

# 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.





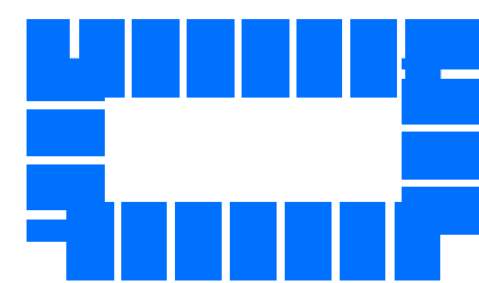
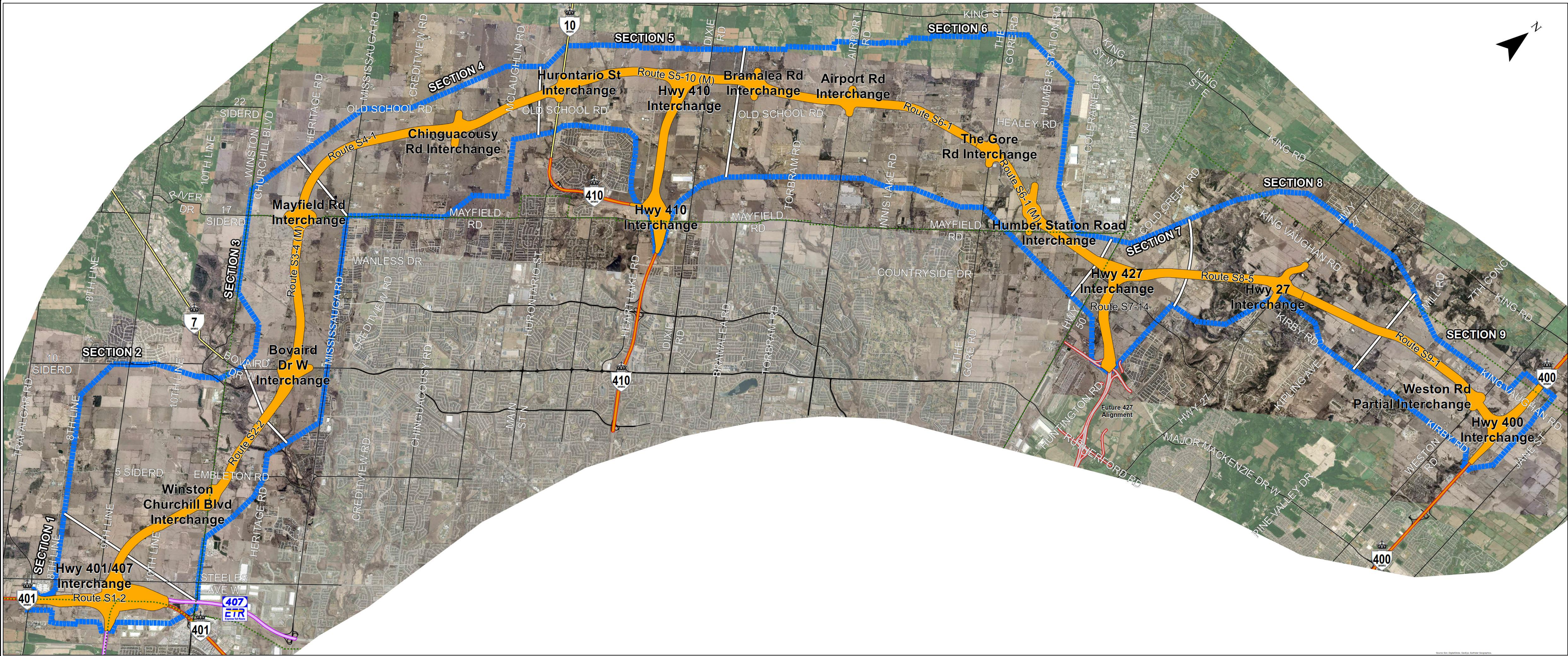
# Housekeeping

- 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

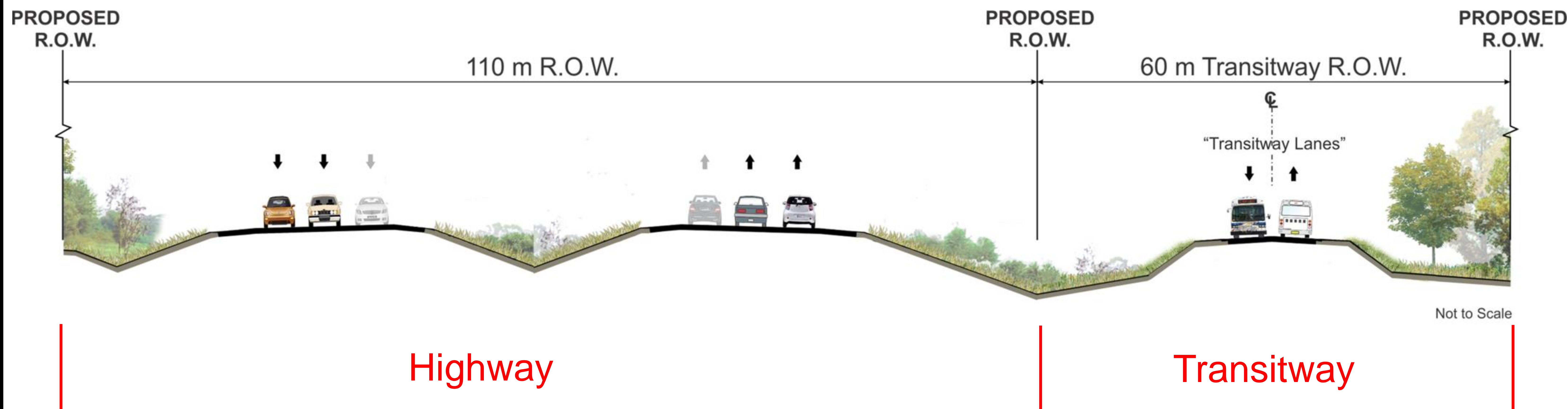


Route Planning Study  
Area



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



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



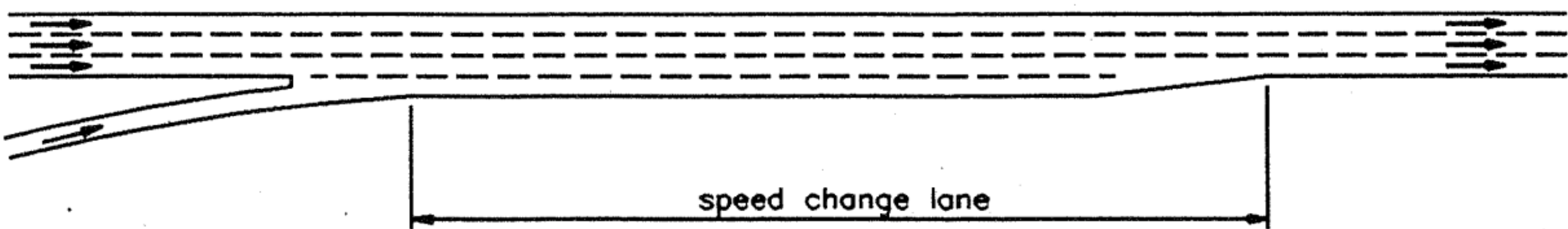
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

