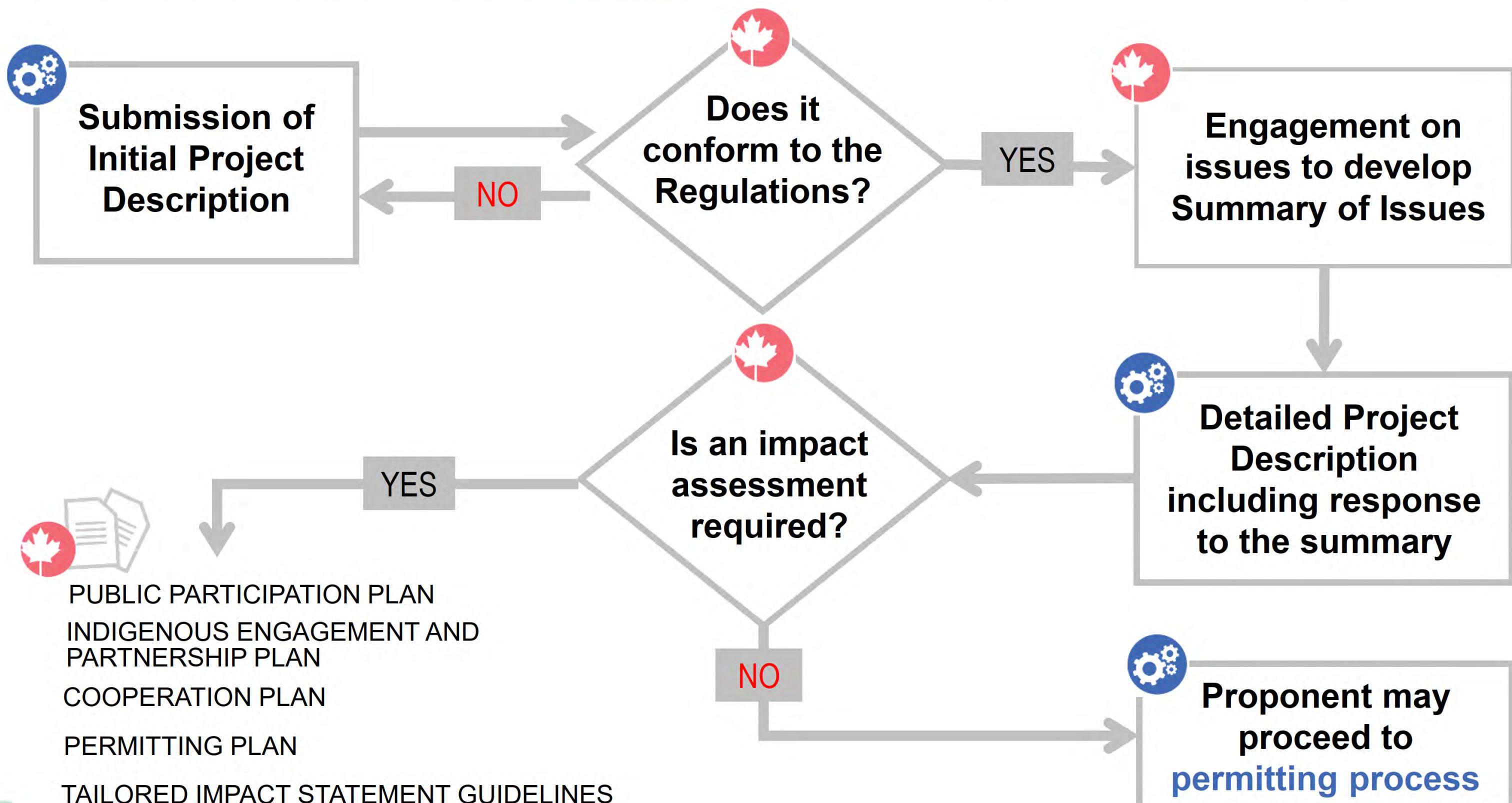
# Five Phases



IMPACT ASSESSMENT AGENCY OF CANADA

7

# Phase 1: Planning



IMPACT ASSESSMENT AGENCY OF CANADA

16

# Initial Project Description

- The Initial Project Description will cover:
  - The consultation and engagement undertaken to date.
  - The need for the Project.
  - Potential alternatives.
  - Existing and future conditions.
  - The studies being undertaken to inform the potential changes as a result of the Project.

# Socio-Economic Contexts of Your Communities

# Social, Economic, and Health Context Overview

As part of the pre-planning stage for the IPD, social, economic, and health studies are being conducted for the following regions & municipalities:

3 Regions:

- York, Peel, and Halton

7 Municipalities:

- Vaughan, King, Mississauga, Brampton, Caledon, Halton Hills, Milton

# Social, Economic, and Health Studies

IPD will provide a snapshot for each municipality, based on publicly available information, and feedback collected through community engagement.

For each region and municipality, studies include information on:

- Population (e.g., age, visible minority).
- Land Use (e.g., current and future).
- Local Economy (e.g., labour force, income, commuting).
- Visual Aesthetics (e.g., viewing experience).
- Health (e.g., perceived health, emergency services).



# Halton Region

Highway 413 Study Area passes through:

- Town of Halton Hills, Town of Milton

The following is for each census amalgamation, as per the 2016 Census:



Municipality	Population 2016	Population 2011	% of Population change	Actual number (Popula tion change)	Land size (area in square km)	Population Density (per square km)
Regional Municipality of Halton	548,435	501,674	9.3	46,761	964.05	568.90
Town of Milton	110,128	84,362	30.5	25,766	363.22	303.20
Town of Halton Hills	61,161	59,013	3.6	2,148	276.27	221.40

Transportation Infrastructure:

- Roads: 2 major 400-series highways (401 and 407 ETR), regional and local roads.
- Public Transportation (commuter bus and rail): Milton Transit, GO Transit.

# Halton Region: Quick Facts\*



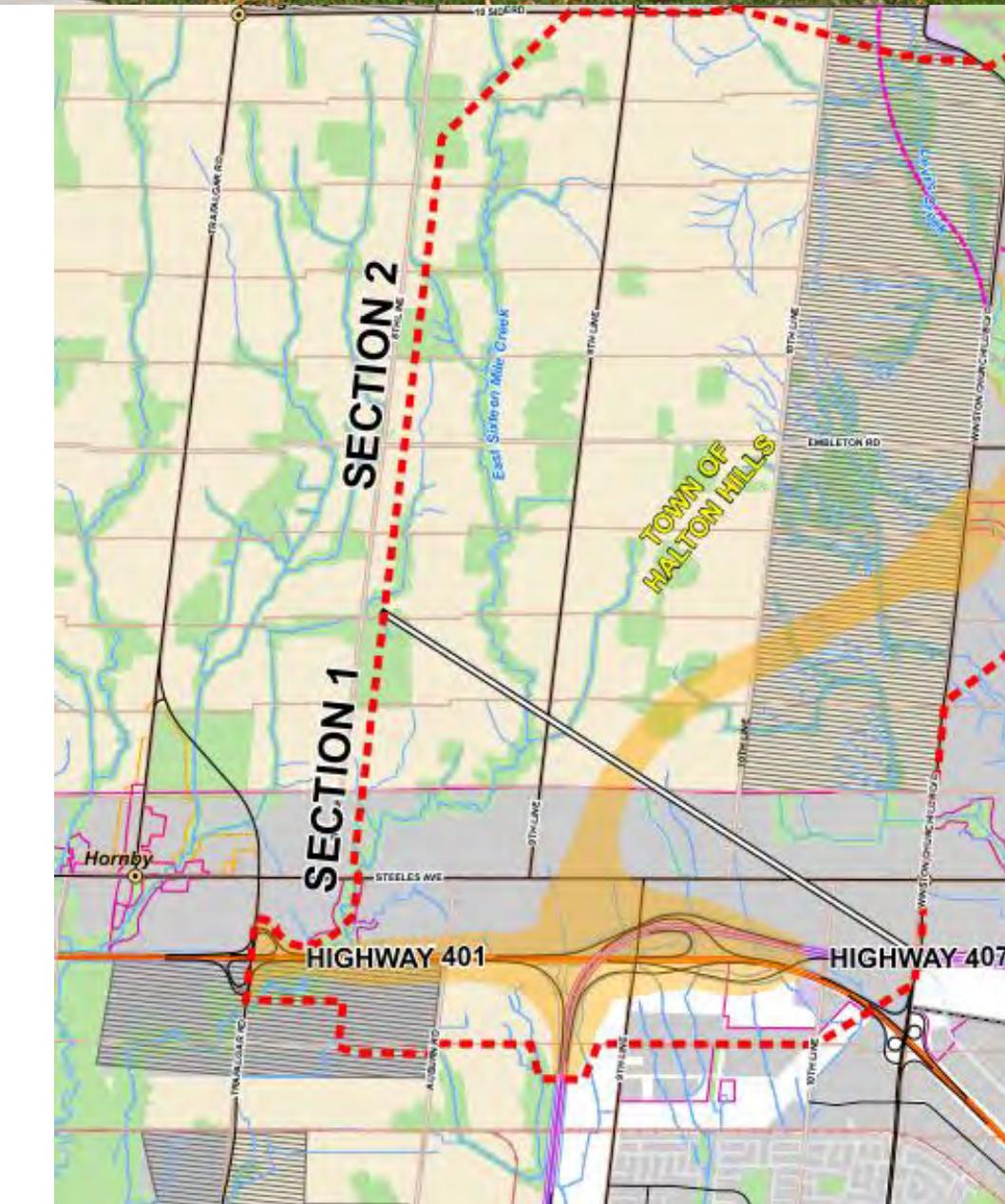
- 42.8% visible minority in Milton, 7.4% in Halton Hills.
- Lowest unemployment rate was in Halton Region at 3.8% (the Ont. rate was 4.7%).
- Median income: Halton \$103,009, Milton \$104,730, Halton Hills \$106,349.
- Overall perceived physical health: 69.8% reported very good or excellent.
- The largest portion of the Environmental Policy Area lands in the project corridor is found within Halton Hills and Milton.

\*The data presented is for each census amalgamation, as per the 2016 Census

# Halton Region

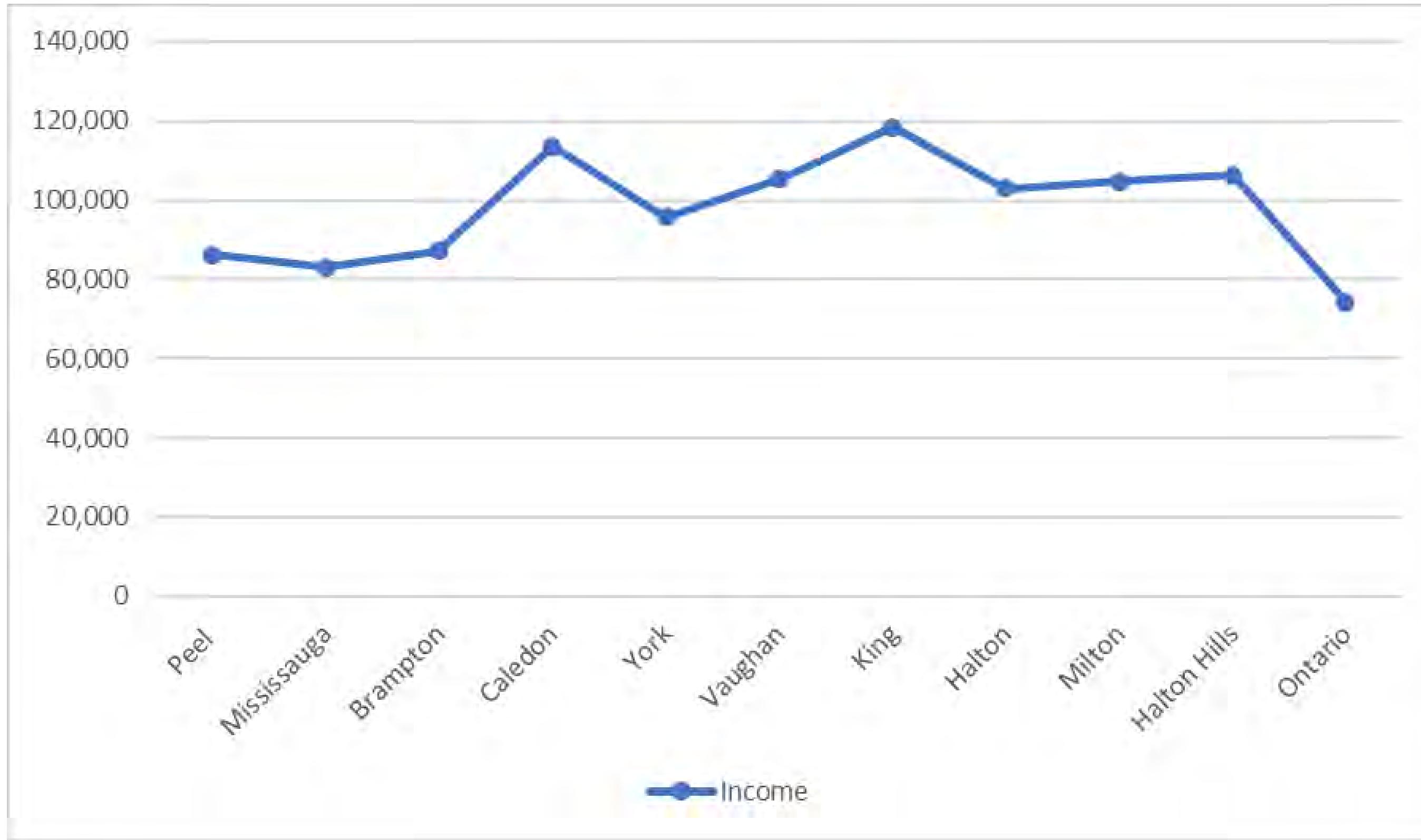
Some of the services the Region is responsible for:

- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services



# Economy of Highway 413 Municipalities

## Median Total Income for Highway 413 Communities, 2016



Statistics Canada (2016)

# Existing and Future Land Use Across All Municipalities

## Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



### LEGEND

- Base Features**
- Town or Community
  - Route Planning Study Area
  - Focused Analysis Area
  - Lot / Concession
  - Watercourse
  - Municipal Boundary
  - Section Limits
- Roads**
- Freeway
  - Future Highway 427 Extension
  - 407 ETR
  - Highway
  - Arterial Road
  - Local Road
  - Railway
  - Planned Municipal Improvements
- Route Alternatives**
- Preferred Route
- Generalized Land Use Designations**
- Greenbelt - Protected Countryside
  - Oak Ridges Moraine
  - Future Urban Area
  - Environmental Policy Area
  - Agricultural Area

# Economy of Highway 413 Municipalities

## Commuting Distance By Community

Time	Municipality
15-29 minutes	<ul style="list-style-type: none"><li>• Peel</li><li>• Mississauga</li><li>• Brampton</li><li>• York</li><li>• Vaughan</li><li>• Halton</li><li>• Provincial Average</li></ul>
30-44 minutes	<ul style="list-style-type: none"><li>• Caledon</li><li>• King</li><li>• Milton</li><li>• Halton Hills</li></ul>



### Peak Travel Time

Most common timeframe for commuting to work for all municipalities: from 7:00 am to 7:59 a.m.

**Question A.**  
**Are there any other statistics or  
data that you feel has important  
implications to the Highway 413  
Project?**

# **Summary of Key Issues Raised by Stakeholders and Indigenous Communities**

# Natural Environment



Does not conform to the Greenbelt Plan.

Greenbelt Plan permits new corridors provided it serves the growth and economic development.



Concern about impacts to Greenbelt lands and loss of agricultural lands.

Use design principles from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* where impacts are unavoidable.

Undertake an Agricultural Impact Assessment.



Potential effects on fish and fish habitat, wildlife and vegetation.

Fieldwork and consultation with agencies to understand how to avoid, mitigate or compensate for impacts.

Mitigation measures will be conditions of receiving permits.



Potential effects on Federally listed Species at Risk.

Meet the legislative requirements of *Endangered Species Act* and *Species At Risk Act*. Obtain permits or approvals during the detailed design stage. Conditions of approval may include mitigation, compensation, monitoring, consultation.



MTO should commit to a voluntary project review (VPR) process with the TRCA and CVC.

MTO will adopt the VPR process as a pilot project with both the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC).

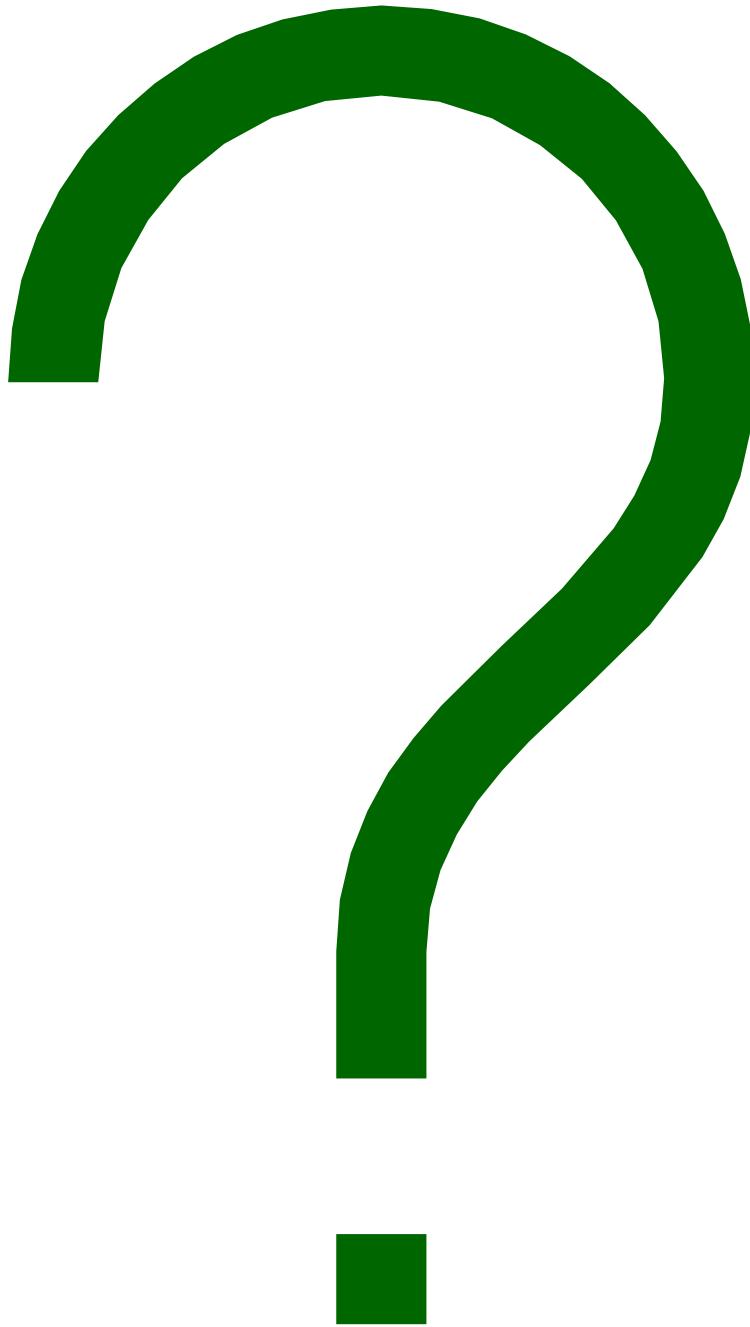


Concern about environmental costs of the project (i.e., ecosystem services).

The evaluation of the short-listed route alternatives included potential impacts to ecosystem services.

Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

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Potential health and socio-economic impacts from the effects on greenspace and aesthetics, municipal infrastructure, and private property.

Community Value Plan will incorporate public input.

