413 DRAFT

Full Summary Report: Public Information Centres #4 Report

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

August 2024

Ontario

WSP

AECOM

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AECOM: 2015-04-13

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Appendices

1. Introduction

The Ontario Ministry of Transportation (the Ministry) is undertaking Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment Project, formerly known as the Greater Toronto Area West Study. Building on the recommendations from Stage 1, the Environmental Assessment 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 Greater Toronto Area 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 piece of 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.
- Greater economic vitality.

Public Information Centres 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 Public Information Centres in Stage 2 of the project 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, and factors and criteria for evaluating the short list of route alternatives. Following Public Information Centre #1 events, a round of Community Workshops were held in June 2015 to update the community on work completed since the initial Public Information Centre, including refinements to route alternatives, interchange locations, and the Focused Analysis Area. 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 Public Information Centre #1 and the Community Workshops can be found on the Project Website.

The second round of Public Information Centres 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 Focused Analysis Area, and participation opportunities for the Community Value Plan Team, Community Advisory Group and the Greenbelt Transportation Advisory Group. Further information from Public Information Centre #2 can be found on the Project Website.

In May 2021, the Federal Minister of Environment and Climate Change determined that the Highway 413 Project required designation under the Federal Impact Assessment Act. To inform the Initial Project Description, a document required by the Impact Assessment Agency of Canada as part of the Impact Assessment process, a third round of Public Information Centres were held to share information on the Federal Impact Assessment Act designation, provide a review of the Impact Assessment 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 Initial Project Description prior to submission to Impact Assessment Agency of Canada. Information about the Public Information Centre #3 event and supporting Full Summary Report can be found on the Project Website.

To provide an update to the public and stakeholders on the Project, a fourth round of Public Information Centres were held between September and October 2023. These events were designed to provide an update on the Preliminary Design for the highway and Conceptual Design for the Transitway, the provincial Environmental Assessment, ongoing environmental studies, investigations and recent field work, and the federal Impact Assessment process and Initial Project Description. Note that information presented at the Public Information Centre #4 events related to the federal Impact Assessment process was reflective of information available at the time of the Public Information Centre. This report summarizes the purpose of Public Information Centre #4. This report also summarizes the process of notifying the community of the Public Information Centre, through way of newspaper, mailing (addressed and unaddressed), emailing, and website updates. Lastly, the detailed community feedback received during and after events held for York Region, Halton Region and Peel Region has been documented and can be found under **Appendix C**, **Appendix D** and **Appendix E** of this report.

2. Purpose of Public Information Centre #4

The purpose of Public Information Centre #4 was to provide an update to the public on the preferred corridor route along with additional information and answering related questions from impacted communities. The Public Information Centre meetings focused on providing context about the purpose of the project, and specific updates about land use, Preliminary Design of the highway, environmental assessments underway, and next steps relating to the Federal Impact Assessment process and Initial Project Description submission. Throughout the sessions the Project Team captured all questions asked and comments shared, providing responses to the most frequently asked questions during the session. Complete responses to all questions as captured in this report, to be found in **Appendix D**.

2.1 Format of Public Information Centre #4

Providing broad access to the Public Information Centre events was a priority for the Project Team. To best ensure access, Public Information Centre #4 was conducted through online sessions using the Zoom platform. Attendees could also call into the events using a telephone. Three separate Public Information Centre #4 events were held, one for each of the Regions within the Highway 413 Study Area. The York Region Public Information Centre #4 event was held on September 28, 2023, the Halton Region Public Information Centre #4 event was held on October 3, 2023, and the Peel Region Public Information Centre #4 event was held on October 5, 2023.

Public Information Centre #4 consisted of an interactive presentation led by the Project Team. Throughout the presentation, the Project Team paused to answer questions related to the subject matter being discussed. In addition, at each Public Information Centre #4 event a live question-and-answer period was hosted where attendees could type their questions into the Zoom question-and-answer chat box. To ensure privacy of all attendees at the Public Information Centre #4 events, 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, noting the volume of questions received, the most frequently asked questions from each Public Information Centre #4 event were read aloud. A consolidated list of questions and comments received for each Public Information Centre #4 event can be found in **Appendix D**.

As an interactive approach to collect additional feedback from attendees, the Consultation Team asked the following polling questions to understand the local community's area of concern and interest, and to help correct misinformation about the Highway 413 project. The polling questions included:

- What percentage of land designated for Highway 413 is located within the Greenbelt? (Select percentage range).
- Which part of the design is of most interest to you? (Select all that apply).
- Tell us which of the following topics are of most interest to you and you would like to know more about? (Select all that apply).

Responses to these questions were displayed in real time to help the Project Team understand how the public interprets the project and where additional information and resources may be needed. Refer to **Appendix C** for a complete breakdown of the poll results.

To enhance the interactive approach, after each poll question the Project Team responded to related questions that were pre-submitted by attendees. In advance of each Public Information Centre #4 event, registrants were asked to submit questions they were interested in learning more about. The Consultation Team grouped the pre-submitted questions by region and mapped them to the thematically appropriate polling question. In addition, in each live environment, the Consultation Team also inserted thematically relevant live questions. This resulted in a mix of pre-submitted and live questions that were answered by subject matter experts from the Project Team after each polling question. To review all questions submitted and answered during the livestream events, please refer to **Appendix D**.

2.2 Content of Public Information Centre #4

2.2.1 Project Context, Land Use and Preliminary Design

At the outset of each Public Information Centre #4 event the Project Team established context by reviewing the purpose of the Highway 413 project and provided an overview of the project activities initiated thus far. The Project Team also provided an update on the Federal Impact Assessment process, where the Highway 413 project is in that process and the Initial Project Description document.

A focal point of the Public Information Centre #4 event was communicating land use designation and presenting a Preliminary Design of Highway 413 in each region (York

Region, Halton Region and Peel Region). Data and visuals were tailored to the Region in which the Public Information Centre #4 event was being held. The Project Team shared details of how land use will change as the project advances, highlighting significant population growth projections over the next 30 years and the need for better transportation options in the Peel, Halton and York Regions. Visuals were used to help convey the changes in land designation, where the Preliminary Design of the proposed route is located and the associated Focused Analysis Area.

As noted above, the Preliminary Design of the proposed route was presented to attendees. The Project Team communicated that the project has reached 50 percent Preliminary Design, meaning that the highway alignment is mainly set, and most interchanges have been designed. The Project Team also explained that they are following an iterative design process with Environmental, Structural and Highway Technical Teams adjusting alignments to minimize environmental and other impacts as new information is discovered. A Preliminary Design visual was shared as a static image to clearly show the route planning study area and related inspection and maintenance locations.

To support dynamic engagement, the Project Team also introduced the Highway 413 interactive map, available on the Highway 413 website. This map allows stakeholders and the public to view the proposed route layered on a dynamic map so that users can zoom into locations of interest. Finally, next steps on the Preliminary Design were discussed, with a focus on engagement with municipalities and conservation authorities, continued input from Indigenous communities and the continuation of the design process.

2.2.2 Environmental Study Updates

An update on environmental studies and findings was provided during the Public Information Centre #4 events. This update consisted of field investigation activities, natural environment studies in progress, habitat assessment and species identified within the Study Area. In addition to findings, an overview of the Indigenous Community Field Liaisons program was provided. This presentation section focused on how Indigenous communities have taken part in the field work performed, including a list of activities to date. Following this description, the Project Team walked audiences through the natural environment studies process, highlighting different methods and approaches to collecting information. They described how the information collected would be used to inform the proposed route design and the larger project. Findings included species identified with related numbers provided where applicable. The Project Team also

identified some species-at-risk that have been observed thus far, as classified at both provincial and federal levels. Next steps highlighted design refinements and proposed mitigation strategies that will focus on protecting or maintaining natural heritage features, including species-at-risk and their habitat.

2.2.3 Environmental and Human Impact

An overview of the potential environmental and human impacts was provided during the Public Information Centre #4 events. The information presented during this portion of the Public Information Centre described data collection methods that will be used to determine potential environmental and human health impacts. Initial data and updates on impact studies currently underway were shared, as well as a description of each impact study to be conducted. These studies include an air quality impact assessment to study greenhouse gas emissions, a human health implications study, as well as noise and vibration, archaeology, socio-economic, cumulative effects, and navigable waters studies. For each study, the Project Team provided descriptions of how information will be collected and analyzed, based on various measurements, calculations, data collection methods, established best practices and ministerial requirements and guidelines. Additionally, the Project Team shared how findings generated by these impact studies will be included in the Environmental Assessment Report, along with recommended mitigation strategies.

2.2.4 Next Steps

In closing, the Project Team communicated next steps, along with the addition of the Public Information Centre #4 presentation materials being added to the Highway 413 Project Website. Attendees were advised that once the materials were added to the website, there would be a 30-day comment period for the public and stakeholders to provide feedback on the materials presented during Public Information Centre #4 events. It was also communicated that additional content would be uploaded to the website for comment, namely materials related to cumulative effects and navigable waters.

To review the presentation materials and information from the Peel Region, York Region and Halton Region Public Information Centre #4 events, please refer to **Appendix B**.

3. Notification of Public Information Centre #4

3.1 Newspaper Advertisement

An Ontario Government Notice, which included the purpose of Public Information Centre #4, and a map of the Study Area was placed in the English and French Newspaper listed under **Table 3-1**.

Table 3-1: Public Information Centre #4 Ontario Government Notice Newspaper Publications and Dates

Newspaper	Publication Date
Brampton Guardian	Thursday, September 14, 2023
Vaughan Citizen	Thursday, September 14, 2023
Georgetown/ Acton Independent Free Press	Thursday, September 14, 2023
Caledon Citizen	Thursday, September 14, 2023
Caledon Enterprise	Thursday, September 14, 2023
Toronto L' Express	Saturday, September 16, 2023
Mississauga Le Métropolitain	Thursday, September 14, 2023

3.2 Addressed Mailing

Approximately 6,500 contacts on the Highway 413 mailing list – including Indigenous communities, members of the public, individuals from interested groups, municipalities, agencies, utility companies and businesses, and members of the Highway 413 advisory groups (Municipal Advisory Group, Regulatory Agency Advisory Group) – were notified of Public Information Centre #4 via email, sent on September 8, 2023, or regular addressed mail. Members of Parliament and Members of Provincial Parliament were notified via email, sent on September 8, 2023.

The Ontario Government Notice and addressed letters provided a brief overview of the project, a map of the Highway 413 Study Area, the purpose of the Public Information Centre #4 as well as information on how to register for the Public Information Centre

and how to submit comments in advance of the Public Information Centre #4 events. Copies of the Ontario Government Notice 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 Ontario Government Notice were delivered via Canada Post's unaddressed admail services to all postal routes within the Highway 413 Study Area during the week of September 4, 2023. The postal routes included in the delivery areas listed in **Table 3-2**.

Table 3-2: Unaddressed Mailing Postal Routes

Delivery Routes	Canada Post Depots
• **SS0901** • **SS0905** • **SS0906** • **SS0909** • **SS0911** • **SS0951** • **SS0954** • **SS0955** • **SS0959** • **SS0960** • **SS0961** • **SS0962** • **SS0963** • **SS0964** • **SS0965**	Caledon STN Main FSA: L7C, L7E
• **SS0725** • **SS0727** • **SS0728** • **SS0754** • **SS0759**	Brampton LCD 4 FSA: L6R, L6P
• **SS0115** • **SS0116** • **SS0117** • **SS0153** • **SS0169** • **SS0176** • **SS0178** • **SS0181** • **SS0184**	Brampton LCD 1 FSA: L6X, L7A, L6Z

Delivery Routes	Canada Post Depots
• **SS0528**	Brampton LCD B FSA: L6Y
• **RR0704** • **RR0701** • **SS0706** • **SS0707** • **SS0711**	Georgetown LCD Main FSA: L7G
• **LC0122** • **SS0472** • **SS0473**	Mississauga LCD 4 FSA: L5N
• **SS0916** • **SS0947** • **SS0948**	Woodbridge STN Main FSA: L4H, L3L
• **LB0001** • **RR0001** • **RR0002**	Kleinburg PO FSA: L0J
• **SS0710**	Maple STN Delivery Centre FSA: L6A
• **SS0108**	King City STN Main FSA: L7B
• **SS0102**	Milton LCD Main FSA: L9E
• **LB0001** • **RR0705**	Norval PO FSA: L0P
• **SS0104**	Hornby RPO FSA: L0P

3.4 Website Updates

On September 7, 2023, prior to the public mailing and newspaper publishing of the Ontario Government Notice, the Consultation page on the Project Website was updated to include the following information on how to register for Public Information Centre #4:

> "You are invited to attend an upcoming Public Information Centre to learn about the latest design of the transportation corridor. The Public Information Centre will also provide an update on the content of the Initial Project Description and progress in key areas of federal interest, including studies underway on Species-at-Risk, Gender Based Analysis+, Cumulative Effects, Navigable Waters, Human Health, and the socio-economic contexts of communities in the study area. The Public Information Centre will be conducted as an online session hosted through the Zoom platform. Following a presentation, there will be a question and answer period. Each session will cover the same content, but some portions of the presentation will be specific for each meeting date. You are invited to registered for any one of the sessions listed below. September 28, 2023 – York Region – 6:00 p.m. to 8:00 p.m., October 3, 2023 – Halton Region – 6:00 p.m. to 8:00 p.m., October 5, 2023 – Peel Region – 6:00 p.m. to 8:00 p.m. You can provide your feedback by contacting the Project Team. As dates and times for meetings are confirmed they will be updated on this site. You can also join the mailing list to make sure you get the latest information."

A comment sheet was also made available on the Consultation page of the Project Website prior to the Public Information Centre #4 events. The comment sheet provided stakeholders the opportunity to submit questions that were addressed during the Public Information Centre #4 events or in follow-up communications (refer to **Appendix D** and **Appendix E** for Project Team responses to stakeholder questions submitted prior to, during, and following the Public Information Centres). 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. The Project Team received a total of 96 comment sheets for the York Region Public Information Centre session, 98 comment sheets for the Halton Region Public Information Centre session and 162 comment sheets for the Peel Region Public Information Centre session.

The presentation materials and recordings for each of the Public Information Centre #4 regional events were made available for viewing and download on the Project Website on October 16, 2023 (refer to **Appendix B** for copies of the Public Information Centre #4 presentation slides).

4. Attendance and Input

4.1 York Region Public Information Centre #4

The York Region Public Information Centre #4 event was held on September 28, 2023, through the virtual Zoom platform. A total of 149 stakeholders registered for this virtual Public Information Centre. Of the 149 that registered for the event, 111 attended. 54 written comments or questions were submitted through the question-and-answer chat box during the live event.

General themes on the comments and questions received during the Public Information Centre included:

Route Related

- How far west will the 413 bring me? How far east will the 413 bring me?
- What is the most current preferred route, and what is the key deciding factor(s) in its selection?
- Has the route been finalized, and where can we get the exact location to see how my property will be affected?

Project Timeline Related

- What is the timing for the final design, including adjacent service corridors?
- When will the Preliminary Design be completed and Computer-Aided Design shared with landowners so that they can better plan and develop their properties?
- What is the earliest expected construction start date? Completion date?

Environmental Impact of Project

- What will the environmental impact of the project be?
- What happens if the Impact Assessment/Environmental Assessment discovers that the Greenbelt would be seriously impacted by the construction of the 413? Can it be cancelled?
- Has any consideration been given to address the concern that if Highway 413 is built on farmland, woodlots, etc. what happens to the air quality, water quality, and the impact on the flora and fauna in the land surrounding 413?

Land Acquisition/Expropriation

- When will the process of acquiring/expropriating land start? What will be the timeline for that process?
- For those whose land needs to be expropriated, have all these people been contacted already?
- When can landowners who own land in the Preferred Route – where those are protected by local official plans corridor overlays – be able to develop their properties?

Funding Related

- What are the funding details of the project? How much will it cost?
- Are there any protections put in place so that the Ontario Government cannot lease out Highway 413 as they did with Highway 407?
- Why are we not trying to utilize Highway 407 instead of building Highway 413?

These themes provide an overview of concerns and inquiries related to the project.

4.2 Halton Region Public Information Centre #4

The Halton Region Public Information Centre #4 event was held on October 3, 2023, through the virtual Zoom platform. A total of 240 stakeholders registered for this virtual Public Information Centre. Of the 240 that registered for the event, 148 attended. 70 written comments or questions were submitted through the question-and-answer chat box during the live event.

General themes on the comments and questions received during the Public Information Centre included:

Route Related

- The Highway has 50% design. What is the best estimate year for it to reach 100% design?
- What is the preferred route/route refinement?

Project Timeline Related

- Can you provide an overview of the project phases and an estimated timeline for completion?

- When is the start date? What is the implementation timeline of the project? When will it be complete?
- How long will it take to build the 413?

Environmental Impact of the Project

- What are the consequences of the Impact Assessment Act on the timeline of the project?
- What will the environmental impact of the project be?
- How many hectares of farmland, wetland and forest will be needed to build the 413?

Specific Route/Location Related

- What is the most current preferred route, and what is the key deciding factor(s) in its selection (section 7 specifically)?
- Can you tell me more about what is planned for the area close to Cold Creek Road?
- How many of the affected municipalities support this project, how many oppose it and how many requested a full Environmental Assessment?

Funding Related

- What are the funding details of the project? How much will it cost?
- Will Highway 413 be a toll road?
- How much would it cost to maintain Highway 413 per year, and how much will the planning & building of the 413 cost?

These themes provide an overview of concerns and inquiries related to the project.

4.3 Peel Region Public Information Centre #4

The Peel Region Public Information Centre #4 event was held on October 5, 2023, through the virtual Zoom platform. A total of 344 stakeholders registered for this virtual Public Information Centre. Of the 344 that registered for the event, 223 attended. 134 written comments or questions were submitted through the question-and-answer chat box during the live event.

General themes on the comments and questions received during the Public Information Centre included:

Route and Construction Related

- What is the anticipated start date for the highway construction?
- Can the Project Team provide more information on the proposed corridor alignment, accesses, schedule, and impact on neighbouring lands?
- What is the exact proposed route? What are the anticipated start and completion dates of each phase? What factors affect construction?

Environmental Impact of the Project

- How will the various species-at-risk living in the affected areas be protected through the design and construction phases?
- Can the Project Team provide more information on stormwater management and habitat protection measures?

Land Acquisition/Expropriation

- Have properties been acquired, and are you expropriating or negotiating?
- What will be the timing of land purchases around highway construction?
- When will you begin land expropriation?

Project Justification and Alternatives

- Why is there no consideration for a transit corridor instead?
- What is the justification for 413? How much effort was put into finding other solutions?

Specific Locations and Concerns

- Will Old School Road be an underpass or overpass where it intersects with Highway 413?
- How will the Valleywood interchange and intersection be redesigned for improved safety?
- How will the Highway 413 project impact properties along Heritage Road?

These themes provide an overview of concerns and inquiries related to the project.

5. Next Steps

The Highway 413 Project is following Ontario's process for an Individual Environmental Assessment under the *Environmental Assessment Act*, which is carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest. The Project is currently in the Preliminary Design phase of the provincial Environmental Assessment process. The Project Team was able to present the 50 percent Preliminary Design during Public Information Centre #4 as part of the Environmental Assessment process.

Following the Public Information Centre #4 events, Council presentations were made to the Town of Halton Hills, the City of Vaughan the City of Mississauga, and York Region. Presentations were also offered to the other municipalities in the study area. The presentations included materials discussed at Public Information Centre #4, 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 recently held virtual Public Information Centres, 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 Ministry is also committed to continued consultation and engagement with Indigenous communities 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 Public Information Centre #4 events, as well as the municipal Council presentations and meetings with Indigenous communities during this engagement stage, will be incorporated into the Project findings and related reports to ensure that interests are captured, managed, and communicated appropriately.

Moving forward, the Project Team will continue to build out and plan related engagement activities and opportunities to inform the Project, meeting all provincial and federal assessment requirements.

As always, the Project Team continues to welcome comments regarding the Project. Please submit information and feedback to the Project Team at project_team@highway413.ca.

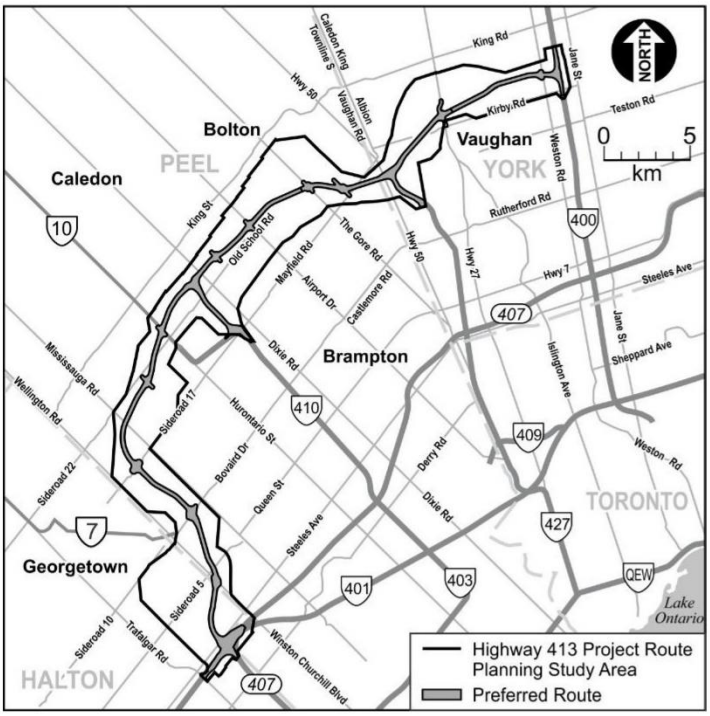
A

Notification of Public Information Centre #4

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE 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. Stage 1 of the EA concluded that even with significant investments in transit and other modes, and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. During Stage 2 of the EA, the preferred route and interchange locations were determined. The preliminary design for a new highway and high level planning for a new transitway are ongoing.

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the federal Impact Assessment Act. Since designation, MTO has been preparing an Initial Project Description (IPD). Acceptance of the IPD by the Impact Assessment Agency of Canada (IAAC) will initiate the Planning Phase of the Impact Assessment which will include a public review period in early 2024.



PUBLIC INFORMATION CENTRE (PIC):
You are invited to attend an upcoming Public Information Centre (PIC) to learn about the latest design of the transportation corridor. The PIC will also provide an update on the content of the IPD and progress in key areas of federal interest, including studies underway on Species at Risk, Gender Based Analysis+, Cumulative Effects, Human Health, and the socio-economic contexts of communities in the study area. The PIC will be conducted as an online session hosted through the Zoom platform. Following a presentation, there will be a question and answer period. Each session will cover the same content, but some portions of the presentation will be specific to the regions identified for each meeting date. You are invited to register for any one of the sessions listed below.

September 28, 2023 – York Region 6:00 p.m. to 8:00 p.m.	**October 3, 2023 – Halton Region** 6:00 p.m. to 8:00 p.m.	**October 5, 2023 – Peel Region** 6:00 p.m. to 8:00 p.m.

COMMENTS: To register for the PIC and send us your questions in advance, please visit www.highway413.ca and click on the PIC registration button. If you have any accessibility requirements in order to participate, please leave a message on the toll-free telephone line at 1-877-522-6916 or e-mail project_team@highway413.ca. 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 and new interactive resources to help you learn about the project and provide your feedback will be posted on the project website after the PICs.

NAVIGABLE WATERS: MTO is also seeking to understand navigation uses of waterways within the study area to help inform the design of proposed crossings and meet requirements under the Canadian Navigable Waters Protection Act. Please visit the project website to learn more and provide input.

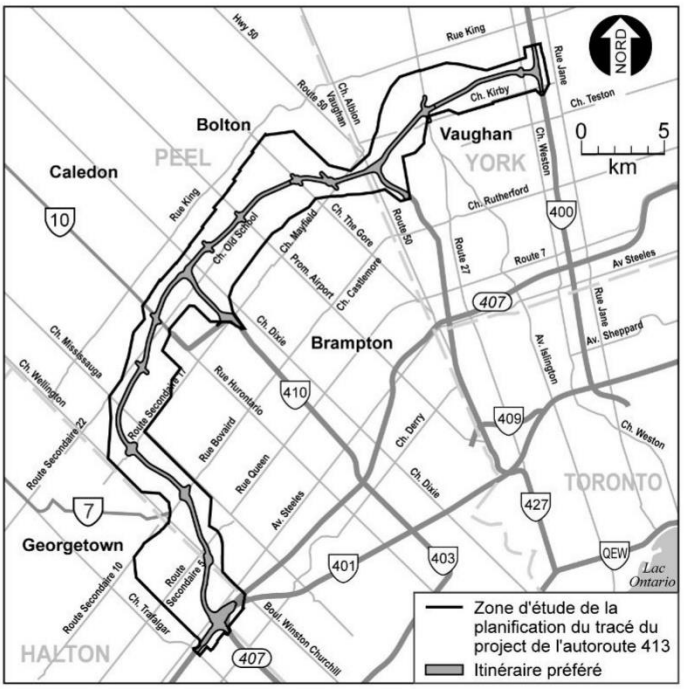
Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Les renseignements également disponibles en français, par courrier électronique, à l'adresse suivante : project_team@highway413.ca ou en composant le 1-877-522-6916.

AVIS DU GOUVERNEMENT DE L'ONTARIO
AVIS DE SÉANCE D'INFORMATION PUBLIQUE AU SUJET DU 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 ». La phase 1 de l'EE a permis de conclure que même avec des investissements considérables dans le transport en commun et d'autres modes de transport, et l'amélioration et l'expansion du réseau autoroutier existant, une nouvelle autoroute et un nouveau corridor de transport en commun seraient nécessaires pour répondre aux besoins engendrés par la croissance démographique et économique prévue dans la région élargie du Golden Horseshoe. Dans le cadre de la phase 2 de l'EE, le tracé privilégié et l'emplacement des échangeurs ont été déterminés. La conception préliminaire d'une nouvelle autoroute et la planification générale d'un nouveau corridor de transport en commun sont en cours.

Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a désigné le projet de l'autoroute 413 en vertu de la *Loi sur l'évaluation d'impact*. Depuis la désignation, le MTO prépare la description initiale du projet (DIP). L'acceptation de la DIP par l'Agence d'évaluation d'impact du Canada (AEIC) lancera la phase de planification de l'étude d'impact, qui comprendra une période d'examen public au début de 2024.



SÉANCE D'INFORMATION PUBLIQUE :
Toutes les personnes intéressées à en apprendre davantage sur le plus récent concept de ce corridor de transport sont invitées à participer à l'une des prochaines séances d'information publiques sur le sujet. On y fera notamment une mise au point sur le contenu de la DIP et sur les progrès réalisés dans les principaux domaines d'intérêt fédéral, y compris les études en cours sur les espèces en péril, l'analyse comparative entre les sexes plus, les effets cumulatifs, la santé humaine et le contexte socio-économique des collectivités de la zone d'étude. La séance d'information publique se déroulera en ligne, sur la plateforme Zoom. Une période de questions aura lieu après les présentations. Chaque séance abordera le même contenu, mais certaines parties de la présentation porteront plus précisément sur la région visée à la date indiquée. Vous pouvez vous inscrire à l'une ou l'autre des séances ci-dessous.

28 septembre 2023 – région de York	**3 octobre 2023 – région de Halton**	**5 octobre 2023 – région de Peel**
de 18 h à 20 h	de 18 h à 20 h	de 18 h à 20 h

COMMENTAIRES : Pour vous inscrire à la séance d'information publique et nous envoyer vos questions à l'avance, veuillez visiter le www.highway413.ca et cliquer sur le bouton d'inscription. Si vous avez des besoins en matière d'accessibilité, veuillez laisser un message au 1-877-522-6916 (sans frais) ou envoyer un courriel à l'adresse project_team@highway413.ca. 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. Vous pourrez le réécouter et accéder à de nouvelles ressources interactives sur le site Web du projet après les séances d'information publiques, afin de vous familiariser avec le projet et de formuler vos commentaires.

VOIES NAVIGABLES : Le MTO cherche également à comprendre la navigation dans les voies navigables au sein de la zone d'étude afin d'éclairer la conception des passages et de respecter ses obligations en vertu de la *Loi sur la protection des eaux navigables* du Canada. Veuillez visiter le site Web du projet afin d'en savoir plus et de donner votre avis.

Les renseignements seront recueillis en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés au dossier à des fins de consultation durant l'étude et, mis à part les renseignements personnels, pourraient être inclus dans la documentation relative à l'étude et faire partie des dossiers publics.

Ontario

September 7, 2023 [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 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. Since the release of the Preferred Route in 2020, the Project Team has been developing the preliminary design of the new transportation corridor.

A Public Information Centre (PIC) is being held to inform the public about the latest design of the transportation corridor. The PIC will also provide an update on the content of the Initial Project Description being prepared as part of the federal Impact Assessment process.

The PIC will be conducted as an online session hosted through the Zoom platform. Following the presentation there will be a question and answer period. Each session will cover the same content, but some portions of the presentation will be specific to the regions identified for each meeting date. You are invited to register for any one of the dates and times listed below.

September 28, 2023 – York Region	**October 3, 2023 – Halton Region**	**October 5, 2023 – Peel Region**
6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.

To register for the PIC and send us your questions in advance, please visit www.highway413.ca and click on the PIC registration button.

wsp AECOM

Ontario

The enclosed Notice of Public Information Centre will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Mississauga/Toronto Le Métropolitain*	Thursday September 14, 2023
Caledon Citizen	Thursday September 14, 2023
Vaughan Citizen	Thursday September 14, 2023
Georgetown Acton Independent Free Press	Thursday September 14, 2023
(Bolton) Caledon Enterprise	Thursday September 14, 2023
Brampton Guardian	Thursday September 14, 2023
Toronto L'express*	Saturday September 16, 2023

**** Published in French***

If you have any questions or comments, or if you require further information regarding this project, please feel free to contact me directly by email or phone.

Sincerely,

_____

Robert Vandenberg, P.Eng.

Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@highway413.ca

cc: Curtis Beyer, MTO Project Manager
Jonathan McGarry, MTO Project Manager
Ivana Cekic, MTO Project Manager
Jay Goldberg, WSP Project Manager
Bryant Bird, AECOM Consultation Lead

Enclosed: Notice of Public Information Centre

wsp AECOM

Ontario

September 7, 2023

[Indigenous Communities Letter Template]

«First_Name» «Last_Name»
«Job_Title»
«CompanyOrg»
«Address»
«City», «Prov» «Postal_code»

Dear «First_Name» «Last_Name»:

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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. Since the release of the Preferred Route in 2020, the Project Team has been developing the preliminary design of the new transportation corridor.

MTO would like to meet with representatives from your community to share the material prepared for an upcoming Public Information Centre (PIC) in which the public is being invited to learn about the latest design of the transportation corridor. The PIC will also provide an update on the content of the Initial Project Description being prepared as part of the federal Impact Assessment process.

Meeting options, for your consideration:

1. A virtual meeting (e.g., Microsoft Teams platform or Zoom platform);
2. An in-person meeting; or
3. Decline meeting and MTO provides a copy of the presentation slide deck via email from the PIC for your information.

Please let us know what your preference is by contacting me at Robert.Vandenberg@ontario.ca.

We welcome your comments and input regarding the project at any time. MTO values ongoing and meaningful dialogue, two-way communication, and fostering strong relationships with your community.

Should any member of your community wish to attend one of the public virtual PICs being planned for the fall, they are welcome to register for any one of the sessions listed below. The PIC will be conducted as an online session hosted through the Zoom platform. Following the presentation, there will be a question and answer period. Each session will cover the same content, but some portions of the presentation will be specific to the regions identified for each meeting date.

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6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.

Registration for the PIC can be done by visiting www.highway413.ca and clicking on the PIC registration button.

WSP AECOM

Ontario

For more information, please refer to the enclosed Notice of Public Information Centre and do not hesitate to contact me if you have specific questions.

Thank you for considering this meeting invitation and look forward to hearing from you.

Sincerely,

Robert Vandenberg, P.Eng.

Highway 413 Project, MTO Project Manager
Robert.Vandenberg@ontario.ca

cc: Curtis Beyer, MTO Project Manager
Jonathan McGarry, MTO Project Manager
Ivana Cekic, MTO Project Manager
Jeffery David Seibert, MTO Indigenous Liaison
Jay Goldberg, WSP Project Manager
Bryant Bird, AECOM Consultation Lead

Enclosed: Notice of Public Information Centre

wsp AECOM

Ontario

September 7, 2023 [Public Stakeholder 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 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. Since the release of the Preferred Route in 2020, the Project Team has been developing the preliminary design of the new transportation corridor.

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To register for the PIC and send us your questions in advance, please visit www.highway413.ca and click on the PIC registration button.

For more information, please refer to the enclosed Notice of Public Information Centre.

Sincerely,

Robert Vandenberg, P.Eng.
Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@highway413.ca

cc: Curtis Beyer, MTO Project Manager
Jonathan McGarry, MTO Project Manager
Ivana Cekic, MTO Project Manager
Jay Goldberg, WSP Project Manager
Bryant Bird, AECOM Consultation Lead

Enclosed: Notice of Public Information Centre

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B

Public Information Centre #4 Presentation Slides

- York Region (September 28, 2023)
- Halton Region (October 3, 2023)
- Peel Region (October 5, 2023)

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

Public Information Centre #4 – York Region

September 28

6:00-8:00pm

We will begin shortly. This is a webinar platform, which allows you to see and hear the presenters. Within the Zoom platform, there is an option to submit questions to the Project Team which will be addressed at set points during the meeting or afterwards in follow-up communications.

Land Acknowledgement

Although there are people from across Ontario on this call, we would like to acknowledge that MTO's Central Region and specifically the Highway 413 Project is geographically located within an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial.

Due to the virtual nature of this presentation MTO encourages all attendees to learn about the Treaty and traditional territory in which their home and work location are situated.

Purpose of the PIC

- Brief overview of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project (the Project)
- Provide an update on:
  - the Preliminary Design for the Highway and conceptual design for the Transitway
  - the provincial Environmental Assessment, ongoing environmental studies, investigations and recent fieldwork
  - the federal Impact Assessment process and Initial Project Description
- Address questions and receive feedback

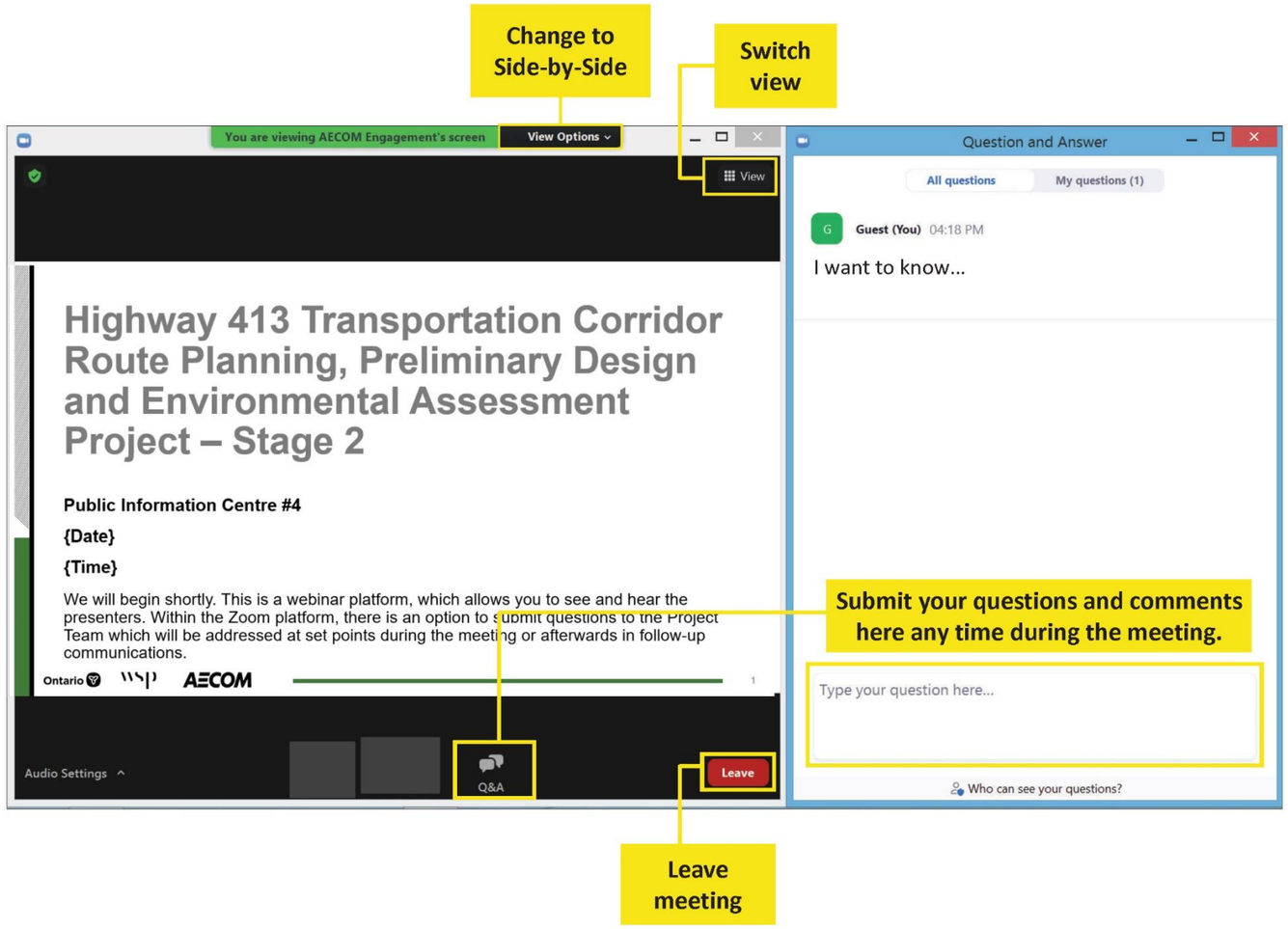
Virtual Meeting Details

You can control the features you see (video, speaker view or, full screen view, etc.).

To ask a question or provide a comment, please use the Q & A box.

This event is being recorded.

All questions submitted in the Q&A box that pertain to the EA or the Project will be documented and responded to during the meeting or in follow-up communications.



Presenter Introductions-

Curtis Beyer, MTO
Project Manager

Jonathan McGarry, MTO
Project Manager

Brenda Liegler, MTO
Manager, Major Planning and Innovations Office

Robert Vandenberg, MTO
Project Manager

Ivana Cekic, MTO
Project Manager

Jay Goldberg, WSP
Project Manager

Catherine Gentile, WSP
Environmental Lead & Deputy Project Manager

Jenny Enoae, WSP
Principal Ecologist & Team Lead

Chad B. John-Baptiste, WSP
Director, Planning - Ontario

Mark Gimpoli, WSP
Deputy Project Manager - Engineering

Marvin Stemeroff, AECOM
Principal Economist & Social Strategies Lead

Slavi Grozev, RWDI
Senior Engineer- Noise and Vibration

Rebecca Gray, AECOM
Project Archaeologist – Cultural Resources

Faiza Waheed, Intrinsik
Health Impact Assessment Lead | Environmental Health Scientist

Tara Bailey, RWDI
Senior Engineer – Air Quality

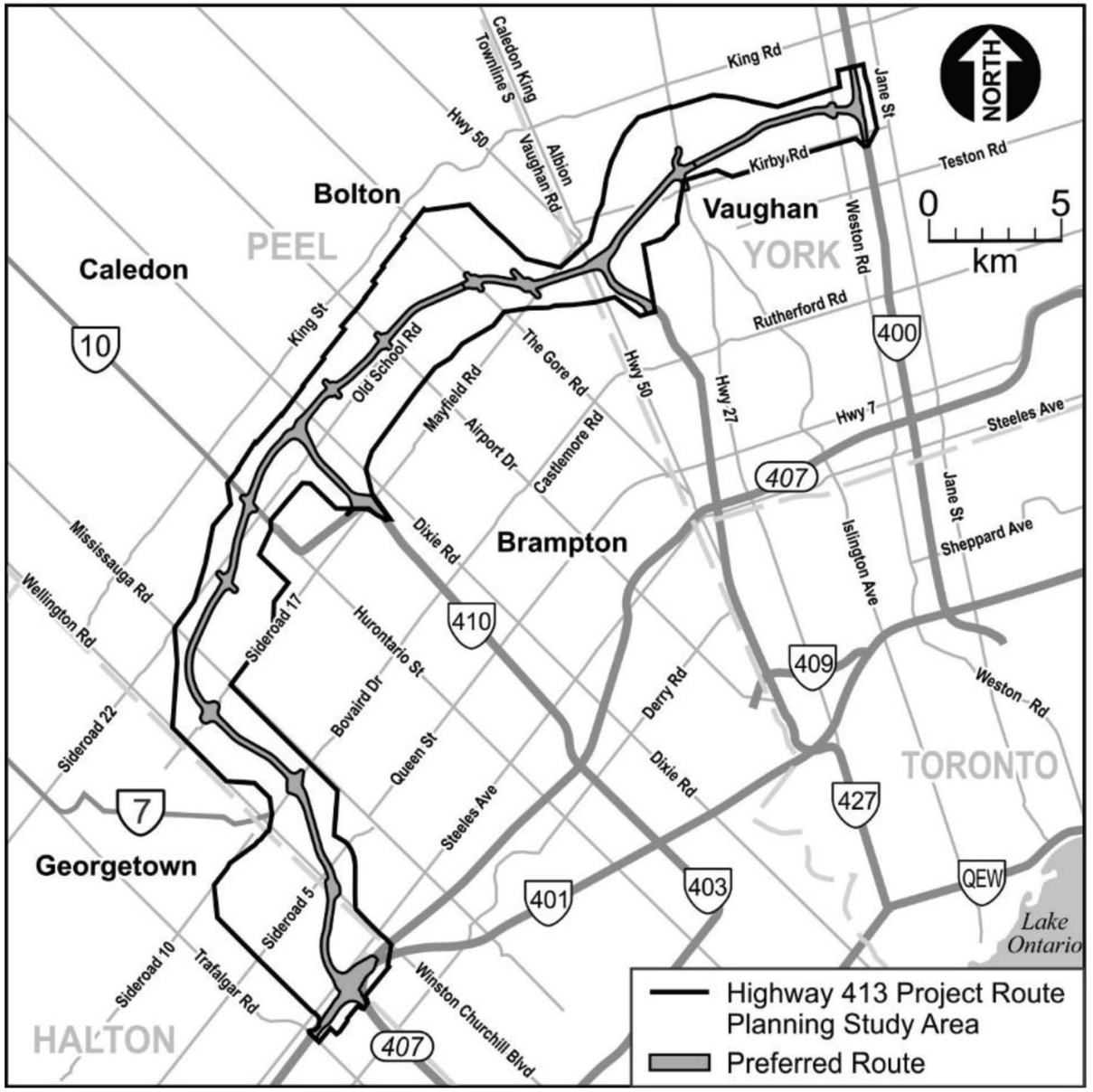
Project Overview

The proposed transportation corridor will feature a 52-kilometre (km) 400-series highway and lands protected for a future transitway. The Highway 413 Project also includes:

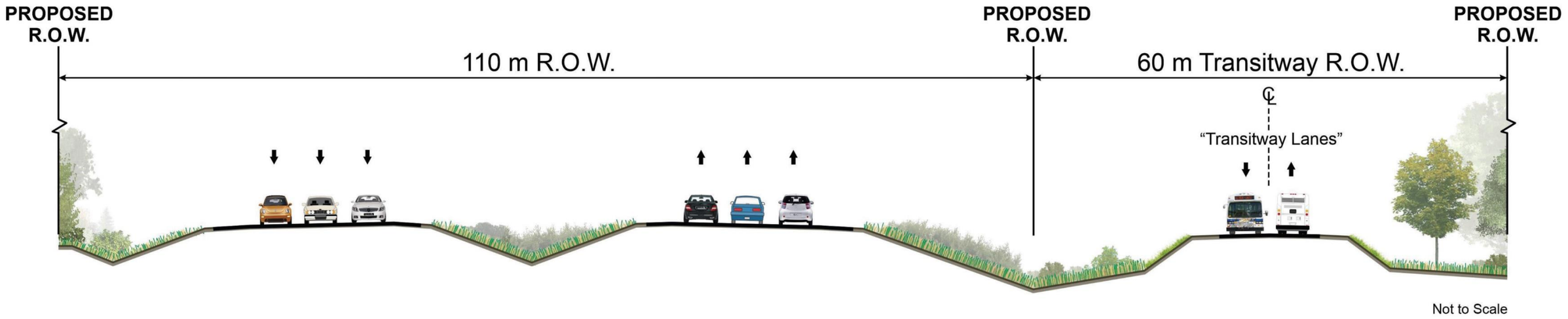
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

Highway 413 will have:

- 11 interchanges at municipal roads
- goods movement priority features
- bridge infrastructure (including road, railway and watercourse crossings)
- stormwater management infrastructure
- static overhead and roadside signage, roadside safety and highway illumination infrastructure
- Advanced Traffic Management Systems
- maintenance yards and commercial vehicle inspection facilities
- carpool lots, where deemed appropriate



Typical Cross-Section



The corridor will initially be designed as a 6-lane highway with a posted speed limit of 110 km/hr, with the potential for expansion to 10 lanes.

The proposed right-of-way (R.O.W.) will be 170 m (110 m for the highway and 60 m for the transitway).

Lands will also be protected for a separate, adjacent transit corridor.

Rationale for Highway 413

15,000,000 by 2051

Greater Golden Horseshoe population growth

Effects of congestion

Importance of goods movement

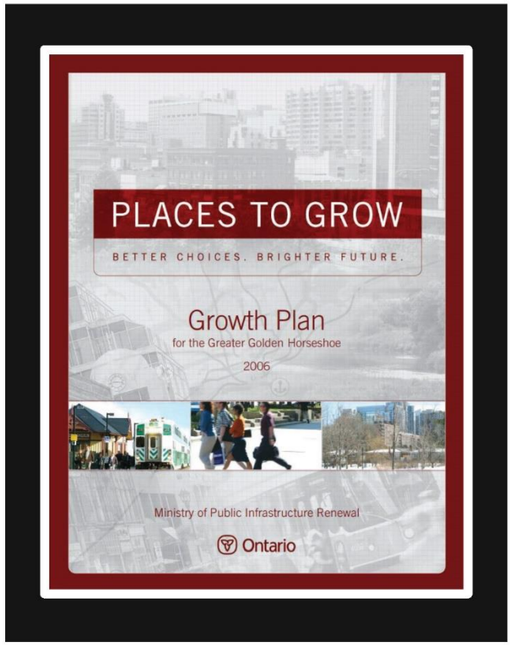
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs of goods, and creates carbon emissions.
- Highway 413 helps alleviate traffic congestion by relieving North America's most congested corridor (Highway 401).
- Highway 413 will help alleviate traffic congestion and improve goods movement in the Greater Golden Horseshoe by providing strategic linkages across the Halton, Peel, and York regions.

Your Questions and Feedback

Top inquiries we have received in the last two weeks:

- What is the status of the Highway 413 Project, and when will construction begin / Highway open?
- Why not use Highway 407 as an alternative?
- What is being done to address concerns about the Greenbelt and farmlands?
- What is the status of the Focused Analysis Area?

Provincial Environmental Assessment – Stage 1



EA Terms of Reference
(2007-2008)

EA Stage 1
(2008-2012)

- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

Transportation Development Strategy
(2012)

- Strategy was informed by Stage 1 findings and data
- Took a “building block” approach to assess the alternatives needed to address projected transportation demands
- Resulted in four key recommendations:

1. Optimize existing transportation network
2. Improve non-roadway transportation
3. Widen existing highways
4. New highway/transit transportation corridor

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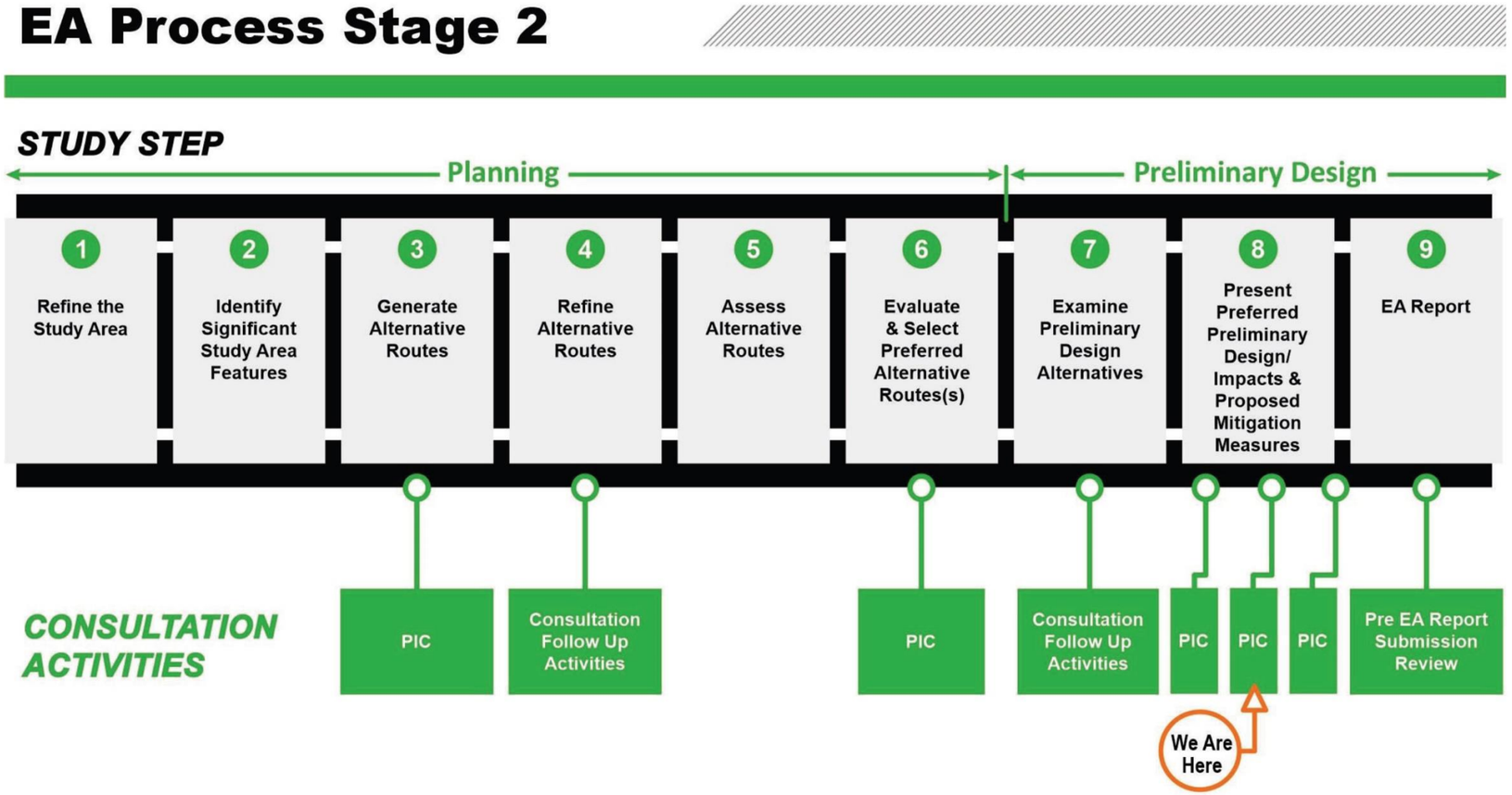
Provincial Environmental Assessment – Stage 2