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

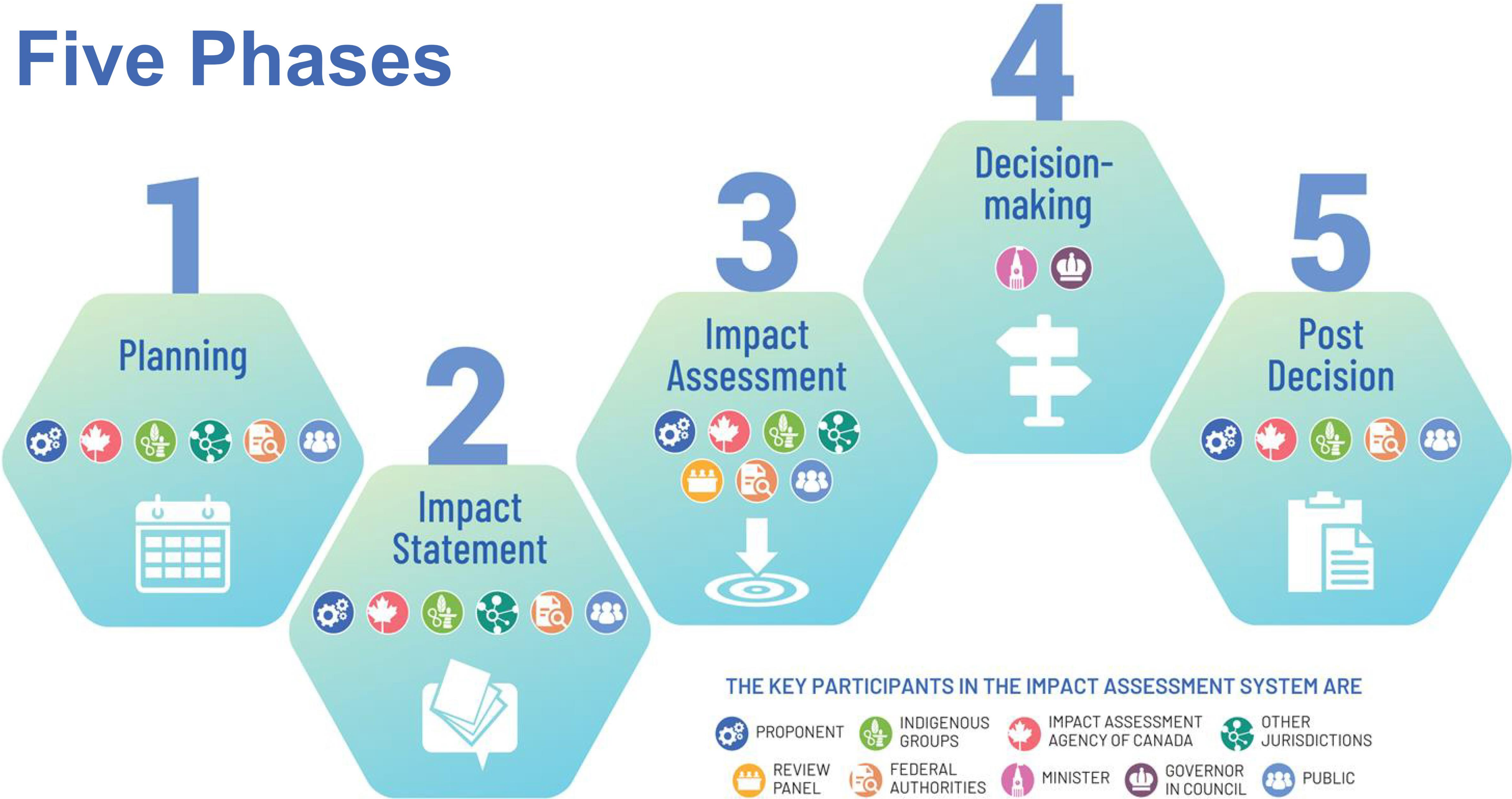
Legend: Endangered Species Act (ESA), Species at Risk Act (SARA)

- Additional analysis is required.