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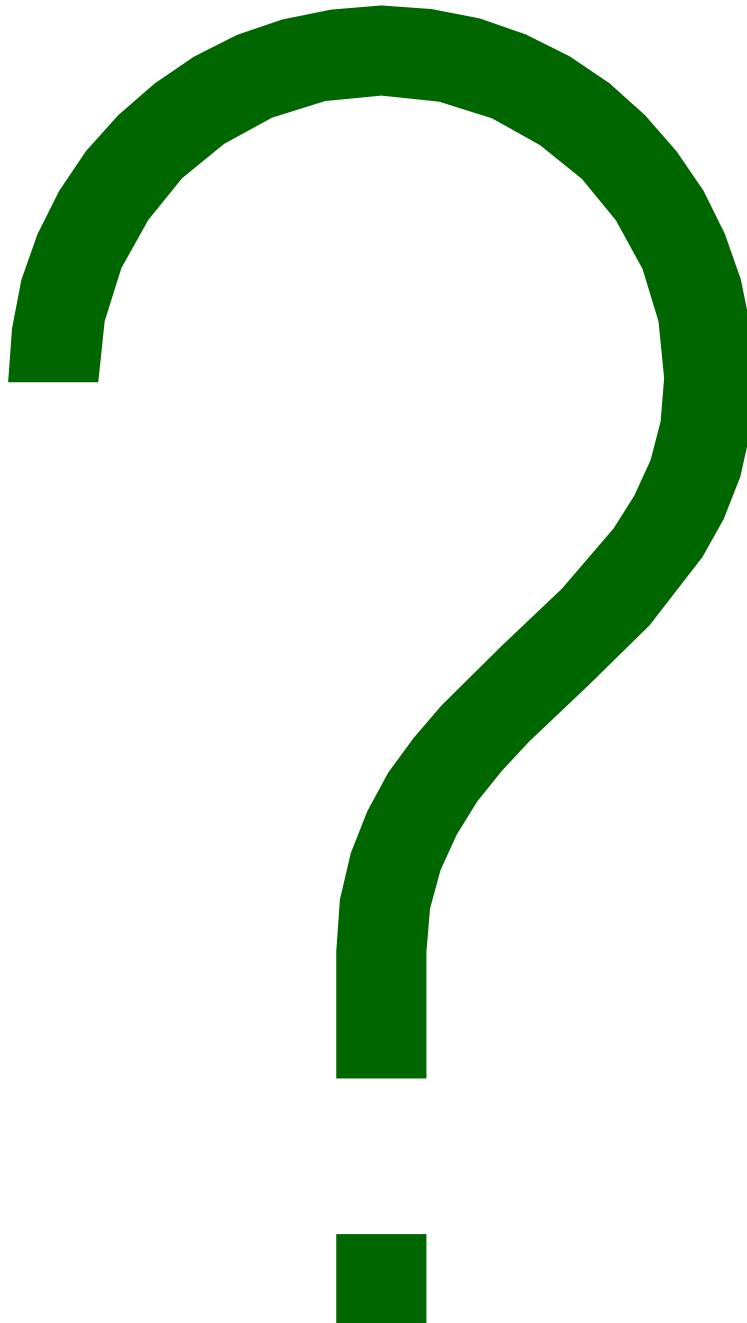
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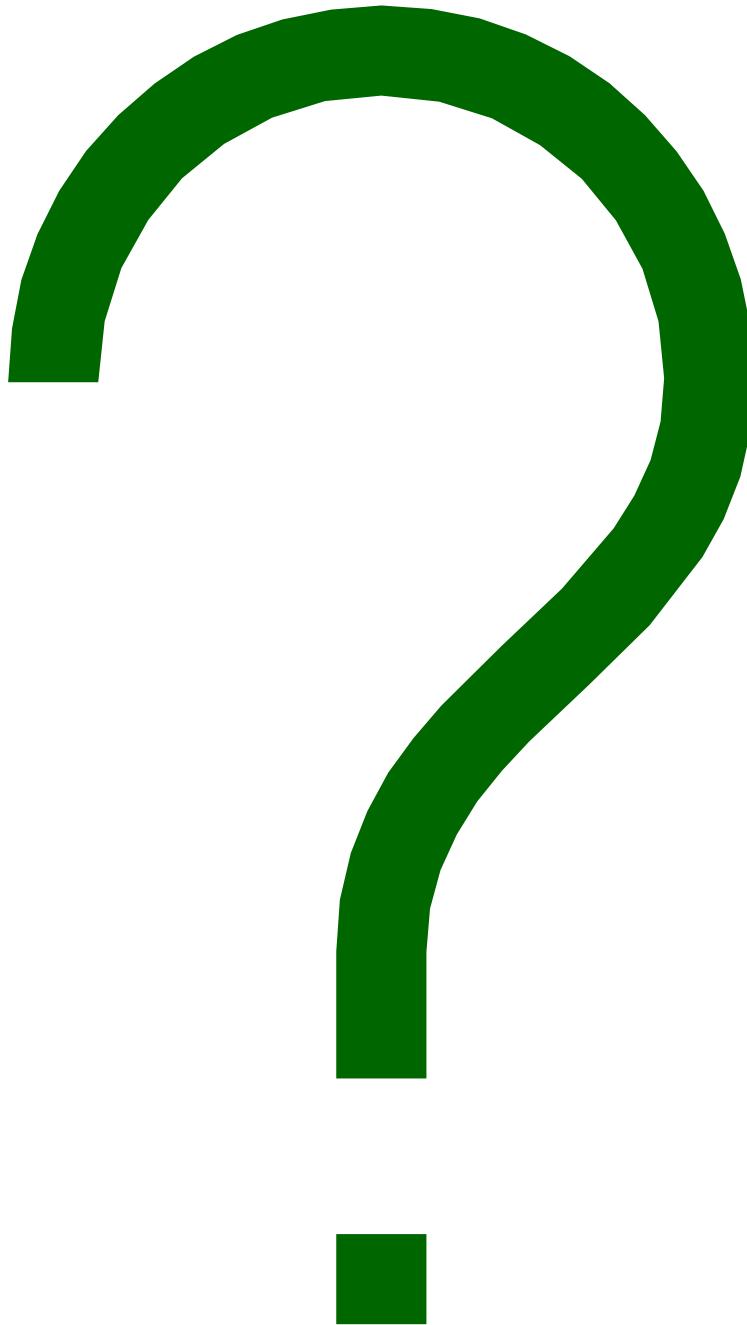


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Consultation and engagement inform the decision-making process.

Consultation Plan for the Project provides unique and flexible approaches that can be tailored to the needs of Indigenous communities, government agencies and interested persons. The approach will continue to evolve.

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Considering adaptations to infrastructure to account for extreme rain and flooding and increased ice accumulation. A Stormwater Management Plan is being developed with consideration for the TRCA 2015 Crossings Guideline for Valley and Stream Corridors.



The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor (e.g. 407ETR).

Stage 1 identified transportation problems; developed and evaluated alternatives (first optimization of the existing network, then transit/rail investments, then expansion to existing highways, only then new road infrastructure).

The 2017 Advisory Panel Report did not refute the need for the new transportation corridor; it provided recommendations and additional items to consider while undertaking the Individual EA.

407ETR as an alternative is not realistic if we want to reduce congestion and keep goods moving. By 2031, we would suffer from congestion even if we expand 407, subsidize tolls, build truck priority features.



Highway 413 is not needed if more people will be working from home in the future.

Even if more people work from home long-term, Highway 413 will still benefit goods movement in the province and it will provide a vital alternative to the existing 400-series corridor, allowing people and goods to continue to move in the event of a closure.

# Transportation



Cause residential sprawl, more car dependency, and induced demand.

Multimodal transportation options are critical to the development of sustainable communities.

All transportation infrastructure may induce or change demand. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. Most trips in the region are on roads, regardless of whether they are car, truck, bus/transit or cycling.



Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network.

The traffic model is being updated and will identify traffic requirements to 2041 and look at operations on municipal roads on either side of an interchange.

Crossing roads will be interchanges, truncated, be overpasses / underpasses. Municipal staff are being consulted and MTO is including elements of active transportation along crossing roads.



Interest in the kind of materials that will be used to construct the highway.

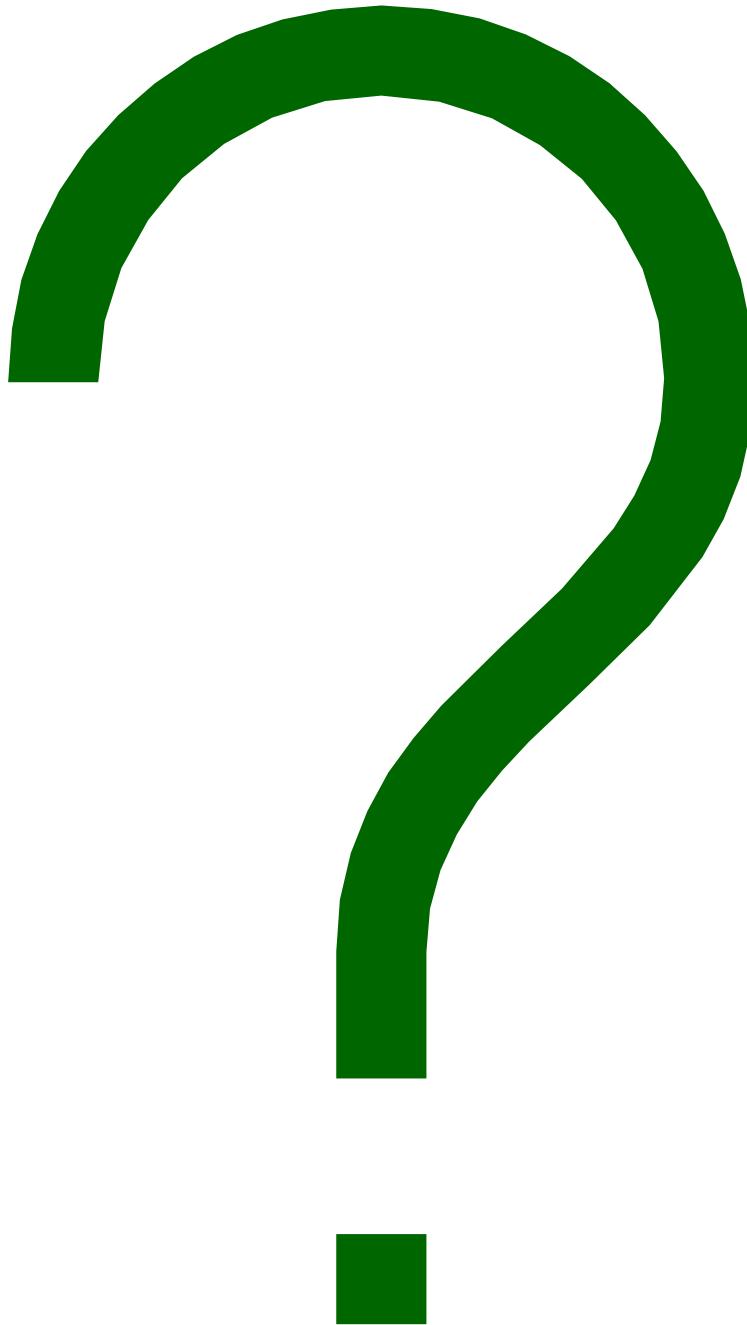
MTO encourages the use of reclaimed materials within the limits imposed by engineering properties to ensure safety and durability. When new aggregate must be sourced, local sources are considered.



The project is not including the Bram West Parkway or Norval Bypass in the Preferred Route.

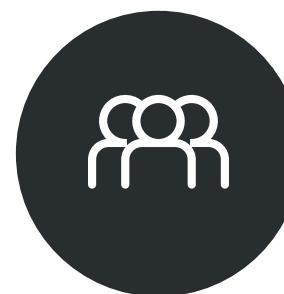
Highway 413 will not prevent the planning and construction of the Norval Bypass or Bram West Parkway. These municipal road systems can be implemented by municipalities in order to provide appropriate east-west connections.

# Poling Question



# Question B.

## What issues have we not identified that are important to you?



# Technical Studies Being Added to Meet Federal Requirements



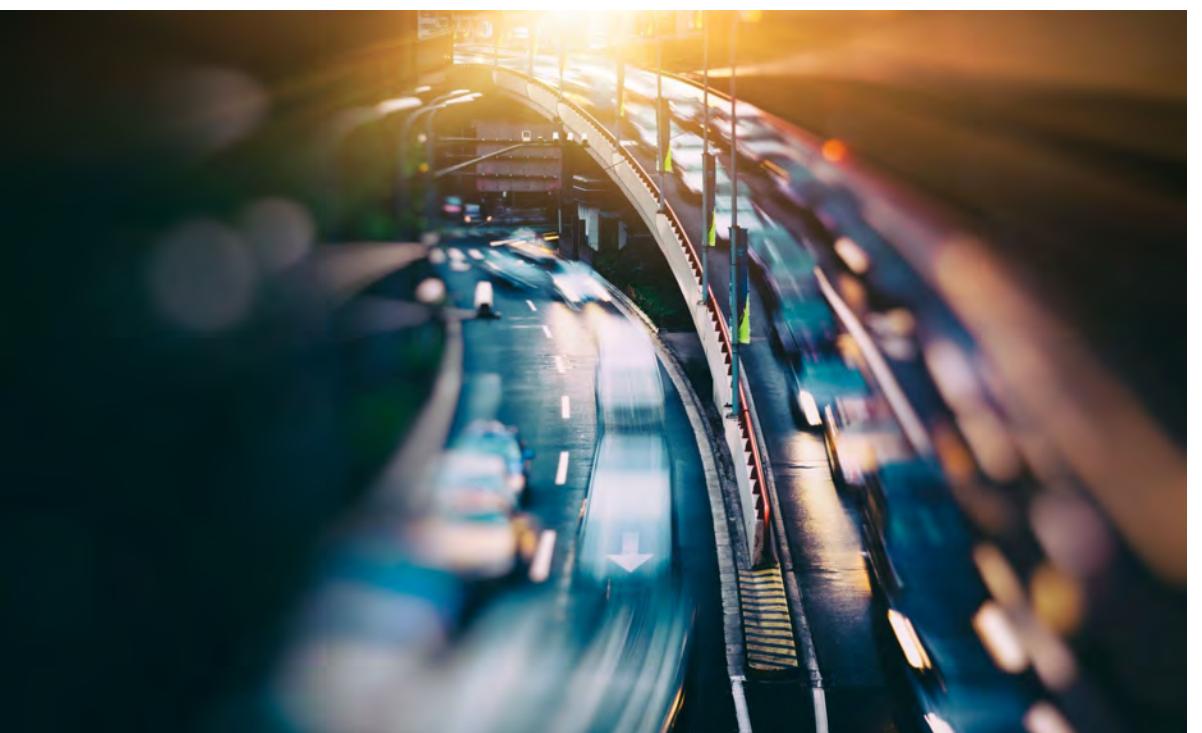
# Greenhouse Gas (GHG) Emissions

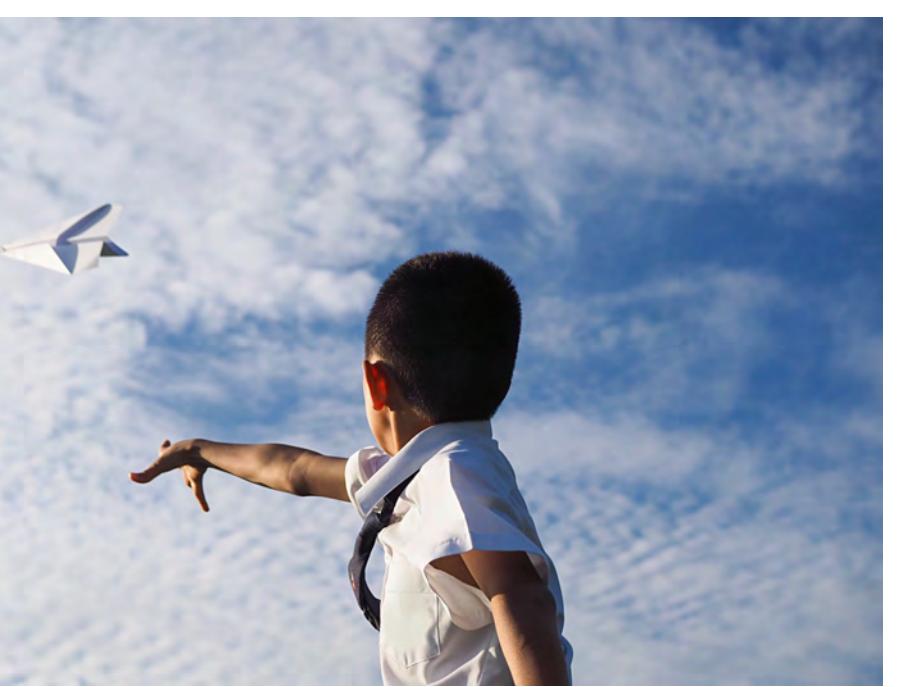
- An Air Quality Impact Assessment (AQIA) is part of the Provincial EA:
  - The AQIA predicts the cumulative concentration of various contaminants of concern and GHGs due to the **operation** of the project.
  - Mitigation may be warranted if Provincial or Federal criteria and standards for one or more contaminants are exceeded.
- Assessment of air emissions due to **construction** of the project will be undertaken to align with the Federal IA Act requirements.





# Human Health

- 
- To align with the Federal IA Act requirements, human health impacts will be assessed.
  - A Human Health Impact Scoping Report will be prepared to inform the need for further study.



# Changes to Social, Economic and Health Conditions of Highway 413 Municipalities

Anticipated changes are based on data available from other studies that are similar in scope and nature, professional experience.



# Potential Changes to Social Infrastructure

- Community infrastructure (roads, waste, police).
- Housing (demand, cost).
- Land use (green space, agriculture, recreation, tourism).
- Visual aesthetic (visual enjoyment).



# Potential Changes to Economic Infrastructure

- Economic growth.
- Employment opportunities.
- Inflation.
- Travel and tourism.
- Real estate.



# Some Potential Changes to Health and Public Safety

- Air quality.
- Noise.
- Personal stress.
- Accidents and malfunctions.
- Community safety.



# Gender Based Analysis+ (GBA+)

- What is it?
  - A systematic way to determine how all populations (Indigenous and non-Indigenous) may experience/receive the project.
  - Includes all groups who may be vulnerable/at-risk in response to a significant change in their environment.
    - » Visible minorities, members of the 2SLGBTQ+ community, Elders, youth, women and girls, and people with disabilities.
  - GBA+ populations are smaller groups, who could be overlooked.

**Do you identify as someone who is/may be GBA+? If so, how do you identify (visible minority, youth, Elder, woman, 2SLGBTQ+, person with disability, etc.)?**

**We encourage you to share how you foresee the project affecting you.**

**WEBSITE**



**www.highway413.ca**

**EMAIL**



**project\_team@highway413.ca**

**TOLL-FREE**



**1-877-522-6916**

# Social, Economic and Health: Next Steps

- MTO welcomes your comments regarding the Project on social, economic, and health in your community.
- Additional socio-economic studies will be undertaken as the project progresses.
- Additional studies will consider Project effects on vulnerable and marginalized populations.



# Cumulative Effects Assessment

The cumulative effects assessment will assess:

- Changes to the environment, health, social and economic conditions as a result of the Project's residual effects from other past, present and reasonably foreseeable physical activities that overlap with the study area.
- Potential impacts on Aboriginal and treaty rights.
- Mitigation measures to avoid or minimize potential adverse cumulative effects.



**Question C.**  
**Are there any studies that you think are missing?**

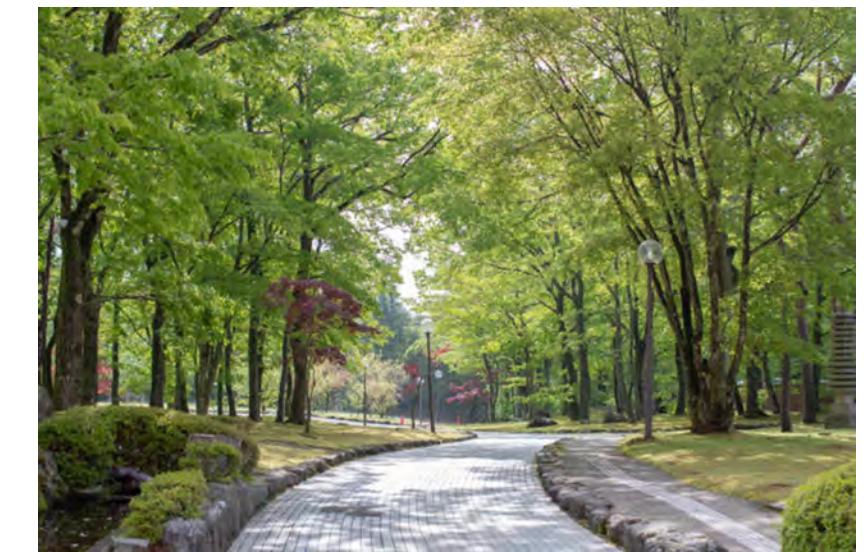
**Question D.**  
**What do you believe is most essential to focus on within these additional studies?**

# Overview of Indigenous Community Engagement and Consultation

# Indigenous Communities

Indigenous communities have been identified to participate in the Project, based on:

- Aboriginal and treaty rights, and assertions.
- Interest in the Project.



## Indigenous Communities Identified by MTO for Engagement and Consultation

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• Mississaugas of the Credit First Nation.</li><li>• Six Nations of the Grand River Territory First Nation Elected Council.</li><li>• Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute.</li><li>• Alderville First Nation.</li><li>• Beausoleil First Nation.</li><li>• Chippewas of Rama First Nation.</li></ul> | <ul style="list-style-type: none"><li>• Curve Lake First Nation.</li><li>• Chippewas of Georgina Island First Nation.</li><li>• Hiawatha First Nation.</li><li>• Mississaugas of Scugog Island First Nation.</li><li>• Kawartha Nishnawbe First Nation.</li><li>• Huron-Wendat Nation.</li><li>• Métis Nation of Ontario.</li></ul> |
|---|---|

# Initial Engagement and Consultation With Indigenous Communities

Engagement during Stage 2 of the project began in 2014 and is ongoing.

Initial focus of engagement and consultation focused on:

- Providing an overview/update on the Project.
- Identifying any aspects of the Project that may be of interest to Indigenous communities.
- Understanding of Aboriginal, treaty and asserted rights and traditional land uses.
- Identifying and addressing community concerns and values through open communication.
- Incorporating input and feedback received into decision-making.



# **Summary of Engagement and Consultation: Topics and Key Themes Raised**

- Potential impacts to:
  - Aboriginal and treaty rights.
  - Archaeology, sites of Indigenous heritage and cultural values.
  - Environmental factors including natural ecosystems, watercourse crossings, fish and fish habitat, wildlife and Species at Risk (SAR), vegetation, greenbelt lands, agriculture, air quality and greenhouse gases, cumulative effects, etc.
  - Inclusion of information regarding Indigenous values such as Indigenous keystone species, plants and medicines in the study.

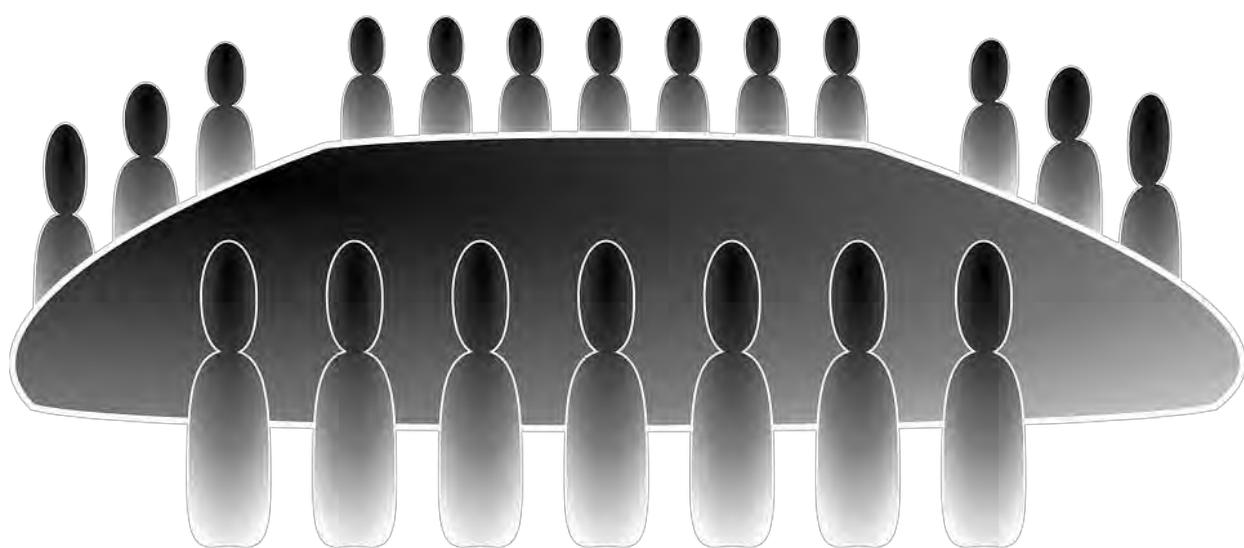
# Next Steps With Indigenous Communities

- MTO is committed to continued consultation and engagement with each community based on their interests and rights going forward. It will continue throughout all phases of the project.
- Gathering information and learning from Indigenous communities, to the extent they wish to share.



# Next Steps With Indigenous Communities

- Work with communities to understand potential changes to the environment, socio-economics, health, well-being, and safety.
- Work with communities to understand potential impacts of the project on established and credibly asserted Aboriginal and treaty rights.
- Community Value Planning process.
- In-person and virtual discussions.
- Potential community meetings.