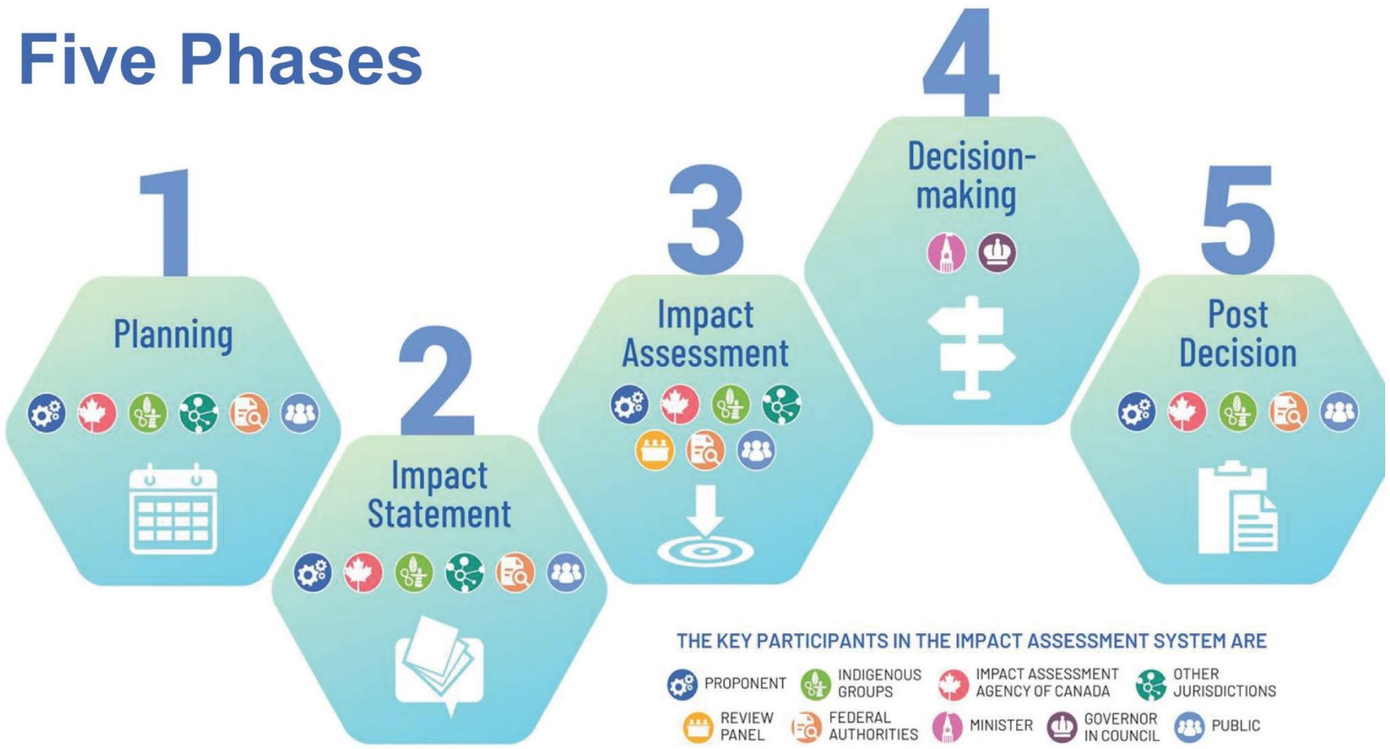
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



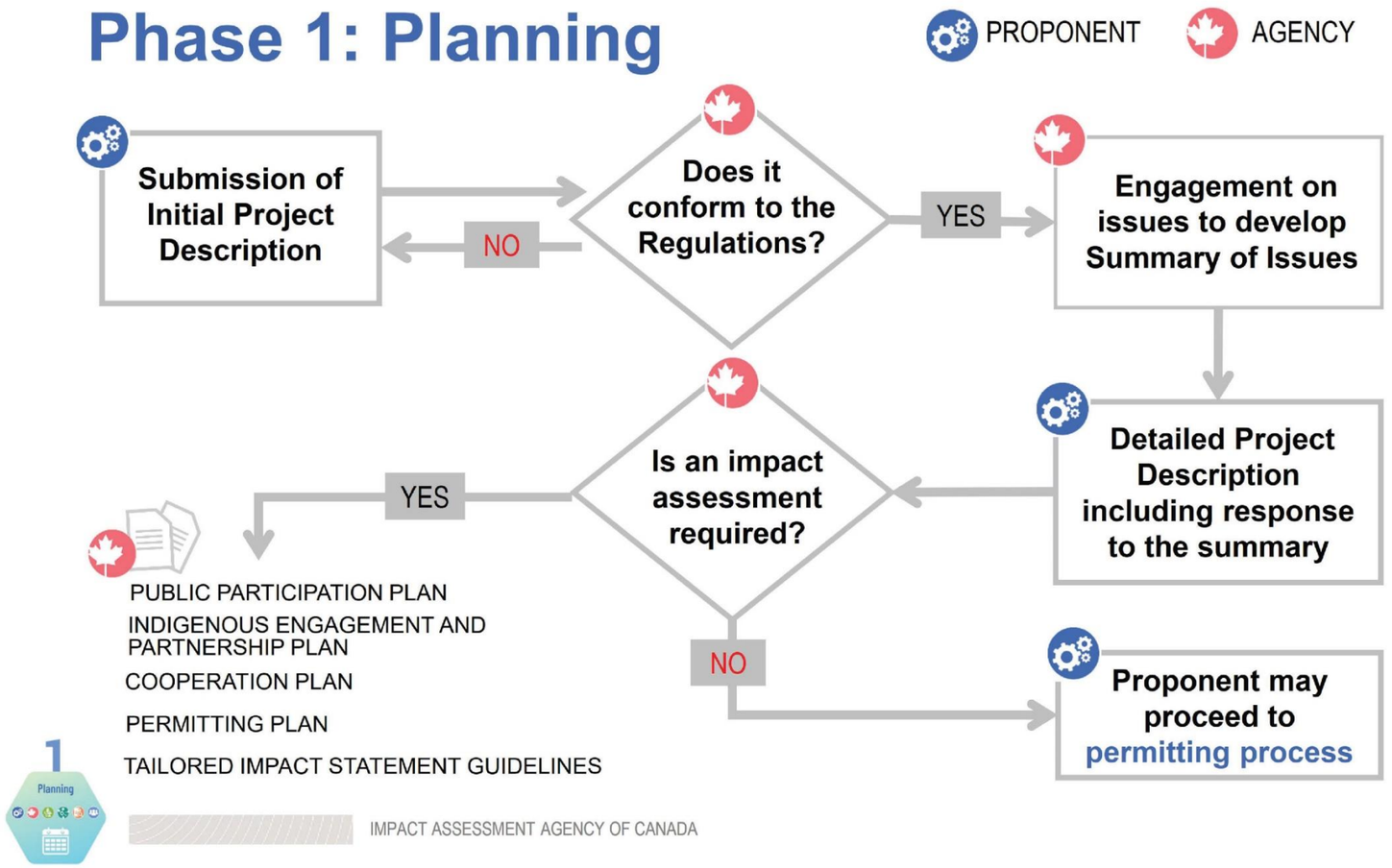
IMPACT ASSESSMENT AGENCY OF CANADA

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment Act. A Federal Impact Assessment does not replace the Provincial Environmental Assessment underway. The two assessment processes can move forward in parallel.

The Impact Assessment process is comprised of five phases and begins with the submission of an Initial Project Description (IPD), which includes:

- the consultation and engagement undertaken to date,
- the rationale for the Project,
- potential alternatives,
- existing and future conditions,
- the studies being undertaken to inform the potential changes resulting from the Project.

Federal Impact Assessment: Planning Phase



The Ministry of Transportation plans to submit the IPD by the end of 2023.

The Impact Assessment Agency of Canada will then consult with the public, Indigenous communities and other stakeholders on the IPD and prepare a summary of issues, which the ministry then responds to through a Detailed Project Description.

The Impact Assessment Agency of Canada will consult with stakeholders on the IPD in early 2024.

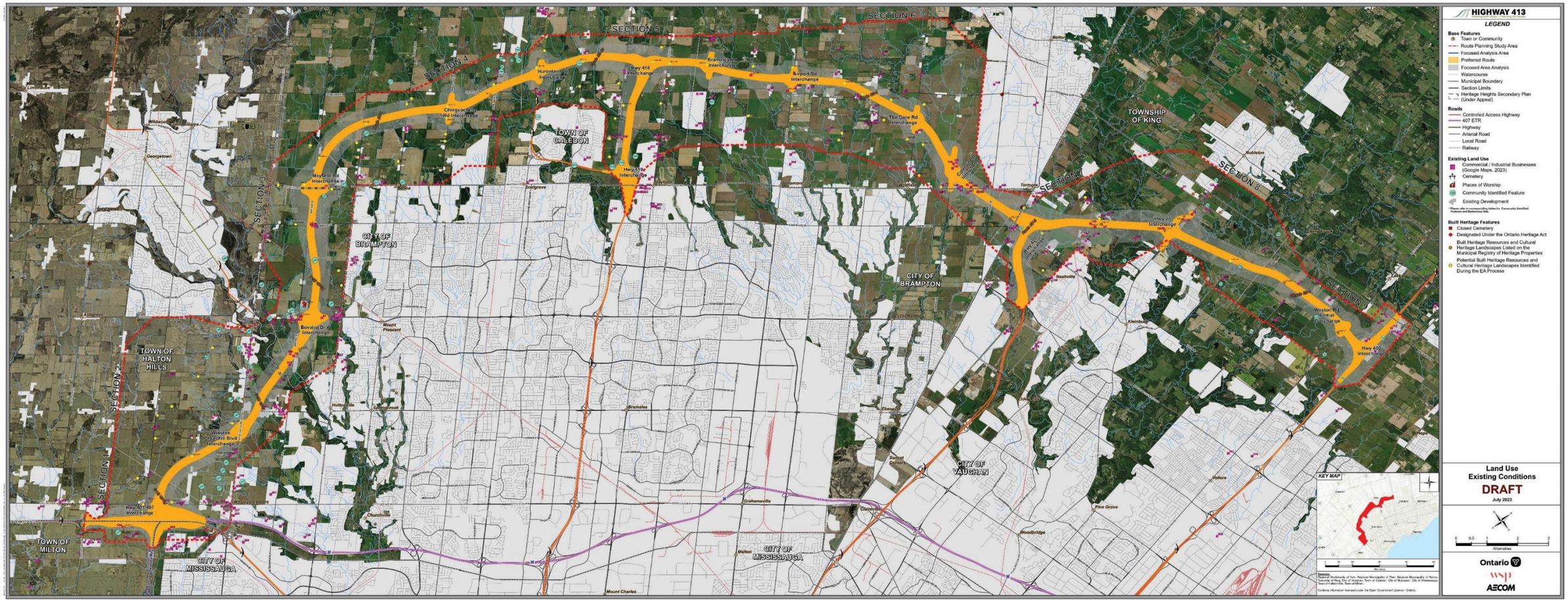
Poll Question

What percentage of land designated for Highway 413 is located within the Greenbelt?

- 0-10%
- 11-20%
- 21-40%
- 41-70%
- 71-100%

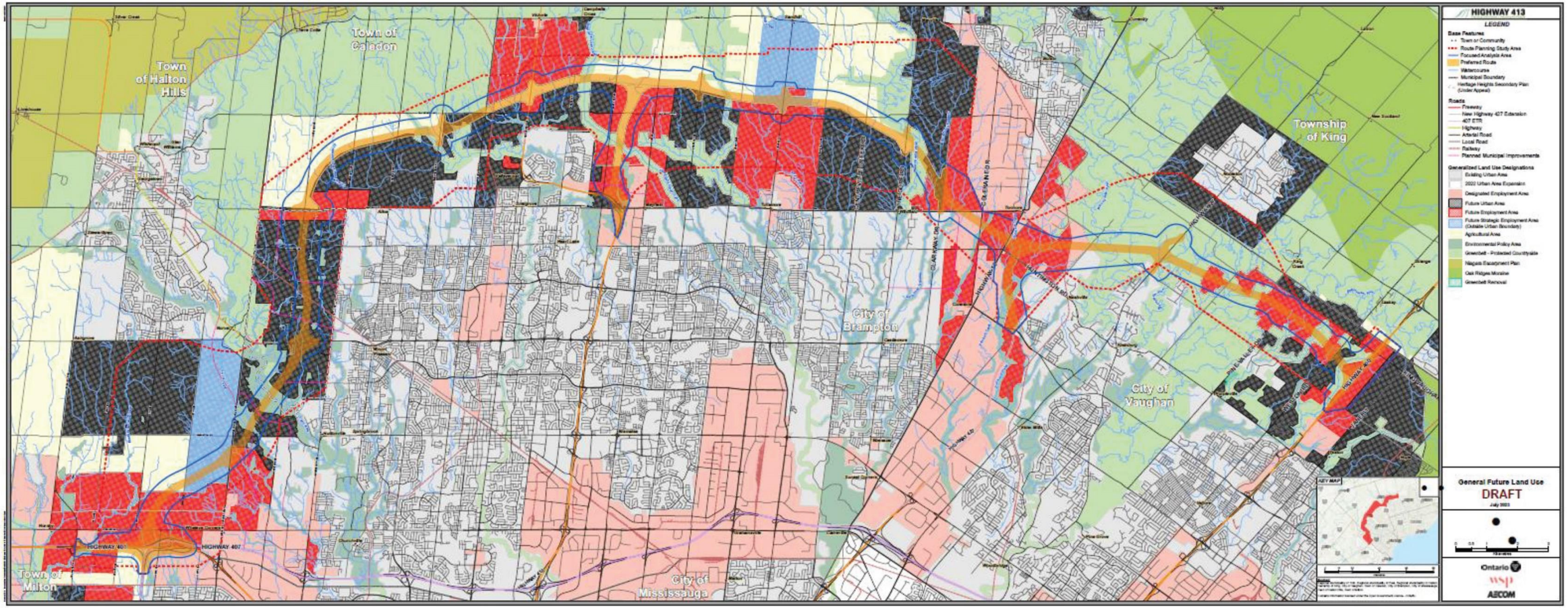
Existing Land Use

Areas with existing development are shaded in light grey and contain a wide array of land uses, including residential, commercial, industrial, and institutional lands.

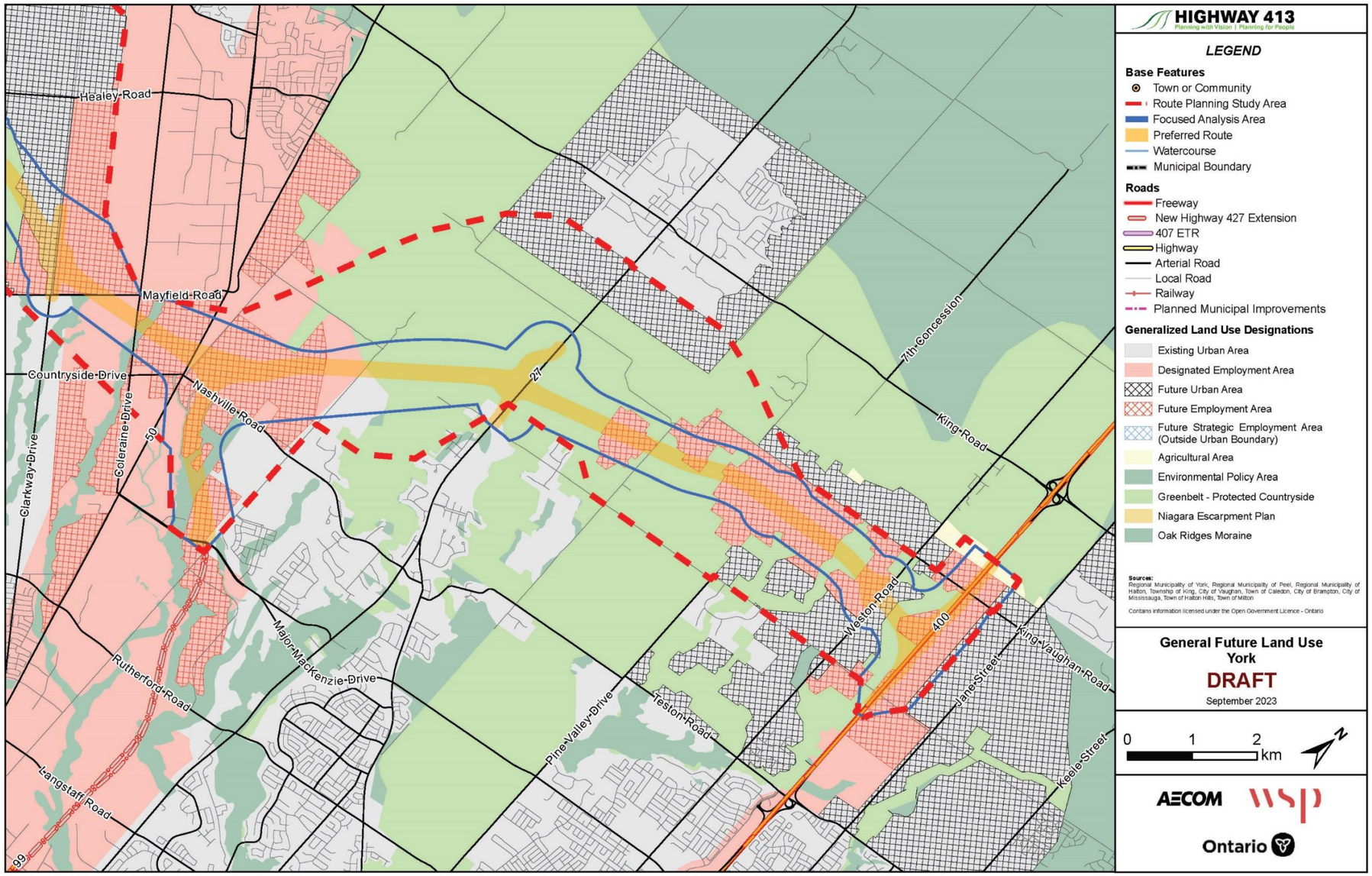


Future Land Use

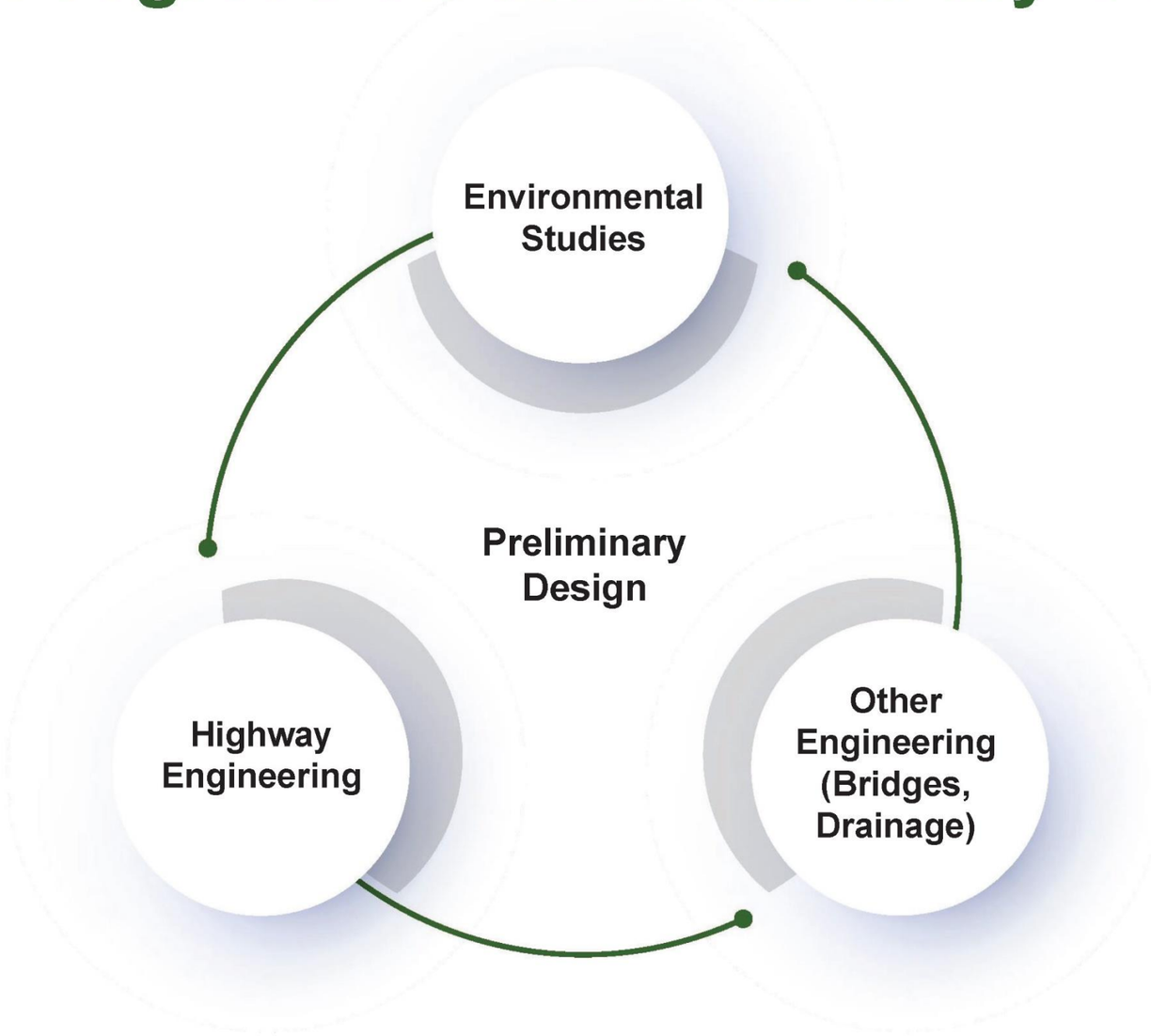
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to grow by approximately 84%, Peel Region by 57% and York Region by 72%.



Regional Future Land Use – York Region



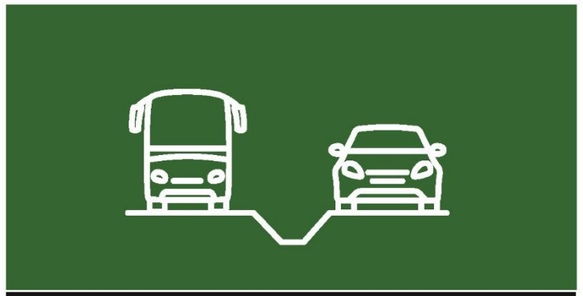
Progress on the Preliminary Design



As of Fall 2023, the project has reached 50% Preliminary Design: The highway alignment is mainly set, and most interchanges have been designed (subject to further refinements).

There is an iterative design process and ongoing communication between Technical Teams (Environmental, Structural, Highway), to adjust the horizontal and vertical alignment of the highway for design constraints (e.g. utility conflicts) and to minimize environmental impacts.

Progress on the Preliminary Design



Conceptual design of the Transitway

- The Preliminary Design includes planning for a transitway at a conceptual design level of detail to protect a parallel corridor of transitway land for future implementation.
- The transitway will be subject to a separate environmental assessment process.

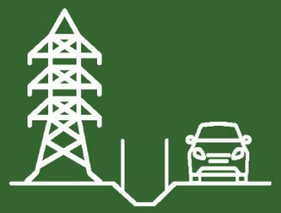
Highway Interchanges

- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal roads and highways.

Progress on the Preliminary Design

Projected Traffic Volumes

- Approximately 255,000 vehicles per day are expected to travel Highway 413 in 2041.
- Anticipated large truck volumes are projected to fall within the 20-30% range, consistent with the activity expected in a Goods Movement Corridor.



Existing or planned utilities

- Reviewing impacts and coordinating with utility companies.
- Discussions include mitigation and/or relocation planning and commitments for further consultation in future project stages.

Bridge Design

- Bridge design can help to minimize effects on the natural environment.
- Effects can be mitigated by selecting bridge type, alternative materials and construction techniques.