# Five Phases



IMPACT ASSESSMENT AGENCY OF CANADA

7



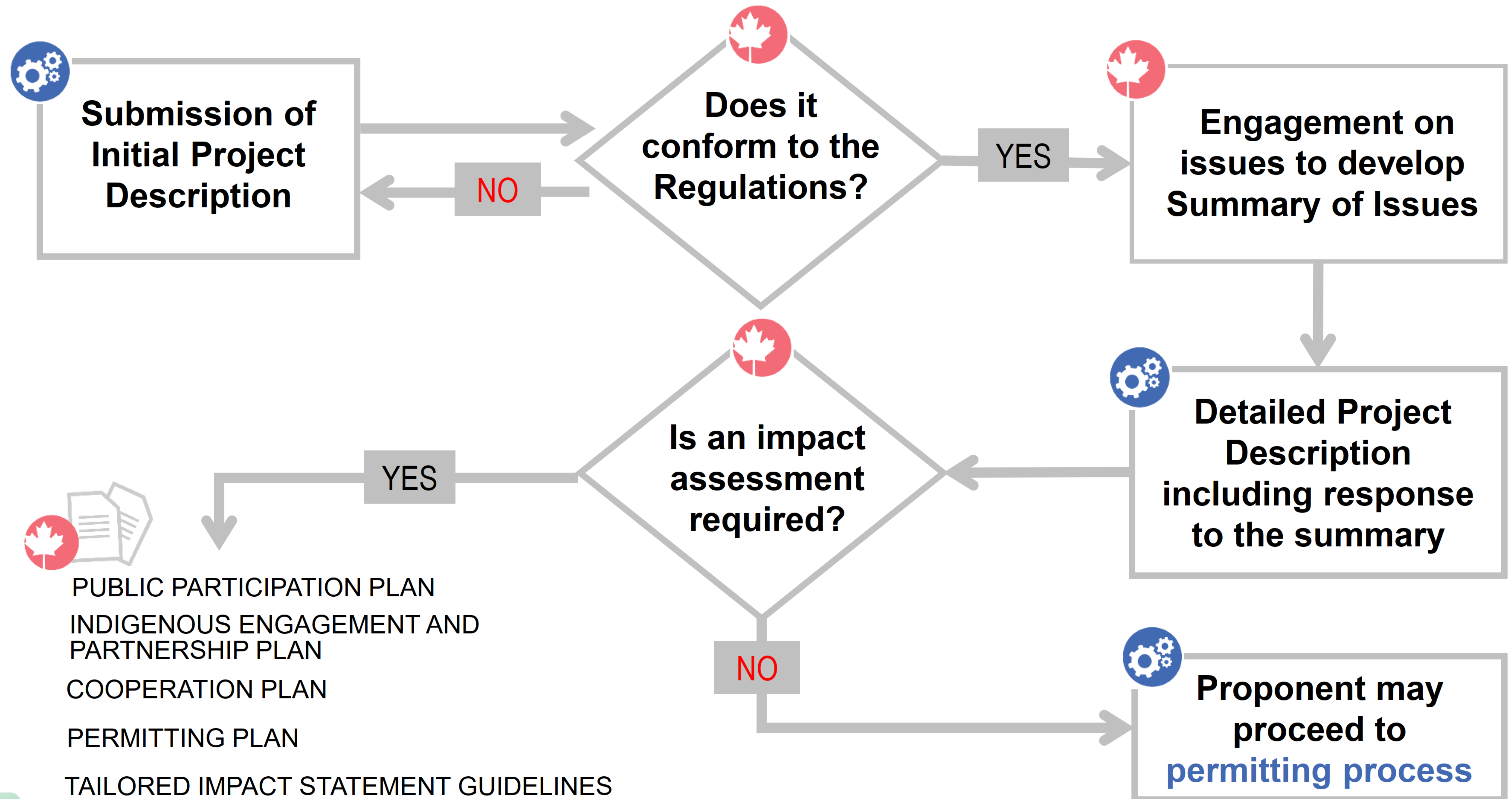
# Phase 1: Planning



PROPONENT



AGENCY



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.

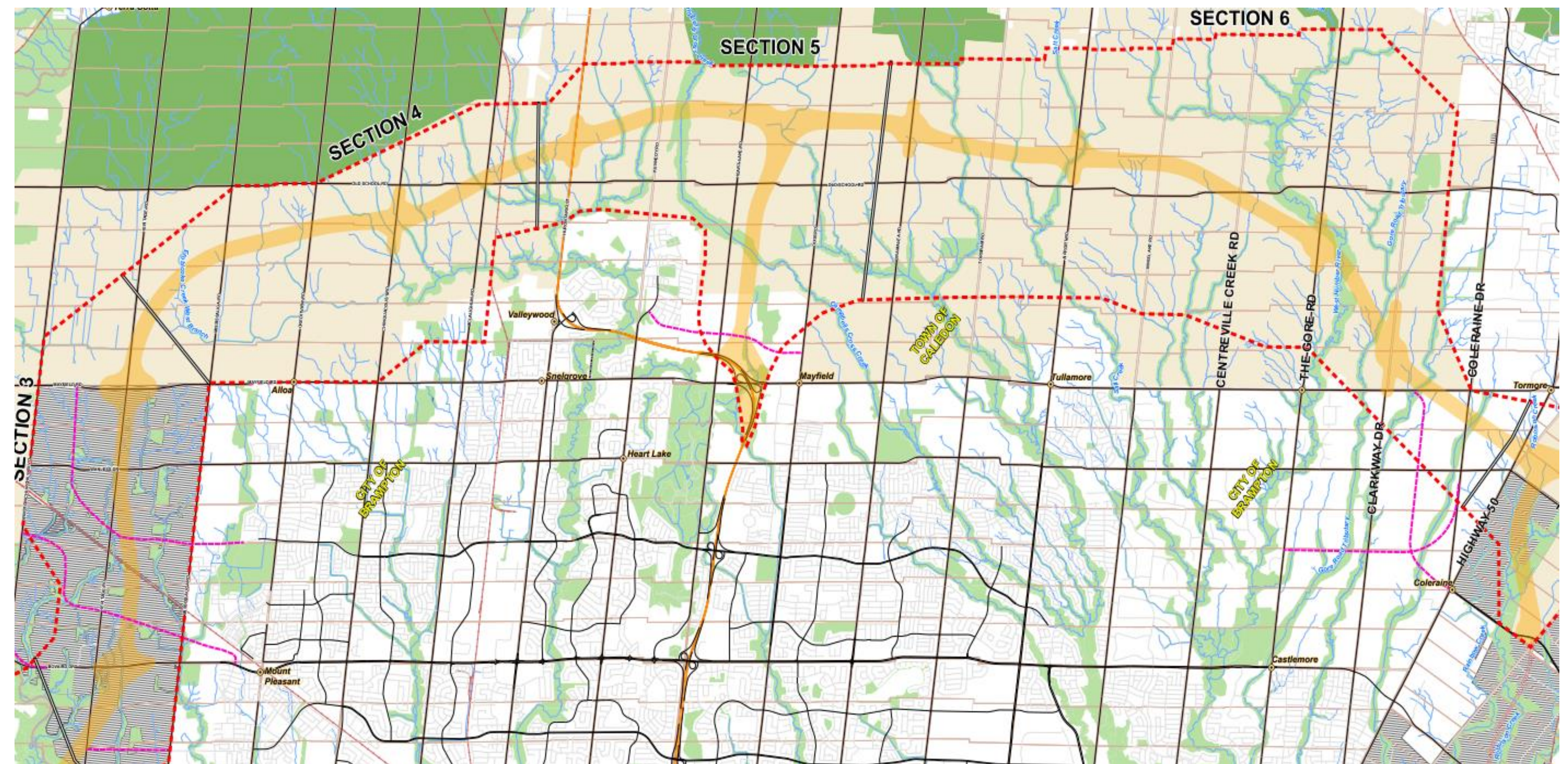
\* The data presented is for each census amalgamation, as per the 2016 Census



# Peel Region

Some of the services the Region is responsible for:

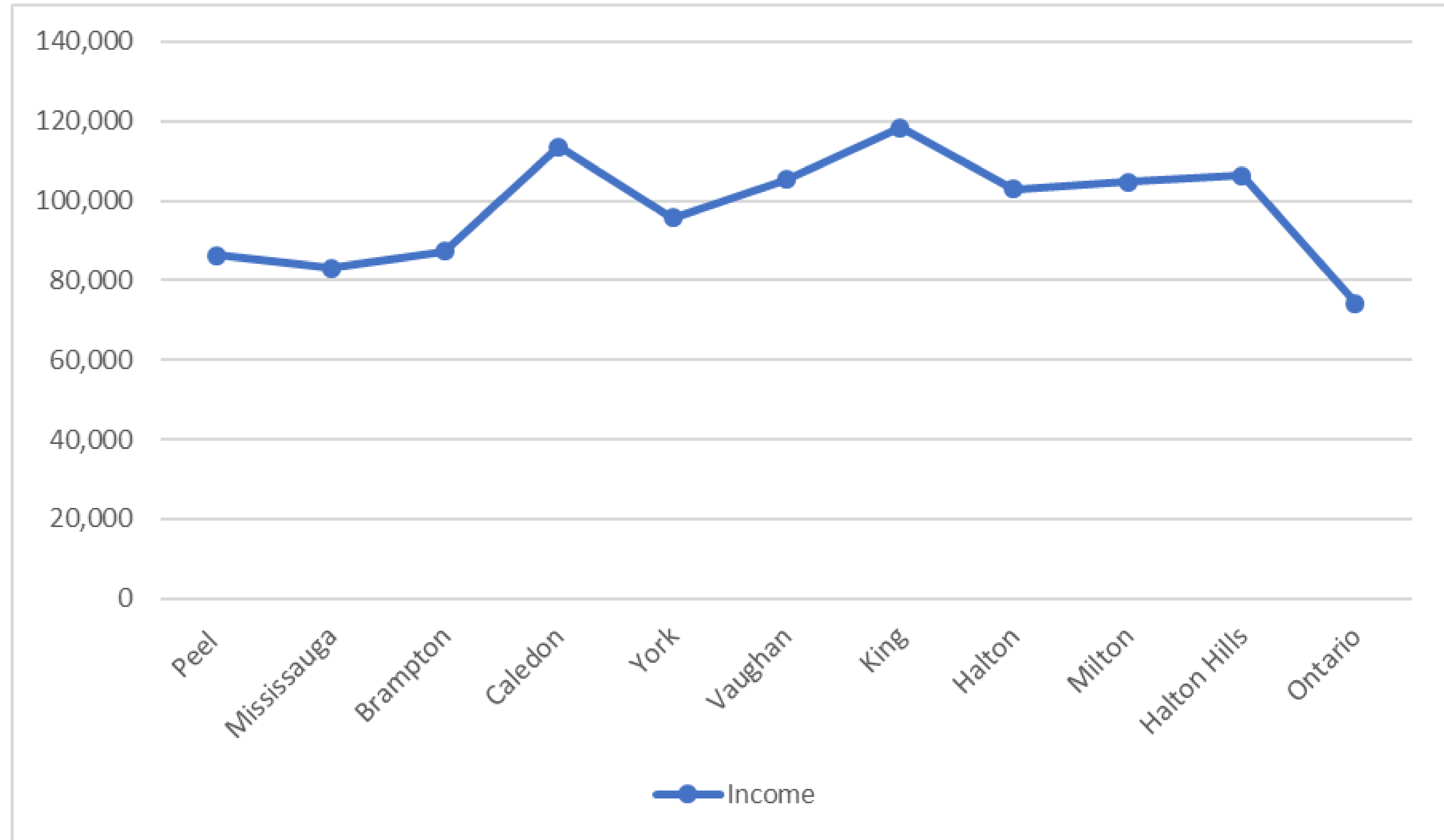
- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services





# 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).



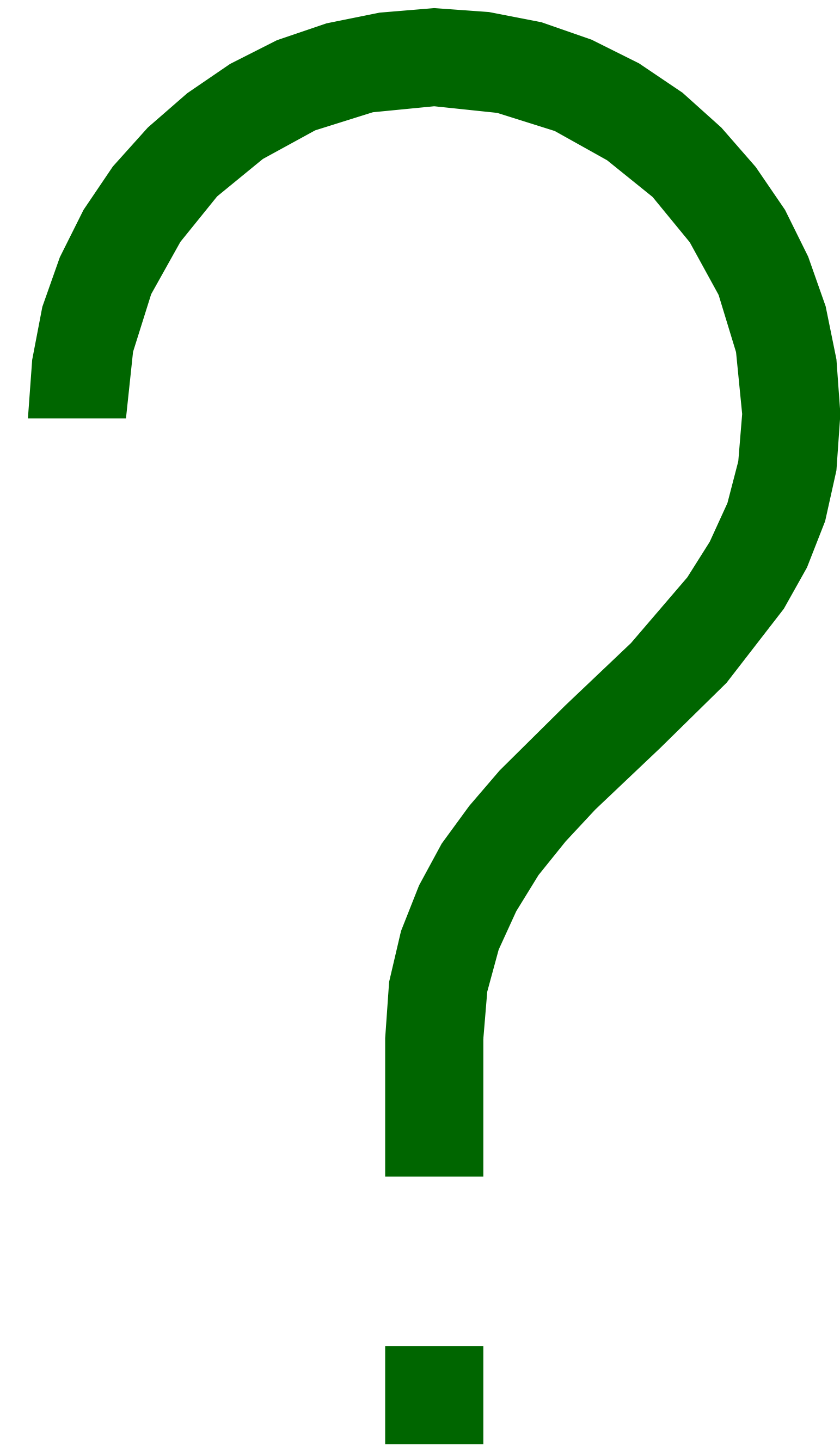
Concern about environmental costs of the project (i.e., ecosystem services).