# Next Steps

Late 2021 - 2022	<p>Please submit any additional comments by January 28, 2022. A comment form is available online at <a href="https://www.gta-west.com/consultation-2/">https://www.gta-west.com/consultation-2/</a> under the December 2021 Public Information Centre section.</p> <p>Continue to meet with Indigenous Communities, municipal staff, and other stakeholders, and continue to review feedback from all stakeholders provided through this Public Information Centre, comment forms, project e-mail and more.</p> <p>Submit the Initial Project Description to the Impact Assessment Agency of Canada.</p> <p>Socio-economic assessment to continue in 2022.</p>
TBD	<p>Receive IAAC's decision on whether a Federal Impact Assessment is required for the Highway 413 Project.</p>

\* Schedule is subject to change

# Thank you for attending

We want to hear from you!



Call Us

1-877-522-6916



Email Us

[project\\_team@highway413.ca](mailto:project_team@highway413.ca)



Website

[www.highway413.ca](http://www.highway413.ca)

# C

## Full Written Responses to Discussion Questions (A to D)

- Peel Region (December 7, 2021)
- York Region (December 9, 2021)
- Halton Region (December 14, 2021)



As an interactive approach to collect additional feedback from attendees, the following four questions were asked throughout the presentation:

- A) Are there any other statistics or data that you feel has important implications to the Highway 413 Project?
- B) What issues have we not identified that are important to you?
- C) Are there any studies that you think are missing?
- D) What do you believe is most essential to focus on within these additional studies?

Date	Event	Municipality	Stakeholder Type	Main Theme/Topic	Full Response
<b>Peel Region PIC #3</b>					
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: For statistics pertinent to the highway and the nearby communities, how many people or % population using 407?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Carbon emissions
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Please also gather sociodemographic data for those participating in your public information sessions... are you engaging a representative sample of the Peel Region population?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is the share of existing residents who would actually use the proposed highway to commute to work?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Impact on migratory birds
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: It is false to state people choose to travel in their personal vehicle and not use public transit when the public transit services few communities and offers very limited schedules. It could be vastly improved.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Impact on fish species
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: I don't know any studies offhand, but wouldn't prioritizing car infrastructure further disincentivize people from taking public transit? Public transit only makes sense if it's just as convenient or more convenient than driving a personal vehicle
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What about the percentage of privately owned farmland the highway would intersect?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What about data concerning the number of recreational users of the lands affected? For example, there are many many cycling groups who's routes are going to be dictated by this Highway.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What are the proportions of workers from each region that expect to continue commuting versus working from home post-COVID? How will these numbers impact plans?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Regarding DATA, where is the material for the Hwy coming from and in relation to social impact, have you considered what you will be doing in Greenbelt areas in order to get the material?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Have you looked at the Brampton concept for a boulevard where the 413 crosses through that area in the northwest part of the city?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Have you considered the impact of induced demand - more people choosing to drive than before because of highway expansion - thus causing congestion to fill up new highway?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: It was noted that over 75% of people used their personal vehicles to commute even when there was public transit available. Was there a detailed analysis done of this statistic? i.e. were people asked why? Maybe the public transit is not sufficient, does not get to the places where people need it, etcetera?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Why is the planning done based on maps rather than actually going and seeing the corridor lands and communities?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Further important statistics: estimated increase in highway traffic due to this project, estimated pollutants (e.g. nitrogen oxides, sulfur, particulate matter, greenhouse gases) due to this project
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Maybe looking at carpool data at carpool lots around existing lots near the proposed area? I know there have been comments with my coworkers about more carpool lots in Caledon - how many are proposed?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Shouldnt the relevant commute times be for routes that are impacted by this highway? maybe this is something that will come up later
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Data on racialized community (WITH extrapolation of climate change impacts to these communities brought on by this highway)
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Traffic patterns have changed due to the pandemic. Many are working from home now. Is 413 still required? Highway 407 seems to be underused even at rush hour.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Do you have anticipated 413 traffic studies to date? Cars and truck breakdown?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Of the existing farmland, how much is already slated for future development anyway? That is, even if no highway is built, how much is expected to be developed for a use other than farmland?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What east-west traffic data has been collected ? This would help reveal the need for the east-west highway.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A:What are the existing transit corridors and services available in the Peel municipalities? Go train service, bus service etc.

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Need data on the agricultural productivity (real and potential) of the agricultural lands
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is important is the need for this farmland to be available for future food security.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Can Highway 407 be used to better advantage especially truck traffic?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Interested in data on how quickly highways such as 401 or 410 become congested after they are built
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: For statistics pertinent to the highway and the nearby communities: What are existing transportation emissions? Average lengths of Commutes? Amount of existing jobs within these regions? Amount of agricultural land which would be destroyed? % transit usage in these communities & amount of funding for transit per capita? Percent of people with cars/ amount of cars per household?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Especially when food prices are skyrocketing and local food production is needed more than ever. FARMLAND is important. Look at the East India concern of farmland that Canadians have, why not here in Canada?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How and when was the data on the commute times collected?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Well ... since the pandemic statistics have changed very much. People are working from home and have changed residences. This pandemic isn't going anywhere anytime soon. Isn't this an old solution? 2. Getting more cars on the road doesn't seem like we are heading in the right direction and honestly this is a cycling route that is very very common to cyclists. Cycling is getting very dangerous and this corridor will impact negatively cyclists.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Further important statistics: extent of unused capacity on Highway 407, quantification of Highway 407 as an alternative to this project
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are 407 statistics for increased use available to the Team? For potential increase of traffic flow.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Do you have any additional information regarding the additional transit corridor
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: The percentage of direction of commuter traffic in each area.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Impacts with Road crossing for wildlife, causing more barriers to wildlife crossings?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Effect of noise on fauna.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Perceived health seems insufficient - one being asked on the phone may call themselves healthy but that doesn't change the poor health that exists within Brampton
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Is there data that relates to farmland owned and operated as compared to rented farmland
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What economic value of the 37% agricultural land that will be lost if the proposed highway goes ahead?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Please clarify the transport movement is Potential ... this hwy is being sold as truck movement, why is it only Potential
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Greenhouse gas emissions data and municipal and Regional climate targets
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: average amount of exercise per day / average amount walked per day
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Number of interchanges. Can they be reduced and be reconsidered later, in future
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Lost conservation land? how much compensation will be recommended?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Consider truck safety and truck driver training since the rout will be used extensively by transport trucks.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How many tonnes of food are produced on the farmlands that will be destroyed?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: While I understand that people are worried about the impact on the environment, will the production of electric calls not be much more advanced by the time the highway is complete?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Wonder if you have data on impact on water sources and contamination due to spillage and contamination on the highway
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: We have an underused highway corridor with 407 ETR -- why can't we devise a plan to use this corridor more effectively and not create another environmentally destructive corridor?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Will health related issues for citizens living near the highway during construction be assessed?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: We should include information from other projects, both local and foreign, where once completed what were the impacts on wildlife. This way we could have statistics based on actual projects which have occurred instead of "guessing" what may occur.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Will this hwy make a bypass around Caledon Village a priority?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Credit Valley Conservation Authority and other environmental groups are trying to have a wildlife corridor along the area of the Credit River. Will this highway have tunnels or bridges to facilitate the passage of wildlife.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What stats are there that support 404 series highways reducing travel times in the long term. Most studies I am aware of suggest the opposite.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What percent of the land around the highway will be changed to residential/industrial sprawl?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is the impact to land values to those within the study area?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What percent of the land will remain protected?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Alternatives to the highway like the sustainable brampton boulevard
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: The health of the property owners along the preferred route is also significant as they cannot sell their properties. This situation seems to be never ending. There is stress and financial obligations of maintaining properties that cannot be sold as the 413 depresses the value of the property.

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Much comparison and data required on how Hwy 407 can be used instead of building the 413.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Health and Wellness will be better as we don't have to sit in a car for extra long long times!
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: In addition to the land to be used for the highway, are there any stats on how much this will contribute to sprawl. How much land will be re-purposed as a result of 413's completion Other than the highway.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is the highway location impact on operations at the Brampton-Caledon Airport?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Will the OPP have input from a traffic enforcement standpoint?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Given that Agricultural land use is deemed to be 37%, what would be the projected loss if the Hwy is approved and the expected change to residential and commercial uses along the route?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Wildlife road fatalities - how much is caused currently within the 400 highways, and predictions the impact of the 413?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What percent of trips are expected on the transit corridor?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are you looking at data on the effect of crossing waterways and the impact on wetlands which are important to prevent flooding
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What impact will this have on the viability of the Greenbelt as a nature preserve. This will permanently affect this area's ability to support wildlife.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Traffic patterns - the 410 north is ridiculously slow at rush hour. How will road affect that?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Really need to look at how the 407 can be used more effectively so that the 143 does not need to be built.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How the highway will change industry in affected areas
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Is not the reason why people prefer to use their cars as opposed to using public transport because public transport is seriously lacking and inadequate in the region.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Consider projected growth for communities and counties north of the regions under study.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What data do you have on the impact of highways and travel on waterways?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: When will the highway be a toll road? Will the route be sold in the future to private interests.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are we taking into account the reduction in the need for vehicles, if more mass transit projects were built first?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Data on existing transit corridors and services available in these municipalities... Go train service, bus service etc.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Consider the smart growth land use plans of local municipalities that will impact shifts in transportation modes
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Actual cost #'s, short vs long-term jobs, GHG emissions from vehicles current and projected as well as full construction and lifecycle GHGs, area of farmland, forests and wetlands destroyed by this project (including ROW), noise pollution, air pollution, light pollution and water pollution impacts. Local traffic impacts.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What statistics are taken regarding properties and rezoning land use.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Peel SHOULD consider GO, Bus Transit, Rail or light rail or 407 purchase or subsidize. Compare transportation options?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How will this project jeopardize Canada's target of Paris agreements
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: My concern is #413 impacts on the most biodiverse at the same time already already highly stressed and high density Southern ON. It seems right now we should be looking into climate&biodiversity lens. Building #413 will go against this existential crisis. It will increase CO2, Ecological footprint, impact biodiversity.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Have we measured the result if HWY 407 tolls were reduced?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Please consider the impact on health of the nearby populations from gravel dust during the construction period.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Data on using/expanding existing roads and highways rather than building a highway on vacant land.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: more a comment. If the feds govt was given an option to purchase the 407 for 1 billion as it runs parallel why are they focused on making a new highway at 10 times the cost at minimum. Huge impact on environment, land, livelihood, and of course financial.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: With regard to the first set of polling questions - I emphasize that this project is not needed and that its costs considerably outweigh its benefits, in my view. Please understand my concerns through this framework.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Given that the Pre-existing Valleywood Fire & Emergency Services (located within the pre-existing Valleywood community) has only one viable access/egress, by what means can the GTA West Project Team support the 410 interchange at Valleywood when they have been provided proof that the Town of Caledon has not represented the intersection physics accurately in the McLaughlin Rd./Spine Rd. EA?

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are you aware that on page 9 (last paragraph) of Caledon By-Law 2021-082, (Enacted October 26, 2021) text is present that speaks to an existant Emergency exit? There is no Emergency Exit, nor can there ever be as the 410 concrete lane divider precludes southbound turns towards the nearest Hospital or if Fire & Emergency Services need to provide service outside of the Valleywood community when the single access/egress bridge is blocked with an accident, thus causing the "controlled access gates" of the 410 to be closed. 3(i) Is the GTA West Project Team aware of this condition?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: It seems the Hwy 413 project is being analyzed in isolation. The team needs to take into account the impact of residential and commercial sprawl. These issues need to be in the statistics
Dec-7-2022	Peel Region PIC	Peel Region	Public	Response to Question A	A: Any studies to assess how the highway will impact our local traffic? There will be more cars using existing roads to enter/exit the highway. This could create local traffic problems and require road repairs which MUNICIPALITIES will have to pay for
Dec-7-2023	Peel Region PIC	Peel Region	Public	Response to Question A	A: With the soaring prices of real estate how does the government expect to be able to pay for the expropriation of the affected lands? Will this not add so much more to this project as to make it unfeasible?
Dec-7-2024	Peel Region PIC	Peel Region	Public	Response to Question A	A: What were the outcomes of those discussions with brampton? You clearly have no intention of building sustainably or being transparent
Dec-7-2025	Peel Region PIC	Peel Region	Public	Response to Question A	A: Where can I view the functional and capacity objective for the 413?
Dec-7-2026	Peel Region PIC	Peel Region	Public	Response to Question A	A: As we know, highways lead to sprawl and unsustainable communities. What is the real reason for this proposed highway? 71% of us in this poll want to know.
Dec-7-2027	Peel Region PIC	Peel Region	Public	Response to Question A	A: Given the human safety concerns of the current & proposed 410, Valleywood Blvd., Hurontario Street, Main Street interchange, especially in regard to Fire & Emergency Services- and given there is land in waiting for the 410 to go northward already proposed in the 413 proposal- and given the safety significance & the amount of flawed information provided to the record by Caledon for the McLaughlin Rd. Spur Road EA - and given the significant increase of yet-to-be-determined vehicular pollution facing the pre-existent Valleywood community when the flawed EA (which should not have been provided an MZO) is constructed- and given that Mr. Ford wants to pull Ontarians to work with his Bill 197 Legislation, WOULD IT NOT MAKE THE BEST SENSE TO BUILD THE 410 NORTHERLY EXTENTION (Near & parallel to Heartlake Rd) CONCURRENTLY WITH THE MAYFIELD WEST SECONDARY PLAN PART 2 TO CORRECT THIS VALLEYWOOD CONDITION IN TIME FOR A SIMULTANIOUS COMPLETION OF THE MAYFIELD WEST SECONDARY PLAN PART 2?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Why isn't anybody talking about the 407?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Who are the main lobbyists behind this project? What is the real reason for this proposed highway? We didnt elect our politicians in Ontario for this highway !!!
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Concern that remaining farmlands become inefficient to farm due to being dissected by the 413 corridor
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will the expropriation cost be affected with sky rocketing land prices in the GTA?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: If loss of greenbelt is built into the greenbelt plan, what is the use of this green belt plan? This should be solidified to stop Misuse and abuse.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: As a tax payer, how is this going to impact us?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Consider doing public consultation where you actively go OUT to the community... I drove the proposed route for the highway in Peel Region and there was NO proactive awareness building being done.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Please consider light pollution during Hwy13 operation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will future technologies (automotive cars, telecommuting etc) change how we use our vehicles and roadways?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Let's hear about the TRANSIT TERMINALS
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: This funding could be used for any other project. The 407 transitway has been seemingly axed and it serves actual communities and transit stations. Bus systems in all these regions are under funded. Brampton and these cities exist as they do- car centric- do to overemphasis on road building on highways. These regions aren't being pushed intensify nearly enough
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: We need a recent environmental assessment not old data... climate change is worse
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Was the 407 considered as an option?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Have you considered the effect on the fresh water supply for people who use wells in the rural areas?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What efforts are being deployed toward facilitating '15 minutes city' that is, nuclei allowing to live, learn, play within 15 minutes walks and bike an aggregate transportation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What studies have been done to explore the other transportation initiatives that are more in line with global warming initiatives that could address the needs that the 413 is supposed to address?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: With projected growth coming to Caledon, the 413 is not a viable alternative to the 413. In addition, there is currently gridlock at the 400 North from the 407.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Time saved driving is positive mental health
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How much will the 413 project and hwy contribute to Climate Change?

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: There are a number of highways in Ontario. Can you guarantee that the highway wont be tolled like 407? B: What issues have not been identified?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	Does #413 goes totally against climate change requirements from CAN/ON?  GHG are a big issue but ecological impacts importance is intertwined with climate change. So is ecological footprint that would increase as #413 would carry more goods to warehouses, more resources would be exploited, more logging, etc.  #413 is mainly to accommodate future pop growth to ON which under climate change is already problematic. Canada, as rich country of the global north should be now stabilizing pop and growth, moving to sustainable as opposed to aggressive growth.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Look at the impact on public transportation and how people may be incentivized/disincentivized from greener ways of commuting
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: In terms of transportation - we don't look at more green alternatives. Putting more cars on the road is not a better solution. Look at where we can do better. Have they looked at investing in future technologies like investing in a better, faster and more green rail system to move people and resources.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	Question B - what will be done to adapt the north/south roads for the increased traffic flow?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Why not expand lanes along Hwy 9 and Trafalgar road, north of the greenbelt and where future growth is, rather build new Hwy 413 on raw land.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The explicit and implicit of the project team and the Provincial government, that continues to ask, collect, and then repeatedly dismiss public concerns. Induced demand is real and that reason alone is sufficient to cancel this project. The climate emergency is also single-handedly sufficient: there is no way to mitigate these emissions, which will guarantee new demand and new emissions. The strong public opposition across healthcare, farmers, residents and scientists is also sufficient. But this team will not admit the reality - you will collect concerns and then just push them through a PR machine to try and fool the public. Spoiler - you are building opposition, not placating them.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: noise pollution
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The houses that will be next to the highway will change from being country homes (quiet) to city homes (noisy) with all the noise from the highway. Will the highway cross under the existing roads or over them?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Developers have too much influence on the current government.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Why did the process start at phase 2 after being put to an stop. Should have started from phase 1
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Is it possible to look at subsidizing the toll fee to have more people use the 407? The 407 addresses most of the issues the 413 is supposed to solve.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The alternatives presented by concerned citizens are not being adequately investigated. These items should be fully analyzed and analyzed with their statistics and then compared to the arguments for the highway.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Issues that are important to me but not identified. What about timing of the project. Some of us need this highway sooner as we feel this will reduce our commute times. When will be the highway ready? In which year?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Why is a transitway being made here when the 407 transitway with completed EAs been sidelined?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Have you considered the effect on the loss of tree canopy due to the building of the highway?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: If the 413 is not built and an east west corridor is required 30 years in the future, that corridor would need to run through much much more of the Greenbelt.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Have commuting volumes or modal shifts been evaluated in conjunction with planned GO network expansions? Can additional GO investments and improvement minimize the need for a brand new highway corridor?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: More data on collisions with delivery trucks and transports on highways due to speeding, risky driving .....
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How about the impact NOT ONLY on endangered species but on ALL species. How about the impact on fish, local fauna, birds
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Consider the 407
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: We have not seen the commute patterns that this is supposed to address that would benefit the region. Has any of this been studied?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Loss of habitat/biodiversity's effects on increasing zoonotic diseases and pandemics
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: MTO does not advise the public on conversations with other groups.. What has Brampton said, what do the citys say, what is everyone else saying?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will wildlife corridors be protected or enhanced?

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: An expert panel has shown there are better ways to move people that would cost less and would actually address congestion. For example increased bus rapid transit or light rail transit in Brampton. Do you have reports that compare the transportation options?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Stats on salt and water quality impact with the 413
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Consider the destruction of the environment during the long term construction cycle
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Will all concrete used be zero or near zero CO2 versions?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The agricultural land split of lots also applies to wildlife. Corridors that are cut-up are essentially useless and therefore should be considered as totally devastated, not a partial loss as indicated in current statistics.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Concerned that the under utilization of Hwy 407 has not been adequately investigated-explored.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The subject of population growth has been mentioned frequently in the discussion of this topic. The "growth" that is relevant to the Highway 413 corridor would be coming from where? The immigrant population is what increases our overall population, but they reside in high density urban areas and make greatest use of public transit. The Highway 413 would increase private ownership of property for higher income groups only. How does this justify a 6-10n billion taxpayer outlet?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Has any thought been given to constructing "green bridges" for wildlife to traverse (over or under) the highway without risking being hit by vehicles?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Cumulative effects of loss of agricultural lands, especially when there is more interest in local food production to reduce impacts of transportation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Consider impact on heat island effect and how different building materials may lessen the impact
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The impact on landowners due to expropriation
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Stats looking at garbage coming off the highway.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will this highway affect Caledon's land use planning?? ability from them to plan sustainably.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What is the effect on rural roads as a result of the inherent sprawl?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What is the projected cost now and how will it change? It already has increased significantly.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: I support 413 completely and hope the project can go ahead as soon as possible to help people who need to commute from east end to west on a regular basis. Many of my friends and colleagues are the same.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Instead of allowing urban sprawl next to the 413 can trees be planted to offset the damage that a new highway will cause to the environment? Yes, a highway of trees. Stop the sprawl.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: This project should compared to other projects that could be done from a vlie perspective - the missing link, the 407 transway, etc. As it stand there is no E. W. transit corridor
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Would it not be beneficial to spend the tax payer money on sustainable public transit and railway?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Have you considered the increase light and sound pollution and its effect on animal species?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Greenspaces are more effective than mitigation for reducing flooding.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The impact of light pollution needs to be considered.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Look at comparing investing in Improving public transit versus building highways.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The financial cost is very subdued why ?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Is 413 Hwy the first 400 series Hwy that required an EA.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Loss of farmland is mentioned, what options are you suggesting for local food access in future years?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The tree canopy comment is important. How about CARBON consumption !!
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Originally estimates at 6 billion. Is there any attempt to re-estimate the cost now. Could be better used to improve public transport to get people outof their cars - or for other issues like better longer term care
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The team has repeatedly stated a boulevard option will not be entertained by the Province, as its design cannot accommodate high speeds. Is speed the priority then, or is it capacity and travel time reliability? An urban boulevard will be able to move projected vehicle trips (including goods movement), and its design complements objectives of building an urban, mixed use, higher-density people-oriented community - which is also a provincial policy objective.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: The widening of the 401 to Milton was chosen (at substantial \$) to alleviate traffic congestion and negate the need of the 413- why is this Hwy even being considered
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: While this has been discussed to some extent this evening, the proposed Highway 413 seems to downplay or ignore inherent negative environmental, traffic, social, visual, and financial effects. Ontarians are being asked to pay billions of dollars to promote greater car traffic, greenhouse gas emissions, loss of land, implicit subsidies to developers with nearby landholdings, etc
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: From the perspective of carbon contribution to greenhouse gas emissions, what are the data that support a new highway which will service predominantly fossil fuel vehicles for the next two or three decades?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Does the proposed hwy 413 (which add about 17 tonnes of greenhouse emissions) meet what the federal government has promised for our commitment made in COP26?