Bridge Design Evaluation

Bridge types and span arrangements are being evaluated based on:

1. Impact on the Natural Environment
2. Impact on Land Use / Socio-Economic Environment
3. Impact on the Cultural Environment
4. Impact on Transportation
5. Impact on Structural Sustainability
6. Constructability, Durability, Aesthetics, and Resilience to Climate Change
7. Cost

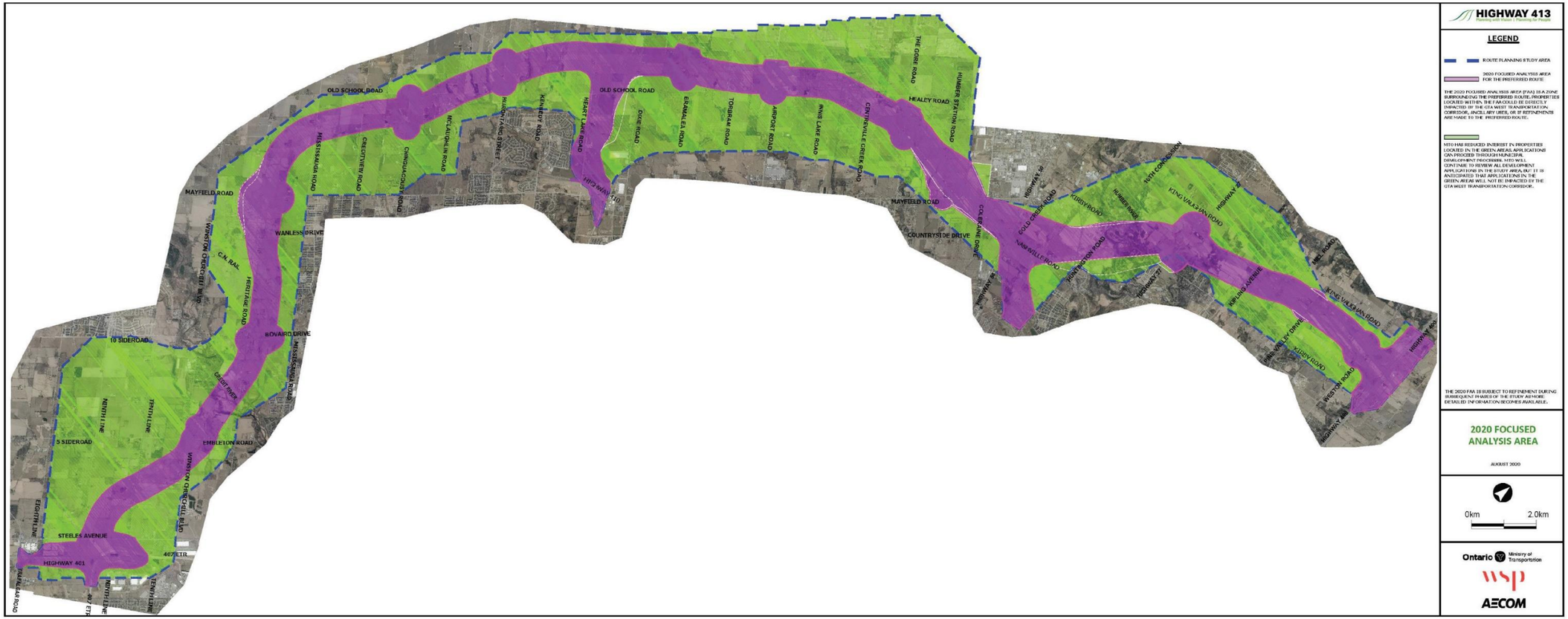
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

- Ministry of the Environment, Conservation and Parks
- Department of Fisheries and Oceans
- Credit Valley Conservation
- Toronto and Region Conservation Authority

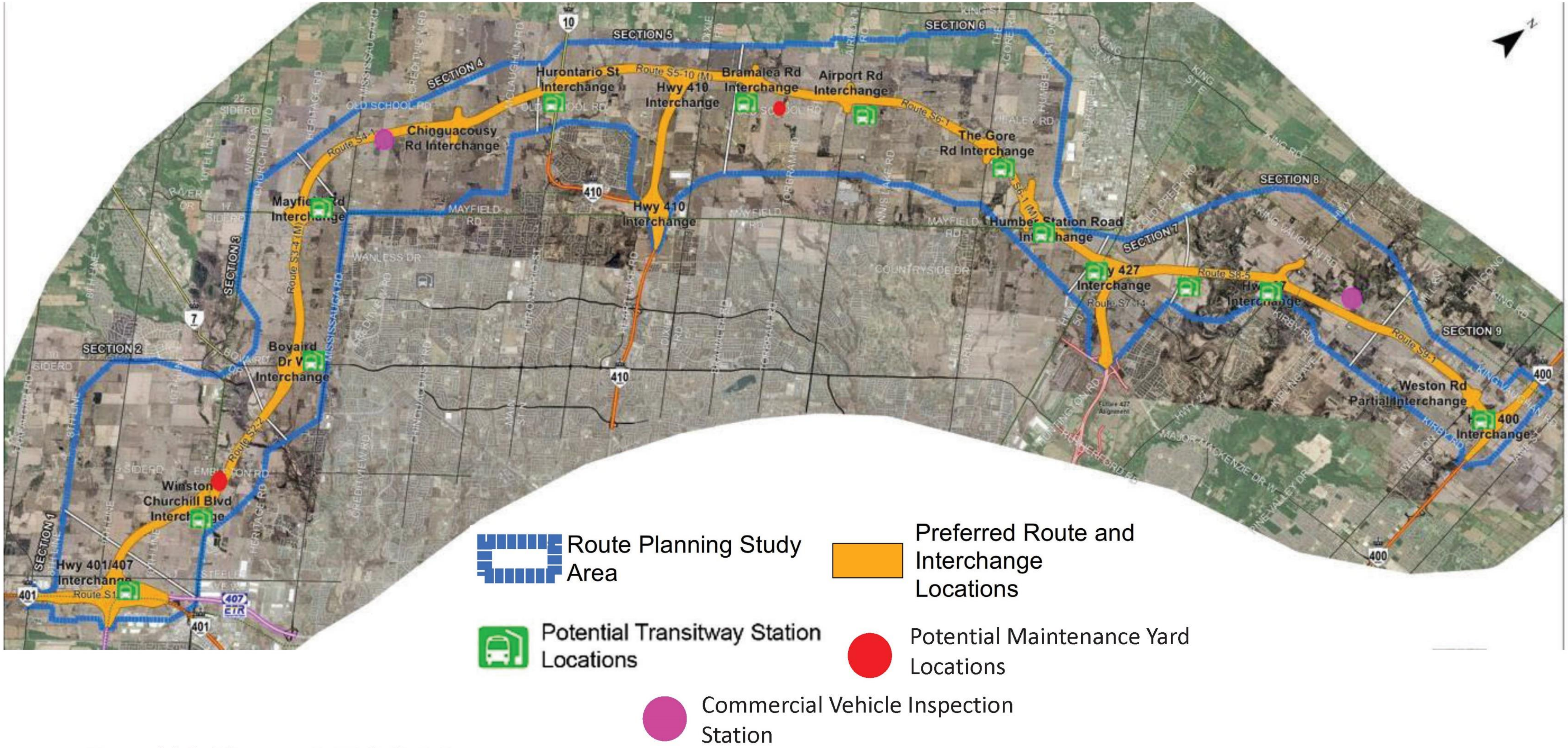
More information about bridge designs will be shared as part of a future PIC.

Development in the Focused Analysis Area

The 2020 Focused Analysis Area (shown in purple) surrounds the Preliminary Design and defines which properties continue to be within an area of interest. Development applications for properties in the green-shaded area can proceed through normal municipal processes.



Preliminary Design Update: Corridor Overview



Interactive Map

We are in the process of developing an interactive map on the Project website.

The interactive map is based on the 50% Preliminary Design and is subject to change based on the findings of the environmental assessment and impact assessment process.

Using the interactive map, you can view the proposed route and zoom in on locations near your home, work, or other places of interest. Here's a sneak preview

LIVE DEMO

Next Steps on the Preliminary Design

Engagement with municipalities and conservation authorities is continuing, and their feedback helps the Project Team to:

Coordinate plans for road and valley crossings

Minimize effects of the highway and enhance the benefits

Integrate active transportation at interchanges and crossing roads

Input from discussions with Indigenous communities, stakeholders and the public also helps refine the project's design.

Poll Question

Which part of the design is of most interest to you?

- Highway Alignment
- Bridges
- Interchanges
- Engineering Materials
- Active Transportation (sidewalks / multi-use paths)
- Traffic Volumes

Design Question & Answer Period

Environment Study Updates

Fish & Fish Habitat

Terrestrial Ecosystem

Surface and Groundwater

Noise

Agriculture

Contaminated property & waste

Built heritage & cultural heritage landscapes

Archaeology

Landscape

Surface Water and Fluvial Geomorphology

Human Health

Climate Change

Species-at-Risk

Cumulative Effects

Air Quality and Greenhouse Gas (GHGs) Emissions

Navigable Waterways

Natural Environment Studies

Route Selection

Identification of key aquatic and terrestrial ecosystem features and Species at Risk habitats for avoidance and protection.

Preferred Route

Detailed environmental investigations are continuing to inform the design and federal Impact Assessment processes to avoid and minimize impacts to those identified features and habitats.

Field Investigation Program

Field Investigations:

- Collect information about existing environmental conditions such as natural and built environment, cultural heritage, archaeological, and agricultural conditions in the study area.
- Findings from fieldwork are used to determine the potential effects and develop measures to avoid and/or mitigate adverse effects.

Community Field Liaisons

Indigenous communities are interested in understanding the findings of the field studies being done for the Project. Community members participate as Community Field Liaisons (CFLs) to facilitate this understanding and ensure Indigenous communities are involved as fieldwork progresses.

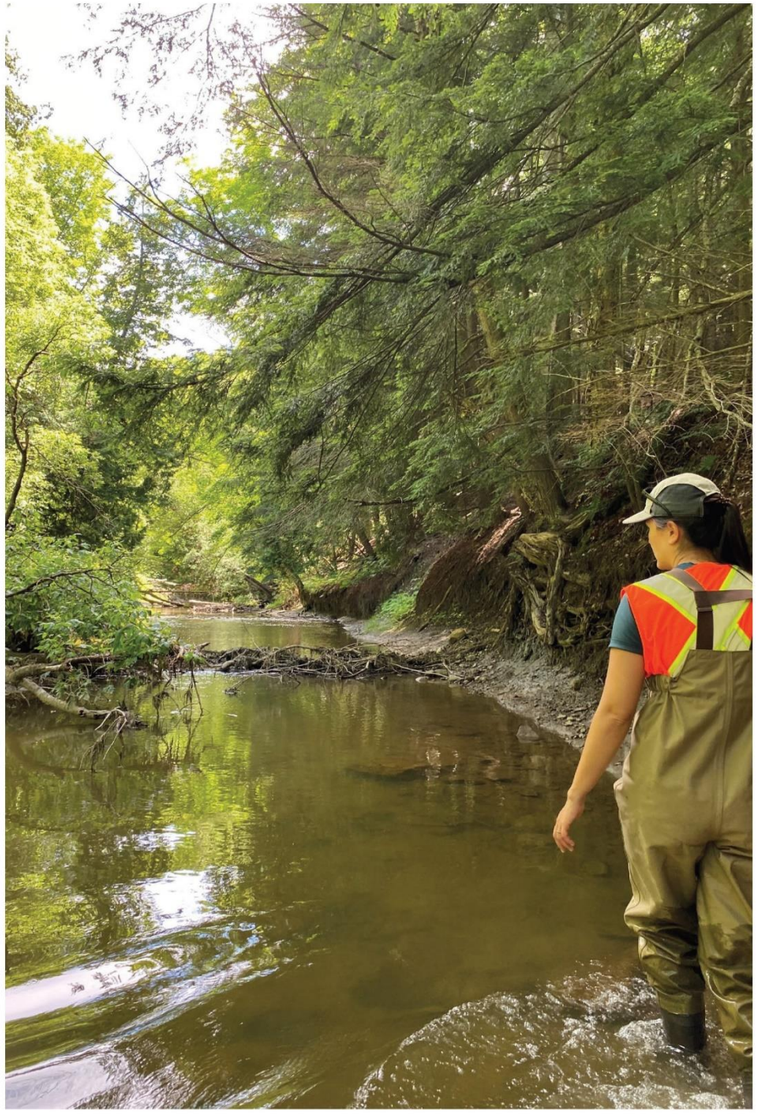
Indigenous communities can send CFLs to join the field teams carrying out environmental and archaeological fieldwork, and compensation for participation is provided.

CFLs have participated in Stage 2 archaeological investigations and field surveys for the Western Chorus Frog, Aquatic, Ecological Land Classification, Vernal Pools, Amphibian Calling, Breeding Birds, and Rapids Clubtail.

Natural Environment Studies

Investigations to support the Fish and Fish Habitat Study and the Terrestrial Ecosystems Study have included surveys of:

- fish communities and habitats
- wetlands
- vegetation communities and plant species
- amphibians
- breeding birds
- wildlife and wildlife habitat
- species at risk



Natural Environment: Fish and Fish Habitat

Four watersheds were identified in the Study Area: **16 Mile Creek, Credit River, Etobicoke Creek and the Humber River**.

Fish habitat assessments and community sampling were conducted for 97 watercourses during field investigations**.**

Of these, **42 were assessed as direct or seasonal fish habitats** and **54 as indirect habitats**. The Project Team is using this information to design culverts & bridges.

Spawning activity by Chinook Salmon was observed in the Credit River in the Fall of 2020. Background information indicated potential for Brown Trout, Brook Trout, and Rainbow Trout in the general area, but these species have not been recorded.

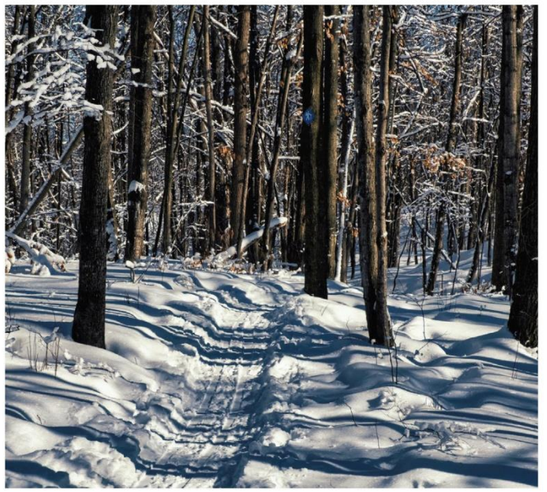
Natural Environment: Terrestrial Ecosystems

The Study Area measures 2,930 hectares. 440 hectares (15% of the Study Area) is comprised of vegetation communities including:

- wetlands
- forests/woodlands
- meadows
- valleylands

The remainder of the Study Area comprises agricultural fields, residential and commercial properties, and roads.

Information about existing conditions is used to develop options for appropriate mitigations.



Natural Environment: Findings

Approximately 805 species were identified in the Study Area, including:

24 Fish

9 Amphibians

118 Birds

602 Plants

Other species recorded during field investigations included mammals, reptiles, molluscs, crustaceans, and insects.

Natural Environment: Protecting Species-at-Risk

Critical Habitats for five species protected under the federal *Species at Risk Act* (SARA) have been identified for the Study Area.

Critical Habitat is a “habitat that is necessary for the survival or recovery of a listed species” (*Species at Risk Act, Section 2*). Critical Habitat provides the basis for the species’ Recovery Strategy or Action Plan and the Project Mitigation Plans.

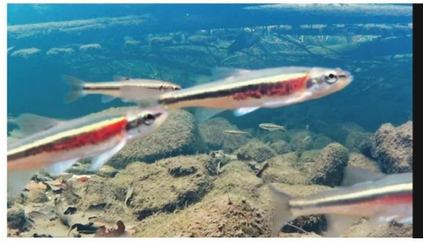
The presence of these five species were observed or recorded in field studies undertaken to date:

Western Chorus Frog

SARA Status: Threatened

Red-headed Woodpecker

SARA Status: Endangered (also protected under provincial legislation)



Redside Dace

SARA Status: Endangered (also protected under provincial legislation)

Rapids Clubtail

SARA Status: Endangered (also protected under provincial legislation)

Bank Swallow

SARA Status: Threatened (also protected under provincial legislation)

Natural Environment: Protecting Species-at-Risk

Other Species at Risk and Species of Conservation Concern (SOCC) under federal and/or provincial status were recorded in 2020 - 2022:

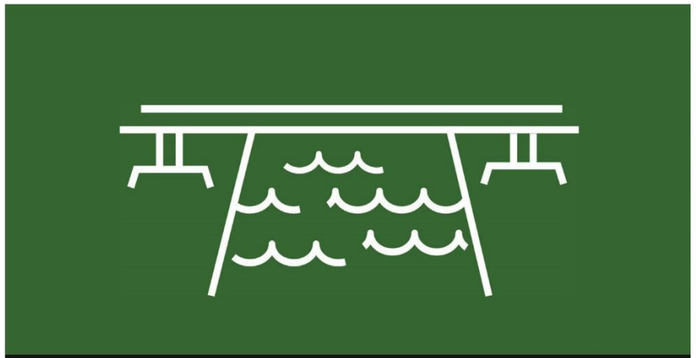
- Black Ash
- Butternut
- Barn Swallow
- Bobolink
- Chimney Swift
- Eastern Meadowlark
- Olive-sided Flycatcher
- Wood Thrush

Where direct impacts cannot be avoided, species-specific mitigation measures and newly created or enhanced habitats will be designed and implemented.

Natural Environment: Next Steps

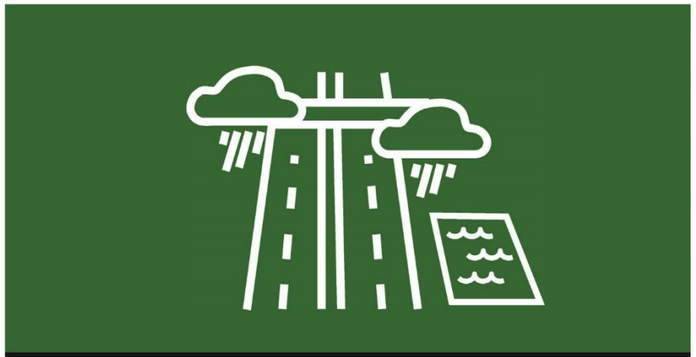
Design refinements and proposed mitigation will focus on protecting or maintaining natural heritage features, including Species-at-Risk and their habitat. Examples include:

Minimizing construction footprints



Bridge design at watercourses

Vegetation mitigation plan



Stormwater management plan

Greenhouse Gas (GHG) Emissions

In addition to a planned Air Quality Impact Assessment, a GHG assessment is being completed. This will include an estimate of the net GHG emissions that may result from the Project during construction and operation.

Emissions are measured in CO_2e: carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O).

Net GHGs will be calculated using the federal Strategic Assessment of Climate Change Guidelines, which includes emissions generated from:

- Construction equipment
- Land clearing
- Operations (including vehicles using the highway, maintenance vehicles, electricity purchases for lighting, etc.)

Mitigation options will also be developed, including construction best practices and monitoring.

Greenhouse Gas (GHG) Emissions

Analysis of yearly emissions estimates indicated that with Highway 413 there will be a:

- 1.5% increase in annual vehicle kilometres travelled
- 0.3% increase in CO_2e emissions due to a shift in traffic to the highway where vehicles have better fuel economy due to higher, more consistent driving speeds.

It is expected that the use of electric vehicles will increase throughout the corridor's operation, reducing the contribution of ridership-derived greenhouse gas emissions and potential effects on climate change.

Noise

The Ministry of Transportation investigates and evaluates potential noise effects for noise-sensitive areas, such as:

- A backyard of a residence at a height of 1.5 metres and 3 metres from the back of the home
- An outdoor communal living area of an apartment or condo building
- An outdoor communal area of a hospital or nursing home.

According to ministry guidelines, any new highways or highway improvements that increase noise levels by more than 5 decibels above the future ambient noise level or exceed 65 dBA require mitigation, where feasible.

In addition to provincial guidelines, studies also consider federal guidance, with a focus on noise impacts as they relate to health effects.

Noise and Vibration

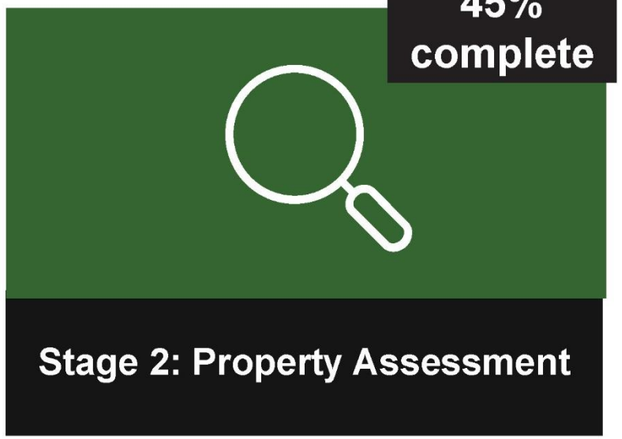
The construction noise and vibration assessment is currently underway.

The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

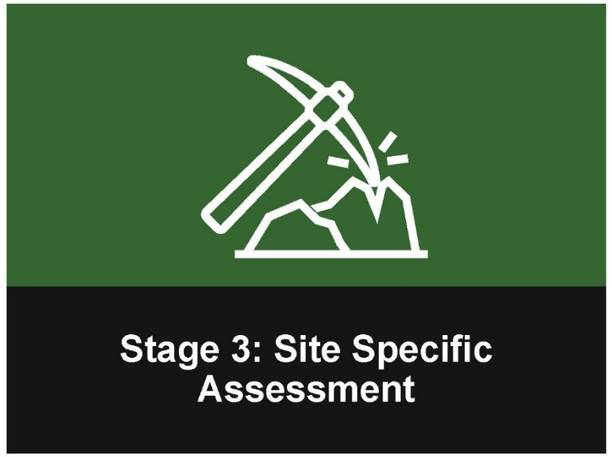
Findings and recommended mitigations (such as muffling devices on construction vehicles, ambient monitoring of noise levels during construction and noise barriers) will be included in the Environmental Assessment Report.

Archaeology

Stage 1: Background Study and Property Inspection



Stage 2: Property Assessment



Stage 3: Site Specific Assessment

Stage 4: Mitigation of Development Impacts

- In Stage 2, over 100 properties have been evaluated, with around 45 showcasing cultural significance elements earmarked for further analysis.
- Following Stage 2, a report mandated by the Ontario Heritage Act must be presented to the Ministry of Citizenship and Multiculturalism, detailing findings and proposing mitigation strategies; a generalized version will later be publicly accessible.
- If resources with substantial cultural heritage value are unearthed, a detailed Stage 3 and 4 assessments may be required to delve deeper into the findings.

Socio-Economic and Human Health

Studies are underway to determine potential social, economic, and health effects within the municipalities the highway crosses.

Collect Information

Desktop Research

Interviews with municipal staff and community service providers

Develop Baseline Conditions

- Description of the population dynamics, including gender-based statistics
- Economic activities associated with the Study Area
- Labour and industry statistics
- Services and infrastructure in the Study Area:
  - Emergency services
  - Social supports
  - Business development supports
  - Public transportation
  - Recreational facilities
- Land use plans

Next Steps

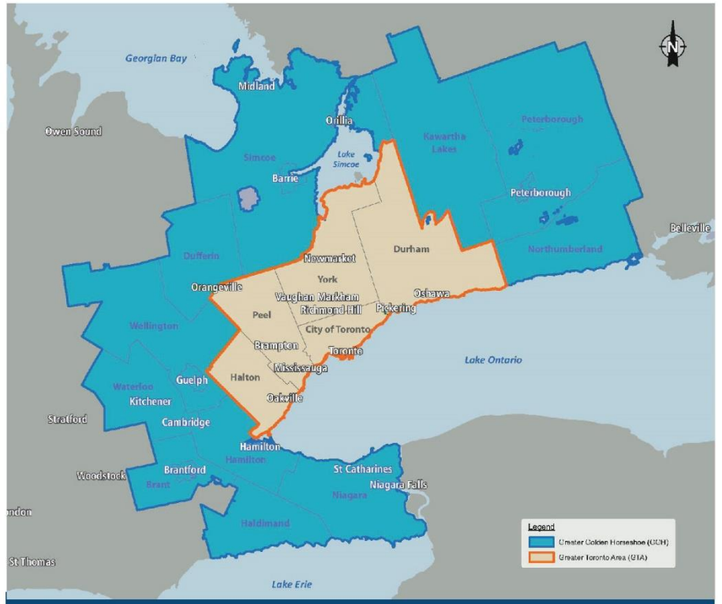
- Obtain feedback on the baseline conditions through the public review of the Initial Project Description
- Develop effects assessment – How will this project impact the factors outlined in the baseline?
- Seek input and feedback on the effects assessment from Indigenous communities, stakeholders and the public

Socio-Economic

The population of the Greater Golden Horseshoe is expected to be nearly 15 million people by 2051.

This population and housing growth causes extended urbanization of rural landscapes. It requires an increase in the development of enabling infrastructure, like roads, water, wastewater, recreation facilities, and health and social services.

The Highway 413 Project is also expected to lead to greater economic vitality in the region, facilitating better movement of goods and people, improving connectivity and enabling growth in various economic sectors.