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.



# Polling 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 hydro-geological 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.

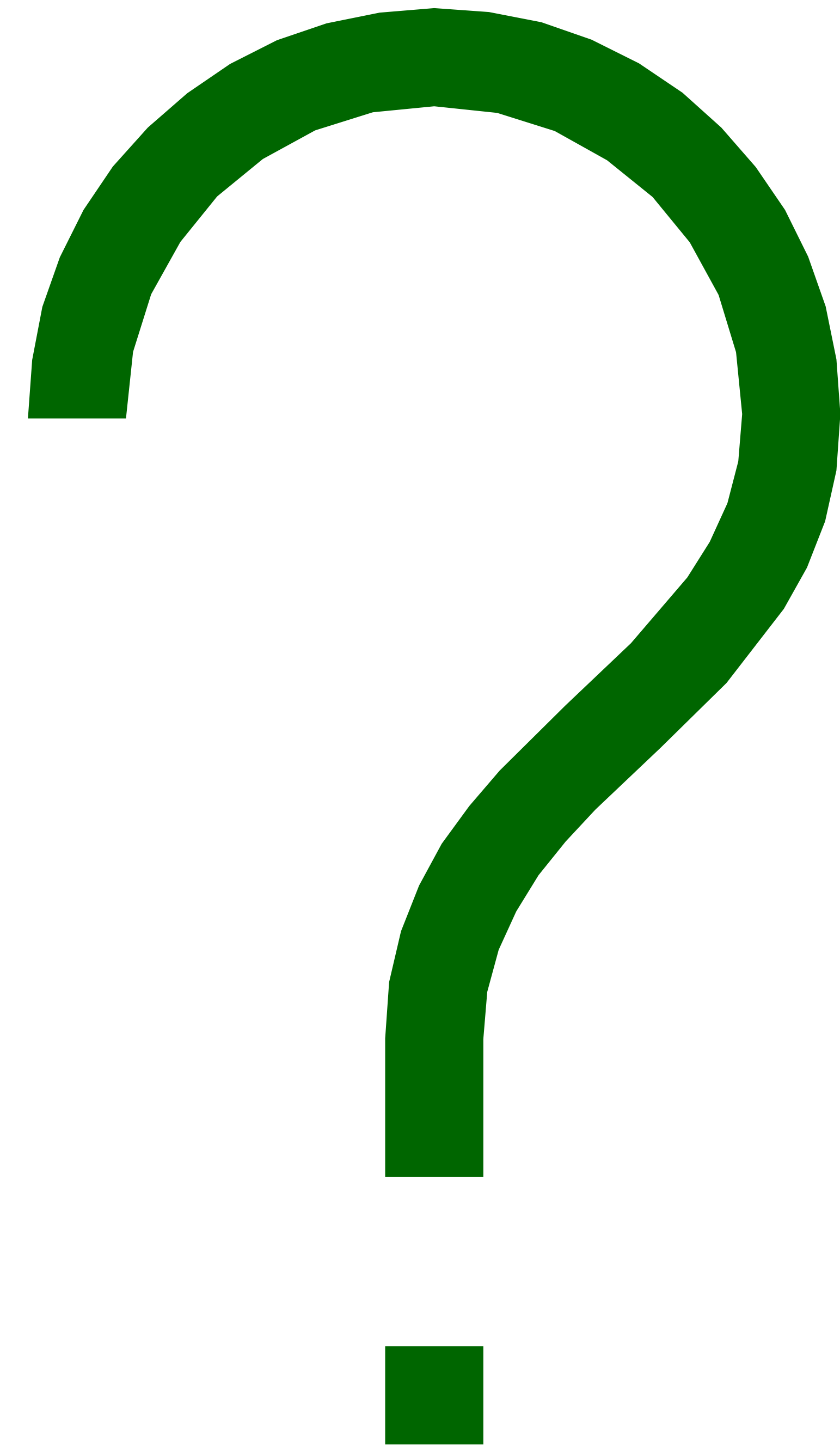


Whitebelt lands should be preserved for near-urban farming and horticulture, water recharge, riparian habitat, recreation and development within existing municipal boundaries.

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.