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B - Consider GHG emissions during implementation/construction... heavy equipment operating, dump trucks hauling materials etc.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: A new EA that examines infrastructure alternatives and the will of the people
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Reducing rates on 407 to alleviate traffic
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Look at Region of Peel and Area Municipalities Climate Action Plans and targets specifically
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: What percentage of employees in York region access work via public transportation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Light pollution studies
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Climate Change Act - how is this project, if implemented, going to contribute to lowering our carbon footprint for 2030.... compensation projects with CA?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: How the highway impacts the municipalities ability to meet their climate targets
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: would be beneficial to conduct study on potential designation of lands for either a University or College campus in order to provide an educational benefit to the community in a much needed corridor
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Economic impact assessment
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	QC has the MTO done a study to know where current residents along the proposed path commute to work?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: I feel the nearby and existing 407 can serve current and medium needs. Especially with regards to Trucking. Hwy 9 should be expanded instead when the need is warranted.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Has been done study comparing the same value of the the highway used for transportation infrastructure (i.e. the missing link, the 407 transitway, various lrt's, funding bus operations).
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: A study of other traffic solutions to building the 413.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Integrated land use study is necessary to understand implications
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: studies should focus on the lifetime cost of this ill-advised project, e.g. the actual construction cost that accounts for site discoveries, delay claims, and other contingencies, the health costs (stress from traffic noise, particulate matter, etc.), the opportunity costs of not using the billions proposed for Highway 413 for needed public transit infrastructure, etc.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: What are the outstanding treaty land claims by local Indigenous/First Nations communities that encompass these lands?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Cost Benefit of building all interchanges at once vs building the major ones and then expanding to include those that are warranted in future based on demand and growth patterns.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: Studies on commercial use of the new highway and how it will impact the other 400 routes?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Have there been any studies on the accumulated pollutants in the water that will be accumulated if the highways is built?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: Studies from The Traffic Injury Research Foundation on road safety
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Analysis of the "white flight" anticipated/ analysis impacts to vulnerable group
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: The 2021 Federal Report into the health effects of air pollution in Canada - is that data being reviewed/include?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: What is the economic impact to each municipality if there is no 413 through their whitebelt lands? Additional regional road networks will need to be built and maintained for goods movement.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: How much attention is going to be paid to communities killed by aggregate transportation?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: These studies have been going on for many years now. I think a timeline needs to be determined to finish the studies so a final decision can be made. Property owners seem no last on the list of concerns.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: there needs to be a much more serious consideration of non-highway alternatives to this project, e.g. transit, bikeways, working from home
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Cumulative impacts should be studies to the greatest possible extent as those are still not apparent now but can be the most significant in time to come.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: What about consideration of the impact of increased aggregate demand on quarries and the resulting impact on the water supply, health and quality of life within communities near those quarries.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: What studies have been done on balancing the use of the east west 400 highway corridors for commercial use?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: The extent of the work from a social, environmental and financial vs. building in parts or sections ( Interchanges )
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: greener highways - is there wildlife culverts included? to include wildlife passage.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Study on the impacts of loss of groundwater recharge due to the highway and accompanying development. Stormwater ponds collect runoff, but open water evaporation increases as climate change warms the atmosphere. Volumes of precipitation will continue to increase as more water is held in the atmosphere
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Does this project provide increased access for marginalized groups to areas they might not have otherwise travelled to or had difficulty travelling to? How so (i.e. what was in the way before)?

					C. 1. This project will have negative impacts on fish and fish habitat as well as other aquatic species. Do you have studies that assess the impact of the highway on these species?  2. Experts say this project will cause adverse effects to migratory birds. Do you have studies that assess the impact of the highway on migratory birds?  3. There are many different fauna species in the proposed study area. Do you have studies that assess the impact of the highway on the local fauna?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: A study on the environmental impacts of quarry expansion in communities such as Caledon due to the aggregate requirements of building the 413? C: If the Hwy isn't built, what is the footprint going to look like? C: Is there any guarantee that this highway will not be sold as was the highway 407?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: You have not addressed alternative creative strategies and studies which would lead to reduction in road building and personal vehicle use, and increase in public transit corridors with accompanying housing developments which would address our current housing and rental shortages.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: summary of consultation - would love to see all the raw comments received on this topic.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Has the construction of an elevated GO rail corridor above the 407 been studied (rather than building a highway)?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Study of road run-off drainage waste water into wetlands, rivers and waterways. How will Urban Stream Syndrome be avoided in the waterways that the 413 will traverse?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Consider mandatory trucks to use 407 for a three year trial and see if 413 is still needed. This would also allow time for us to see if drivers really do return to the office and if a new corridor is needed
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: A transportation study that responds to induced demands
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Make sure that the government does not sell off this hwy like they did to the 407.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Has consideration been given to how vehicles exiting at Mayfield will cross the Credit River in order to head westward to Guelph, etc along hwy 7, 124 etc? This needs to be studied as part of the 413 project, not after the fact, as this will be an increased concern directly resulting from the 413. Limited access to cross the Credit River through Halton Hills is already a problem. No major arteries exist at present.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Focus needs to be put on areas outside of the corridor, the northern portions of Caledon will suffer for this.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: I note the "providing for active transportation across the highway" comment made just now (7:59 pm). I invite the project team to bike on several 400-series highway overpasses, and provide a quantitative and qualitative assessment of this barrier to active transportation. I have biked on several such overpasses, and the experience is frankly scary and a considerable barrier.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: supply and cost impact on food chain and farmer livelihood due to use of agricultural lands
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: Need to include an analysis of the "range" of the damage to air quality. For example - how far does the damaged air travel
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	QD - why cant the highway take on a more sustainable form? Why does it have to follow the 400 series design guidelines?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Thorough studies of alternatives to a highway, include transit and cycling infrastructure
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Studies concerning if the transiting will benefit existing routes or if commutes will be reduced. Also studies concerning the profits/losses to municipalities servicing sprawl/growth.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Financial costs considering different scenarios such as a new agreement/deal with HWY 407, government helping e-cars purchases instead...
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: Study benthic life and hwy 413's effect on aquatic and terrestrial insects.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: What effect will highway 413 traffic (once completed) have on surrounding farming
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C/D: Please consider reviewing some of the following article links that warn developers and legislators on increasing the risk of pandemic and public health: <a href="https://www.nature.com/articles/d41586-020-02341-1">https://www.nature.com/articles/d41586-020-02341-1</a>
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: The effects on climate change, health, and biodiversity. Cumulative effects on local agriculture. Alternatives to the highway
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	C: What about considering the wetlands that will be removed and the impact this will have on wildlife and our ability to fight fires in the future.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: an additional study regarding the project cost. The 2018 estimated cost was over \$6 billion, what is the new estimated cost? Has there been a study that would indicate that if this highway project goes over budget it would become a toll road?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Responses to Questions C & D	D: Why is there no estimate for the project cost? This is important to know as tax payers. In 2018 the cost of building the highway was estimated to be over \$6 billion dollars. It is likely far more now. What is the current estimate?

York Region PIC #3				
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A 1: 413/400 interchange is going to be a traffic nightmare, unless there are plans to add collector lanes on 400 from Major Mackenzie to King Road. Is there a cost estimate for that.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A 2016 -> 2021 is 5 years difference. The communities mentioned have exploded in growth in that period. This is a glass half full mindset.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Is this data the same as is being used by the MMHA provided as direction for Official Plan/MCR planning until 2051?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Changes in work habits - % now working from home
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. How will the reduction in agricultural lands impact the cost of foods?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Question A: I would LOVE to take transit or ride my bike to work if it was possible - I live in rural King
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A An expert panel has shown there are better ways to move people that would cost less and would actually address congestion. For example: a full GO Regional Express Rail on the Kitchener and Milton corridors, a new GO corridor to Bolton, increased bus rapid transit or light rail transit in Brampton and Vaughan. Do you have reports that compare the transportation options?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. How many businesses will be impacted by the highway route?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Question A: What percentage of farmland along the proposed route will be lost by building Highway 413?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Cumulative impacts of the highway on GHG emissions, and human health.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. 413 is a great project and hope the highway can be approved and built very soon as it will benefit the tax payer in ontario for a long time.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Do the positive economic impacts really outweigh the negative impacts?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Residents would like transit not highways. This hwy will bring more congestion to the area, emissions pollution, road salt pollution to the wetlands and sensitive lands. This highway is not near the industrial sites just S of Kirby, thereby creating a lot of huge industrial vehicle traffic
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A) Impacts to the region as a result of Climate Change, loss of carbon sequestration, source water, storm water protection. Highway make us more or less climate ready and resilient.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A For socio economic issues: include the effect of induced demand - traffic expands to fill the available road capacity (unless the road is tolled)
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Is there an additional stat about peoples ability to use other modes of transport? Although a high portion of those in the area may choose the drive to commute the question remains do they have a choice not to drive?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Data on how much money and time it will save commuter for travelling 407.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. Have you looked at new info as to residents working at home buying new technology. Also since there are new public transit
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A) what are the assumptions about goods movements, e-commerce, how much of the highway is needed for good movement vs. people movement?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. What are the percentages of roads in the affected area that have protected bike lanes ?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. What is the increase in sound decibels to residences (I live in Section 9), especially given NAV Canada's recent presentation re: Toronto Pearson RNP
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A: include number of farms and their economic impact
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Question A: Climate change projections and the impact of climate change on those already threatened greenspaces and agricultural lands. Under climate change those corridors become more and more important.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A) Has team modelled for change in demand if existing 400 series highways are dynamically priced (tolled)?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. I would like to know the percentage of York Region's population that currently works from home and no longer commute to work. The statistics will greatly differ from 5 years ago.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A) How many regional roads will have to be expanded, improved etc. to accommodate highway interchanges?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. What is the vehicular exhaust environmental impact to the residences that are closest to the route?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A A. did you take into account many of us have wells and septic systems
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A this question is biased. What if someone has no environmental concerns. There was not option to express this.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Other - after water course and flow, worsening flood risk from climate change, especially when cumulative impacts of surrounding development that will result from the construction highway.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Question 1: These are privately owned lands and public opinion should not dictate the concerns of private land owners.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Natural Environment other: flooding during construction
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A Will the construction of this highway unlock or lead to surrounding lands being developed? Is that being taken into consideration in the environmental assessments? Is that being taken into consideration in the economic assessment?

Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	A. Natural Environment - Other - Need and justification read report from UCLA Institute of Transportation Studies - new highways are not the solution for congestion. Correct solution is demand management
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	The actual cost of this highway and if it is going to be a toll highway very little people will use it, which means this highway should not proceed forward
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	A. Other- cumulative environmental impacts of this highway project vs. no highway project within the corridor. Is the GHG emissions study looking at cumulative lifetime GHG's?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	Socio-economic enviro. Green house gas emissions should also take into account construction (as you mentioned) and the loss of ecosystem services.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	why is there not an option to select that the participant doesn't have any concerns? This is not right or a fair evaluation
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	For socio economic issues: include the effect of induced demand - traffic expands to fill the available road capacity (unless the road is tolled)
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	A. Other- Costs to taxpayers in King Township due to emergency service costs. Development in the whitebelt may be exacerbated. speculation increased due to the presence of the highway
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	Socio/Economic. Shortened life span due to traffic fatality, noise, air quality - Health impact
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	I am not supportive of this project. It must be cancelled. We already have and east-west highway it is called Highway 407!
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	A. Other- cultural heritage landscape the Carrying Place Trail specifically.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	I agree this highway should be built. It may seem that some that it's unnecessary today but as development keeps expanding north, the benefit of this highway will be obvious and eliminate congestion from local arterial roads.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	Other Consultation - you have not demonstrated this project is in the public interest, you are consulting us on the route not if the highway should proceed, you are assuming it is in the public interest when there has been no decision by any authority that it is, this entire process if flawed and broken.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	Please consider air quality impacts from tire pollution. New data indicates tire pollution may be worse than exhaust pollution.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question A	Transportation Issues: include compatibility with Brampton Heritage Heights secondary plan
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Other- Taxpayer funding going to a highway project prior to transit within the area when the provincial Growth Plan requires transit first planning.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Urban sprawl is worse than ever because it has jumped the green belt and is forcing people to find homes above the Greenbelt. This creates more traffic on all routes into the city. The traffic on Hwy 404 from its northern most entry point has continued to grow rapidly
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	archaeological assessments need to be done
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	B. How do you know it will not promote sprawl? Has this been implemented elsewhere? wouldn't more development occur near the highway and destroy even more agricultural lands?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Question B - Cost. There is only so much money to go around.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	More highways hasn't worked in Los Angeles. Gridlock was not improved with the building of 'superhighways' (6 in each direction) Why do you think it will work here in Ontario?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Issues not mentioned - Impact on communities surrounding quarries taht will supply gravel for this highway
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Highway 407 as an alternative?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	The connections at the end of Vaughan are problematic for proposed developments
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	B. Negative impact to my housing price since the proposed route comes close to my house
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Question B. Why isn't the government negotiating with Highway 407 to reduce toll or eliminate tolls for trucks? Hwy 407 is underutilized and it is a waste of money to use taxpayers money to build another 400 series highway.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	B. Mental health should be considered. During COVID, it became and continues to be a major issue. People's ability to escape locally to greenspace was critical to survival mentally. During COVID, many of our greenspaces were heavily damaged due to overuse. I think it is very important to think about paving over this previously protected space given the above.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	B) Transportation Demand Management (TDM), especially as it relates to dynamic mobility pricing, has not been mentioned. Why not?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	This highway is too far south it should be further north
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	B. Why isn't this money being used to improve existing public transit systems?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Municipalities will have to improve regional roads who will pay for this, who will pay for transit stations? Who will operate and pay for the dedicated bus route, who will pay for all the paths and community benefits that were presented last May?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question B	Q. B. Have disruptive transportation technologies been factored into the need for a new highway. Will we have the same travel patterns in 20 years when a highway might be finished?

Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	B. Why are we not addressing the critical need for this highway and that the positive impact it will have on the environment with less uses of regional roads and the positive impact on family life as we spend less time on the road. The safety of cars not travelling at cross roads.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	B. If the Provincial Gov't is considering a huge spend of dollars for the 413 it should redirect the investment towards improvement to healthcare as a larger positive impact to Ontarians
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	O/B: Won't public funding be better allocated towards high order transit and not highways that induce single occupancy driver demand?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	One thing to consider is that by the time the highway is built, a large portion of the personal vehicles as well as public transportation will be based on electric (EV) instead of combustion engine (as per federal mandates) therefore reducing the concern for increased air pollution.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	O/B: The existing 407 is under used and why has there not been studies to see how it could be used more? There must be creative issues that could be used
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	Covid may cause more people to work from home, but has also had an effect in that people have moved away from the city. This highway would be helpful for commuter communities that are developing further from the city.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	What about social and environmental impacts for infrastructure that will not proceed that may be more critically needed b/c limited infrastructure \$ desperately needed in existing communities are not available?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	I will live in a box of 400 series highways, 407, 400, 427 & 413 will this be factored into the model, how will this affect wind patterns? Plus the airport is close, frequent planes? Is it truly cumulative?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	The airport is trying to change patterns so that more planes fly over Vaughan, share the burden is this part of your model?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	Do you examine cumulative impacts on air quality over time? For people living in the area over 10, 20 years?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	What projects did you look at...please give examples in the area...Ontario based
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	What about the impact on the agricultural economy which makes up the largest economic sector in King?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	Collect information on highway 413 will support existing business, commercial business that depend on highway traffic and encourage new businesses to start operating around the highway?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	How will the 413 project encourage new and existing businesses to set up shop on exits along the new highway?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	why build a highway that ends at the 400 and can go no further?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	How do we know that this will not be a toll road is nothing more than a Ford election promise? We know its track record for keeping promises such as Iron Ring around Long Term Care Homes.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question B	Has the project team consulted and worked with the 407 ETR with regards to negotiating an off peak pricing for trucks so that trucks would use Highway 407 ETR?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Is transit more equitable than highways?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Has the team collected baseline data?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Have you folks look at combining other transportation pathways like Go, High speed rail, running services along the corridor like sewage, water, hydro, and other services that could be combined along the pathways
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	What about the GTHA transportation study?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Question D. Climate change lens. Cumulative green house gas emissions from hwy construction, hwy operation, and subsequent development
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Have you considered a economic/agricultural impact assessment?
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Need more studies and focus from a commercial benefit of the highway. Canada and Ontario businesses have suffered greatly under the pandemic and will be great for them if they are included in discussions and engaged up front to be part of the highway plan.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Studies: Human Impact: stress fusion: air quality, noise, well water, traffic, sadness at loss of Laskay, the hamlet I live in during a 10 year construction phase
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	What about a cost benefit study? You have not mentioned the climate emergency!
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Need hotels, gas/ev station companies, roadside businesses to be engaged as part of the highway plan. This is missing. Businesses are looking for ways to engage.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	The key study is "Is the Highway necessary?"
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Studies on goods movement.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	D: Need hotels, gas/ev station companies, roadside businesses to be engaged as part of the highway plan. This is missing. Businesses are looking for ways to engage.
Dec-9-2021	York Region PlC	York Region	Public	Response to Question C & D	Question D. Focus on Need and justification - what alternative routes, solutions have or will you consider? How do you balance this project against the expertise of the UCLA Institute of Transit Studies - recent article on 3 questions concerning congestion. Induced demand = sprawl - How about a study of the cumulative costs of a highway such as this to include all the costs of sprawl and increased health care costs.

Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	O. Has the impact on the Brampton Airport been studied?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D: Need hotels, gas/e station companies, roadside businesses to be engaged as part of the highway plan. This is missing. Businesses are looking for ways to engage.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	This may have been covered. Consideration of removing the Toll on 407 highway as an alternate to 413. Folks will use this more frequently. Reducing need for another Highway.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D. Study the optimal positive impact to people of Ontario of redirecting Provincial money to areas not related to the highway e.g. redirect to long-term care, hospitals - Need for Highway
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D. Cumulative impact (e.g. economic / legal) as a result of continued Provincial Government abuse of MTO.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	For crossing the highway once built will there be connections under the highway for wildlife, and for farmers and all other farming community and possibly have focus groups to engage these folks to get a better understand their needs and wants which I think MTO should do as a matter of the right thing to do.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	Question D. Climate change lens with respect to loss of significant sensitive habitat. Many of the waterways have already been identified as essential for the preservation of some aquatic species under climate change. Head waters of the Humber continue to have some cool and cold aquatic habitat that is becoming less and less common in the GTA, and this is only expected to get worse under climate change.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	Has there been a study that assesses turning the existing 407 into a non-toll highway. While this would require compensation to the existing owners of the 407, is it possible that the consequent increased use of the 407 would in fact alleviate any need for the proposed Hwy 413?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	By 2050, most vehicles will be EVs so no emissions. This can't be a reason to build the 413.

### Halton Region PIC #3

Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. Is there a way to use the money to access untapped usage on the 407??
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: have you conducted a social vulnerability analysis on halton region?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: whether or not commuters would be willing to take a transit source (train/lrt/bus) if made available?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: data on current air quality along the current 400 series highways and how much particulate is due to the highway traffic
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: How does any highway make sense when we are trying to fight climate change?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: What are the emissions that will be caused by this highway over the next 30 years compared to public transit investments?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: With the information just presented (that the majority of people choose personal vehicle for their commute), were they asked Why? Perhaps they would be open to using public transit if the option was available?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Increased speeding limit studies.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: How much of the induced housing will be affordable and address the housing crisis? How much of the induced housing will be in complete communities?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Is predictive modelling being considered as part of the social, economic and health being considered as it relates to land use planning, climate change and air quality?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: data needed; how long it takes to complete typical commutes using current transit
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Induced demand by building a new highway. Projected increase in people living in low density single family housing and associated poor health due to car dependent living.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Having lived in a rural community, I was only driving all the time because there were no other options. An expert panel has shown there are better ways to move people that would cost less and would actually address congestion. For example: a full GO Regional Express Rail on the Kitchener and Milton corridors, a new GO corridor to Bolton, increased bus rapid transit or light rail transit in Brampton and Vaughan. Do you have reports that compare the transportation options?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. What are the climate costs of flooding and extreme weather when sprawl and the new highway is added?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. data regarding availability of public transit; Georgetown (Halton Hills) has very limited access to public transit within town.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Are you taking into account data about how many people will continue to work from home once the Covid crisis is over?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: noise data and its implications on people and species living in and around the proposed highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: data on projected increases of manufacturing and other higher polluting enterprises that will be growing along the proposed highway corridor with projections on how the air quality along the corridor will be affected by the proposed highway and resulting development
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. What is the projected density of residents and vertical living/commercial buildings projected to be around Highway 413.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. Is COVID-19 and how and when people travelling to work being reviewed as part of the analysis?

Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A) What is average wildlife road carnage on existing roads in the study area and what is expected if the new highway prevents passage on existing wildlife corridors?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Which waterways and wetlands be in the pathway of HWY 413 ?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Has the latest data and predictions around climate change been considered on how the 413 will affect the socio economic, health, environmental impacts that this highway will incur ?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Are you studying the emissions from the traffic on the proposed Hwy?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: what are the projected increase in emissions expected do to Hwy use?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: the roads were less travelled do to the pandemic, and more people are working from home now
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: The study uses population growth that is basically driven by dictates from the government, have you considered climate change may depress pop growth, and currently pop is going to grow at >30% over hte next 30 yrs.ls this considered
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Air and water quality studies that show impact to human and wildlife health. There is currently a Biodiversity crisis as well as a Climate crisis - please describe how this highway can even be considered when we know there is a dual crisis?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: 100% of currently protected (i.e. green belt lands and environmentally protected lands within the final right of way will be forever lost for the enjoyment of future Ontarians.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: How many real farms are impacted?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: clearly covid has impacted commuting traffic and some studies have shown this shift to "work from home" will continue and will not return to the levels previously seen. As this data is dated from 2016, how will the changes be reflected.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: 1 in 5 children and youth in Ontario have a mental health challenge. High traffic has been shown to increase the risk of mental illness
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: What is the estimated amount of tons of carbon dioxide and other pollution that will be added to our environment by this highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: An expert panel has shown there are better ways to move people that would cost less and would actually address congestion - a full GO Regional Express Rail, on the Kitchener and Milton corridors; increase bus rapid transit or light rail. Do you have reports that compare the transportation options?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: I don't know the statistics but there are a large number of conservation areas in Halton. They are invaluable spaces for people looking for nature and tourism. How will the highway impact these areas?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Statistics on how new roads can actually increase the number of vehicles on the road, increased driving and emissions - something we need to be very careful about with global warming
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Re esthetic and environmental impacts. Where are the boundaries for the Niagara Escarpment Plan Area and designations? Where are the Oak Ridges Moraine Boundaries and land use designations? What are the impacts on these designations?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: According to the City of Brampton, Brampton's "Boulevard" proposal will create more than twice as many jobs as Hwy 413 will: <a href="https://www.brampton.ca/en/business/planning-development/projects-studies/heritage-heights/documents/heritage%20heights%20%20et%20make%20%20right.pdf">https://www.brampton.ca/en/business/planning-development/projects-studies/heritage-heights/documents/heritage%20heights%20%20et%20make%20%20right.pdf</a>
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Mortality rate, particularly for children, from air pollution specific to GHG emissions
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Consider the impact and interests of the indigenous communities on whose traditional land you are planning to build. Specifically the Huron-Wendat Nation and the Mississaugas of the Credit First Nation.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Population targets seem to be wrong according to Ontario Auditor General. Is that being considered?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: complete a historiography reviewing the development of highway 403/401 and analysis of downfalls/strengths of those projects. Let's not repeat history
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Rate of asthma and other chronic respiratory illnesses + days of work lost
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: What would it cost to subsidize a truck lane on the 407 to remove a lot of 401 congestion, compared to building this highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: We've seen how our supply chains have been interrupted so how can you possibly mitigate the destruction of some of Ontario's most productive farmland?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: The team should consider 407 Hwy - usage stats and how the 407 may meet the needs
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: From the Victoria Transport Policy Institute, report by Todd Litman of multiple studies showing a range of induced demand effects (providing more of something, or providing it for a cheaper price, increases demands). <a href="https://www.vtpi.org/gentrif.pdf">https://www.vtpi.org/gentrif.pdf</a>
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: when looking at reducing commute times, are you considering where the commute is to? Many commuters from these regions will not benefit at all from 413, as they are commuting downtown Toronto
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Does your work, which is based on 2016 census data, take into account the fact that so many people are working from home now?

Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Only 5% of land in Canada is prime for agriculture. With climate change, many areas of the world and Canada, will be hotter, drier or wetter and create challenges for agriculture. Should Ontario be paving over prime agriculture land that will threaten food security?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. Is there data on what the bottleneck effect will be at the interchanges (ex. where the 413 will meet the 401 and 407)? I suspect that any time saved travelling the 413 will be lost with the additional traffic at the interchanges.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: concern about loss of agricultural land. Local food is becoming more important to the public. Local production and delivery impacts on CO2 emission.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Supply chain issues in regards of food, goods, and services are now important - another facet touching on ag land loss.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Agricultural lands analysis - are there any types of farmland in the study area that are rare in Ontario?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Why are the extinction crisis and the reduced biodiversity in fragmented ecosystems not being considered?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Fragmentation of lands has an effect above and beyond the square foot losses. Edges of habitat are of less value and sometimes harmful - e.g. weedy, invasive species like edges, so creating more edge habitat can encourage invasive species to invade and outcompete native species.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Biodiversity is another concern, not just loss of species at risk.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	The future of cars? Magnesium is in short supply globally. It is essential for aluminum components of cars.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Existing commuter times
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B. Why has there been no estimate of cost?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: maybe not covered yet but didn't see discussion about cost and how will it be covered?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Transportation. Other ways of planning and transportation are needed for the future. We have taken too much from natural spaces and ag food lands already There has to be a shift in public consciousness and behaviour. In spite of COVID, there traffic volumes have increased and are back to previous levels.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: More focus on public transportation is required. Where are the protected bike paths for long distance bike travellers?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Climate change is going to transform our understanding of energy use and its impact. Have you looked at what this project will look like from a perspective in the future, for example, in 2050, we will not be able to use fossil fuel internal combustion engines. Will we be maintaining obsolete infrastructure?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Among the greatest contributors to climate change/GHGs are concrete and steel, both of which will be used liberally I think. Will these be counted in potential GHG emissions?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Consideration of Indigenous sacred spaces
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: greenhouse gas emissions from construction and operation, and respecting Canada's COP26 commitment?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: The 407 how has that been included in the study
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Will there be an entrance to the highway in Halton Hills.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: The impact/risk of privatization of the highway does not seem to have been addressed.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Have you considered the health impacts of air pollution specifically for children and seniors living near the proposed Hwy 413 route?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Transportation corridors spread invasive species, these degrade natural lands and damage agricultural lands. Have you considered the impacts and how you would mitigate this?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B. Have you considered estimates that only 15 or 20 minutes of commuting time will be 'saved' through this massive project?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Question B: Given this government's poor track record on the environment and the recent indictment from the Auditor General of Ontario, faith in the province's processes is irreparably damaged. How can we possibly trust this process to actually address environmental and other concerns?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Question B: My main concern is that the focus on this highway will reduce the money available for better public transit. Also Milton has changed dramatically from the 2016 census so hopefully that will be addressed.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B. Have you considered ways for animals to cross the highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: I have not seen or heard where the need for 413 is identified. I know roads or in general over crowded but where is the data. 413 is being promoted to give more access to green lands, ie. sprawl
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Question B: Consider offsetting the environmental impacts for the construction and maintenance.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Sustainable materials including the decarbonization of cement and steel
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Have alternatives to a mega-highway been seriously considered?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Agricultural areas within the corridor help to feed people. There appears to be little concern for food production. Is that being considered.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: If this project goes forward, when would there actually be a shovel in the ground to built it? Existing property owners want to understand the timing of when it will be built.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: have you considered LEEDS certification for the hwy?

Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Why should we build more roads when progressive countries are building rail. Greenhouse gas emissions are leading to climate chaos.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: We are only beginning to calculate the total cost of environmental destruction to our air and water quality as well as the mental health benefits of green space, etc. Mitigation and compensation are not replacements for the enormous value of wetlands, trees, etc.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Has the additional traffic through Norval been considered? We are backed up daily already.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Road safety re: eliminating injury and death due to collisions/ induced demand etc, disease and health issues from air/water/pollution collapse of ecosystems due to pollution, safety from climate change/other effects due to increase in burning of fossil fuels etc etc
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: The community needs to hear an analysis of purchasing Hwy 407 versus building a new highway 413 while 407 remains empty.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Have you considered the changes in mobility options that are coming as result of technology advances such as autonomous vehicles and how this will affect capacity on the roads including existing highways
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: We need more greenspace, not less if we are going to reduce the amount of CO2 in the atmosphere. Growth of communities and roads have to be contained.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Question B: Will the corridor have housing around it and if so will it be individual homes or have more mid or high density housing?  B: Trees and wetlands provide an ecological service to the GTA. This has monetary value as nature sequesters carbon and slows the rate of climate change.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	Every time we chip away at nature, we lose much more. Doesn't make sense to replace green space with asphalt during a Climate Emergency. Can't we be more creative in terms of public transit?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Is the land ceded by the First Nations?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: What is the point of having Conservation authorities when the government has chosen to strip them of any authority? What is the point of consultation when the government uses MZO to override policies/protections that have been achieved. The environment never seems to get enough of a voice because it doesn't generate money.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: It appears that many Conservative supporters are part of the developers and land owners in the area. Can you question the Premier about this perception?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: Where are the alternatives and any analysis to support 413 over alternatives. Cap population and you dont need it, use 407 more
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: No information from previously provincially approved planning areas like the Niagara Escarpment PA or the Oak Ridges Moraine Conservation Plan or the Toronto Centred Region. All these approved instruments dealt with ecosystems, aesthetics, environmental management especially stormwater management taken into account. What about the impacts of east west hwy corridor on natural north/south wildlife movement on stream courses?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question B	B: why is the highway the priority in the first place instead of public transportation infrastructure?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Compare the impact of the proposed 413 solution to alternative solutions, rail/buss etc.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: These studies should be made PUBLIC and transparent once they are completed.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: How useful will this project be long-term? What effects will this have on green spaces and conservation areas writ large?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: "Mitigation" is an often used word that admits that damage will be done...it is not satisfactory especially as it pertains to indigenous peoples.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: can you look at benzene and benzo (a) pyrene levels anticipated from vehicular emissions and impact on public health and species at risk and water quality?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Will indigenous groups from "colony country" been consulted?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Study effects on farmers, especially if their land is cut off, split or lost to the highway. How many farms along the route are now owned by developers, and how many by farmers. Priority study must be GHGs.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: any studies related to how the project would impact or contribute to the federal and provincial targets to reduce climate change?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: A study of the true economic value of the environmental areas that will be impacted i.e. value of wetlands, trees.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Use the Missing Link studies that Toronto, Mississauga, Milton and Cambridge commissioned to divert freight train traffic along the Highway #407 route to allow expansion of GO service along the Milton line to divert traffic off the 401 and other highways. Colin Best Regional Councillor Milton/Halton

Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: have all other options been exhausted (407 use, improved public transit lines), before looking at constructing new highways that cut through agricultural land and Greenbelt? C: study the impact of invasive plant species along the corridor.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Regional & lower tier growth plans do not show future growth along the route in proposed Official Plans, except for a few patches of urban expansion. Is there need to go along this route. C: Linear features create edge habitat. What will edge effects be (invasive species, reduction in intact large areas, degraded agricultural value adjacent to highways).
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Is there an opportunity to encourage people/companies to work from home more (when possible), to reduce traffic and greenhouse gases?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Have you considered the impact of the loss of wetlands which are essential for our water cleanliness and safety. How will the loss of agricultural lands affect our food production.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Study Environmental Impact from induced sprawl
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Has a comprehensive modelling been conducted to comprehensively compare environmental, social and economic impacts of different modes of transportation, for example comparing a rail-based modality and a highway based modality?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Please look at this Brampton study which shows that the city's "boulevard" proposal is superior to Hwy 413 on a variety of metrics including job creation, sprawl and human health. The Brampton study concludes: "The GTA West Corridor project, first launched in 2005, reflects a conventional transportation approach that has typically resulted in urban sprawl and contributes to additional congestion." <a href="https://www.brampton.ca/en/business-planning-development/projects-studies/heritage-heights/documents/heritage%20heights%20-%20let%20make%20right.pdf">https://www.brampton.ca/en/business-planning-development/projects-studies/heritage-heights/documents/heritage%20heights%20-%20let%20make%20right.pdf</a>
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Studies on the effect of air pollution on lung development of babies and young children.  Question C:  pg. 302 "Truth and Reconciliation Commission"  1996 Report of the Royal Commission on Aboriginal Peoples... "historically projects regarding land and resource management adversely affect First Nation Communities".
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Implications for all wildlife and vegetation in the area (not just the ones already considered endangered or at risk).
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Would a rapid transit system be considered along the highway? There is no way to reach the north east side of the GTA
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: hope consideration will also be given regarding light pollution on the existing species of the greenspaces.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: how many vehicles now travel the 401 / 400 from the proposed end to end of the proposed 413? How many, therefore, might take 413 instead? Those going other places from either end would not take it.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	C: Impact on surrounding land values.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: study all possible ways to maximize the usage of 407 as alternative to the proposed 413 highway or to help reduce the impacts of the new highway. D: Focus on the young and what they envision for land use, development, and transportation. What type of community would they like to live in. How would they like to move around. Would they purchase goods and services based on cost or environmental impacts? When they have children, what type of housing would they like to have and their preferences for transportation.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: modelling the geographic spread of future development (roads, homes, industries, etc.) with and without the proposed highway and provide the cumulative impacts of these in a long time frame - e.g. 100 years plus
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: I believe someone said that over 37% (?) of the land the proposed highway will cut across is farmland. Food security is, and will become even more so, a pressing issue. How can we justify eliminating and destroying productive land for this highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Focus must be on GHGs for all aspects of construction, materials used, vehicular highway use, loss of farms and green spaces (which mitigate GHGs), and rise of new communities along the highway just because it's there.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Most essential to focus is on the shift that is happening in the population - particularly the next generation - to lessen climate footprints and impact on the environment.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Climate Change mitigation promises to transform how we live. Have their been any visioning exercises looking forward to possible futures?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Will the province put shovels in the ground BEFORE all studies are completed? What guarantees do we have that they won't?

Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: The most important question that needs to be addressed convincingly is why do we need Hwy 413, and to demonstrate that this is the BEST solution.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Most essential is to look at the effects the project will have on climate change and draw a comparison between our options for public transit.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Responses to Questions C & D	D: Transportation impacts in Norval and Glen Williams especially with the proposed interchanges

# D

## Interactive Polling Questions and Results

- Peel Region (December 7, 2021)
- York Region (December 9, 2021)
- Halton Region (December 14, 2021)



## **Results of Polling Questions from Peel Region Public Information Centre #3**

The following summarizes the polling questions and responses from the Peel Region Public Information Centre (PIC) #3, held on December 7, 2021. The results of the responses are recorded in percentages representative of those who took part in the poll.

**1. Which of the following issues related to the Natural Environment are most important to you? (select all that apply)**

- Does not conform to the Greenbelt Plan. (42%)
- Concern about impacts to Greenbelt lands and loss of agricultural lands. (72%)
- Potential effects on fish and fish habitat, wildlife and vegetation. (67%)
- Potential effects on Federally listed Species at Risk (SAR). (52%)
- MTO should commit to a voluntary project review (VPR) process with the Toronto and Region Conservation Authority and Credit Valley Conservation. (51%)
- Concern about environmental costs of the project (i.e., ecosystem services). (61%)
- Other. (24%)

**2. Which of the following issues related to the Socio-Economic Environment are most important to you? (select all that apply)**

- Potential health and socio-economic impacts from the effects on greenspace and aesthetics, municipal infrastructure, and private property. (62%)
- Potential impacts to human health from changes in air quality, climate change and noise. (68%)
- Potential impacts to human health from changes in drinking water/wells. (58%)
- Potential impacts to aesthetics and local recreation. (42%)
- The project only benefits developers. (58%)
- Whitebelt lands should be preserved. (39%)
- Other. (18%)

**3. Which of the following issues related to Cultural Heritage, Indigenous Communities, Consultation and Process are most important to you? (select all that apply)**

- Potential impacts from loss of built heritage resources and cultural heritage landscapes. (57%)
- Cumulative effects on the exercise of Section 35 rights of Indigenous peoples of Canada. (48%)
- Insufficient Indigenous community engagement. (49%)
- Concern that the province is trying to fast-track the environmental assessment (EA) process. (75%)
- This Project is being conducted with next to no public consultation. (51%)
- Other. (25%)

**4. Which of the following issues related to Transportation are most important to you? (select all that apply)**

- Request for a multiuse path beside the corridor. (25%)
- Potential effects to public safety from increased flood risk, and from roadside hazards. (47%)
- The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor. (67%)
- Highway 413 is not needed if more people will be working from home in the future. (48%)
- Cause residential sprawl, more car dependency, and induced demand. (71%)
- Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network. (51%)
- Interest in the kind of materials that will be used to construct the highway. (26%)
- Consider the City of Brampton's Heritage Heights boulevard option as part of the current EA process. (23%)
- Other. (15%)

## **Results of Polling Questions from York Region Public Information Centre #3**

The following summarizes the polling questions and responses from the York Region Public Information Centre (PIC) #3, held on December 9, 2021. The results of the responses are recorded in percentages representative of those who took part in the poll.

**1. Which of the following issues related to the Natural Environment are most important to you? (select all that apply)**

- Does not conform to the Greenbelt Plan. (45%)
- Concern about impacts to Greenbelt lands and loss of agricultural lands. (84%)
- Potential effects on fish and fish habitat, wildlife and vegetation. (67%)
- Potential effects on Federally listed Species at Risk (SAR). (63%)
- MTO should commit to a voluntary project review (VPR) process with the Toronto and Region Conservation Authority and Credit Valley Conservation. (57%)
- Concern about environmental costs of the project (i.e., ecosystem services). (63%)
- Other. (22%)

**2. Which of the following issues related to the Socio-Economic Environment are most important to you? (select all that apply)**

- Potential health and socio-economic impacts from the effects on greenspace and aesthetics, municipal infrastructure, and private property. (64%)
- Potential impacts to human health from changes in air quality, climate change and noise. (80%)
- Potential impacts to human health from changes in drinking water/wells. (56%)
- Potential impacts to aesthetics and local recreation. (42%)
- The project only benefits developers. (56%)
- Whitebelt lands should be preserved. (40%)
- Other. (24%)

**3. Which of the following issues related to Cultural Heritage, Indigenous Communities, Consultation and Process are most important to you? (select all that apply)**

- Potential impacts from loss of built heritage resources and cultural heritage landscapes. (63%)
- Cumulative effects on the exercise of Section 35 rights of Indigenous peoples of Canada. (59%)
- Insufficient Indigenous community engagement. (53%)
- Concern that the province is trying to fast-track the environmental assessment (EA) process. (78%)
- This Project is being conducted with next to no public consultation. (53%)
- Other. (18%)

**4. Which of the following issues related to Transportation are most important to you? (select all that apply)**

- Request for a multiuse path beside the corridor. (20%)
- Potential effects to public safety from increased flood risk, and from roadside hazards. (46%)
- The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor. (66%)
- Highway 413 is not needed if more people will be working from home in the future. (48%)
- Cause residential sprawl, more car dependency, and induced demand. (76%)
- Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network. (68%)
- Interest in the kind of materials that will be used to construct the highway. (26%)
- Other. (32%)

## **Results of Polling Questions from Halton Region Public Information Centre #3**

The following summarizes the polling questions and responses from the Halton Region Public Information Centre (PIC) #3, held on December 14, 2021. The results of the responses are recorded in percentages representative of those who took part in the poll.

**1. Which of the following issues related to the Natural Environment are most important to you? (select all that apply)**

- Does not conform to the Greenbelt Plan. (48%)
- Concern about impacts to Greenbelt lands and loss of agricultural lands. (87%)
- Potential effects on fish and fish habitat, wildlife and vegetation. (81%)
- Potential effects on Federally listed Species at Risk (SAR). (70%)
- MTO should commit to a voluntary project review (VPR) process with the Toronto and Region Conservation Authority and Credit Valley Conservation. (65%)
- Concern about environmental costs of the project (i.e., ecosystem services). (74%)
- Other. (33%)

**2. Which of the following issues related to the Socio-Economic Environment are most important to you? (select all that apply)**

- Potential health and socio-economic impacts from the effects on greenspace and aesthetics, municipal infrastructure, and private property. (67%)
- Potential impacts to human health from changes in air quality, climate change and noise. (86%)
- Potential impacts to human health from changes in drinking water/wells. (73%)
- Potential impacts to aesthetics and local recreation. (47%)
- The project only benefits developers. (56%)
- Whitebelt lands should be preserved. (47%)
- Other. (18%)

**3. Which of the following issues related to Cultural Heritage, Indigenous Communities, Consultation and Process are most important to you? (select all that apply)**

- Potential impacts from loss of built heritage resources and cultural heritage landscapes. (64%)
- Cumulative effects on the exercise of Section 35 rights of Indigenous peoples of Canada. (59%)
- Insufficient Indigenous community engagement. (61%)
- Concern that the province is trying to fast-track the environmental assessment (EA) process. (87%)
- This Project is being conducted with next to no public consultation. (57%)
- Other. (23%)

**4. Which of the following issues related to Transportation are most important to you? (select all that apply)**

- Request for a multiuse path beside the corridor. (27%)
- Potential effects to public safety from increased flood risk, and from roadside hazards. (50%)
- The EA demonstrated opportunity rather than need, is not considering the Advisory Panel Report, and needs to consider alternatives to the corridor. (74%)
- Highway 413 is not needed if more people will be working from home in the future. (64%)
- Cause residential sprawl, more car dependency, and induced demand. (80%)
- Additional transportation analysis must be conducted to understand the impacts on the existing and planned road network. (53%)
- Interest in the kind of materials that will be used to construct the highway. (24%)
- The project is not including the Bram West Parkway or Norval Bypass in the Preferred Route. (19%)
- Other. (22%)

# E

## Full Q&A and Project Team Responses

- Peel Region (December 7, 2021)
- York Region (December 9, 2021)
- Halton Region (December 14, 2021)



PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
<b>Climate Change &amp; GHG Emissions</b>			
Peel Region PIC #3 (December 7, 2021)	What are the predicted carbon emissions from this highway? Transit lanes and such are good, but in the face of a climate crisis, they can be considered doing the minimum especially when implemented as part of a problem. What is the accountability to affected regions and future generations for possible influx of CO2 through this project?	Will the Federal Impact Assessment and Provincial Environmental Assessment fully consider and assess climate change and GHG emissions for the construction and operation of Highway 413? The questions raised at PIC#3 also included a focus on the expected GHG emissions at peak commuting times, the comparisons of the future Highway 413 GHG emissions to alternative scenarios and transportation options, the impacts to the province's future GHG emission targets, and the impacts to Canada's climate change goals.	During Stage 2 of the Environmental Assessment for the Highway 413 Project, Climate Change was considered in the evaluation of the short-listed route alternatives under the Air Quality and Climate Change evaluation factor. This factor considered local and regional air quality impacts and GHG emissions. As Stage 2 of the Project progresses, assessment of the potential air quality effects of the project will be undertaken. An Air Quality Impact Assessment (AQIA) will be undertaken as part of the Provincial Environmental Assessment and will follow the Ministry of Transportation's (MTO's) Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. Using a combination of historical background concentrations in the vicinity of the study area and projected future air emissions, MTO's AQIA will predict the increasing concentration of GHG emissions stemming from the operation of the project.
	Are you considering municipal and regional greenhouse gas emissions, climate targets and air quality data?		Air dispersion modelling will also be conducted to analyze impacts on the local communities. The air concentration levels will be compared to the recommended Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Mitigation may be warranted if Provincial or Federal air quality criteria or standards for one or more air contaminants are exceeded (the Air Quality Guideline document includes a mix of criteria and standards). MTO will consult with the Ministry of the Environment, Conservation and Parks (MECP) on mitigation requirements, and will consider a number of factors, such as the extent, frequency, and severity of the impacts, the sensitivity of receptors, and difference between build and no-build scenarios.
	What will be the environmental impacts on air quality and increased green house gasses along the route? How does this facilitate/impact climate change?		To align with the Federal Impact Assessment Act requirements, the Highway 413 workplan will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of this analysis could inform GHG mitigation measures for the construction phase of the Project.
	GHG are a big issue, but ecological impacts importance is intertwined with climate change. So is ecological footprint that would increase as #413 would carry more goods to warehouses, more resources would be exploited, more logging, etc.		In response to the concerns regarding the impacts of air quality on human health, a Human Health Impact Scoping Report will be prepared to document potential negative project-related effects and to identify appropriate mitigation measures, as necessary.
	2010 GHG emissions too old. What are the expected GHG emissions when the highway is full of cars? How much will it add to Ontario emissions, which the federal government has committed to decreasing? Isn't Ontario committed to decreasing GHG?		As part of the Project planning and regulatory approval process, an assessment of cumulative effects of Highway 413 is being conducted and will include proposed mitigation measures that will be needed to avoid or minimize adverse effects. Changes to environmental, health, social and economic conditions as a result of the Project's past, present and reasonably foreseeable physical activities that overlap with the Project Study Area will be included in the cumulative effects assessment.
	Will the updated greenhouse gas emissions assessment consider the lifecycle emissions from the construction of the highway?		As the Air Quality Impact Assessment, Human Health Impact Scoping Report and Cumulative Effects
York Region PIC #3 (December 9, 2021)	I would like to know how the project meets the federal climate change commitments.		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>How will you study impacts to the region as a result of Climate Change, loss of carbon sequestration, source water, storm water protection. Highways make us more or less climate ready and resilient.</p> <p>Does the green house gas emission modeling also account for the anticipated development as a result of the highway's construction? where the increased settlement areas will result in a loss of ecosystem services (climate change mitigation, agriculture, carbon sequestration, flood mitigation etc.) and habitat.</p> <p>I still don't think that these plans for hwy 413 have taken seriously Canada's commitments to COP26/the Climate Crisis. We need to reduce our car and truck transportation as a part of reducing energy use which is the direct cause of the increase in greenhouse gas emissions just over the past few decades. Do you realize that we used 50% less energy in 1970, and we still lived successfully?</p> <p>How will green house gas emissions from hwy construction, hwy operation, and subsequent development be analyzed?</p> <p>How is this going to result in less GHGs?</p> <p>MTO GHG emission statement: Does your estimate of lower GHG emissions include the loss of CO2 capture capability of lost vegetation? And what assumptions are being made about portion of auto's that are fossil fuel-based vs EV.</p> <p>Each water crossing represents a flooding pinch point. Will the bridges be built to a standard that would accommodate a Hurricane Hazel type rain?</p> <p>Earlier it was stated that highway will result in GHG reduction, does this statistic consider land</p>		<p>Assessment have not yet been completed for the Project, the details of the potential impacts and any associated mitigation measures can not be shared at this time. The Project Team is committed to completing these assessments and making them available to the public for viewing at a later stage in the Project.</p> <p>In addition to these studies being undertaken during Stage 2 of the Project, the Project Team is also considering adaptations to infrastructure to account for extreme/intense rain and flooding (e.g., slope stabilization, stormwater management plans, appropriately sized structures for storms/floodplain, etc.) and increased ice accumulation, etc.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>use changes and that the land in it's changed form will sequester less carbon.</p> <p>Your analysis on GHG's doesn't sound like it takes induced demand into account.</p> <p>Is it expected that overall GHG emissions in the region be higher if the highway moves forward due to induced demand?</p>		
Halton Region PIC #3 (December 14, 2021)	<p>Will the Federal or Provincial EA requirements fully consider the impact on climate change and greenhouse gases? Furthermore, will you compare these GHG emissions to alternative scenarios?</p> <p>This proposed highway will worsen urban sprawl and directly negatively affect efforts to fight climate change. Why is this unnecessary project being entertained when it directly conflicts with the goals of reducing our GHGs?</p> <p>Given that the majority of users will be using personal vehicles, what are the expected GHG emissions at peak times? How much will this add to Ontario's emissions, in light of our 2030 and 2050 targets?</p> <p>Another highway will worsen climate change.</p> <p>I'm a bit new to this conversation and am trying to understand, if this project was cancelled previously due to the environmental impacts, why is it a good idea to go ahead with it now, when the impacts of climate change are becoming very frequent and obvious?</p> <p>My biggest concern is the need for Ontario to reduce GHG emissions. How will this highway impact the province's GHG emissions?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>Will the induced demand from the highway (ie additional gas-burning vehicles) allow the province to meet its GHG reduction targets?</p> <p>How will this affect Canada's climate change goals?</p> <p>Why does your presentation on GHG emissions only address air quality and human health — nothing to do with CO2e and urban sprawl, which are climate change issues?</p> <p>The current GHG limits aren't working. They will need to be reduced in the future. Therefore, current emission levels should not be used as acceptable.</p> <p>Refer to IPCC and IEA reports from earlier this year, both indicating that fossil fuel exploration and extraction must stop immediately for us to have a chance at keeping global warming at 2 degrees.</p>		
<b>Provincial / Federal EA</b>			
Peel Region PIC #3 (December 7, 2021)	<p>Why have you not respected the voices of concerned residents and also are abusing your power to push this project without the federal environmental assessment?</p> <p>we need a recent environmental assessment not old data... climate change is worse</p> <p>Given this government's poor track record on the environment and the recent indictment from the Auditor General of Ontario, faith in the province's processes is irreparably damaged. How can we possibly</p>	<p>Provide more information on the specific studies that will take place in the Federal/Provincial EA Process (how many stages are there, what does field work involve). Describe how it is reasonable to conduct the Federal Impact Assessment Process during an ongoing pandemic. Would an impact assessment ever not be required, and is the IPD currently available to view?</p>	<p>The Highway 413 Environmental Assessment (EA) is an Individual EA under the Ontario EA Act and is following the Terms of Reference which was approved by the Ontario Minister of the Environment in March 2008. An individual EA is carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest. This is the among the most stringent forms of environmental assessment done by the Province. The EA is being carried out in two stages, with Stage 1 already complete. Stage 1 concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new transportation corridor would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. Stage 2 of the EA study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report, and will complete the route planning and preliminary design for the new transportation corridor, servicing Halton, Peel and York Regions. Studies were undertaken to support the evaluation of route alternatives and selection of the Preferred Route. Additional field work and studies are being undertaken during preliminary design to further develop the design and mitigation measures as</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>trust this process to actually address environmental and other concerns?</p> <p>If one of the objectives of the IA process is to more closely monitor the project and insure that more stringent measures will be put in place for whatever reason, if necessary, what measures are there to insure that the control features are met and how would the public have access to that information at the earliest possible opportunity?</p> <p>If it is subject to the completion of these studies why does the Highway seem so definite? This does not seem like a transparent process.</p> <p>Speaking about Natural Environment. How can we possibly trust this process to actually address environmental concerns?</p> <p>The very idea that there would be a streamlined process suggest that the province wants this done quickly with lower standard of concern.</p> <p>Please clarify if the Federal Enviro. Assmt was a "requirement", a voluntary choice or something imposed on the group by concerned citizens. It is important that people know the correct facts.</p> <p>To what extent has the original studies on the proposed highway been used in this proposal?</p> <p>What exactly does the VRC with TRCA and CVC done as a "pilot project" mean?</p>		<p>required. Past reports, notices, fact sheets and bulletins are also available for viewing and downloading on the study website under the Background &amp; Reports tab.</p> <p>The Highway 413 project is currently in Stage 2 of the provincial EA process, which includes identifying the route, determining interchange locations, and completing preliminary design for the new corridor. So far, the Project Team has undertaken significant data collection, fieldwork and analysis, evaluated alternatives, held numerous community and advisory group meetings, engaged and consulted with Indigenous communities, and determined a preferred route. The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>• Fish and Fish Habitat</li> <li>• Terrestrial Ecosystems</li> <li>• Watercourse Crossing Analysis</li> <li>• Drainage and Stormwater Management</li> <li>• Fluvial Geomorphology</li> <li>• Groundwater</li> <li>• Landscape Composition</li> <li>• Archaeological Assessment (Stages 2, 3, &amp; 4, as required)</li> <li>• Built Heritage and Cultural Heritage Landscapes</li> <li>• Land Use Inventory</li> <li>• Agricultural Impact Assessment (or equivalent study)</li> <li>• Contaminated Property Identification and Waste Management</li> <li>• Air Quality</li> <li>• Noise</li> <li>• Snowdrift Assessment</li> </ul> <p>On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act (IAA). The project team is in communication with the Impact Assessment Agency of Canada to clarify next steps. A designation of the Highway 413 project under the IAA does not replace the provincial EA process underway. We will continue with our planned public and Indigenous community consultations and engagements.</p> <p>The IAA is a planning and decision-making tool used to assess proposed projects in terms of positive and negative environmental, economic, health and social effects, as well as impacts to Indigenous peoples and communities and their Aboriginal and treaty rights. Additional studies being undertaken to align with requirements of the IAA, include:</p> <ul style="list-style-type: none"> <li>• Assessment of air emissions due to construction of the project (in addition to the air quality impact assessment that is part of the provincial EA)</li> <li>• Human Health Impact</li> <li>• Gender Based Analysis+</li> </ul>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	Will you conduct an environmental comparison of directing future population growth to urban centres rather than agricultural lands and the greenbelt?		The Toronto Region Conservation Authority (TRCA) is being consulted and the Project Team meets regularly with them to discuss issues such as species at risk and wildlife movement. Although MTO is exempt from the regulations made under Section 28 of the Conservation Authorities Act and therefore is exempt from obtaining permits from Conservation Authorities, MTO met with TRCA about their Voluntary Project Review (VPR) to understand the process and also met with industry partners to understand how the VPR process was undertaken for their projects. MTO will undergo the VPR process for the Highway 413 Project as a pilot and will work with TRCA to determine the scope of the review. Credit Valley Conservation has also asked MTO to undergo their VPR and the Highway 413 Project will undergo their VPR process as a pilot as well.
York Region PIC #3 (December 9, 2021)	Can you provide insight as to when the preferred route preliminary design details will be made available to the public? Please also comment on the anticipated completion of this EA process and if the MTO is on-schedule with delivering the project. Thank you		
	Why has it taken the MTO over 7m to put together the project description?		
	It is important to note the Greenbelt Plan does permit new corridors provided a Environmental Assessment or similar study is permits the new infrastructure. If the EA is shortened as the province is considering there may be conformity issues with the Greenbelt Plan.		
	with reference to this proposed highway how does it fit into the Greater Golden Horseshoe Multi Modal Transportation Study		
	Why did you de-couple these EA (highway, transmission corridor) if they are still being planned together?		
	Have you changed the timeline on the website b/c previously it was a very aggressive timeline, it's quite understandable why people are confused and would think that early works constructed has started.		
	It might be helpful to answer whether an EA can occur and the project not go ahead.		
	How many stages are there?		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
Halton Region PIC#3 (December 14, 2021)	<p>What does "field work" involve?</p> <p>How can it be reasonable to conduct the Federal Impact Assessment Process at a time when a national and international pandemic is continuing, which is known to have increased fear and anxiety in the population very extensively?</p> <p>Why would an impact assessment ever not be required? Isn't that what allowing us to understand the climate and community impacts of a project?</p> <p>Is the IPD available to view?</p>		
<b>Natural Environment and Species at Risk</b>			
Peel Region PIC #3 (December 7, 2021)	<p>The highway would cut across numerous streams and rivers, degrading the water sources with dirt, vehicle pollution, and salt. Do you have studies on the impact of the proposed highway on the many waterways it would cross?</p> <p>It is concerning that many wetland areas would be impacted by the Highway 413 project. What type of studies have been performed to determine the impact of this?</p> <p>Is the highway going through a conservation reserve? Why isn't the conservation reserve being protected?</p> <p>Experts say this project will cause adverse effects to migratory birds. Do you have studies that assess the impact of the highway on migratory birds?</p> <p>If my property is not directly impacted by the hwy but our water comes from a well, how will the effect of the proximity of the hwy be studied</p>	<p>How exactly is the Highway 413 Project Team addressing concerns that building the highway will have detrimental impacts to the natural environment?</p>	<p>The Environmental Assessment Process</p> <p>Ontario's EA process ensures that potential environmental effects are considered by the proponent before an infrastructure project begins. All Individual EAs must accurately describe the project, consider alternatives to the undertaking, consult with the public, determine impacts and mitigation and document for public review.</p> <p>The Highway 413 Project Team is committed to assessing and understanding potential environmental impacts the Highway 413 Corridor could have on the natural environment so we can properly avoid or mitigate negative impacts wherever possible. During the preliminary design process, assessments, fieldwork and consultation with Conservation Authorities and other regulatory agencies are conducted to fully understand both positive and negative impacts to the natural environment and to create mitigation plans for the project.</p> <p>Impact Assessment Reports will be made publicly available at a later stage in the study and will include details on the project's potential to impact fish species and terrestrial ecosystems including woodlands and trees, and measures to avoid, mitigate or compensate for those impacts wherever possible.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>and how will the effects be mitigated? We are aware of what occurred in Hornby when the power generating plant was constructed and wish for no such travesty in Peel Region.</p> <p>other lands beside greenbelt need to be preserved ie wetlands for flood control and agricultural land for food.</p> <p>Why is the highway allowed to be built over the "protected" Greenbelt?</p> <p>Do you have studies on the impact of the proposed highway on the many waterways it would cross?</p> <p>Why create a green belt if you are going to put a highway through it?</p> <p>How come Socio- Eco presentation didn't address the impact of getting rid of wetlands? These wetlands provide important flood prevention</p> <p>Where will the road and tire run off go? Where will it all drain? Will the urban drainage from Hwy 413 be discharged into waterways, wetlands or rivers? This is waste water and is highly problematic for our aquatic ecosystems.</p> <p>Please quantify the contribution to biodiversity loss and the 6th extinction that the 413 project will result in.</p> <p>Is the red dace also at risk?</p> <p>How will the endangered species along the route be protected given the gutting of the Endangered Species Act and the fact that the province doesn't take into account the impact on Endangered Species when making decisions</p>		<p><b>Species at Risk – Mitigation Measures</b></p> <p>A condition to receiving permits to carry out work that may impact Endangered Species and Species at Risk includes the implementation of mitigation measures. Mitigation measures are applicable to the specific species and can include reducing the permanent highway footprint to relocating plants and new plantings.</p> <p>As part of environmental studies underway in Phase 2 of the Project will help us establish baseline conditions, complete impact assessments and develop proposed measures to avoid, minimize or mitigate potential effects on natural habitats. During the construction phase of the project, the Ministry will implement restoration plans for natural habitats that could be impacted by Highway 413. Restoration plans may include planting native species, particularly those that help prevent erosion.</p> <p>Prior to the start of construction, the Highway 413 Project Team will develop plans to manage the spread of invasive species and to mitigate negative impacts to the existing forest communities and wetlands.</p> <p>Wetland restoration mitigation strategies include but are not limited too: using salt tolerant species to buffer wetland areas, restoring lands back to wetland habitat and using nodal plantings of native species to simulate natural succession.</p> <p>Regarding road ecology and wildlife design, the following mitigation measures may be implemented based on further research: highway landscaping and fields of view, funnel fencing, incorporation of habitat design elements, monitoring and detection systems.</p> <p>Bridges and culverts will be designed to facilitate fish passage and to avoid channel realignment where possible. Any watercourse realignment will incorporate natural channel design principles, where possible. Natural channel design provides an opportunity to enhance habitat, especially if the existing watercourse is lacking habitat complexity and contains Species at Risk. These types of mitigation measures and offsetting plans are conditions of receiving a Fisheries Act authorization.</p> <p>Impacts to groundwater resources and groundwater users are being evaluated through completion of hydrogeological studies at the EA and preliminary design stages with further studies required at the detailed design stages.</p> <p>The Ministry of Transportation and its contractors will take every precaution necessary to safeguard the natural environment and wildlife during construction of Highway 413. This will include:</p> <ul style="list-style-type: none"> <li>• fencing around construction sites to prevent wildlife from entering</li> <li>• erosion and sediment control measures to protect watercourses and wetlands</li> <li>• measures such as fences and barriers to protect trees and forests, and</li> </ul>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>on projects, as the Auditor General recently revealed?</p> <p>How will you assess the impact on Endangered species given the government has gutted the Endangered Species Act?</p> <p>The Ontario Auditor General recently released a study that showed that Ontario is not considering endangered species in approving projects and is not protecting endangered species. How can we rely on this provincial process to protect endangered species?</p> <p>How will you ensure that vulnerable species will not be affected?</p> <p>Species at risk are now at greater risk due to changes in governmental policies of changing the power structures of conservation authorities. How can you change this so that Conservation Authorities have a greater say?</p> <p>How will you ensure that the pollutants from the highway will not wind up in our drinking water, especially the high use of salt in the winter?</p> <p>Why suggest that Conservation Authorities have any say when they don't?</p> <p>Recreational tourism can be equally devastating to certain types of land use, wetlands, wildlife corridors. Therefore this category cannot be construed as "green" and needs to be isolated as a measurement separate from a totally protected land section. the Badlands is a good example.</p> <p>GHG may be analyzed but how about trees and plants removal</p>		<ul style="list-style-type: none"> <li>• clearing of vegetation and trees outside the migratory nesting season to avoid impacts to nesting migratory birds.</li> </ul> <p>In-water construction will not be permitted during spawning periods for fish. Timing restrictions for in-water works will be based on the sensitivity of the fish species present or assumed to be present within each of the watercourses being affected by the proposed highway works. Additionally, standard mitigation measures will be used to protect watercourses during construction; where sensitive species are known to be present these standard mitigation measures will be enhanced to provide further protection to fish species and their habitat.</p> <p>The project team is developing recommendations for wildlife crossings based on background information and field data collected during our field surveys. The recommended wildlife crossings will then be reviewed with regulatory agencies in order to obtain input on the appropriateness of the recommended crossings.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	So Economic growth and population growth trump any other issues regardless of environmental destruction?		
York Region PIC #3 (December 9, 2021)	Western chorus frogs are prevalent in the PSWetland just South of King Vaughan Rd - why do you not avoid this area?		
	The red headed woodpecker is in my backyard, where the Hwy will go through so where did they do the study in Vaughan & king-Vaughan??? I haven't seen anyone		
	We're in Laskay, near 413/400 termination. We sometimes see woodpeckers here - and they might be red headed ones. They're not a small bird. I'm afraid we have no pictures - just evidence of holes.		
	This project will have negative impacts on fish and fish habitat as well as other aquatic species. Do you have studies that assess the impact of the highway on these species?		
	Will the MTO have to alter any watercourse and if so will any DFO or other federal permits be required?		
	We have red headed woodpeckers at KIRBY and Hwy 27		
	I'd like to know why you're going though Nashville Conservation.		
	Heavy traffic destroys habitats and diminishes the at risk species - no amount of nicely worded mitigations stops the destruction, nor mitigates health impacts on residents close to the highway		
	Pleased to see MTO is supporting TRCA involvement. I hope you encourage their staff to work alongside the MTO. Please don't politicize the process by including the TRCA Board.		

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	<p>Impact on environment and water tables at quarries used for materials used for this highway?</p> <p>Money obviously isn't an issue when it comes to building this unnecessary highway. How many wild life bridges and tunnels will be built to reduce road carnage?</p> <p>Ultimately, the construction of this highway is a political decision. The moderators are all very sincere and professional and I would like to commend you all for this professionalism and competence. Judging by Ford's dismissal of environmental concerns on other issues, it seems that all this work will be for naught because Ford will reward his donors and developer contributors, who own land along the proposed corridor by approving this project.</p> <p>With regard to noise how do you conduct community engagement session when you haven't yet done the noise impact assessments?</p> <p>Lots of people dealing with the noise, heavy traffic right now from heavy truck traffic, grinding of aggregates for road base?</p>		
Halton Region PIC#3 (December 14, 2021)	<p>This government has a failing grade on the environment. This, and the recent indictment by the Auditor General of Ontario gives Ontarians every reason to doubt the province's processes irreparably. How can we trust this government to address environmental and other serious concerns with the proposal for Highway 413?</p> <p>This highway proposal is going through a conservation reserve. Why isn't the conservation reserve being protected?</p> <p>Ford promises to start building the 413 by the spring. How can he say such things if environmental studies haven't started yet?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>Are extreme heat events, flooding and carbon sequestration being considered?</p> <p>At a time when Canada is experiencing mass flooding, why do you think it's a good idea to get rid of wetlands which provide important flood prevention? What is the possible justification of losing these important wetlands?</p> <p>Has the project considered the increase in air pollution to the surrounding communities?</p> <p>Can lands be added to the Green Belt if land is taken away?</p> <p>Natural Environment concerns: birds, insects</p> <p>How will the endangered species along the route be protected given the gutting of the Endangered Species Act and the fact that the province doesn't take into account the impact on Endangered Species when making decisions on projects, as the Auditor General recently revealed?</p> <p>This project will have negative impacts on fish and fish habitat as well as other aquatic species. Again, how can you justify the negative impact of the highway on these species?</p> <p>Experts say this project will cause adverse effects to migratory birds. Do you have studies that assess the impact of the highway on migratory birds?</p> <p>There are many different fauna species in the proposed study area. Do you have studies that assess the impact of the highway on the local fauna?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>Has the university of Guelph (or other university specializing in wildlife) been asked to help study the existing wildlife in these green areas and potential impacts?</p> <p>The 413 Highway would slice farmland and greenspace into fragments that don't support species and a healthy ecosystem. Why is the Province wanting to contribute to biodiversity loss and damage a long esteemed popular policy like the Greenbelt Act?</p> <p>Have wildlife corridors been considered.</p> <p>Canada is experiencing mass flooding events, which are only going to increase given the trends of the past decade. To what extent has MTO/the government accounted for the impact of paving over wetlands which provide important flood prevention?</p>		