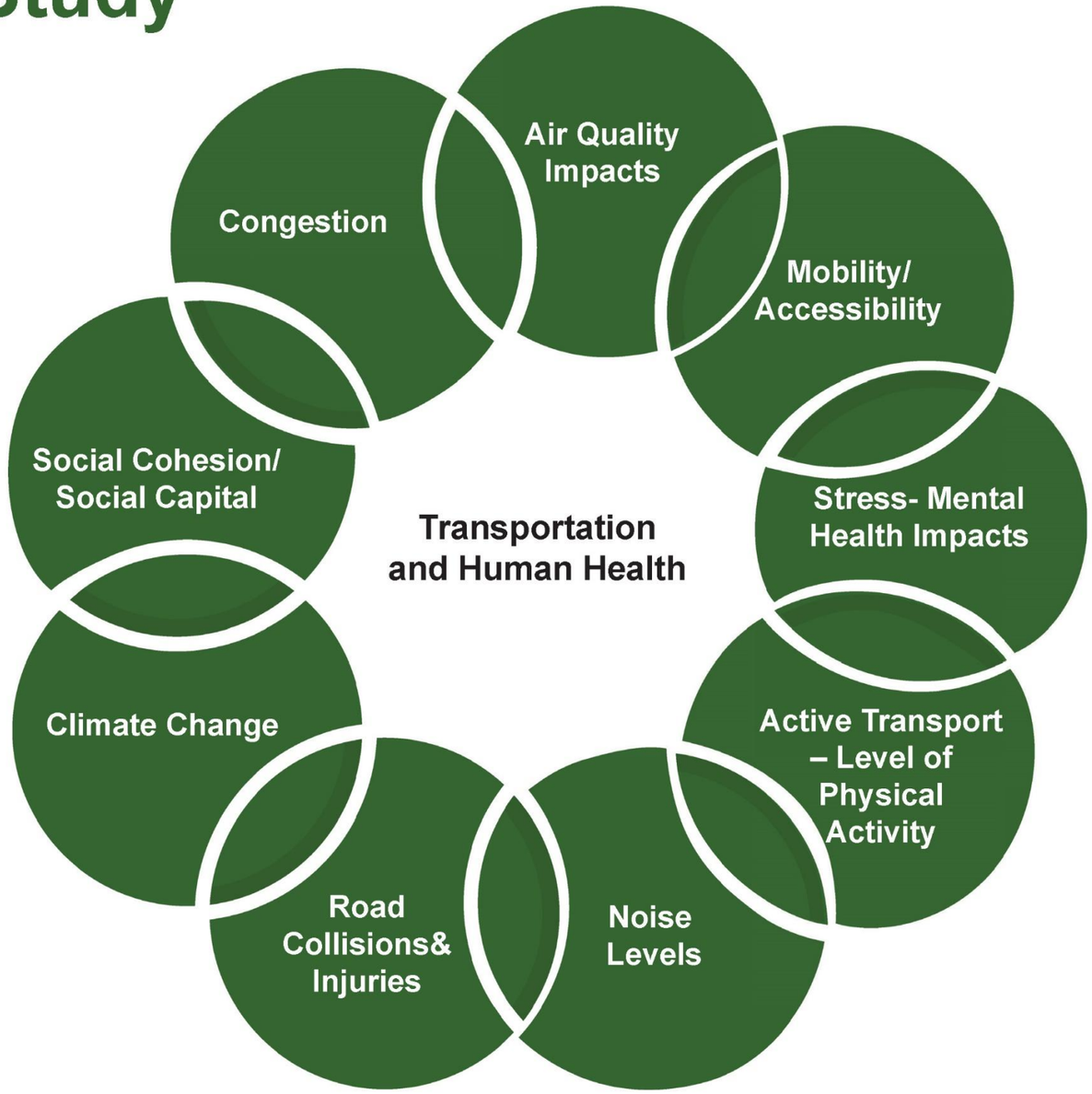
15,000,000 by 2051

Human Health Implications Study

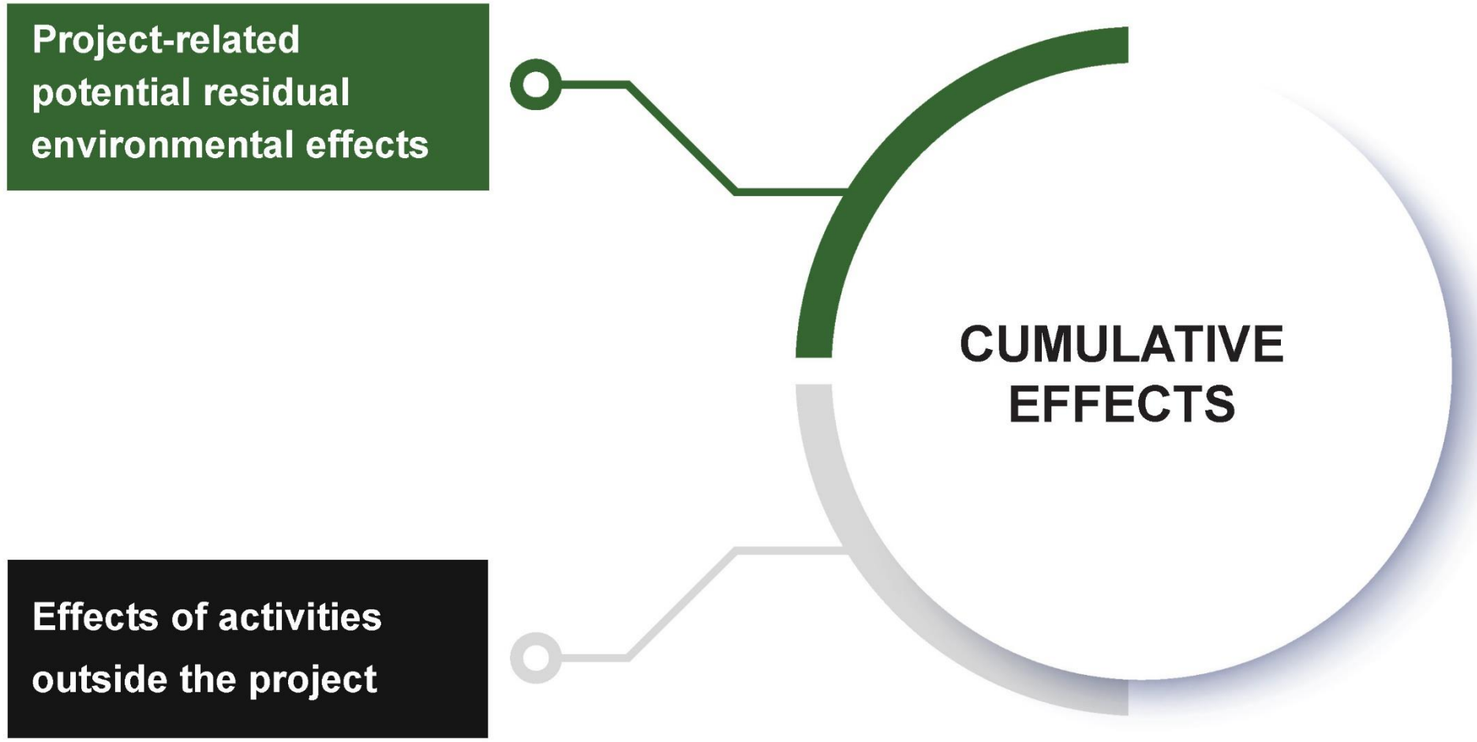
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

A Human Health Implications Scoping Report provides a baseline health profile of the study area and identifies potential health impacts at a high level. This report will be included in the Initial Project Description.

The next step will be the Assessment Phase, which considers the potential broader health impacts identified in the scoping phase and includes a human health risk assessment of air quality impacts.



Cumulative Effects



A Cumulative Effects Assessment considers a project's potential residual environmental effects while also considering the impacts of activities outside the project, occurring locally and extending beyond the project's location.

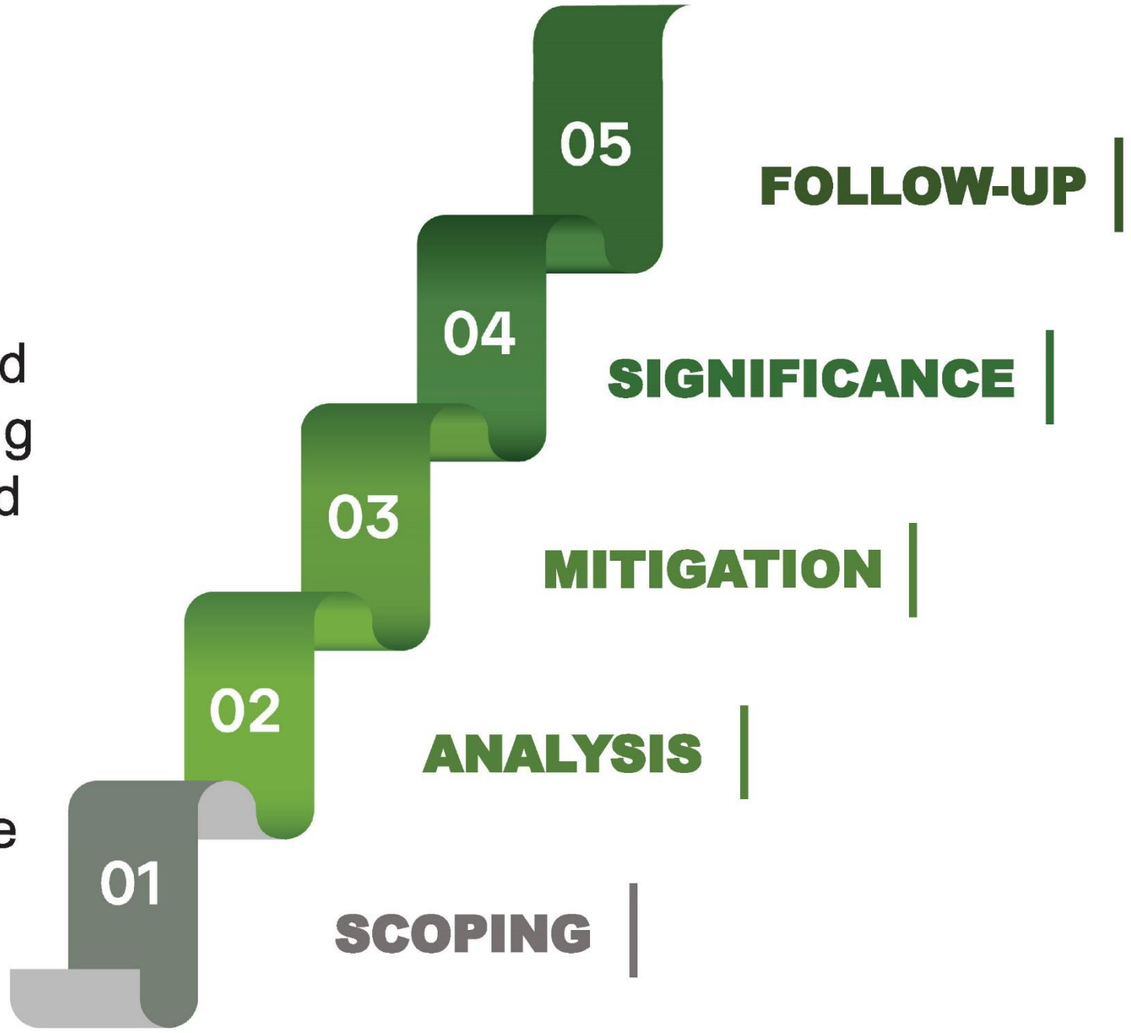
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

Cumulative Effects

Cumulative Effects will be assessed through a five-step process.

First, a draft Cumulative Effects Assessment Framework for the project was developed based on a review of background information, including federal and provincial guidance documents, and completed Cumulative Effects Assessments. This framework serves as a work plan for the assessment.

Information regarding Cumulative Effects will be available following the PICs on the Project website. Look for information to provide your input.



Navigable Waterways

MTO is required to follow the Canadian Navigable Waters Act (CNWA).

As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational purposes, or as a means of transport or travel for Indigenous peoples of Canada exercising rights recognized and affirmed by section 35 of the Constitution Act, 1982, and*

- *there is public access by land or by water;*
- *there is no such public access, but there are two or more riparian owners or*
- *the only riparian owner is either the Federal Government or a Provincial Government."*

A preliminary screening process was completed to identify navigable waterways within the Study Area.

- 23 streams or rivers are considered to be *potentially* navigable.

Navigable Waterways- Provide your input

The Project Team needs public input to confirm our preliminary screening of navigable waterways within the Study Area.

The information you provide will be used to confirm the number of navigable waterways and develop plans to mitigate any effects the Project may have on navigation during construction or operation.

Information regarding Navigable Waterways will be available following the PICs on the Project website and look for news to provide your input.

Poll Question

Tonight's third poll is regarding the Environment. Tell us which of the following topics are of most interest to you and would like to know more about:

- Natural Environment
- Cumulative Effects
- Social Economic Issues
- Noise and Vibrations
- Greenhouse Gas Emissions & Climate Change
- Human Health
- Air Quality

Question & Answer Period

Next Steps

- The presentation material will be uploaded to the website following the PICs for a 30-day comment period.
- The IAAC will be consulting on the IPD in early 2024. The IAAC will notify stakeholders when the IPD is available.
- Project Website Updates – Coming Soon
  - Cumulative Effects - review the draft Cumulative Effects Assessment Framework and provide comments.
  - Navigable Waterways – Opportunity to provide input to confirm past, present or potential future uses of waterways within the study area.
  - Interactive Map – 50% preliminary design as demonstrated at today's event will be uploaded following the completion of the PICs.

Thank You + Contact Info

- Email: project_team@highway413.ca
- Phone: 1-877-522-6916

  - Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation
  - Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record
  - You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information
  - For all media inquiries, please get in touch with mto.media@ontario.ca.

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

Public Information Centre #4 – Halton Region

October 3

6:00-8:00pm

We will begin shortly. This is a webinar platform, which allows you to see and hear the presenters. Within the Zoom platform, there is an option to submit questions to the Project Team which will be addressed at set points during the meeting or afterwards in follow-up communications.

Land Acknowledgement

Although there are people from across Ontario on this call, we would like to acknowledge that MTO's Central Region and specifically the Highway 413 Project is geographically located within an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial.

Due to the virtual nature of this presentation MTO encourages all attendees to learn about the Treaty and traditional territory in which their home and work location are situated.

Purpose of the PIC

- Brief overview of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project (the Project)
- Provide an update on:
  - the Preliminary Design for the Highway and conceptual design for the Transitway
  - the provincial Environmental Assessment, ongoing environmental studies, investigations and recent fieldwork
  - the federal Impact Assessment process and Initial Project Description
- Address questions and receive feedback

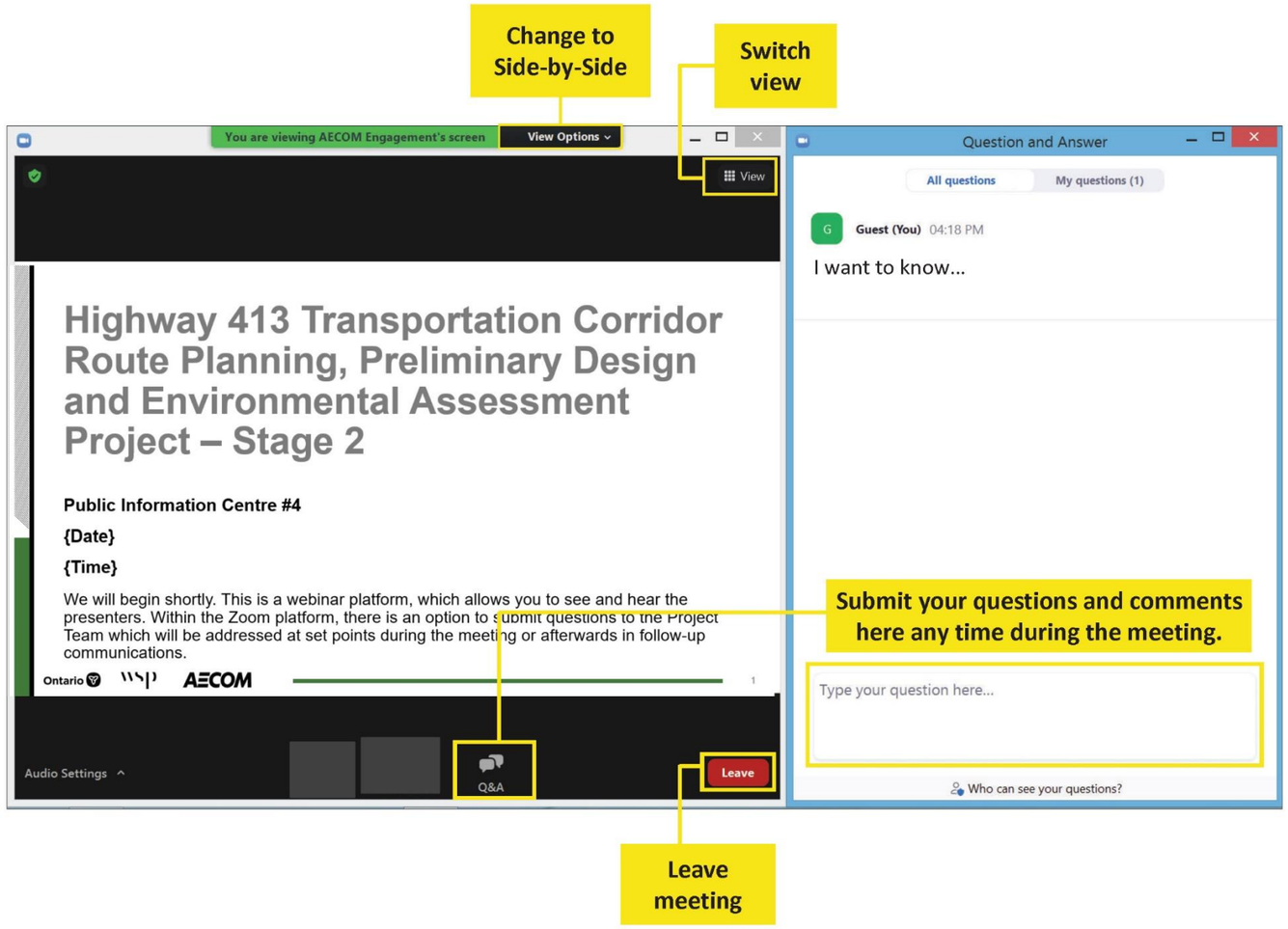
Virtual Meeting Details

You can control the features you see (video, speaker view or, full screen view, etc.).

To ask a question or provide a comment, please use the Q & A box.

This event is being recorded.

All questions submitted in the Q&A box that pertain to the EA or the Project will be documented and responded to during the meeting or in follow-up communications.



Presenter Introductions-

Curtis Beyer, MTO
Project Manager

Jonathan McGarry, MTO
Project Manager

Brenda Liegler, MTO
Manager, Major Planning and Innovations Office

Robert Vandenberg, MTO
Project Manager

Ivana Cekic, MTO
Project Manager

Jay Goldberg, WSP
Project Manager

Catherine Gentile, WSP
Environmental Lead & Deputy Project Manager

Gary Epp, AECOM
Natural Environment Lead

Chad B. John-Baptiste, WSP
Director, Planning - Ontario

Mark Gimpoli, WSP
Deputy Project Manager - Engineering

Marvin Stemeroff, AECOM
Principal Economist & Social Strategies Lead

Slavi Grozev, RWDI
Senior Engineer- Noise and Vibration

Rebecca Gray, AECOM
Project Archaeologist – Cultural Resources

Faiza Waheed, Intrinsik
Health Impact Assessment Lead | Environmental Health Scientist

Tara Bailey, RWDI
Senior Engineer – Air Quality

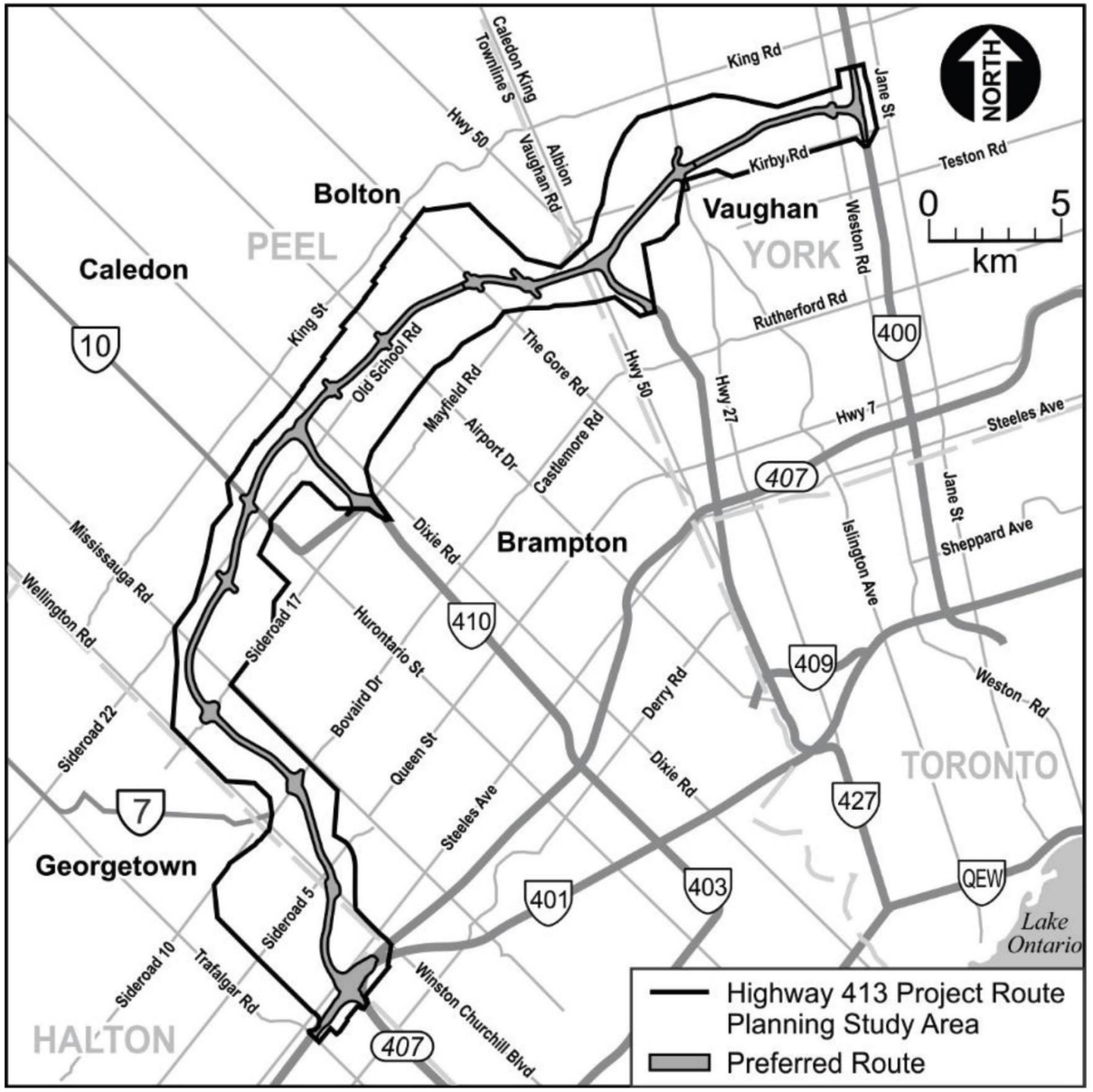
Project Overview

The proposed transportation corridor will feature a 52-kilometre (km) 400-series highway and lands protected for a future transitway. The Highway 413 Project also includes:

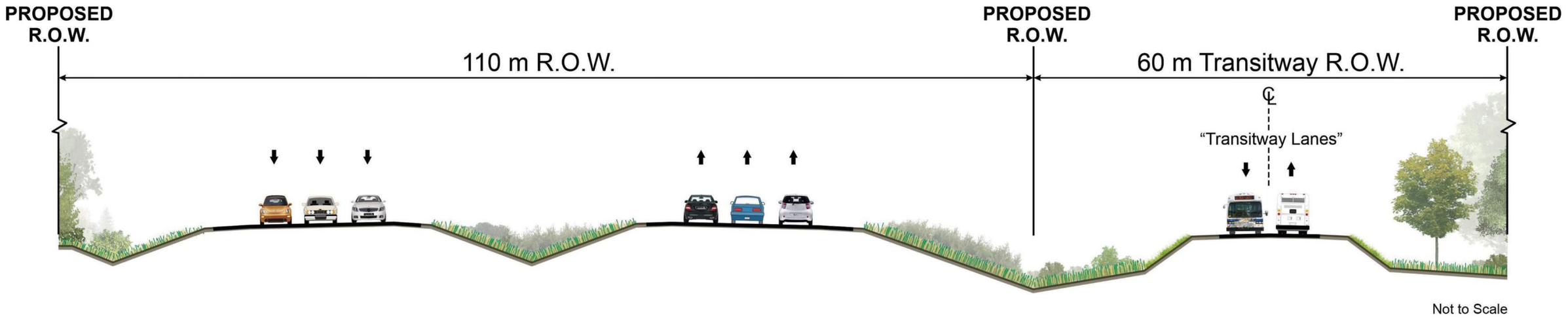
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

Highway 413 will have:

- 11 interchanges at municipal roads
- goods movement priority features
- bridge infrastructure (including road, railway and watercourse crossings)
- stormwater management infrastructure
- static overhead and roadside signage, roadside safety and highway illumination infrastructure
- Advanced Traffic Management Systems
- maintenance yards and commercial vehicle inspection facilities
- carpool lots, where deemed appropriate



Typical Cross-Section



The corridor will initially be designed as a 6-lane highway with a posted speed limit of 110 km/hr, with the potential for expansion to 10 lanes.

The proposed right-of-way (R.O.W.) will be 170 m (110 m for the highway and 60 m for the transitway).

Lands will also be protected for a separate, adjacent transit corridor.

Rationale for Highway 413

15,000,000 by 2051

Greater Golden Horseshoe population growth

Effects of congestion

Importance of goods movement

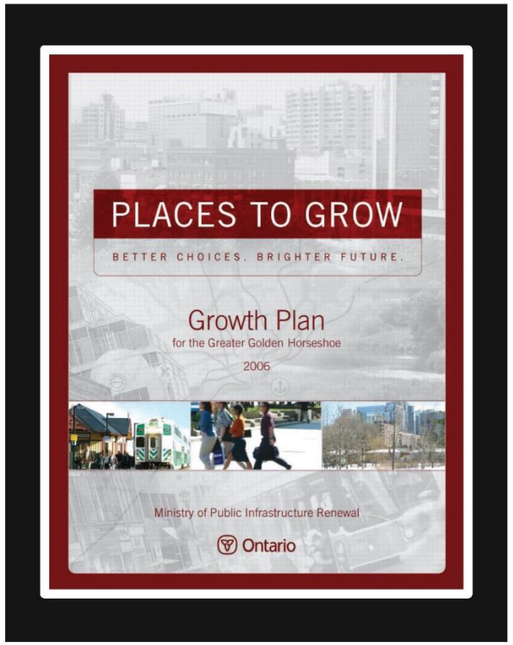
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs of goods, and creates carbon emissions.
- Highway 413 helps alleviate traffic congestion by relieving North America's most congested corridor (Highway 401).
- Highway 413 will help alleviate traffic congestion and improve goods movement in the Greater Golden Horseshoe by providing strategic linkages across the Halton, Peel, and York regions.

Your Questions and Feedback

Top inquiries we have received in the last two weeks:

- What is the status of the Highway 413 Project, and when will construction begin / Highway open?
- Why not use Highway 407 as an alternative?
- What is being done to address concerns about the Greenbelt and farmlands?
- What is the status of the Focused Analysis Area?