# Polling 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.

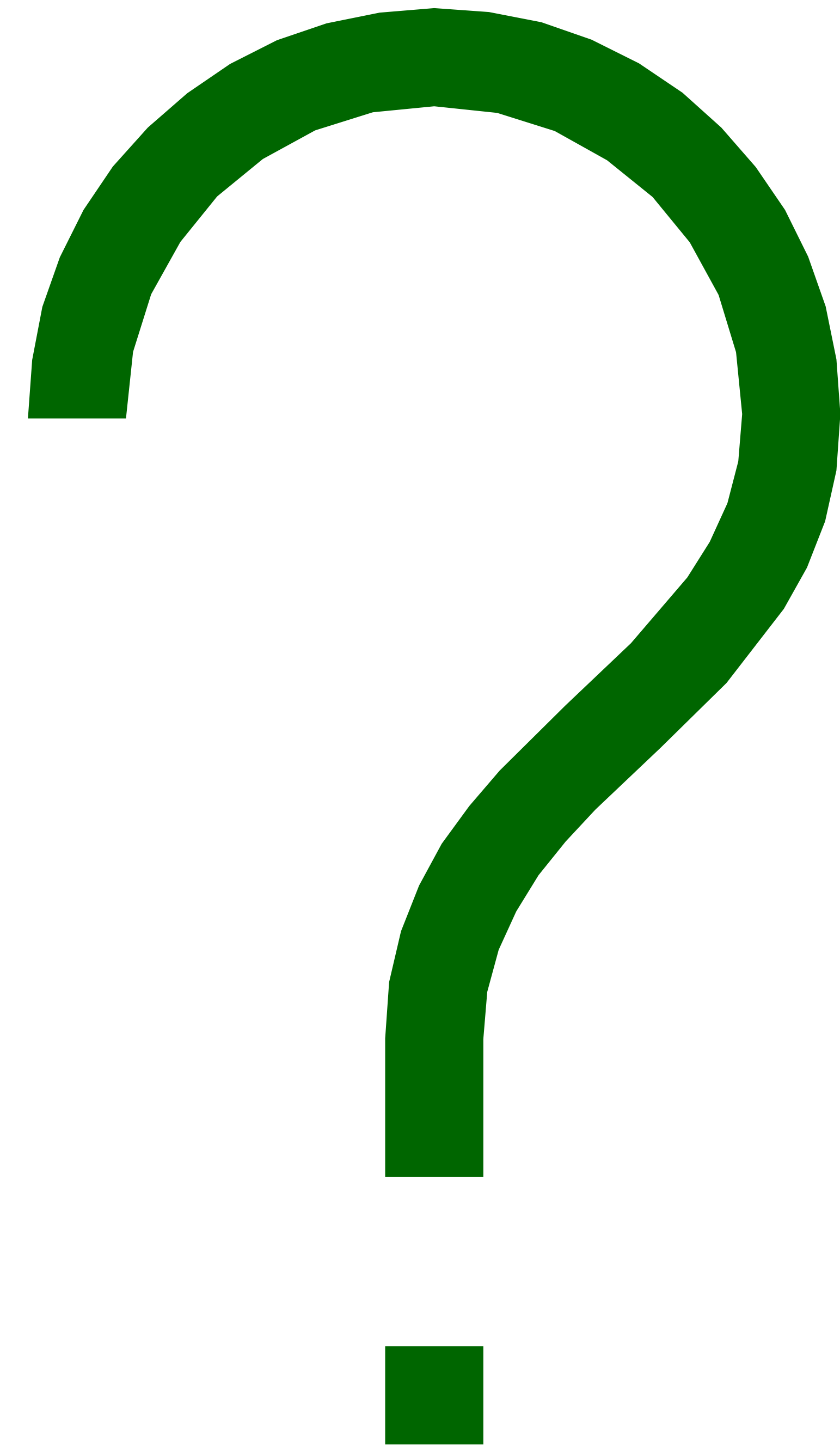


This Project is being conducted with next to no public consultation.

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.



# Polling 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.



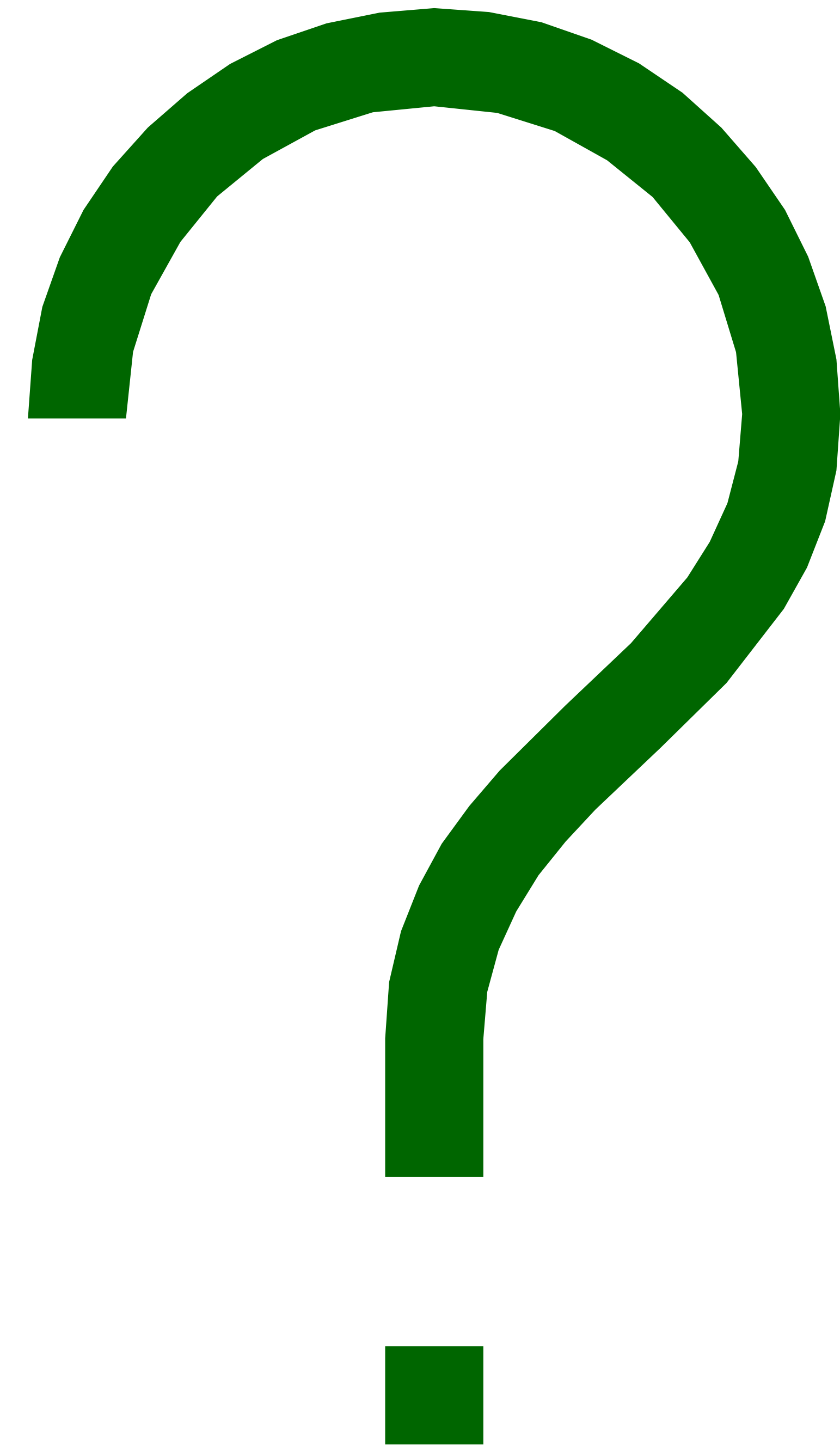
Consider the City of Brampton's Heritage Heights boulevard option as part of the current EA process.