#### Induced Demand/Traffic Studies

Peel Region PIC #3 (December 7, 2021)	<p>Have you heard of "induced demand"? It is when more roads lead to more traffic because more people choose to drive. There are numerous studies and articles about this. It seems the proposed highway won't improve traffic at all. USE 407. Why is induced demand being ignored by the MTO?</p> <p>Data and history tell us that when we build highways, we create congestion. Why does this provincial gov't want to spend an exorbitant amount of taxpayer money to create future problems?</p> <p>Have you done studies to assess how the highway will impact our local traffic? There will be more cars using existing roads to enter/exit the highway. This could create local traffic</p>	<p>The questions submitted regarding traffic ask for further information on how the MTO calculated the 30 minutes time savings estimate, how the Project Team is considering induced demand in the traffic studies, if the traffic studies will account for more commuters working from home in the future, as well as the proposed mitigation measures for bottleneck issues that may arise at interchange locations (specifically at the Highway 413 terminus of 407 ETR and Highway 401).</p>	<p>Stage 1 of the Environmental Assessment for the Highway 413 Project modelled and projected traffic demand forecasts which showed that Highway 413 would have 300,000 vehicle trips per day by 2031. The traffic model is now being updated and will identify traffic requirements to 2041. Future modelling will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange within a certain distance.</p> <p>In response to the questions regarding the potential for traffic congestion at the Highway 401/407 ETR terminus, the Project Team has run traffic microsimulation models and the analysis confirmed that the Highway 413 corridor would not create a bottleneck of traffic at the existing Highway 401/407 ETR interchange. This is largely due to the current work being undertaken to widen Highway 401 between Regional Road 25 and the Credit River, which will expand Highway 401 from 6 lanes to either 10 or 12 lanes.</p> <p>The Greater Golden Horseshoe plays a large part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. Highway 413 will save users that travel the entire distance of the highway during rush hour about 30 minutes compared to Highways 401 and 400. Not only will Highway 413 provide time savings, it will also provide a vital</p>
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PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>problems and require road repairs which municipalities will have to pay for.</p> <p>How are we measuring the cost - benefit? The cost to save 30 minutes/seconds seems extraordinarily high. Hence how is the choice to proceed justified and what are the parameters for such decision.</p> <p>The proposed highway only takes about 25 minutes today. How did MTO calculate the supposed time saving of 30 minutes resulting from the highway construction? An expert panel estimated that the average saving to driving times with the construction of this highway would only be between 30 to 60 SECONDS!!! This was not discussed in your JULY meetings</p> <p>Is induced demand being studied in relation to this proposed highway?</p> <p>What evidence do you provide that there will be decreased commute time? From where are these commuters coming, and where are they going? I can't imagine that getting to highway 400 from Milton is important to anyone other than someone from the golden horseshoe that is traveling to their cottage in Muskoka.</p>		<p>alternative to Highways 400 and 401, allowing goods to continue to move in the event of an accident or closure.</p> <p>Some stakeholders have claimed that Highway 413 will save users only 30 seconds of travel time. The 30-second time savings figure is from a study undertaken in 2017 that looked at the average time savings for <i>all</i> road users across the entire Greater Golden Horseshoe (GGH) if Highway 413 was built. The analysis included every trip on every road in every region – including places that are nowhere near the proposed Highway 413. So, a trip from Oshawa to Whitby for example, or from Niagara to St. Catharines would be included in that average.</p> <p>Several recent studies conducted on major transportation infrastructure projects have confirmed that all transportation infrastructure, regardless of mode, induces demand.</p> <p>People use options available to them. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. These associated elements of the induced demand theory have been captured in the Highway 413 Environmental Assessment using our regional demand forecasting traffic model. This model used the principle of transit as being the first option for moving people across the GGH. As most trips take place on roads (regardless of mode of transportation), all forecasts point to a growing demand for road-based transportation corridors.</p> <p>Highway 413 will provide significant benefits to ensuring goods movement in the province. More than \$785 million worth of goods move through Ontario every day. Trucking is a vital component of e-commerce, and the trucking industry accounts for four percent of Ontario's GDP and relies on a strong highway network. A factor of growth in e-commerce means more short-haul trips from the distribution centre to the customer. In a sector where efficiency is key, a faster alternate route will support the ever-growing demand of the e-commerce supply chain.</p>
York Region PIC #3 (December 9, 2021)	<p>What will happen when all the traffics gets off at Hwy 400 in Vaughan? That's where you will have gridlock!</p> <p>traffic will halt at 413/400 interchange</p> <p>The journey between the beginning and end of the proposed highway only takes about 25 minutes today. How did you calculate the supposed time saving of 30 minutes resulting from the highway construction? An expert panel estimated that the average saving to driving times with the construction of this highway would only be between 30-60 seconds.</p>		<p>Highway 413 will run through Halton, Peel and York Regions, which are known hubs for trucking logistics activity. Ontario's trucking industry accounts for approximately 40% of jobs in the transportation sector. Ultimately the GGH plays a significant part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy.</p> <p>The Project Team is committed to sharing the findings and recommendations of the Highway 413 traffic studies once they become available.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>Yes, I would like to know the percentage of York Region's population that currently works from home and no longer commute to work. The statistics will greatly differ from 5 years ago.</p> <p>2016 -&gt; 2021 is 5 years difference. The communities mentioned have exploded in growth in that period. This is a glass half full mindset.</p>		
Halton Region PIC#3 (December 14, 2021)	<p>How were the 30 seconds vs. 30 minutes estimates calculated and how will induced demand be taken into consideration?</p> <p>Has the Project Team analyzed the data on induced demand? It is well known that new highways don't shorten commutes.</p> <p>Can the Ministry of Transportation confirm how the estimates of 30 minutes reduced commuting times were calculated? What are the estimated reduced commute times five years after Highway 413 is opened? 10 years after opening? 20 years after opening?</p> <p>There is a great deal of research that demonstrates the existence of induced demand (more roads actually create more traffic as more people choose to drive). Is induced demand taken into consideration by MTO, and if not, why?</p> <p>It is very hard to watch people speak so blandly about the destruction that this swath of highway will create. When you build more roads, this leads to more traffic because more people choose to drive (induced demand). There are countless scientific studies and articles about this. It seems the proposed highway won't improve traffic at all. Why is induced demand being ignored by the MTO? This is misleading and disingenuous to say that a 400-series highway will reduce gridlock. It won't, and will only cause irreparable environmental damage to</p>		

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	<p>water, farmland, the “protected” Greenbelt habitat and wildlife.</p> <p>The journey between the beginning and end of the proposed highway only takes about 25 minutes today. How did you calculate the supposed time saving of 30 minutes resulting from the highway construction? An expert panel estimated that the average saving to driving times with the construction of this highway would only be between 30-60 seconds.</p> <p>Have you heard of induced demand? It is when more roads lead to more traffic because more people choose to drive. There are numerous studies and articles about this. It seems the proposed highway won’t improve traffic at all. Why is induced demand being ignored by the MTO?</p> <p>Is there data on what the bottleneck effect will be at the interchanges (ex. where the 413 will meet the 401 and 407)? I suspect that any time saved traveling Highway 413 will be lost with the additional traffic at the interchanges.</p> <p>Have you heard of induced demand? It is when roads lead to more traffic because more people choose to drive. There are numerous studies and articles about this. It seems the proposed highway won’t improve traffic at all. Why is induced demand being ignored by the MTO?</p> <p>An expert panel showed that this highway would only save 30 seconds per trip, so how can this project be justified?</p> <p>If the 407ETR would be congested by 2031, what would stop Highway 413 from becoming congested several years after opening?</p>		

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	I have read that this highway will only slightly reduce transportation times. Should the highway even be considered if it doesn't reduce transportation times in a significant way?		
<b>Socio-Economic Environment (GBA+ analysis, population, etc.)</b>			
Peel Region PIC #3 (December 7, 2021)	Have you done studies on the health impacts on local residents, especially in racialized communities?	Please explain how recent commuter trends such as working remotely were incorporated into the study. Describe the target of commute times considered for the study, as workers commuting into Toronto seem unlikely to benefit.	By 2051, the population of the Greater Golden Horseshoe (GGH) is expected to grow to almost 15 million people. That's 1 million new residents every five years. We need our roads infrastructure to keep up. Our goal is to identify, and address transportation needs across the region and improve Ontario's highway network by reducing travel times, ensuring the movement of goods, and alleviating traffic congestion across the GTA. For more information on the goods movement in the Province, please see the above Project Team Response.
	Good evening, I wonder if you will look at the changes due to, and following, the pandemic of more and more people working from home, and therefore less need to commute daily?		An Air Quality Impact Assessment (AQIA) will be performed as per the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. MTO's AQIA predicts the increased concentration of various contaminants of concern due to the operation of the project. Air dispersion modelling is conducted to analyze the impact on the local community, and air concentration levels are compared to the recommended Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS).
	What is the relevance of visible minority data when considering a highway project?		
	Is Peel health "status" info on slide 18 from self-reporting? Data from Peel Health suggests that the Region is dealing with a health crisis in regard to obesity and Type 2 diabetes.		
	Again what is the relevance of median income to the decision to build a highway?		As part of the pre-planning stage for the Initial Project Description, social, economic and health studies are being conducted for York, Peel, and Halton regions. The IPD will provide specific information including feedback collected through community engagement.
	Important statistics: effects of highway traffic on physical, social, and environmental health		
	How wide is the social impact boundary going to reach?		Additionally, a Gender Based Analysis + (GBA+) will be conducted, which is a systematic way to determine how all populations may be impacted by this project. This includes all groups who may be at-risk/vulnerable in response to a significant change in their environment, including but not limited to visible minorities, new Canadians, members of the 2SLGBTQQIA+ community, seniors (aged 65+), women and girls, youth (under the age of 18), and people with disabilities. The best way to understand project-related effects is to assemble quantitative (statistical information) and qualitative (information collected via interviews, surveys, and from meetings) data on a community's current social, economic and health infrastructure. By learning how a community operates, we can develop effective mitigation and enhancement measures – which will aid in offsetting negative effects and highlighting positive opportunities.
	Highways are historically racist; how will it impact vulnerable populations		
	Impact/info regarding cyclists.		
	Have you considered the economic impact of the boulevard option vs a typical 400-series highway design?		
	In a time where we are having an inflation crisis. Costs going up, salaries aren't. Cost of goods and		

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	<p>services going up as well as food and obvious life requirements, do you not think it's irresponsible to build a new highway when we have more pending issues at stake. Ultimately the costs come back to taxpayers who are just scraping by. The 6 billion cost is an initial and we all know how construction of roads in Ontario goes...we'll spend way more than that. Why isn't the government thinking?</p> <p>Social Infrastructure. Improved access to what?</p> <p>Loss of recreational lands will push people to look farther away and increase environmental impacts from increase in other road volumes.</p> <p>Changes to health and public safety ... this, as I said, is a region where cyclists go to escape the city. No one has mentioned looking at how these present roads are used for cycling.</p> <p>Old studies showed that lung development in children living near highways was negatively impacted. The latest studies indicate that dementia could be increased in people living close to major highways.</p> <p>physical and mental health will be affected by NOISE, AIR QUALITY,</p> <p>Will your gender based analysis include the extra-vulnerability for women, pregnant women and children to air contaminants from the highway that are more concentrated and at higher regional levels?</p> <p>Has there been consideration given to the location of, and incremental demand for, emergency services (e.g. fire, ambulance, police, road maintenance) required to service this new 413 corridor?</p>		

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	<p>Analyze anticipated "white flight" that will happen to affected areas that historically occurs from highways.</p> <p>Start supposed reconciliation with indigenous community. YOU already should know this</p> <p>Tagging on the GBA+ content because you're being federally assessed now? Nice try. You have the demographics. Do the outreach. Go to the people. Don't just talk to the squeaky wheels.</p> <p>so far I hear anticipated (speculative) increase in economic growth. The earth is not growing in size or resources:-) I hear very little about increased quality of life (on the contrary decreased mentally and physical health and loss of aesthetic and environmental benefits). Also I do not hear much about wholistic climatic mitigation including human forced mobility and food security.</p>		
York Region PIC #3 (December 9, 2021)	What does GBA+ stand for?		
Halton Region PIC #3 (December 14, 2021)	<p>When looking at population growth stats, are you also studying covid impact on commuting vs work from home ? It is becoming clear that many of those workers will continue to do so from home, post covid, impacting commuting and transportation volumes.</p> <p>Regarding the slide showing income levels of various communities, how is that relevant to the proposal?</p> <p>People along the route will be negatively impacted by the added pollution from cars on the potential highway. Have you done studies on the health impacts on local residents, especially in racialized communities?</p> <p>As for commute times, many of those workers are commuting into Toronto. It seems unlikely</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>that proposed hwy 413 would have any impact on their commute. Was the target of their commutes considered in your study?</p> <p>How many young people are being included in your consults?</p> <p>What processes are in place to hear from young citizens in our communities?</p> <p>Socio-economic concern: the impact on indigenous lands and marginalized groups</p> <p>Socio economic segment- other: promotion of vehicle emissions and burning of fossil fuels proven to affect health of all living things, and many environmental impacts regarding a socio economic standpoint</p> <p>Will younger community members be purchasing and driving cars at the same rate as our current population? How much more likely are they to use car sharing and ride sharing services as well as transit and work from home arrangements?</p> <p>Contact Grandmother's Voice - indigenous group with a new site at the Country Heritage Park in Milton.</p> <p>Almost every high school and post secondary institution have student groups you can meet with!</p> <p>Many of the GBA+ communities often do not have vehicles so wouldn't more public transportation be a better use of tax money. Elders often have to stop driving, youth need public transportation to get to university/college, many people with various disabilities cannot drive so again they would need more public transportation.</p>		

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<b>Urban Sprawl</b>			
Peel Region PIC #3 (December 7, 2021)	How will the project endeavor reduce GHG emissions and curb urban sprawl?	Highways lead to urban sprawl and unsustainable communities. How are you addressing urban sprawl? How are you addressing the development that will likely occur on the lands surrounding the highway?	The purpose of Highway 413 is to move people and goods between the designated urban centres within the Golden Horseshoe and beyond. Policies are in place to prevent sprawl from occurring as the result of the new corridor or any other highways in the province.
York Region PIC #3 (December 9, 2021)	<p>The Auditor General has noted that the decision to move ahead with Highway 413 is "disconnected from, or inconsistent with, land-use planning policies" meant to limit sprawl. How do you respond to this?</p> <p>So you just confirmed that the MTO is planning to help enable the building of sprawl?</p> <p>Sprawl should be discouraged so that new highways such as #413 would not be needed</p>		<p>The <a href="#">Provincial Growth Plan</a> has eliminated the ability of planning authorities to approve sprawl. It requires minimum densities of 60 units per hectare in expanding urban areas. This is five times the density that suburban areas in Brampton and Vaughan have historically developed. That type of development is simply not permitted anymore.</p>
Halton Region PIC#3 (December 14, 2021)	<p>We know that more highways only lead to more cars on the road and don't alleviate congestion. And we know that highways lead to sprawl and unsustainable communities. What is the real reason for this proposed highway? Who are the main lobbyists behind this project?</p> <p>Concern that after highway is built municipalities will permit development on lands surrounding the highway route furthering the environmental damage done by this highway.</p>		
<b>Need for the study</b>			
Peel Region PIC #3 (December 7, 2021)	<p>Is there a real need/demand for a transitway for this route?</p> <p>Why wouldn't the government of Ontario simply buy back highway 407 and make it public, saving our tax dollars and preventing extra unnecessary sprawl and environmental destruction?</p> <p>Why are no other existing and underused Cross city highways used as alternatives to this destructive 413 solution: To reduce congestion in the shorter time frame from this proposed</p>	<p>Please provide more information regarding the need for this highway and why we cannot repossess or lower the tolls on the 407 ETR instead of building Highway 413. Why are we not focusing on public transit instead of building more highways?</p>	<p>407 ETR as an alternative to Highway 413 is not a realistic option if we want to reduce congestion and keep goods moving. There will be a significant increase in highway usage in the next few decades given the expected population growth in the GGH and the 407 ETR alone is not enough to meet this projected demand surge. By 2031, we would be right back where we started, and suffer from the same congestion problems as we currently have even if we fully build out the 407 ETR, subsidize tolls and build truck priority features. Highway 413 is vital transportation infrastructure that will help meet the projected growth in both population and employment for the Greater Golden Horseshoe (GGH).</p> <p>The province entered into a 99-year lease with the 407 ETR in 1999, making the company responsible for ongoing design, construction, operation and maintenance of Highway 407 ETR, in accordance with Ministry of Transportation safety standards. 407 ETR is a majority Canadian-owned company, owned by Canada</p>

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	<p>very long term 2028-29. high-cost solution for TAXpayers!</p> <p>Why is there a need for the project at all when experts have shown the supposed time saving is only 30 to 60 seconds.</p> <p>Are you factoring in work from home policies into commuting distances assessment?</p> <p>I want to see data about the NEED for transit along this route, for the benefit of Peel region residents. where's Metrolinx in this process??</p> <p>Is the possibility of the Ontario gov purchasing the 407, instead of building the 413, been considered for study on impact to traffic patterns in the GTA? A side-by-side study?</p> <p>Hwy 407 runs parallel ... any stats on as how to buy back this hwy in lieu of jamming another one in?</p> <p>Look at making the 407 works more effectively such as adding another lane; allocate one 407 lane to trucking and haulage only.</p> <p>Was the repurchase of the 407 ever considered?</p> <p>Has any investigation been done on adding parallel goods transit lanes to the 407 instead (e.g., twinning the 407) rather than creating a new highway corridor?</p> <p>Please look into adjusting 407 toll costs throughout the day. Based use and therefore encourage cars to use the 407 during the less busy times of the day.</p> <p>why can't we just buy the 407 or break the lease... it already runs through urban areas which is needed... there was a report on 1 billion to break the lease and he avoided it</p> <p>I feel the nearby and existing 407 can serve current and medium needs. Especially with</p>		<p>Pension Plan Investment Board, Cintra Global S.E., and SNC-Lavalin.</p> <p>The ministry is not involved in setting or influencing the tolls or fees on 407 ETR. As a private company, 407 ETR is solely responsible for setting toll rates and fees. 407 ETR continues to promote its highway as a viable alternative for commercial vehicles.</p> <p>MTO staff are not aware of any initiatives by 407 ETR to consider implementing a reduced or subsidized rate structure for trucking and high-occupancy vehicles.</p> <p>Multimodal (highway and transit) transportation options are critical to the development of sustainable communities. Employers need to get people to work, and workers want options for getting there. Movement of goods is also critical for a sustainable economy. As part of the environmental assessment, we have examined all future plans for transit throughout the GTA and understand that even with the province's historic \$8 billion investment into transit as described in the 2008 The Big Move and the Metrolinx 2041 Regional Transit Plan, there is still a need to invest in highway infrastructure. Municipalities are planning complete and sustainable communities as required by the Provincial Policy Statement and the Growth Plan. The Growth Plan also recognizes the need for the proposed transportation corridor.</p> <p>The GTA West corridor Stage 1 Environmental Assessment looked carefully at alternatives to a new corridor, including using existing highways like the 407ETR. Under this EA, modelling showed that, if Highway 413 is not built, the 407ETR would be at or above capacity by 2031, if tolls remained. Without a real plan, traffic and commute times on our existing highways will only get worse.</p>

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York Region PIC #3 (December 9, 2021)	<p>regards to Trucking. Hwy 9 should be expanded instead when the need is warranted.</p> <p>My questions for the federal EA. Has the need for the highway been fully demonstrated? Have alternatives like the 407, and expansions of nearby roadways have been fully examined?</p> <p>Isn't the highway EA focused on goods movement? Why is the focus on commuters?</p> <p>The independent Advisory Panel determined a few years ago that the new Highway was not needed. What has changed since then?</p> <p>How does this support complete communities? If you are building a highway, then you are planning for driving, not transit or other transportation choices.</p> <p>For a project of this magnitude, it needs to demonstrate need to go through the Greenbelt and to be compliant with the Greenbelt Plan. The Expert Advisory Plan concluded the project demonstrated opportunity does not need. How has the project re-commenced and how has the MTO concluded that the project demonstrates need vs. opportunity?</p> <p>Has anyone done a study on how much traffic would be diverted if Highway 407 was opened up to large transport truck and trailers if they didn't have to pay the toll? I'm wondering if doing so would be a better alternative than building an entire highway.</p> <p>Data on how much money and time it will save commuter for travelling 407.</p> <p>The parallel highway 407 can accommodate the same as what 413 is expected ....407 is not congested therefore no need for 413</p>		

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	<p>407 has a transitway. It still hasn't been built. Same will happen on 413.</p> <p>What are the assumptions about goods movements, e-commerce, how much of the highway is needed for good movement vs. people movement?</p> <p>74% of respondents stated they "choose" to use their personal vehicle for their job commutes is a loaded statement. They did not make the choice, the communities they live in (905 region) are so poorly designed, they have no other options other than to rely on such an inefficient method of travel</p>		
Halton Region PIC#3 (December 14, 2021)	<p>Why not repossess the 407?</p> <p>Where are the scientific studies and unbiased evidence that suggest the buyback of the 407 is not a good alternative?</p> <p>I think we need to look at the under utilized 407 as another option encourage for truck use with subsidies.</p> <p>Have you taken into account the use of highway 407?</p> <p>The 407-toll road is visibly under-utilized. I would like you to present the numbers on that highway compared to other 400 highways. It seems better use of an existing highway would be the first place to start.</p> <p>What about the under-utilized Highway 407 that could be bought back! The 407 is totally under utilized, why not negotiate a rate for trucks to use the highway and transit buses.</p> <p>Why haven't you taken into account the use of the 407 which is essentially parallel to the proposed 413 highway. Why not subsidize or eliminate tolls on the 407 so it gets used more,</p>		

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	<p>instead of spending billions on another highway?</p> <p>How about build light rail FIRST and if demand warrants, the highway?</p> <p>Is not common sense clearly missing if new highway construction is placed at greater importance than additional investment in public transit?</p> <p>An expert panel has shown there are better ways to move people that would cost less and would actually address congestion. For example: a full GO Regional Express Rail on the Kitchener and Milton corridors, a new GO corridor to Bolton, increased bus rapid transit or light rail transit in Brampton and Vaughan. Why do you insist on ignoring environmentally sound transportation options?</p> <p>What about the environment? Buy back the 407 instead and use it for public transit and trucks.</p> <p>What percentage of trucks and cars are on the 401 and 407 currently? Is there any thought to making 407 truck only and 401 car only to reduce congestion issues?</p> <p>Has there been consideration of the cost to purchase the 407 and make it available without tolls?</p> <p>Is there opportunity to better utilize the 407, instead of paving over any agricultural land or Greenbelt? Could the budget for hwy 413 go towards reducing fees and having designated truck lanes on the 407?</p> <p>why not consider buying back the 407 to make it more affordable and accessible to the average person?</p>		

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	<p>I cannot believe the 407 isn't part of the traffic solution considering 52% is owned by others not the consortium.</p> <p>407 could be used instead of 413 even if negotiation with the owners rather than a buy back is the only way.</p> <p>You say Hwy 407 is not a realistic alternative. Do you have scientific, unbiased studies to back up this claim?</p> <p>Why build before the highway 407 proves not to be enough? A law that compels trucks and transit to use 407 would solve the problem for now. There would not be so much of an argument if people could see this</p> <p>What study has been done on the possibility of purchasing Hwy 407?</p>		
<b>Cost</b>			
Peel Region PIC #3 (December 7, 2021)	<p>Who will pay for building 413?</p> <p>How much does the Fed govt plan to fund the 413? Percentage or dollar amount?</p> <p>How about the facts that in 2018 the cost of building the highway was estimated to be over \$6 billion dollars. What is the current estimate? Have you taken into account the use of 407 which is essentially parallel to the proposed 413 highway. Why not subsidize or eliminate tolls on the 407 so it gets used more, instead of spending billions more and not fully utilize an EXISTING highway.</p> <p>What is the estimated cost of the project in the years 2023 when it might first be initiated?</p>	<p>Further information is requested on the cost of the process of the Project, construction and operation of the highway, funding of the Project, and if the highway would be tolled or privatized.</p>	<p>As part of Stage 2 of the study, high-level construction costs were developed to support the evaluation of the short list of route alternatives. More specific cost estimates will be developed as part of the preliminary design of the Preferred Route. Currently there is no commitment to a timeline for detailed design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.</p> <p>Currently only high-level construction costs have been developed to support the evaluation of the short list of route alternatives. There are several other factors and criteria, such as the cost of environmental mitigation measures, compensation, and enhancements, that were not applied as cost considerations in the evaluation process.</p> <p>Congestion already costs the GTA \$11 billion per year in lost productivity, adding to the costs of goods and creating carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.</p> <p>The Ontario government has indicated it does not plan to toll the proposed Highway 413.</p>
York Region PIC #3 (December 9, 2021)	How much money will it cost to construct and complete this civil engineering highway project?		