Provincial Environmental Assessment – Stage 1



EA Terms of Reference
(2007-2008)

EA Stage 1
(2008-2012)

- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

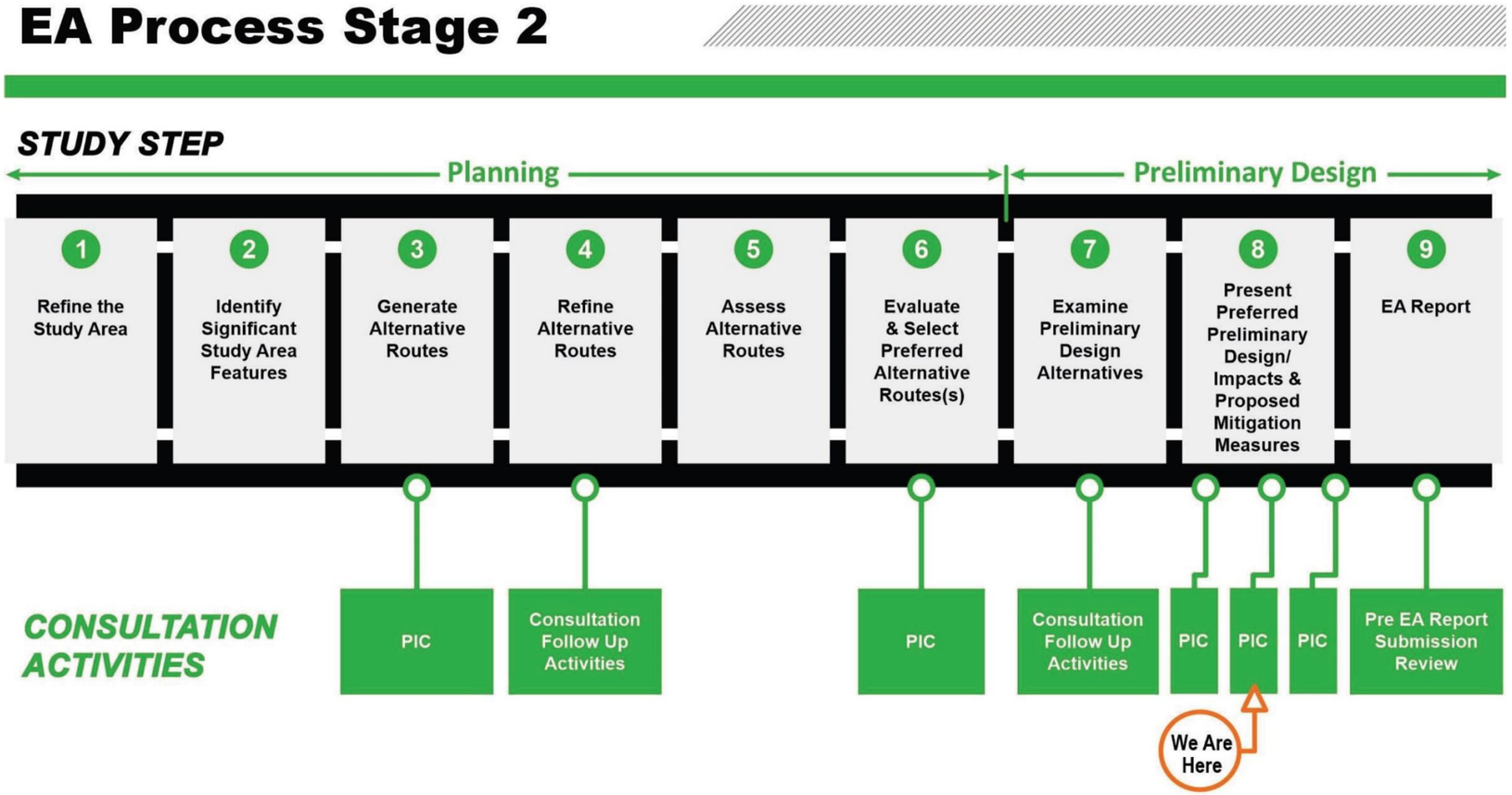
Transportation Development Strategy
(2012)

- Strategy was informed by Stage 1 findings and data
- Took a “building block” approach to assess the alternatives needed to address projected transportation demands
- Resulted in four key recommendations:

1. Optimize existing transportation network
2. Improve non-roadway transportation
3. Widen existing highways
4. New highway/transit transportation corridor

Ontario WSP AECOM

Provincial Environmental Assessment – Stage 2



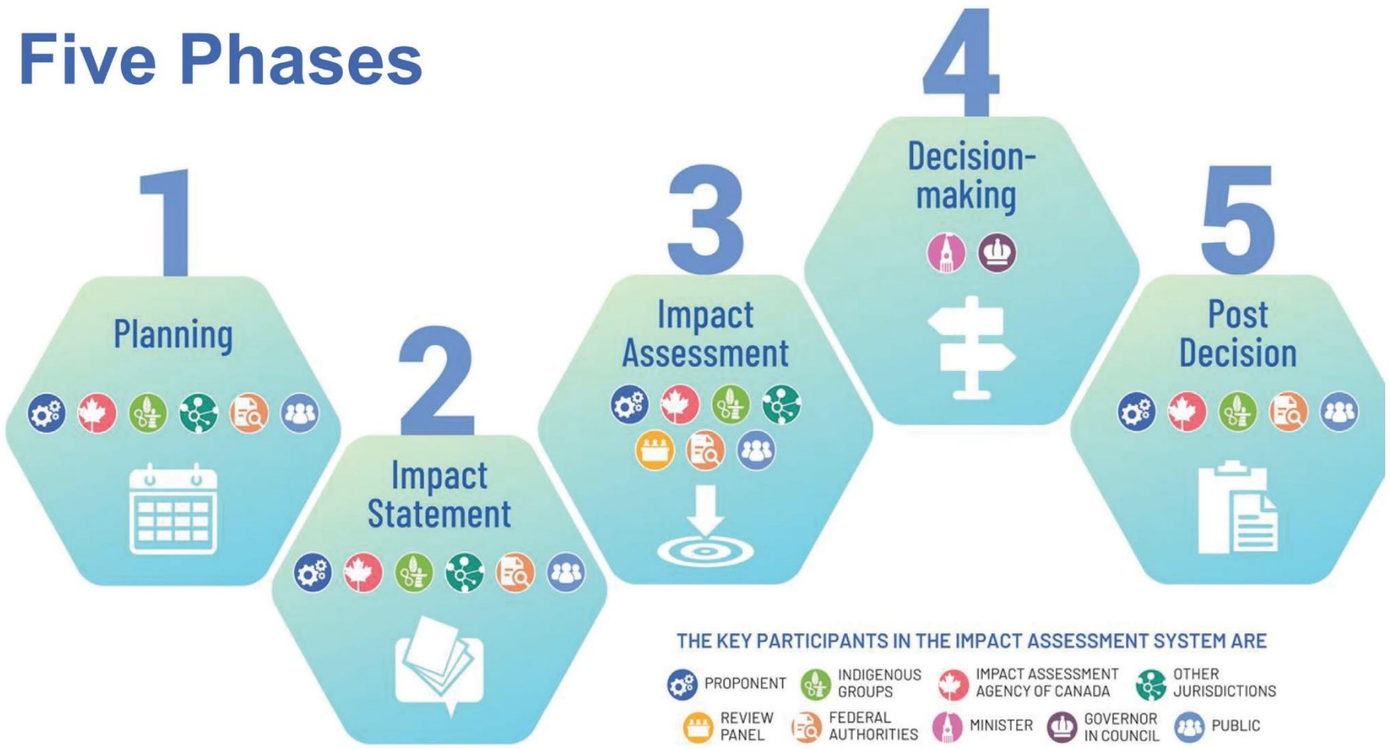
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



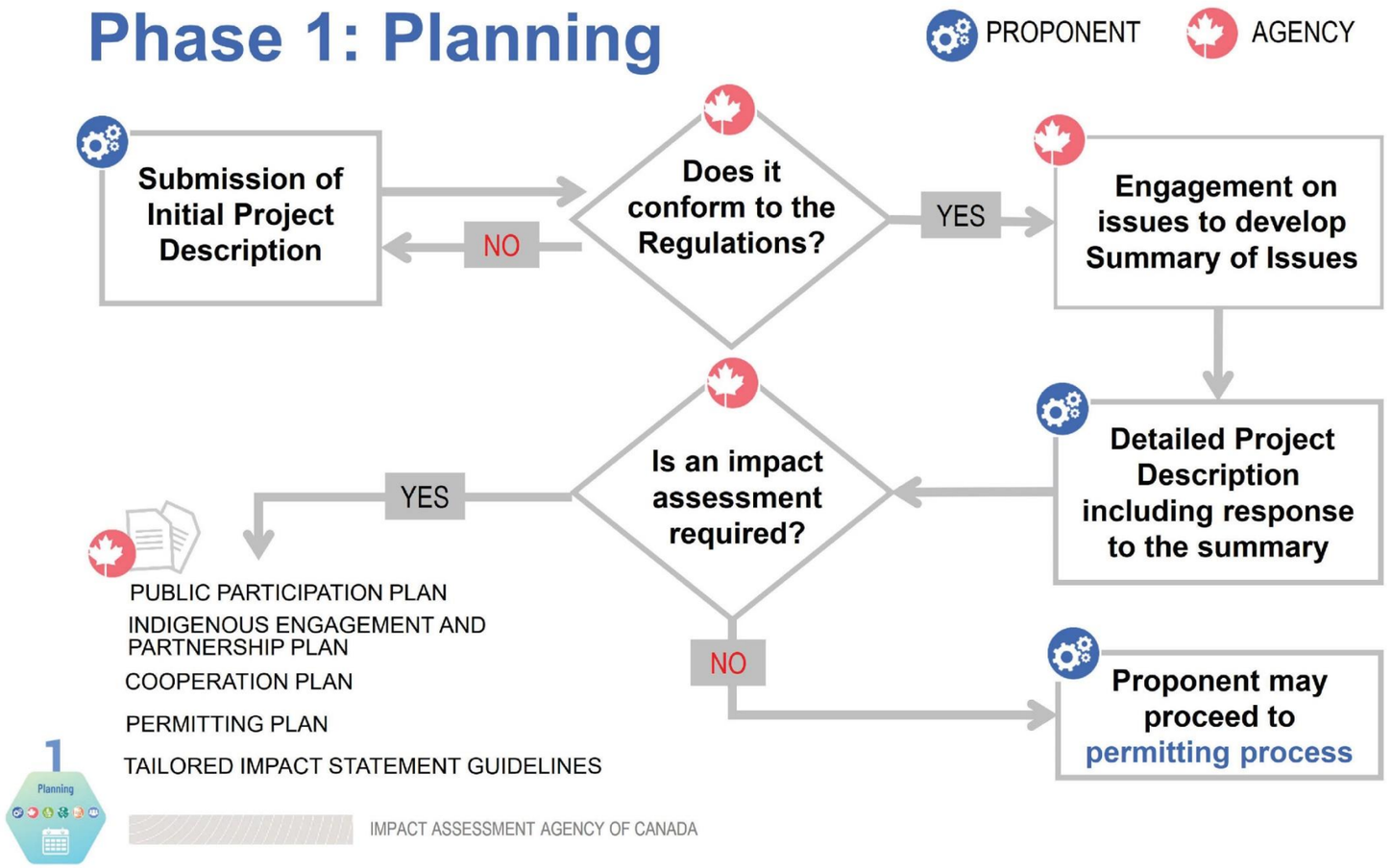
IMPACT ASSESSMENT AGENCY OF CANADA

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment Act. A Federal Impact Assessment does not replace the Provincial Environmental Assessment underway. The two assessment processes can move forward in parallel.

The Impact Assessment process is comprised of five phases and begins with the submission of an Initial Project Description (IPD), which includes:

- the consultation and engagement undertaken to date,
- the rationale for the Project,
- potential alternatives,
- existing and future conditions,
- the studies being undertaken to inform the potential changes resulting from the Project.

Federal Impact Assessment: Planning Phase



The Ministry of Transportation plans to submit the IPD by the end of 2023.

The Impact Assessment Agency of Canada will then consult with the public, Indigenous communities and other stakeholders on the IPD and prepare a summary of issues, which the ministry then responds to through a Detailed Project Description.

The Impact Assessment Agency of Canada will consult with stakeholders on the IPD in early 2024.

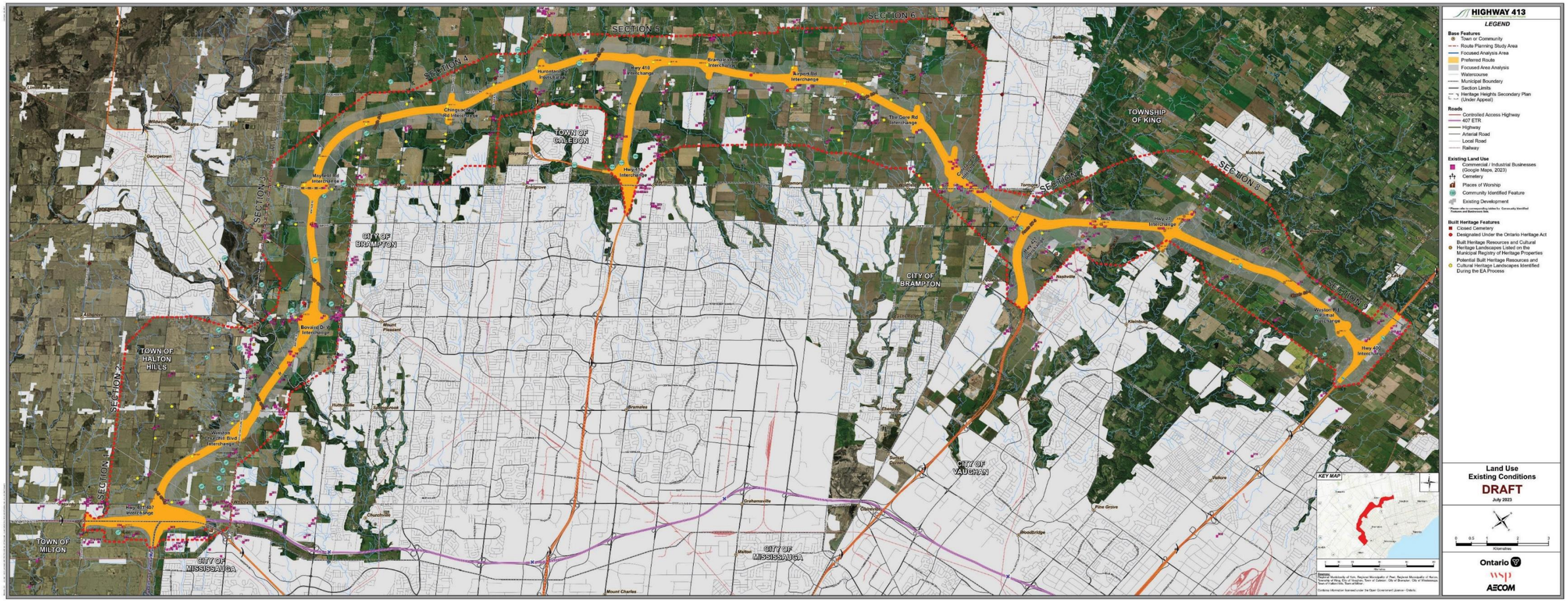
Poll Question

What percentage of land designated for Highway 413 is located within the Greenbelt?

- 0-10%
- 11-20%
- 21-40%
- 41-70%
- 71-100%

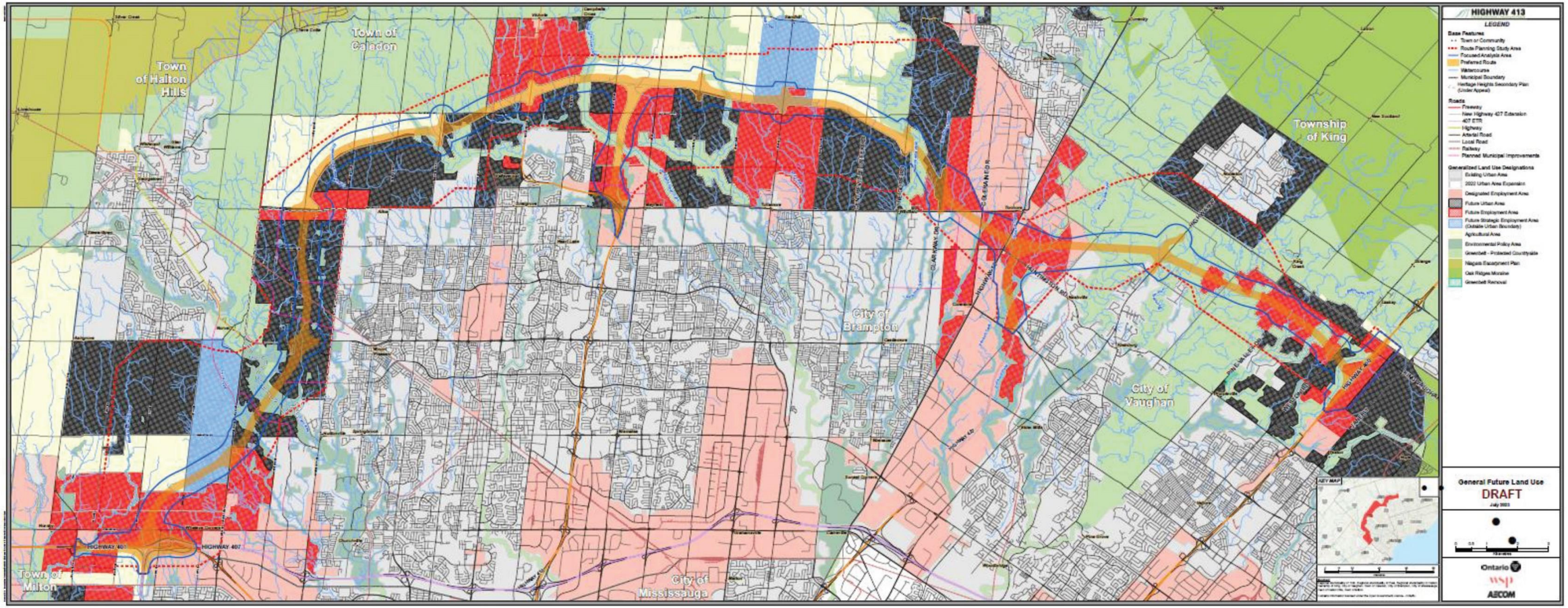
Existing Land Use

Areas with existing development are shaded in light grey and contain a wide array of land uses, including residential, commercial, industrial, and institutional lands.

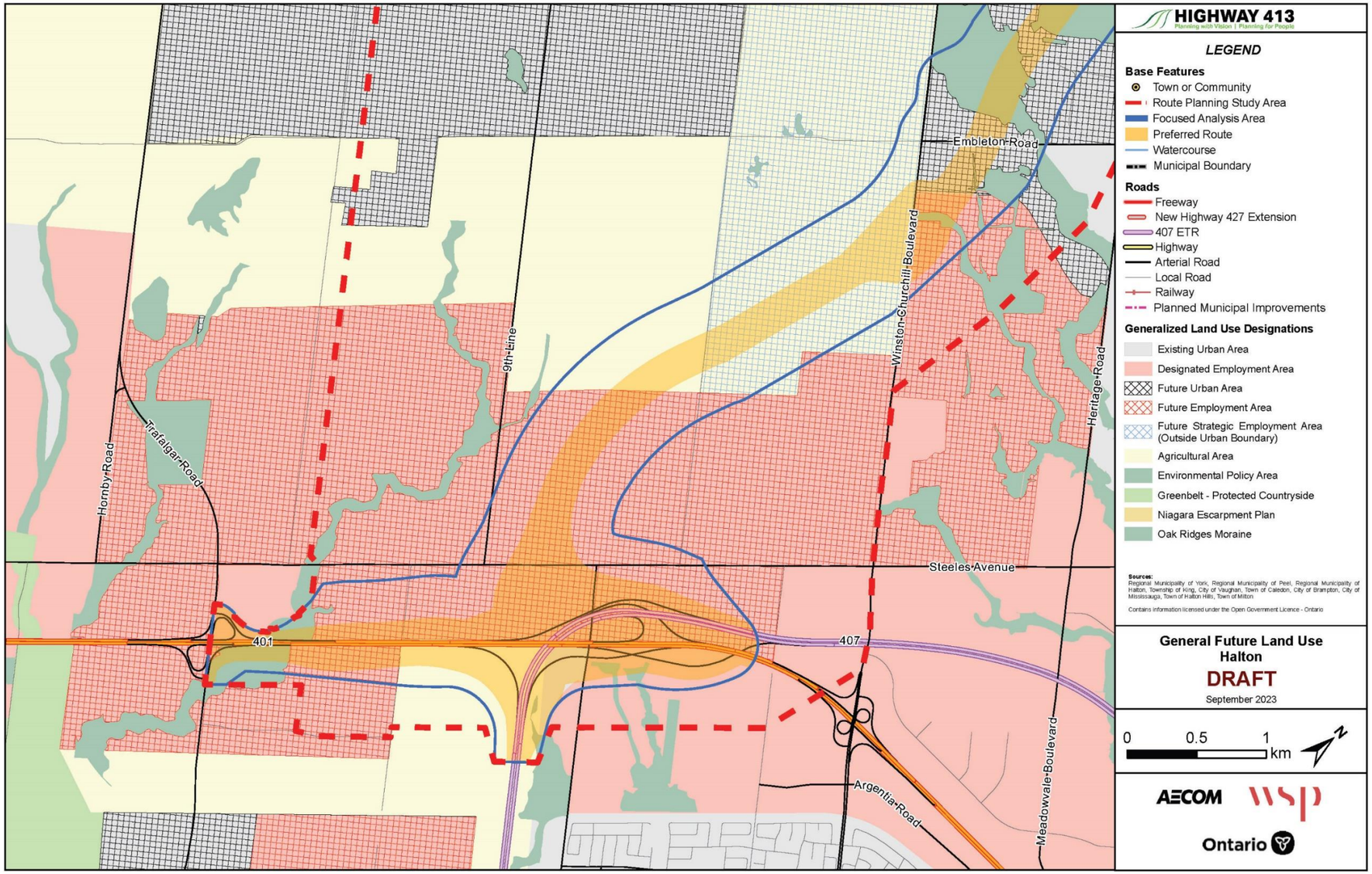


Future Land Use

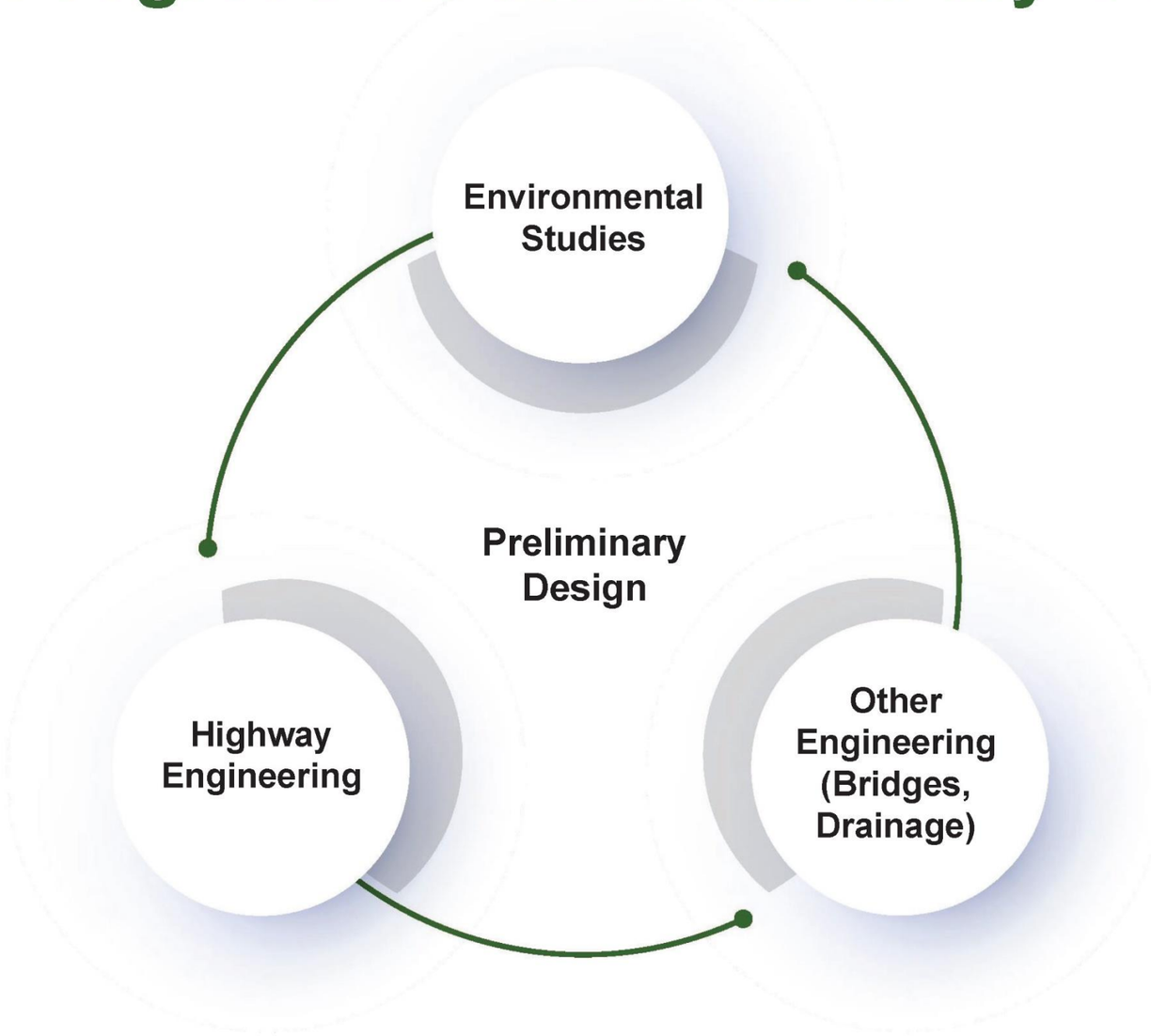
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to grow by approximately 84%, Peel Region by 57% and York Region by 72%.



Regional Future Land Use – Halton Region



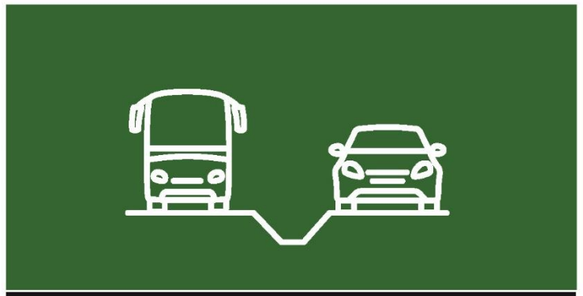
Progress on the Preliminary Design



As of Fall 2023, the project has reached 50% Preliminary Design: The highway alignment is mainly set, and most interchanges have been designed (subject to further refinements).

There is an iterative design process and ongoing communication between Technical Teams (Environmental, Structural, Highway), to adjust the horizontal and vertical alignment of the highway for design constraints (e.g. utility conflicts) and to minimize environmental impacts.

Progress on the Preliminary Design



Conceptual design of the Transitway

- The Preliminary Design includes planning for a transitway at a conceptual design level of detail to protect a parallel corridor of transitway land for future implementation.
- The transitway will be subject to a separate environmental assessment process.

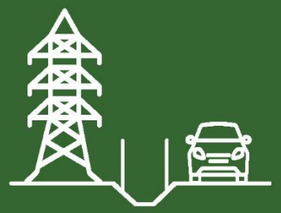
Highway Interchanges

- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal roads and highways.