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.



# Polling 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

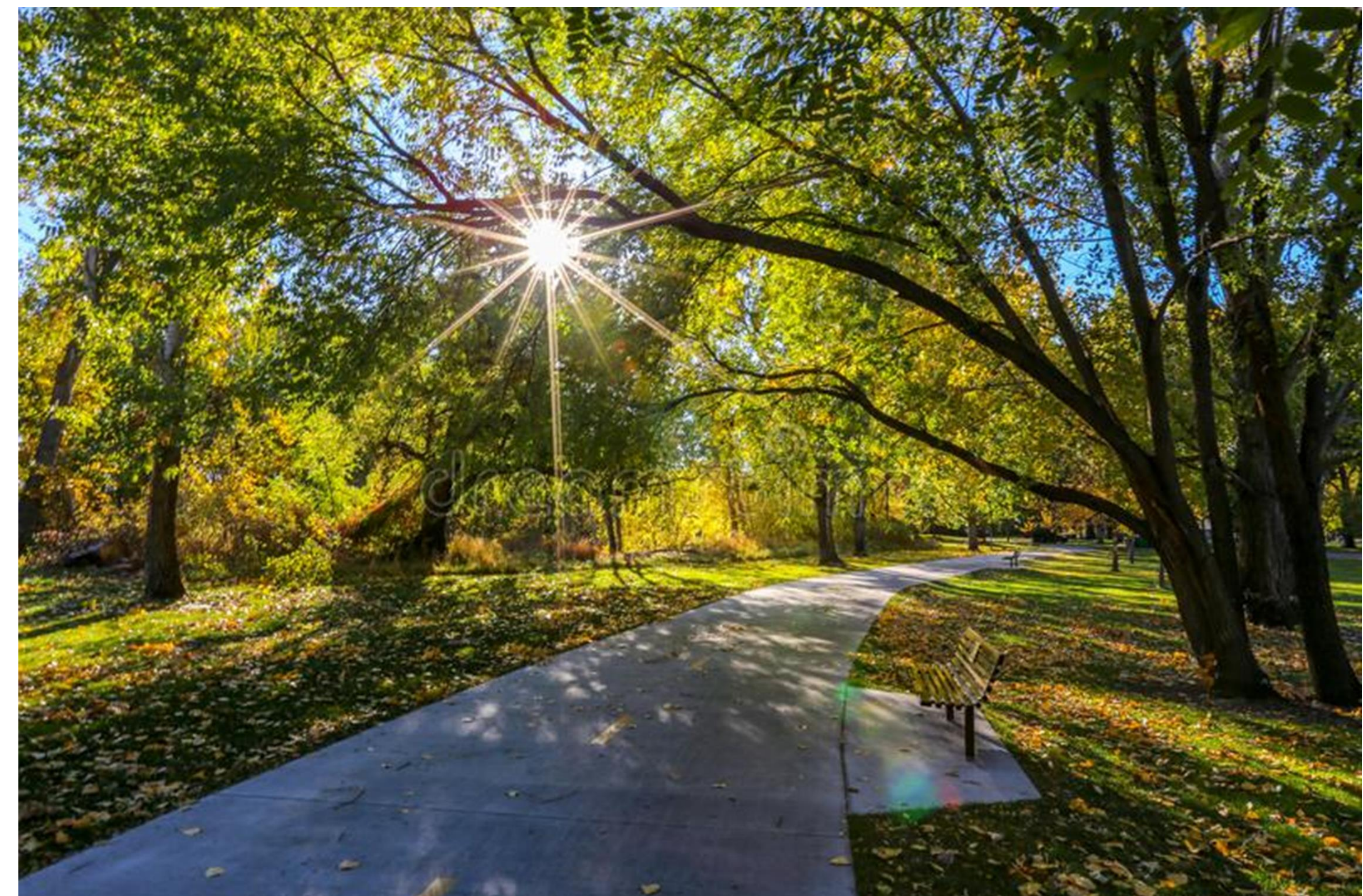
Anticipated changes are based on data available from other studies that are similar in scope and nature, professional experience.





# 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+)

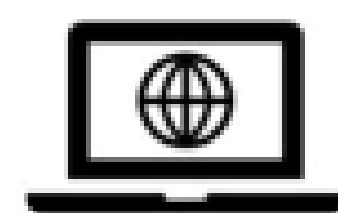
- What is it?
  - A systematic way to determine how all populations (Indigenous and non-Indigenous) may experience/receive the project.
  - Includes all groups who may be vulnerable/at-risk in response to a significant change in their environment.
    - » Visible minorities, members of the 2SLGBTQ+ community, 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.)?**

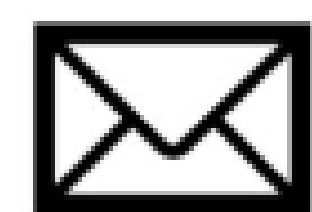
**We encourage you to share how you foresee the project affecting you.**