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	<p>Municipalities are planning, asking for additional interchanges already how will impacts and costs be considered?</p> <p>Who is paying for this? if the Public is not generally in favour of this highway, why will taxpayers be forced to pay for this project?</p>		
Halton Region PIC#3 (December 14, 2021)	<p>How can you justify spending \$10 billion worth of taxpayer money?</p> <p>Is it a coincidence that many of the Premier's greatest financial contributors own land along the proposed routes?</p> <p>If there is a toll on this highway, it won't solve 401 / 400 congestion. If there is no toll, then it will siphon traffic from the 407. So then we'll all have paid for two expensive highways, with the 407 almost vacant west of the 400. Is this a good plan?</p> <p>Please think "future" and opt for a 21st century solution that will reduce GHG and use taxpayer money more wisely. Education &amp; health care dollars are urgently needed so please prioritize.</p> <p>Could the budget for hwy 413 go towards reducing fees and having designated truck lanes on the 407?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
<b>Indigenous Community Engagement</b>			
Peel Region PIC #3 (December 7, 2021)	<p>The Mississaugas of the Credit First Nation, on whose traditional territory you are planning to build, have raised the fact that they have archaeological sites along the highway, as well as places used for cultural ceremonies and harvesting. In an era of supposed reconciliation, how can you be destroying such important sites?</p> <p>Do Indigenous Communities actually have a say in the building of a highway or is this just lip service, to suggest that they have been included in the decision making?</p> <p>The Mississaugas of the Credit First Nation have archaeological sites along the proposed highway corridor as well as places used for cultural ceremonies and harvesting. How can you be destroying such significant sites and promote reconciliation?</p> <p>To address issues relevant to the Indigenous communities would you not be able to get someone of Indigenous background to speak?</p> <p>How are you engaging FN?</p> <p>I understand the Huron-Wendat Nation, on whose historical territory you are planning to build, have noted they have archaeological sites and burial grounds along the proposed route, how can you pave over their burial grounds? Also, the Mississauga of the Credit First Nation is in the same predicament. In an era of supposed reconciliation, how can you be destroying these two FIRST NATION's sites?</p> <p>Why was engagement with native communities only occurring in phase 2!! TO LATE</p>	<p>How is the Project Team considering Indigenous Communities? Please provide more information regarding consultation, engagement and how their concerns are being addressed. How exactly are Indigenous Communities being impacted?</p>	<p>The Highway 413 Project Team is committed to engaging and considering the interests and values of potentially impacted Indigenous Communities and Councils. Since early in Stage 1 of this project, the Project Team has been engaging and consulting with Indigenous communities at regular intervals and key milestones. As the project proceeds with preliminary design, the Project Team will continue to engage and consult with potentially impacted Indigenous communities. The Project Team will provide access to study information to enable communities to provide input and participate in a meaningful way, including opportunities to attend Indigenous Community Information Centres, Community Value Plan Meetings and meetings at project milestones.</p> <p>We are currently in the early phases of the Federal Impact Assessment process and are continuing to meet with Indigenous communities to listen and address concerns as part of this process. The meetings will provide greater background and context on the Highway 413 project as it relates to the Federal Impact Assessment process.</p> <p>We are continuing to meet with Indigenous communities to ensure their concerns and interests are reflected in the study at every stage, and we are including Community Field Liaison Representatives in Stage 2 archaeological assessment fieldwork.</p> <p>Comments from Indigenous communities raised as part of the Federal Impact Assessment process are posted on the Impact Assessment Agency of Canada's website.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	Rights for all landowners with all due respect to our indigenous brothers and sisters. We are being bullied by the government		
York Region PIC #3 (December 9, 2021)	Is the York Region Indigenous Communities involved in this highway civil engineering project or are they completely against it?		
Halton Region PIC#3 (December 14, 2021)	Have Indigenous People and First Nations including the Huron Wendat and Anishaabe been consulted, are their rights being protected and have they signed off on the highway corridor particularly within the Humber and Credit River watersheds. Has cultural heritage mapping identified cultural assets within the corridor?		
	What weight are public comments and indigenous consultation given with regard to this project?		
	What has / will be done to address the concerns raised by Indigenous communities? It's not particularly clear.		
	Does any indigenous community support this?		
	Consider the impact and interests of the indigenous communities on whose traditional land you are planning to build. Specifically, the Huron-Wendat Nation and the Mississauga's of the Credit First Nation.		
	Indigenous communities should not be incorporated alongside stakeholders. They are rights holders.		
	Cottage Country for settler people in southern Ontario impinges on indigenous lands. How will expanding access affect those communities, and have those communities been included in consultation.		
	Are all Chiefs (or their designate) being included in consultations?		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>Will our leaders honour First Nation's requests to protect our water and greenspace? Will our leaders demonstrate commitment to Reconciliation?</p> <p>Have First Nations been consulted on the social, economic, health analysis?</p> <p>there was no question regarding First Nation concern. How come? What happened to acknowledging them?</p> <p>what are the nearest First Nation's communities? Any particular impacts on these communities?</p> <p>Is the Assembly of First Nation's being kept up to date on this matter?</p> <p>Impact on wildlife and other land values that may impact the livelihood of indigenous people who live on the land, especially in "cottage country". HWY 413 may increase the likelihood that people buy recreational property up 400, and this increases conflict between settler use and indigenous use of land.</p> <p>I would like more clarity on how each and every First Nation is being invited share their opinions and feedback on this project. Who exactly is inviting their participation and how are they doing this?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	How will Indigenous people's ties to the land be considered and protected?		
<b>Agriculture</b>			
Peel Region PIC #3 (December 7, 2021)	<p>How can you possibly mitigate the destruction of some of Ontario's most productive farmland? Especially when food prices are skyrocketing and local food production is needed more than ever?</p> <p>How do you determine what the future land use will be? The current land use in Caledon includes much agricultural which is important to preserve given the need to access local food sources and the marked rise in food prices</p> <p>Why is this highway paving over irreplaceable farmland?</p> <p>Have you considered the impacts to crop health?</p> <p>Is the insignificant amount of farmland to be consumed by the highway build identified (compared with the rest of Ontario's farmland) ?</p> <p>Does the area of farmland affected INCLUDE the farmland made useless by dissecting acreages and making the movement of farm equipment impossible eg needing underpasses and having to pass through interchanges to access property?</p>	<p>Provide more information on the impacts to farmland due to the proposed Highway 413 corridor, especially with the growing concerns of food security and food prices. How have impacts to crop health been considered?</p>	<p>MTO developed the Preferred Route with an eye to minimizing impacts to farmland. Considerations included avoiding prime agricultural lands, avoiding farmsteads and farm buildings, minimizing property severances, and identifying and/or mitigating potential impacts to surface water, groundwater, and tile drainage.</p> <p>The Highway 413 Project Team meets with the Greenbelt Transportation Advisory Group (GTAG) at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. Organizations such as the Ontario Federation of Agriculture, Peel Federation of Agriculture, Toronto and Region Conservation Authority, Sustainable Vaughan, and Environmental Defence are on the GTAG for Stage 2 of this study.</p> <p>The Project Team also consulted with farm groups and farmers through meetings, and through an Agricultural Operations Survey looking into farm operations during the route evaluation phase of the study.</p> <p>Not only do farmers feed our cities, they are also a vital part of the economy. In 2019, Ontario's agri-food industry contributed \$47.3 billion in Gross Domestic Product (GDP) to the provincial economy (6.4 per cent of total Ontario GDP), increasing by \$4.8 billion (or 1.1%) from 2018. But those farmers need a strong and effective transportation network to get their products from their field into your kitchen. According to statistics from the 2019 Commercial Vehicles Survey, there are over 77,100 commercial vehicle daily trips in average travelling across areas in proximity to the Highway 413 corridor, including York, Peel, Halton and Simcoe. Over 9,100 daily trips are from the agricultural and food sectors<sup>1</sup>, which represents 12% of the total. This represents about 70% of food and agriculture related truck activity in the GGH. To that end, efficient transportation helps keep food prices low for consumers and enables the agricultural industry to compete in global markets.</p>

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>What is the impact on live-animal farmers along the proposed route. Eg. chicken, cattle, horses farmers.</p> <p>How does Ontario propose to feed themselves if they pave over the best farmland in Ontario?</p> <p>How will farmers get from one side of their farm to the other with a highway running through the middle of it?</p>		<p>Therefore, we need to continue to invest in our highway infrastructure, and in projects like the Highway 413 Project.</p> <p>Crop health is an important component of the Study, and the Project Team will be reviewing potential impacts including (but not limited too): salt spray drift (indicator of vegetative buffers) and light pollution. The Project Team has indicated the need for dust suppression techniques during construction (water trucks or soil binders).</p>
York Region PIC #3 (December 9, 2021)	<p>How much of the current agricultural land in this area is currently owned by developers?</p> <p>Suggesting that the hwy is somehow detrimental to farming is misleading at best. Currently undersized and overused roadways cause extreme difficulties to farmers when trying to move their large equipment. Farmers would be in favour of reducing traffic on the local roadways that they need to use</p> <p>Not so positive if you are an endangered species or a farmer, or interested in preserving farmland? Was there a point on there for loss of Class 1, 2 and 3 soil, a finite non-renewable resource?</p> <p>York Region's Draft Plan reflect 0 input from the public and is not yet approved and should not be considered final or promoted by the MTO has what the final land use will be. It is again misleading and supports the narrative that white belt lands are lands slated for development, when in fact these lands are prime farmland, class 1 and 2 soils.</p>		<p>In general, crop health will not be impacted during construction or operation of the highway, unless there is 'drift' of movement of some substance from the highway onto the adjacent fields in which the use of vegetative buffers may be considered.</p> <p>The Highway 413 Project Team will be undertaking an Agricultural Impact Assessment to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources and recommend measures for mitigating impacts to farmland, farm operations and the agricultural system. These measures may include following lot lines, avoiding farm buildings where possible and constructing bridges with farm equipment in mind.</p>
Halton Region PIC #3 (December 14, 2021)	<p>Ontario does not need more highways. We must preserve all farmland and greenspace.</p> <p>How can you possibly condone the destruction of some of Ontario's most productive farmland when food prices are skyrocketing, and local food production is needed more than ever?</p>		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>I know you think the land is not farmland, but it can be recovered to be farmland or forest. Even desert can be recovered as proven in Israel.</p> <p>37% agricultural is too high. we will never get that agricultural land back and we need to grow our food locally, looking forward to the pressure on the food supply chain due to climate change forecasts.</p> <p>Food security is even more important than ever, with weather extremes, food shortages and supply chain issues. With prime agricultural lands in the study area, why wouldn't we try to protect these at all costs? Ensure that farmers are fairly compensated and provide farming careers for new Canadians. This would be a lost opportunity to pave over excellent soils that sustain us.</p> <p>I recall when Covid started and we had a hard time getting PPE and masks, Mr. Ford said we would manufacture here and not rely on other countries for PPE. I feel we need to think the same way about our food supply. We need to preserve all of the agricultural land we can, as climate predictions suggest some of the places, we currently import food from may not be able to grow food in the future due to global warming.</p>		

#### Highway & Transitway Design

PeelRegion PIC #3 (December 7, 2021)	<p>Who is the authorized transit authority for this transitway?</p> <p>Which is a higher priority in regards to the highway/transitway project - the transitway or</p>	<p>Please provide more detail on the highway design, such as type of intersections, number of lanes, soil management/disposal, and how noise evaluation where warranted is determined.</p>	<p>Highway 413 is a proposed controlled access transportation corridor running through portions of Halton, Peel and York Regions. The proposed 52-kilometre Highway 413 transportation corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, connecting the regions of York, Peel and Halton. The Project includes a 4 km extension to Highway 410 and a 3 km extension to Highway 427 for a total of 59 km for the corridor. Features of the corridor include interchanges at 11 municipal arterial roads, freeway to freeway connections at 401/407 ETR, 410, 427 and 400, maintenance yard facilities, and commercial vehicle</p>
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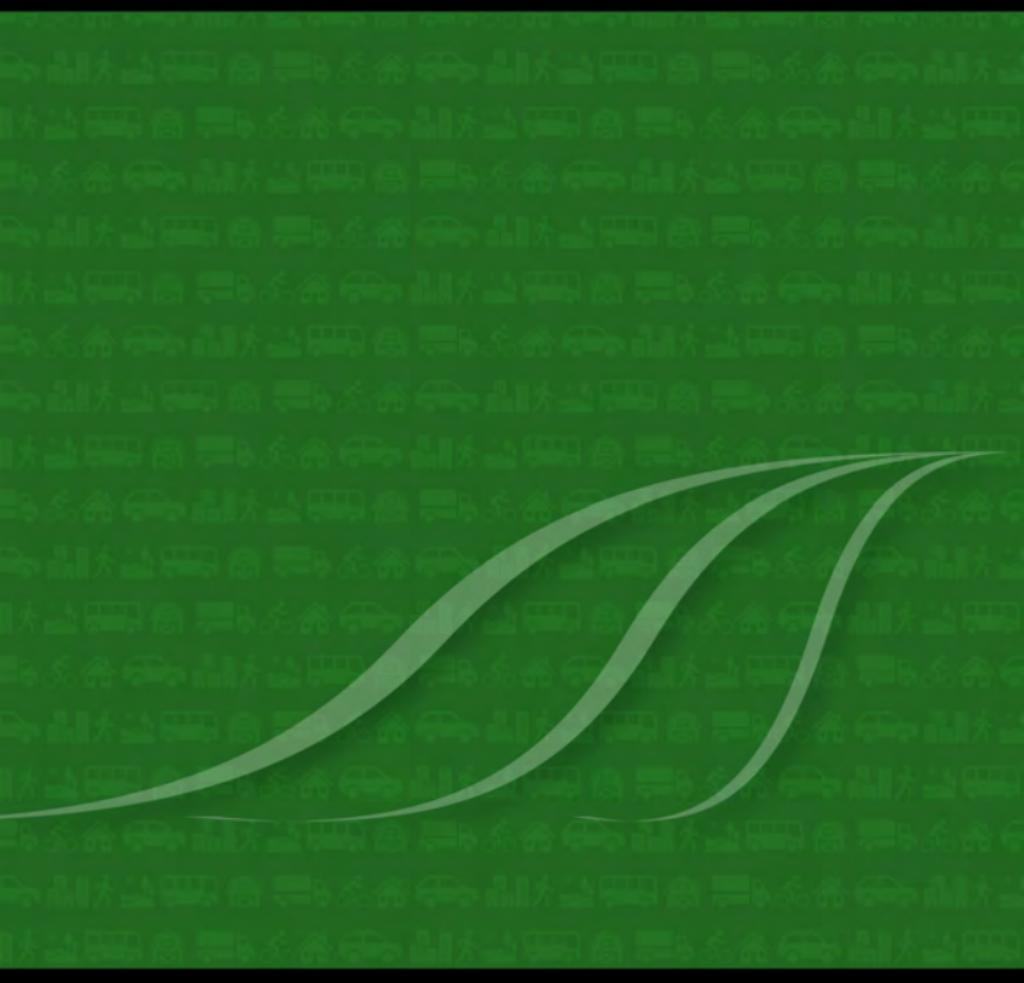
PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	<p>the goods movement and what data supports this choice?</p> <p>I'm sensing a very real disconnect between the data used and the projected needs for infrastructure improvements in regards to traffic projections and objectives. We NEED much greater emphasis on the transitway and supporting terminals, etc.</p> <p>If no transit groups have come forward with regards to the 'planned transit way' the plan sounds like the transit way is essentially additional lanes to use for whatever i.e. more cars! Is that the case?</p> <p>Have construction contracts been granted?</p> <p>I wonder what do you mean by potential changes to economic infrastructure? There will be an impact; this is not potential. This HWY will destroy lands and will change routes of streams, waterways, walking trails</p> <p>Where does Ontario plan on getting their supply of gravel from for the purpose of building this highway?</p> <p>Had you considered the use of more roundabouts on secondary roads rather than the use of large highways?</p>		<p>inspection facilities transit station locations at appropriate locations. There is also a suite of goods movement priority features that are being carried forward for more consideration during the preliminary design phase. Some examples are truck only lanes, enhanced design to accommodate long combination vehicles, longer speed change lanes, enforcement features and truck parking facilities.</p> <p>The location for noise evaluation and noise mitigation is determined by evaluation of noise levels at noise sensitive areas (NSAs). NSAs are selected in accordance with the MTO Environmental Guide for Noise. Locations for noise mitigation will be identified as part of the assessment, and this will be confirmed upon completion of the noise impact assessment being completed for this study. Where sufficient land is available, earthen berms will be considered. If noise barrier walls are required, patterns and colours or transparent walls (over bridges) will be considered so that barriers can be more easily incorporated into the existing environment.</p> <p>Consideration for noise barrier walls is given in NSAs if:</p> <ul style="list-style-type: none"> <li>• the proposed freeway results in an increase equal or greater to 5 decibels (dB) over the projected future noise level without the proposed freeway;</li> <li>• the projected future noise level is equal to or greater than 65 dB, then noise control measures will be investigated within the MTO right-of-way. For context, 65 dBA is the equivalent to normal human speech at a 1 m distance.</li> </ul> <p>Highway 413 project team is considering interchange configuration alternatives based on existing conditions and associated constraints like geometrics, property, environmental features, traffics operations, safety and cost.</p> <p>A procurement process to select companies to construct the highway and related infrastructure will follow the completion of the environmental assessment and design processes. Additional details regarding the highway &amp; transitway design will be released as the project progresses. Ongoing consultation with municipalities along the proposed route includes consideration of adding bicycle lanes or multi-use paths on municipal crossing roads.</p>
York Region PIC #3 (December 9, 2021)	<p>Why do you state close to Kirby and Hwy 400, when it is close to King Vaughan Road? Why is King Vaughan Road overlooked.</p> <p>Why do you not show potential interchange at Kirby and Hwy 400?</p>		<p>Based on new information received after Public Information Centre #2, the Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossing of the Humber River in Section 8. <a href="#">Alternative proposed routes</a> were posted on the project website and shared with regulatory agencies for feedback in summer 2020. The Project Team will investigate appropriate measures to minimize and mitigate potential impacts to the watercourse and valley with option S8-5, which was announced as the overall Preferred Route in Section 8. The Project Team is considering the</p>

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	<p>Is there future consideration for expanding past the Eastern boundary of Hwy 400? ie. extending to the Hwy 404?</p> <p>Why did Section 8 of the route move further north after the 2019 public consultation sessions? In Aug 2020 it was significantly further north, a route never contemplated or presented to the public, which preserves the North Kleinberg Secondary Planning Area and basically consumes more of the Nashville Conservation reserve, a more env'l destructive path that impacts publicly owned conservation lands vs. private developable lands?</p> <p>Why is this hwy not built along hwy 9 to give King commuters access and trucks?</p> <p>Why doesn't the highway promote any active transit? The QEW is getting a bike lane down the middle!</p> <p>What are the in demand destination points that this highway will contribute to the overall pathways for the GGH transportation pathways which is key to our future. Basically I am trying to figure out how it fits in with the GGH pathways</p> <p>Are these Economic Infrastructure changes based on congestion patterns and destination points as one of many variable as it relates to connect the most in demand destination points which I hope fit into the GGH pathways....please lets discuss</p> <p>For the preferred route map, will you be releasing a version that displays the waterways, and watersheds the route will cross?</p> <p>How did you identify the demand to access points compared to the congestion patterns and the overall pathways of in demand destination points</p>		<p>natural hydrological and hydraulic regimes and the increased risk to flood and erosion hazards at the crossing locations.</p> <p>Highway 413 is part of Ontario's plan to expand highways and public transit across the Greater Golden Horseshoe to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. The plan foresees an integrated transportation network that will allow people choices for easy travel both within and between urban centres throughout the region.</p>

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	<p>Have you considered a Diamond Interchange? This is being implemented in Niagara-on-the-Lake along the QEW</p> <p>The GTA needs convenient public transit (rail transit for goods and people) and a GO train station in Bolton.</p> <p>Why would you put the hwy north end of Vaughan thereby forcing more vehicular traffic throughout Vaughan as compared to a more central location?</p> <p>Is there an additional stat about peoples ability to use other modes of transport? Although a high portion of those in the area may choose the drive to commute the question remains do they have a choice not to drive?</p> <p>have you looked at new info as to residents working at home by using new technology? Also since there are new public transit</p>		
Halton Region PIC#3 (December 14, 2021)	<p>Tonight is the first time I've heard that the highway could be wider than 6 lanes. So could we be looking at a highway of 7, 8 or more lanes through the Greenbelt?</p> <p>If this project does go through, could we please ensure full cloverleaf intersections, or roundabouts, or some other methods of entry and exit are used such that traffic lights are not used. Spread the traffic jams elsewhere...</p> <p>re: noise - you mentioned it will be evaluated "where warranted" - how is that determined?</p>		

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	How will you ensure that all waste / surplus soils will be transported and disposed of properly? Currently extensive problems with these materials from the 401 project in Milton being disposed of illegally in nearby communities.		
<b>Other Feedback Received</b>			
Peel Region PIC #3 (December 7, 2021)	The previous government hired an expert team who decided that the proposed 413 project should not be implemented and the previous government cancelled the project. What data does the Ford government have that is different from the conclusions of the expert team to justify changing the previous decision to cancel the 413?	Please explain the rationale for the government's decision to move ahead with Highway 413.	There is a strong case for moving forward with the proposed highway and transitway. The Greater Golden Horseshoe is one of the fastest growing regions in North America. It is expected the area will attract approximately one million new people every five years, reaching nearly 15 million people by 2051. History has shown us that unchecked congestion has very real costs. Today in the GTA alone, \$11 billion is lost each year as cars and trucks sit idling on highways. Even with significant new investments in transit, a new transportation corridor is required to meet the travel demands of the projected population and economic growth in the GGH.  Projections show that by 2031, more than 300,000 trips will be taken on the highway every day. Someone traveling the full length of the route, during rush hours, will save about 30 minutes compared to the time it would take to travel the same distance via Highways 401 and 400.
	The Ontario auditor general is looking for more transparency from the Ford government ... why are you not listening to the voices of concerned residents?		
	If the previous government decided after much study that this highway would not be a good idea, why would you start this process again at great cost to the tax payers of Ontario?		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	The agreement to work with TRCA and CVC is somewhat meaningless as these organizations are controlled by the government and have lost their ability to speak on their mandate as a result of Premier's Ford change in legislation. Therefore, the Hwy 413 project team needs to work and have agreements with environmental groups which are not under a government umbrella in order to ensure issues are resolved with transparency		
York Region PIC #3 (December 9, 2021)	Why did the former Provincial Government cancel this project?		
	Given the history of the privatization of Hwy 407, what assurance can Ontarians have that Hwy 413 will not similarly be given away after citizens have paid billions to construct and mitigate its negative impacts?		
	Milton due to its growth is under constant building development (roads as well as buildings). How long will this project disrupt the lives of people in our local area?		



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