Progress on the Preliminary Design

Projected Traffic Volumes

- Approximately 255,000 vehicles per day are expected to travel Highway 413 in 2041.
- Anticipated large truck volumes are projected to fall within the 20-30% range, consistent with the activity expected in a Goods Movement Corridor.



Existing or planned utilities

- Reviewing impacts and coordinating with utility companies.
- Discussions include mitigation and/or relocation planning and commitments for further consultation in future project stages.

Bridge Design

- Bridge design can help to minimize effects on the natural environment.
- Effects can be mitigated by selecting bridge type, alternative materials and construction techniques.

Bridge Design Evaluation

Bridge types and span arrangements are being evaluated based on:

1. Impact on the Natural Environment
2. Impact on Land Use / Socio-Economic Environment
3. Impact on the Cultural Environment
4. Impact on Transportation
5. Impact on Structural Sustainability
6. Constructability, Durability, Aesthetics, and Resilience to Climate Change
7. Cost

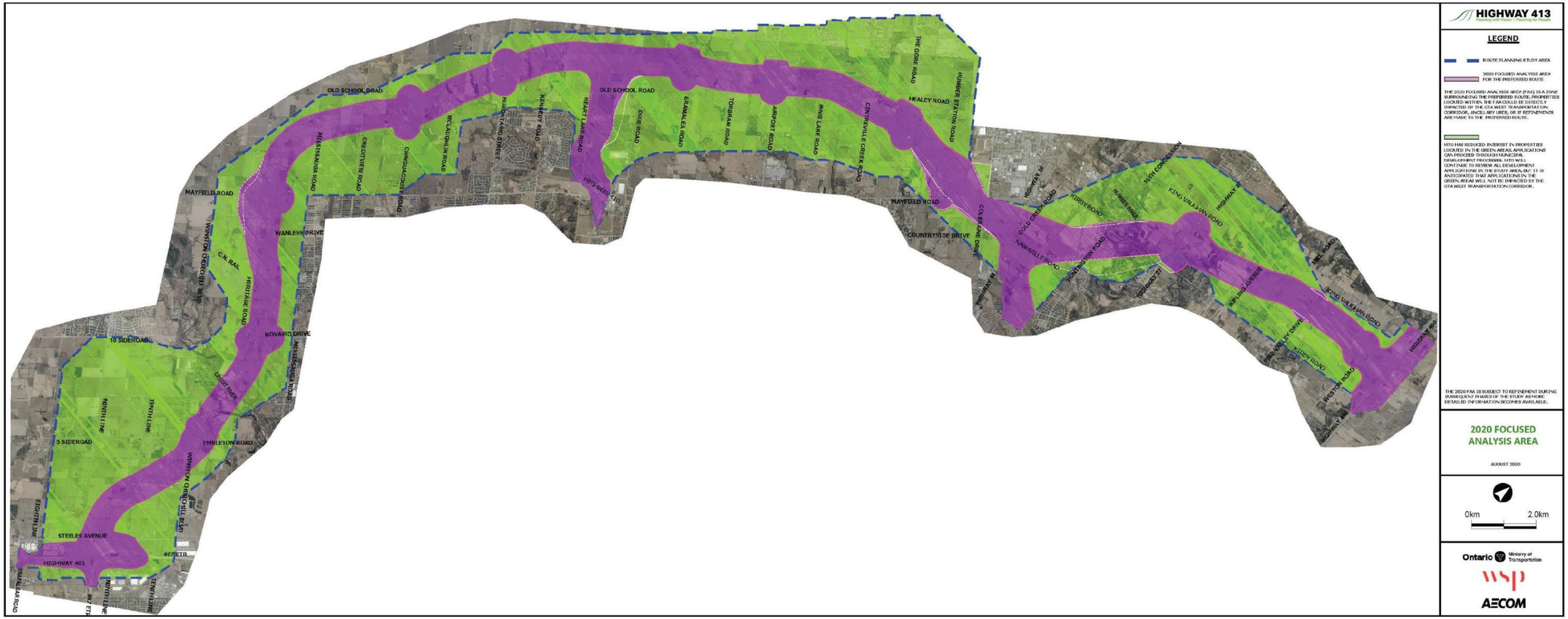
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

- Ministry of the Environment, Conservation and Parks
- Department of Fisheries and Oceans
- Credit Valley Conservation
- Toronto and Region Conservation Authority

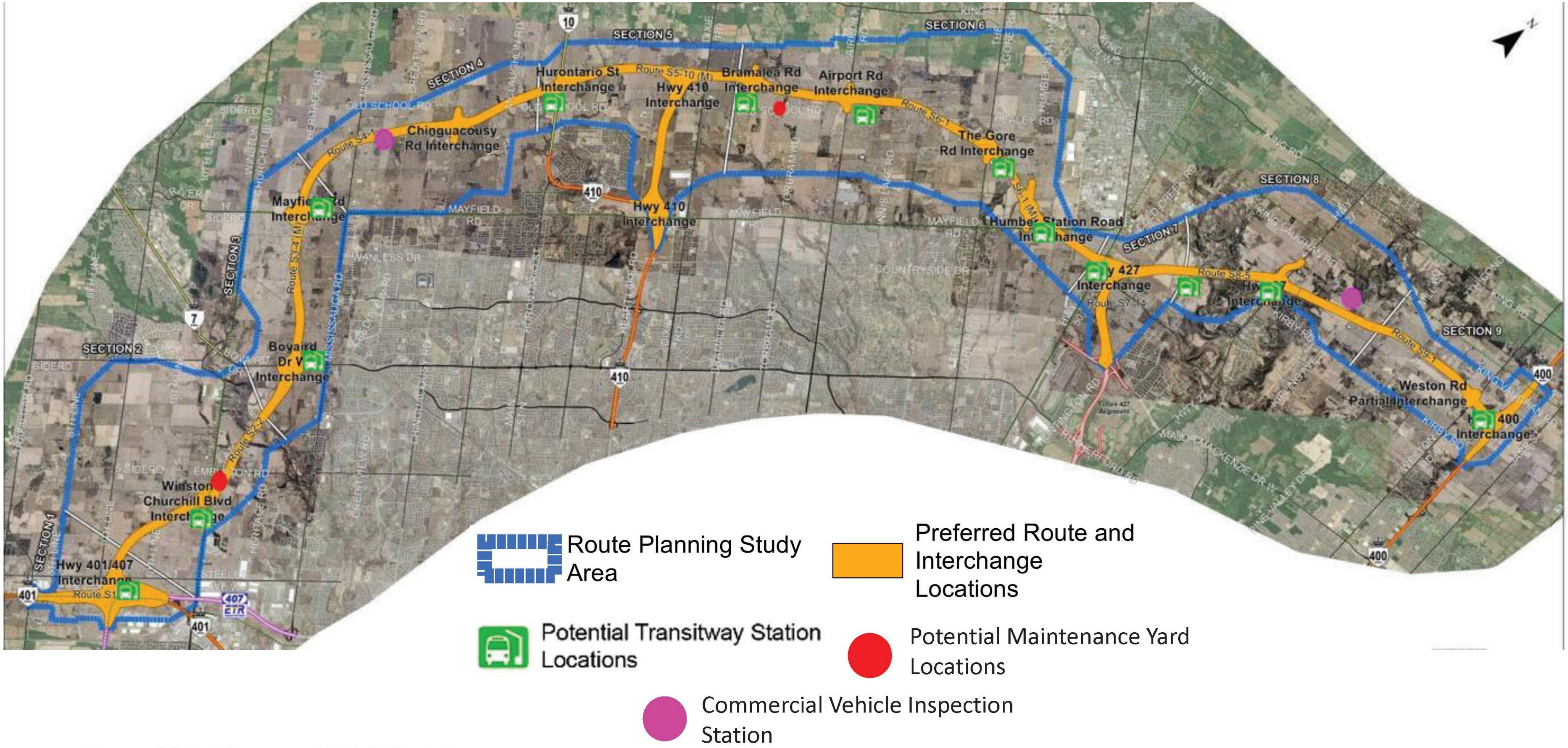
More information about bridge designs will be shared as part of a future PIC.

Development in the Focused Analysis Area

The 2020 Focused Analysis Area (shown in purple) surrounds the Preliminary Design and defines which properties continue to be within an area of interest. Development applications for properties in the green-shaded area can proceed through normal municipal processes.



Preliminary Design Update: Corridor Overview



Interactive Map

We are in the process of developing an interactive map on the Project website.

The interactive map is based on the 50% Preliminary Design and is subject to change based on the findings of the environmental assessment and impact assessment process.

Using the interactive map, you can view the proposed route and zoom in on locations near your home, work, or other places of interest. Here's a sneak preview

LIVE DEMO

Next Steps on the Preliminary Design

Engagement with municipalities and conservation authorities is continuing, and their feedback helps the Project Team to:

Coordinate plans for road and valley crossings

Minimize effects of the highway and enhance the benefits

Integrate active transportation at interchanges and crossing roads

Input from discussions with Indigenous communities, stakeholders and the public also helps refine the project's design.

Poll Question

Which part of the design is of most interest to you?

(Can choose up to 3)

- Highway Alignment
- Bridges
- Interchanges
- Engineering Materials
- Active Transportation (sidewalks / multi-use paths)
- Traffic Volumes

Design Question & Answer Period

Environment Study Updates

Fish & Fish Habitat

Terrestrial Ecosystem

Surface and Groundwater

Noise

Agriculture

Contaminated property & waste

Built heritage & cultural heritage landscapes

Archaeology

Landscape

Surface Water and Fluvial Geomorphology

Human Health

Climate Change

Species-at-Risk

Cumulative Effects

Air Quality and Greenhouse Gas (GHGs) Emissions

Navigable Waterways

Natural Environment Studies

Route Selection

Identification of key aquatic and terrestrial ecosystem features and Species at Risk habitats for avoidance and protection.

Preferred Route

Detailed environmental investigations are continuing to inform the design and federal Impact Assessment processes to avoid and minimize impacts to those identified features and habitats.

Field Investigation Program

Field Investigations:

- Collect information about existing environmental conditions such as natural and built environment, cultural heritage, archaeological, and agricultural conditions in the study area.
- Findings from fieldwork are used to determine the potential effects and develop measures to avoid and/or mitigate adverse effects.

Community Field Liaisons

Indigenous communities are interested in understanding the findings of the field studies being done for the Project. Community members participate as Community Field Liaisons (CFLs) to facilitate this understanding and ensure Indigenous communities are involved as fieldwork progresses.

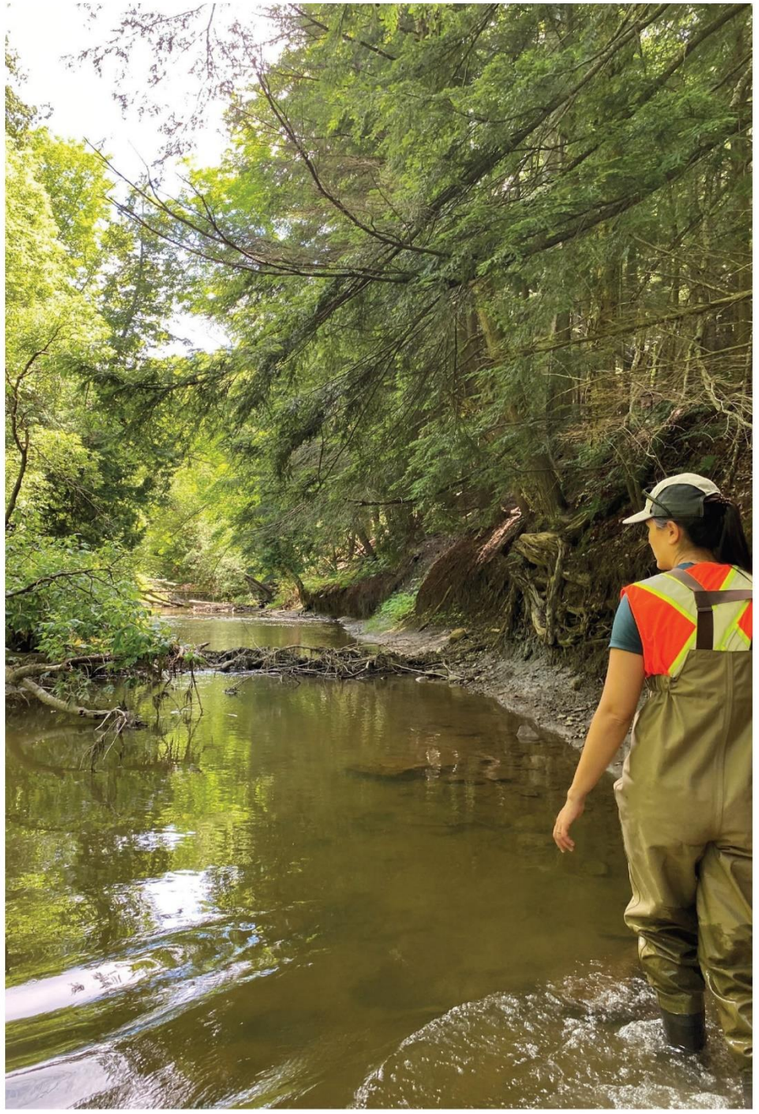
Indigenous communities can send CFLs to join the field teams carrying out environmental and archaeological fieldwork, and compensation for participation is provided.

CFLs have participated in Stage 2 archaeological investigations and field surveys for the Western Chorus Frog, Aquatic, Ecological Land Classification, Vernal Pools, Amphibian Calling, Breeding Birds, and Rapids Clubtail.

Natural Environment Studies

Investigations to support the Fish and Fish Habitat Study and the Terrestrial Ecosystems Study have included surveys of:

- fish communities and habitats
- wetlands
- vegetation communities and plant species
- amphibians
- breeding birds
- wildlife and wildlife habitat
- species at risk



Natural Environment: Fish and Fish Habitat

Four watersheds were identified in the Study Area: **16 Mile Creek, Credit River, Etobicoke Creek and the Humber River**.

Fish habitat assessments and community sampling were conducted for 97 watercourses during field investigations**.**

Of these, **42 were assessed as direct or seasonal fish habitats** and **54 as indirect habitats**. The Project Team is using this information to design culverts & bridges.

Spawning activity by Chinook Salmon was observed in the Credit River in the Fall of 2020. Background information indicated potential for Brown Trout, Brook Trout, and Rainbow Trout in the general area, but these species have not been recorded.

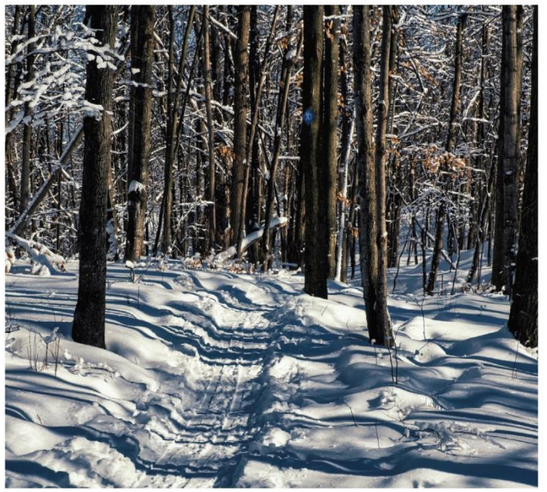
Natural Environment: Terrestrial Ecosystems

The Study Area measures 2,930 hectares. 440 hectares (15% of the Study Area) is comprised of vegetation communities including:

- wetlands
- forests/woodlands
- meadows
- valleylands

The remainder of the Study Area comprises agricultural fields, residential and commercial properties, and roads.

Information about existing conditions is used to develop options for appropriate mitigations.



Natural Environment: Findings

Approximately 805 species were identified in the Study Area, including:

24 Fish

9 Amphibians

118 Birds

602 Plants

Other species recorded during field investigations included mammals, reptiles, molluscs, crustaceans, and insects.

Natural Environment: Protecting Species-at-Risk

Critical Habitats for five species protected under the federal *Species at Risk Act* (SARA) have been identified for the Study Area.

Critical Habitat is a “habitat that is necessary for the survival or recovery of a listed species” (*Species at Risk Act, Section 2*). Critical Habitat provides the basis for the species’ Recovery Strategy or Action Plan and the Project Mitigation Plans.

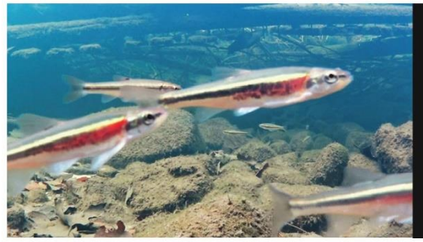
The presence of these five species were observed or recorded in field studies undertaken to date:

Western Chorus Frog

SARA Status: Threatened

Red-headed Woodpecker

SARA Status: Endangered (also protected under provincial legislation)



Redside Dace

SARA Status: Endangered (also protected under provincial legislation)

Rapids Clubtail

SARA Status: Endangered (also protected under provincial legislation)

Bank Swallow

SARA Status: Threatened (also protected under provincial legislation)

Natural Environment: Protecting Species-at-Risk

Other Species at Risk and Species of Conservation Concern (SOCC) with federal and/or provincial status were recorded in 2020 - 2022:

- Black Ash
- Butternut
- Barn Swallow
- Bobolink
- Chimney Swift
- Eastern Meadowlark
- Olive-sided Flycatcher
- Wood Thrush

Where direct impacts cannot be avoided, species-specific mitigation measures and newly created or enhanced habitats will be designed and implemented.

Natural Environment: Next Steps

Design refinements and proposed mitigation will focus on protecting or maintaining natural heritage features, including Species-at-Risk and their habitat. Examples include:

Minimizing construction footprints

Mitigation plans

Bridge design at watercourses

Stormwater management plan

Greenhouse Gas (GHG) Emissions

In addition to a planned Air Quality Impact Assessment, a GHG assessment is being completed. This will include an estimate of the net GHG emissions that may result from the Project during construction and operation.

Emissions are measured in CO_2e: carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O).

Net GHGs will be calculated using the federal Strategic Assessment of Climate Change Guidelines, which includes emissions generated from:

- Construction equipment
- Land clearing
- Operations (including vehicles using the highway, maintenance vehicles, electricity purchases for lighting, etc.)

Mitigation options will also be developed, including construction best practices and monitoring.

Greenhouse Gas (GHG) Emissions

Analysis of yearly emissions estimates indicated that with Highway 413 there will be a:

- 1.5% increase in annual vehicle kilometres travelled
- 0.3% increase in CO_2e emissions due to a shift in traffic to the highway where vehicles have better fuel economy due to higher, more consistent driving speeds.

It is expected that the use of electric vehicles will increase throughout the corridor's operation, reducing the contribution of ridership-derived greenhouse gas emissions and potential effects on climate change.

Noise

The Ministry of Transportation investigates and evaluates potential noise effects for noise-sensitive areas, such as:

- A backyard of a residence at a height of 1.5 metres and 3 metres from the back of the home
- An outdoor communal living area of an apartment or condo building
- An outdoor communal area of a hospital or nursing home.

According to ministry guidelines, any new highways or highway improvements that increase noise levels by more than 5 decibels above the future ambient noise level or exceed 65 dBA require mitigation, where feasible.

In addition to provincial guidelines, studies also consider federal guidance, with a focus on noise impacts as they relate to health effects.

Noise and Vibration

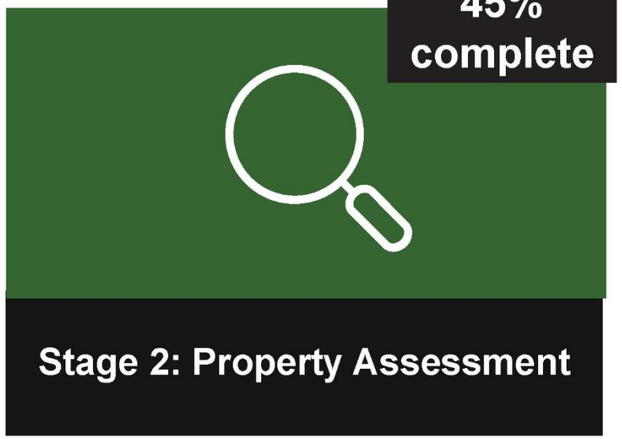
The construction noise and vibration assessment is currently underway.

The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

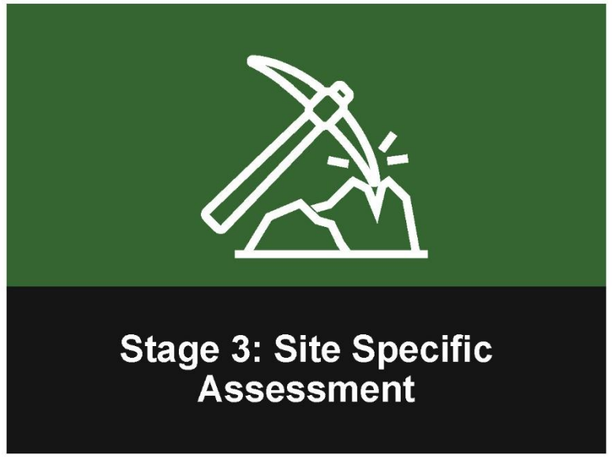
Findings and recommended mitigations (such as muffling devices on construction vehicles, ambient monitoring of noise levels during construction and noise barriers) will be included in the Environmental Assessment Report.

Archaeology

Stage 1: Background Study and Property Inspection



Stage 2: Property Assessment



Stage 3: Site Specific Assessment

Stage 4: Mitigation of Development Impacts

- In Stage 2, over 100 properties have been evaluated, with around 45 showcasing cultural significance elements earmarked for further analysis.
- Following Stage 2, a report mandated by the Ontario Heritage Act must be presented to the Ministry of Citizenship and Multiculturalism, detailing findings and proposing mitigation strategies; a generalized version will later be publicly accessible.
- If resources with substantial cultural heritage value are unearthed, a detailed Stage 3 and 4 assessments may be required to delve deeper into the findings.

Socio-Economic and Human Health

Studies are underway to determine potential social, economic, and health effects within the municipalities the highway crosses.

Collect Information

Desktop Research

Interviews with municipal staff and community service providers

Develop Baseline Conditions

- Description of the population dynamics, including gender-based statistics
- Economic activities associated with the Study Area
- Labour and industry statistics
- Services and infrastructure in the Study Area:
  - Emergency services
  - Social supports
  - Business development supports
  - Public transportation
  - Recreational facilities
- Land use plans

Next Steps

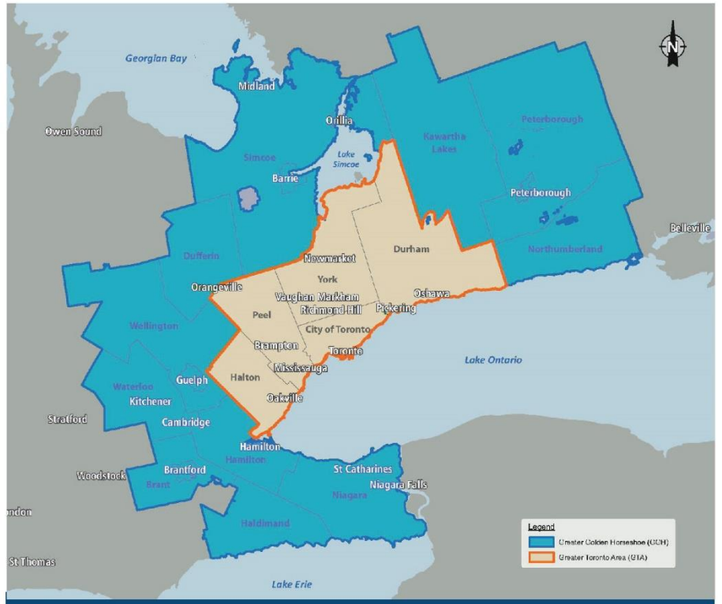
- Obtain feedback on the baseline conditions through the public review of the Initial Project Description
- Develop effects assessment – How will this project impact the factors outlined in the baseline?
- Seek input and feedback on the effects assessment from Indigenous communities, stakeholders and the public

Socio-Economic

The population of the Greater Golden Horseshoe is expected to be nearly 15 million people by 2051.

This population and housing growth causes extended urbanization of rural landscapes. It requires an increase in the development of enabling infrastructure, like roads, water, wastewater, recreation facilities, and health and social services.

The Highway 413 Project is also expected to lead to greater economic vitality in the region, facilitating better movement of goods and people, improving connectivity and enabling growth in various economic sectors.