**WEBSITE**



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

**EMAIL**



**[project\\_team@highway413.ca](mailto: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?**



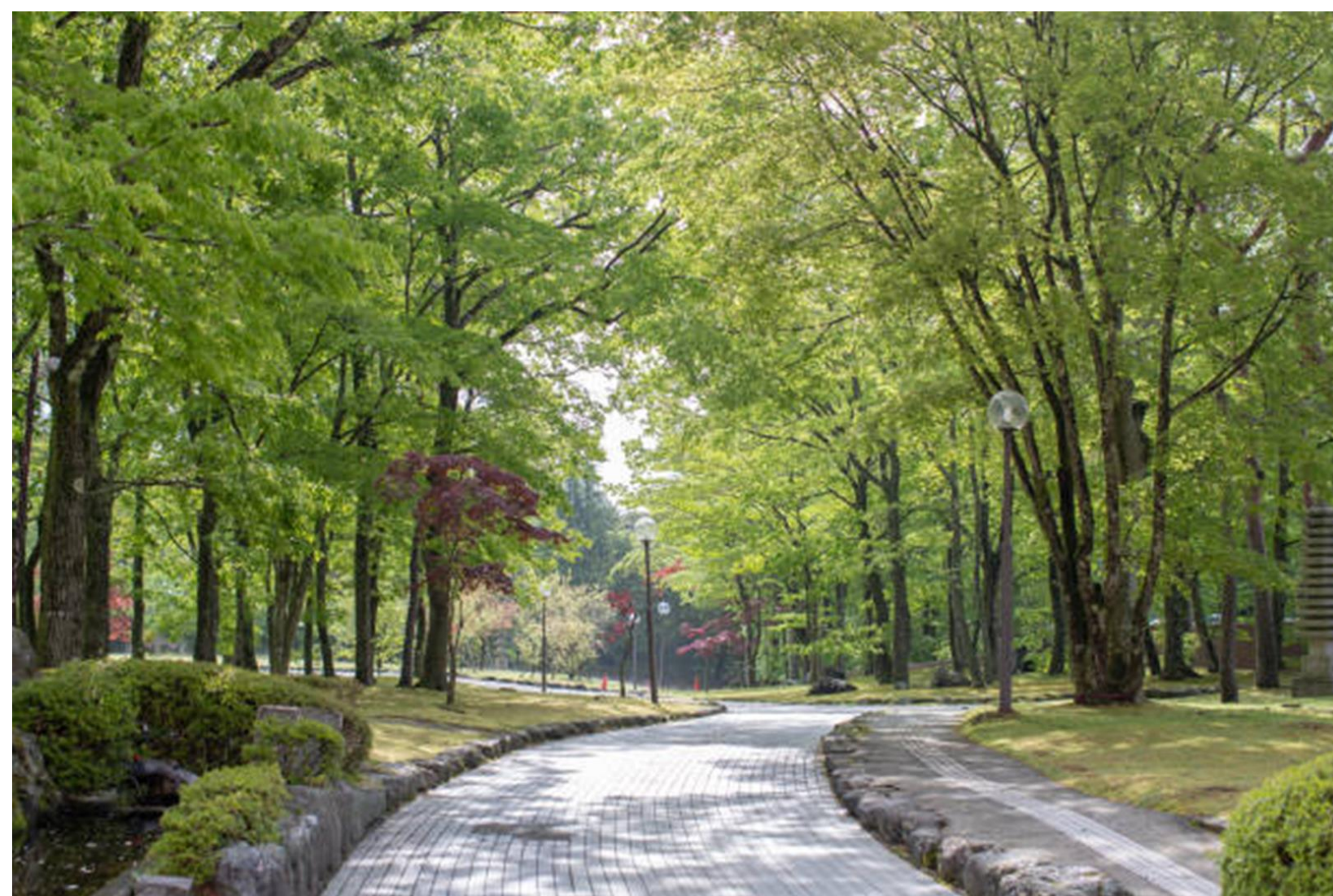
# Overview of Indigenous Community Engagement and Consultation



# 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

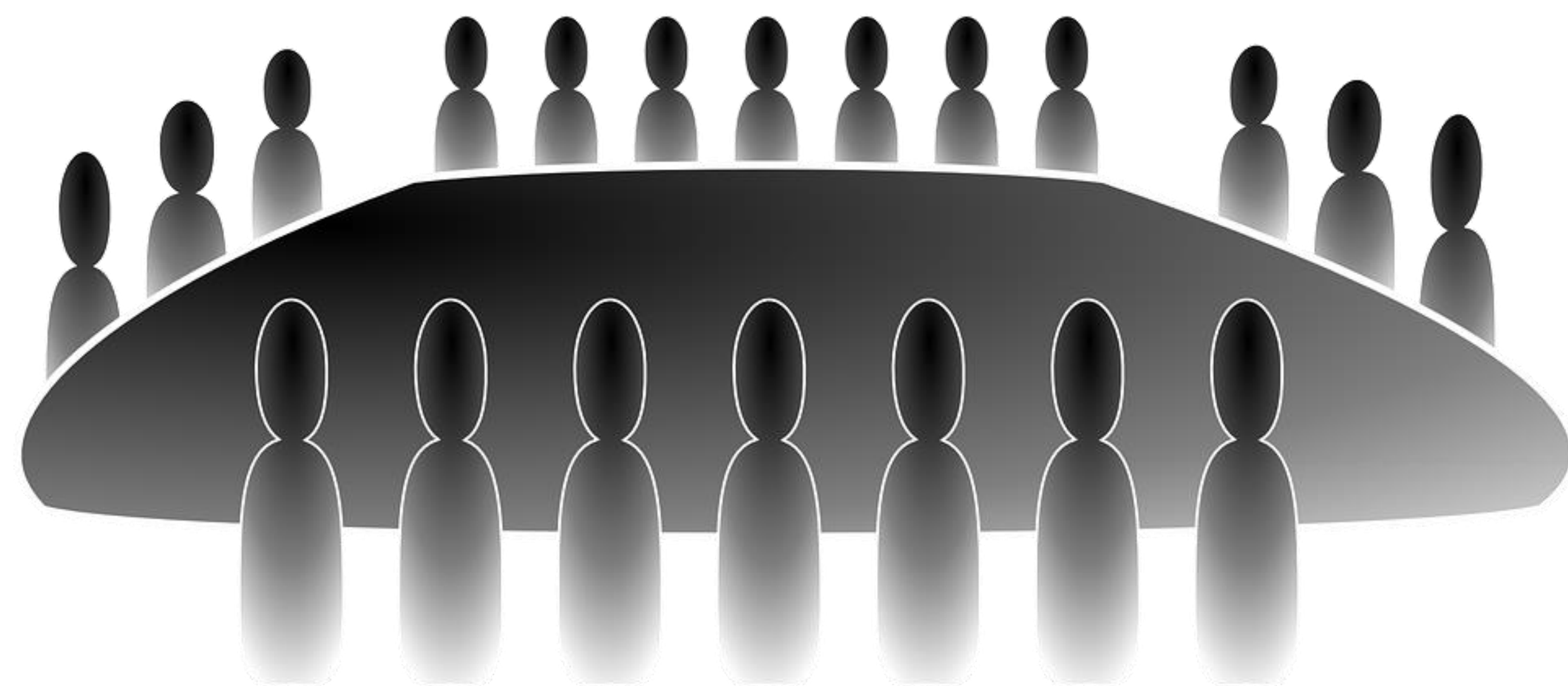
- MTO is committed to continued consultation and engagement with each community based on their interests and rights going forward. It will continue throughout all phases of the project.
- Gathering information and learning from Indigenous communities, to the extent they wish to share.





# 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



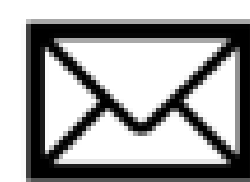
# Thank you for attending

We want to hear from you!



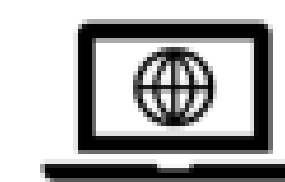
Call Us

1-877-522-6916



Email Us

project\_team@highway413.ca



Website

www.highway413.ca