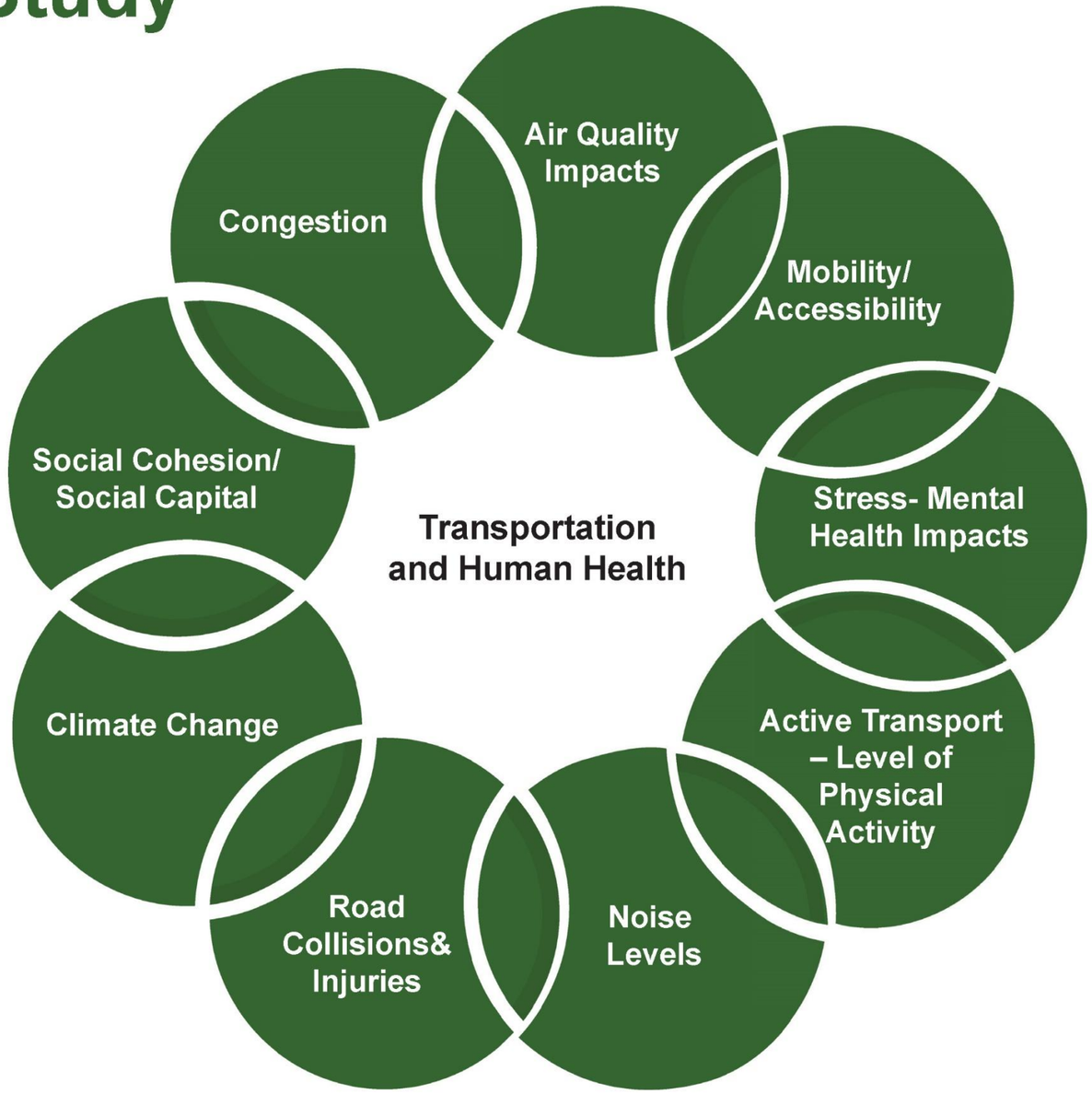
15,000,000 by 2051

Human Health Implications Study

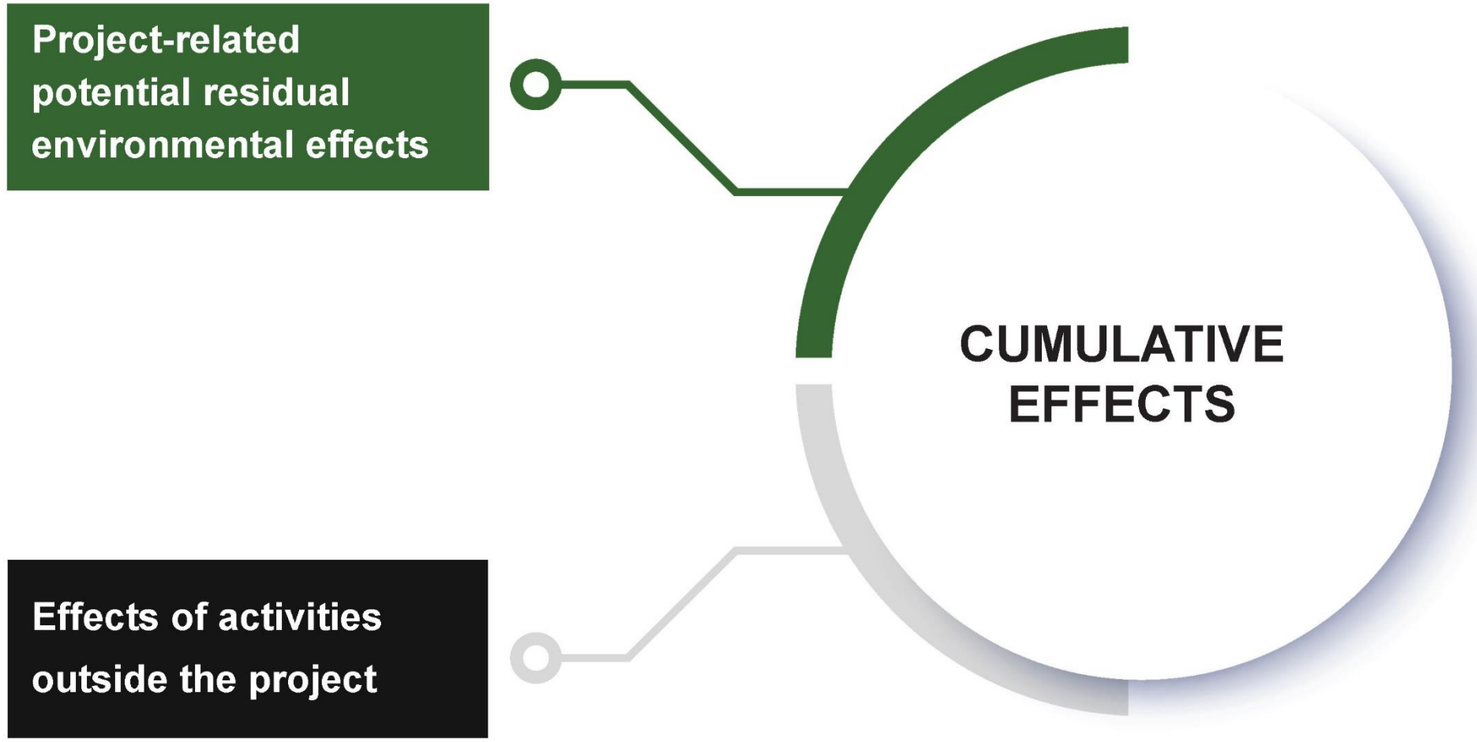
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

A Human Health Implications Scoping Report provides a baseline health profile of the study area and identifies potential health impacts at a high level. This report will be included in the Initial Project Description.

The next step will be the Assessment Phase, which considers the potential broader health impacts identified in the scoping phase and includes a human health risk assessment of air quality impacts.



Cumulative Effects



A Cumulative Effects Assessment considers a project's potential residual environmental effects while also considering the impacts of activities outside the project, occurring locally and extending beyond the project's location.

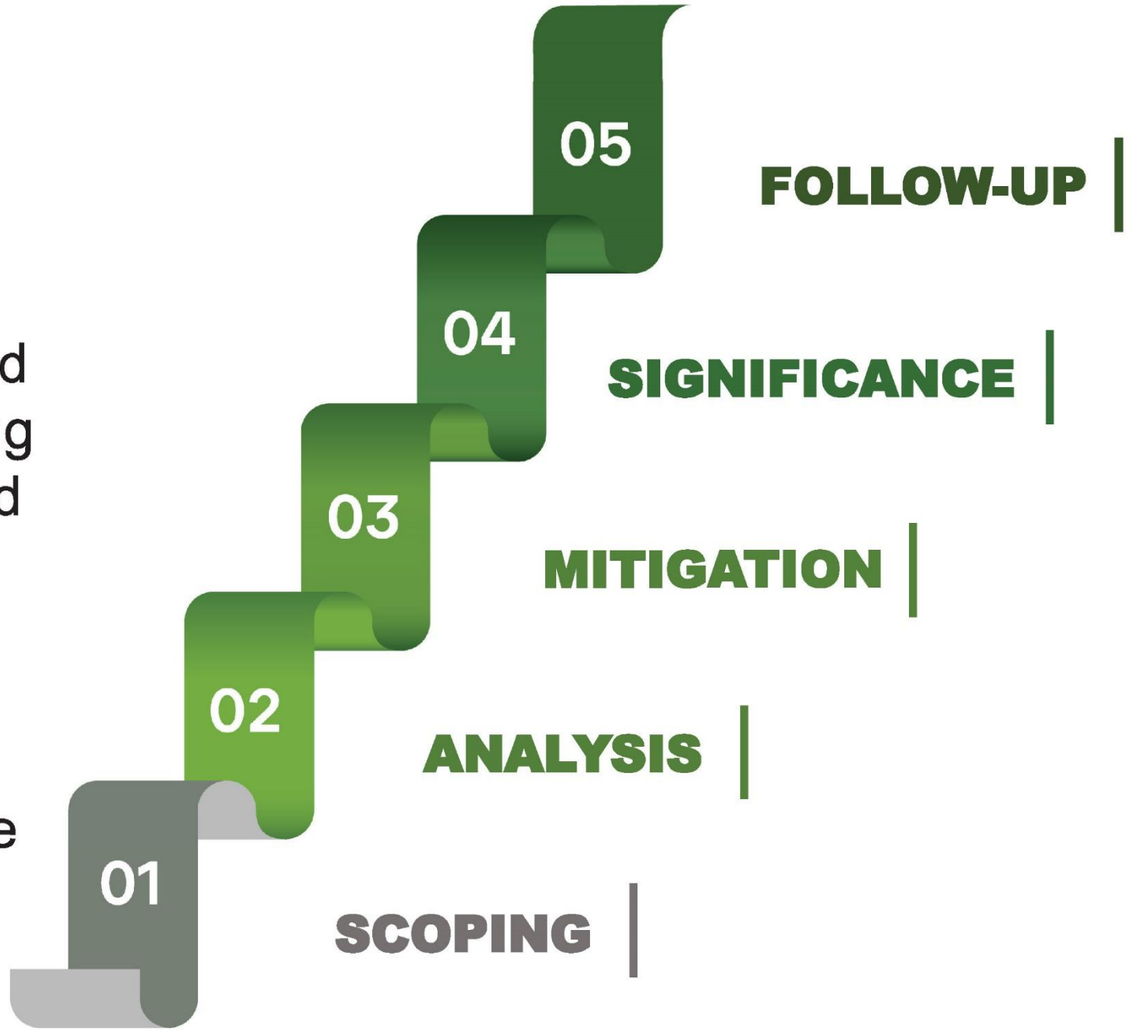
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

Cumulative Effects

Cumulative Effects will be assessed through a five-step process.

First, a draft Cumulative Effects Assessment Framework for the project was developed based on a review of background information, including federal and provincial guidance documents, and completed Cumulative Effects Assessments. This framework serves as a work plan for the assessment.

Information regarding Cumulative Effects will be available following the PICs on the Project website. Look for information to provide your input.



Navigable Waterways

MTO is required to follow the Canadian Navigable Waters Act (CNWA).

As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational purposes, or as a means of transport or travel for Indigenous peoples of Canada exercising rights recognized and affirmed by section 35 of the Constitution Act, 1982, and*

- *there is public access by land or by water;*
- *there is no such public access, but there are two or more riparian owners or*
- *the only riparian owner is either the Federal Government or a Provincial Government."*

A preliminary screening process was completed to identify navigable waterways within the Study Area.

- 23 streams or rivers are considered to be *potentially* navigable.

Navigable Waterways- Provide your input

The Project Team needs public input to confirm our preliminary screening of navigable waterways within the Study Area.

The information you provide will be used to confirm the number of navigable waterways and develop plans to mitigate any effects the Project may have on navigation during construction or operation.

Information regarding Navigable Waterways will be available following the PICs on the Project website and look for news to provide your input.

Poll Question

Tonight's third poll is regarding the Environment. Tell us which of the following topics are of most interest to you and that you would like to know more about:

(Can choose up to 3)

- Natural Environment
- Cumulative Effects
- Social Economic Issues
- Noise and Vibrations
- Greenhouse Gas Emissions & Climate Change
- Human Health
- Air Quality

Question & Answer Period

Next Steps

- The presentation material will be uploaded to the website following the PICs for a 30-day comment period.
- The IAAC will be consulting on the IPD in early 2024. The IAAC will notify stakeholders when the IPD is available.
- Project Website Updates – Coming Soon
  - Cumulative Effects - review the draft Cumulative Effects Assessment Framework and provide comments.
  - Navigable Waterways – Opportunity to provide input to confirm past, present or potential future uses of waterways within the study area.
  - Interactive Map – 50% preliminary design as demonstrated at today's event will be uploaded following the completion of the PICs.

Thank You + Contact Info

- Email: project_team@highway413.ca
- Phone: 1-877-522-6916

  - Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation
  - Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record
  - You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information
  - For all media inquiries, please get in touch with mto.media@ontario.ca.

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

Public Information Centre #4 – Peel Region

October 5

6:00-8:00pm

We will begin shortly. This is a webinar platform, which allows you to see and hear the presenters. Within the Zoom platform, there is an option to submit questions to the Project Team which will be addressed at set points during the meeting or afterwards in follow-up communications.

Land Acknowledgement

Although there are people from across Ontario on this call, we would like to acknowledge that MTO's Central Region and specifically the Highway 413 Project is geographically located within an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial.

Due to the virtual nature of this presentation MTO encourages all attendees to learn about the Treaty and traditional territory in which their home and work location are situated.

Purpose of the PIC

- Brief overview of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project (the Project)
- Provide an update on:
  - the Preliminary Design for the Highway and conceptual design for the Transitway
  - the provincial Environmental Assessment, ongoing environmental studies, investigations and recent fieldwork
  - the federal Impact Assessment process and Initial Project Description
- Address questions and receive feedback

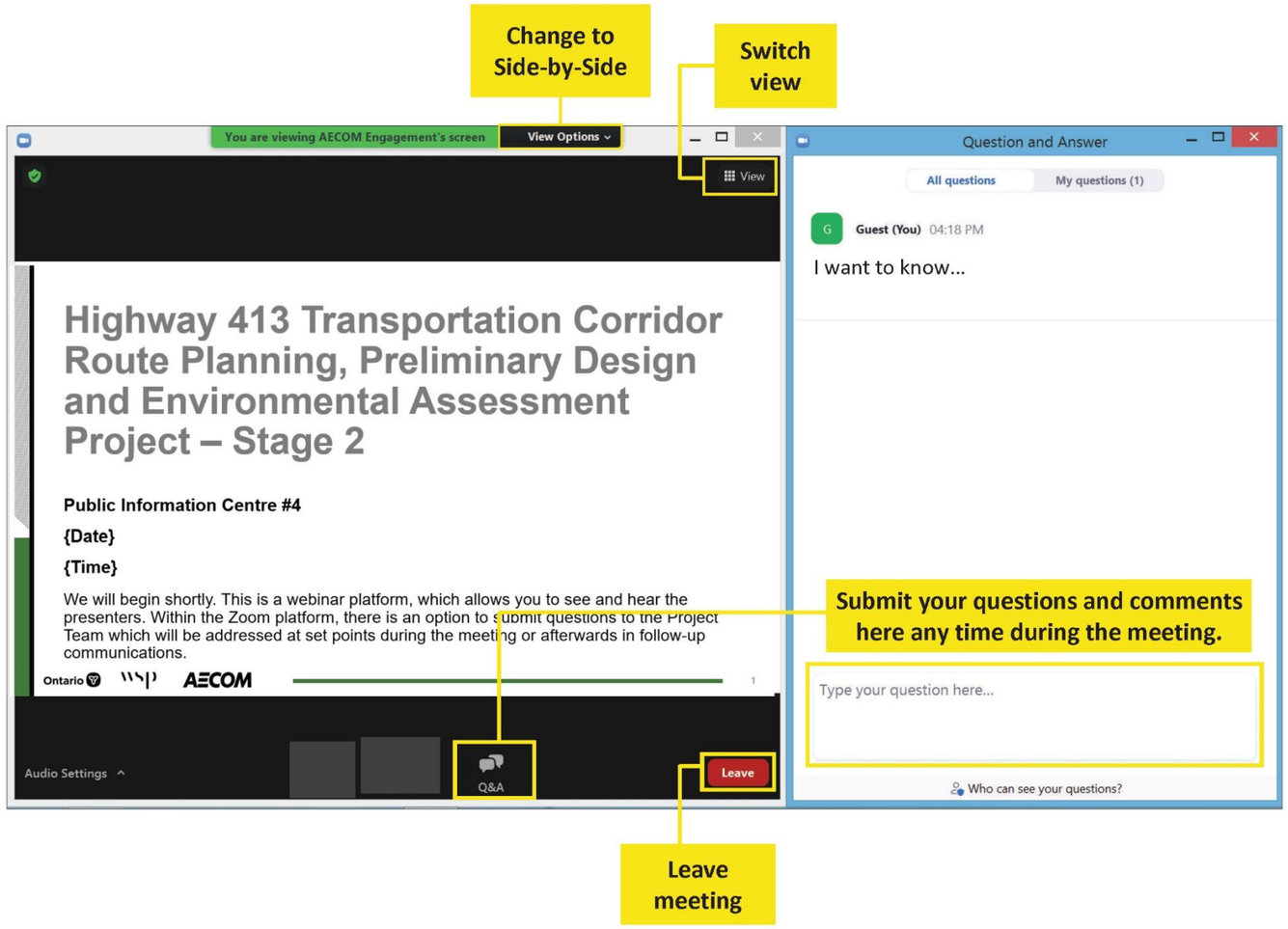
Virtual Meeting Details

You can control the features you see (video, speaker view or, full screen view, etc.).

To ask a question or provide a comment, please use the Q & A box.

This event is being recorded.

All questions submitted in the Q&A box that pertain to the EA or the Project will be documented and responded to during the meeting or in follow-up communications.



Presenter Introductions-

Curtis Beyer, MTO
Project Manager

Jonathan McGarry, MTO
Project Manager

Robert Vandenberg, MTO
Project Manager

Ivana Cekic, MTO
Project Manager

Jay Goldberg, WSP
Project Manager

Catherine Gentile, WSP
Environmental Lead & Deputy Project Manager

Gary Epp, AECOM
Natural Environment Lead

Chad B. John-Baptiste, WSP
Director, Planning - Ontario

Mark Gimpoli, WSP
Deputy Project Manager - Engineering

Marvin Stemeroff, AECOM
Principal Economist & Social Strategies Lead

Slavi Grozev, RWDI
Senior Engineer- Noise and Vibration

Rebecca Gray, AECOM
Project Archaeologist – Cultural Resources

Faiza Waheed, Intrinsik
Health Impact Assessment Lead | Environmental Health Scientist

Tara Bailey, RWDI
Senior Engineer – Air Quality

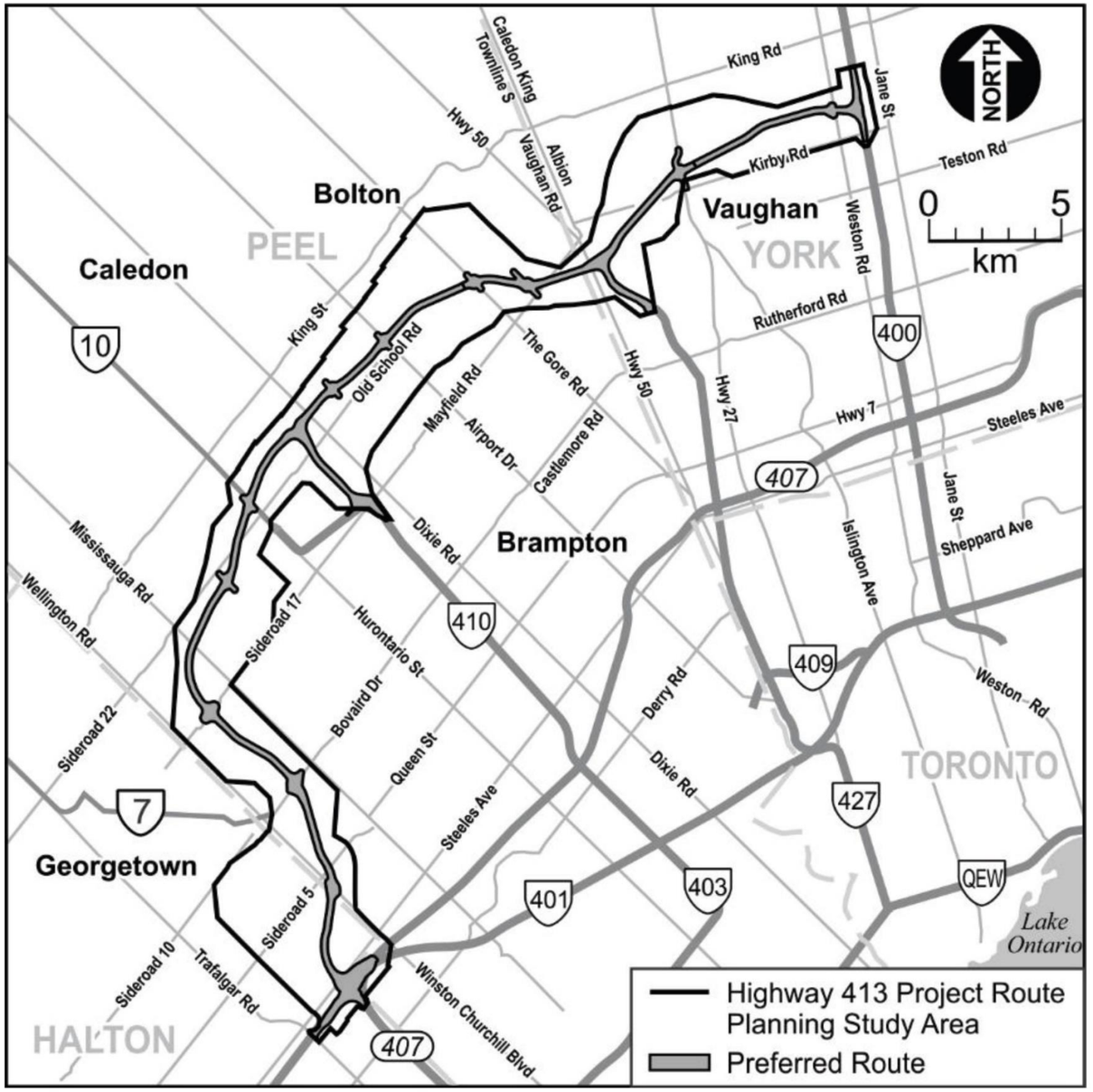
Project Overview

The proposed transportation corridor will feature a 52-kilometre (km) 400-series highway and lands protected for a future transitway. The Highway 413 Project also includes:

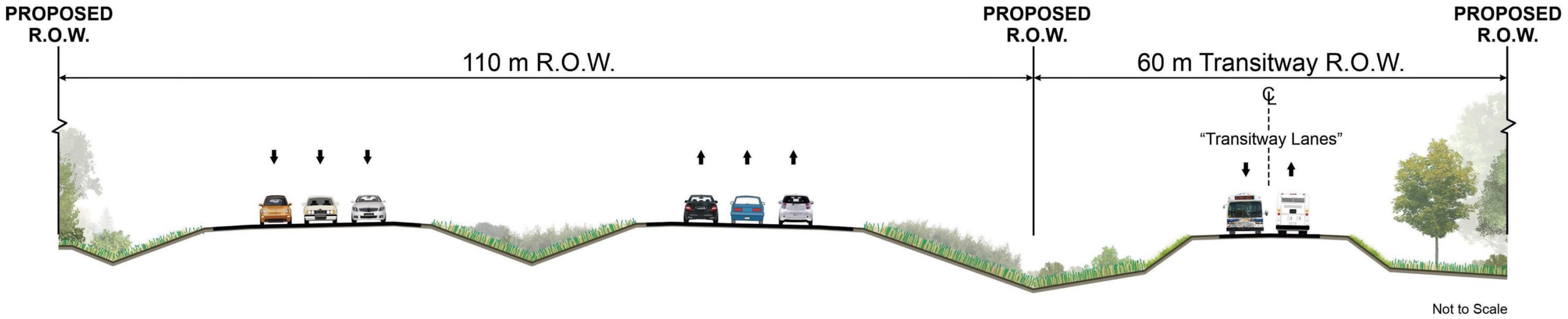
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

Highway 413 will have:

- 11 interchanges at municipal roads
- goods movement priority features
- bridge infrastructure (including road, railway and watercourse crossings)
- stormwater management infrastructure
- static overhead and roadside signage, roadside safety and highway illumination infrastructure
- Advanced Traffic Management Systems
- maintenance yards and commercial vehicle inspection facilities
- carpool lots, where deemed appropriate



Typical Cross-Section



The corridor will initially be designed as a 6-lane highway with a posted speed limit of 110 km/hr, with the potential for expansion to 10 lanes.

The proposed right-of-way (R.O.W.) will be 170 m (110 m for the highway and 60 m for the transitway).

Lands will also be protected for a separate, adjacent transit corridor.

Rationale for Highway 413

15,000,000 by 2051

Greater Golden Horseshoe population growth

Effects of congestion

Importance of goods movement

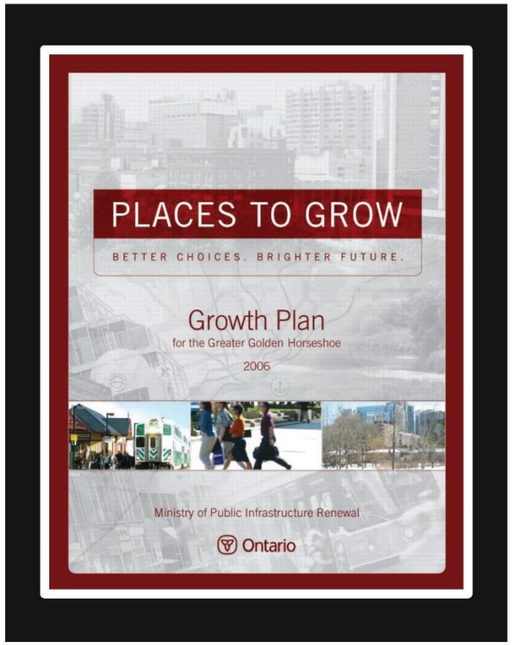
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs of goods, and creates carbon emissions.
- Highway 413 helps alleviate traffic congestion by relieving North America's most congested corridor (Highway 401).
- Highway 413 will help alleviate traffic congestion and improve goods movement in the Greater Golden Horseshoe by providing strategic linkages across the Halton, Peel, and York regions.

Your Questions and Feedback

Top inquiries we have received in the last two weeks:

- What is the status of the Highway 413 Project, and when will construction begin / Highway open?
- Why not use Highway 407 as an alternative?
- What is being done to address concerns about the Greenbelt and farmlands?
- What is the status of the Focused Analysis Area?

Provincial Environmental Assessment – Stage 1



EA Terms of Reference
(2007-2008)

EA Stage 1
(2008-2012)

- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

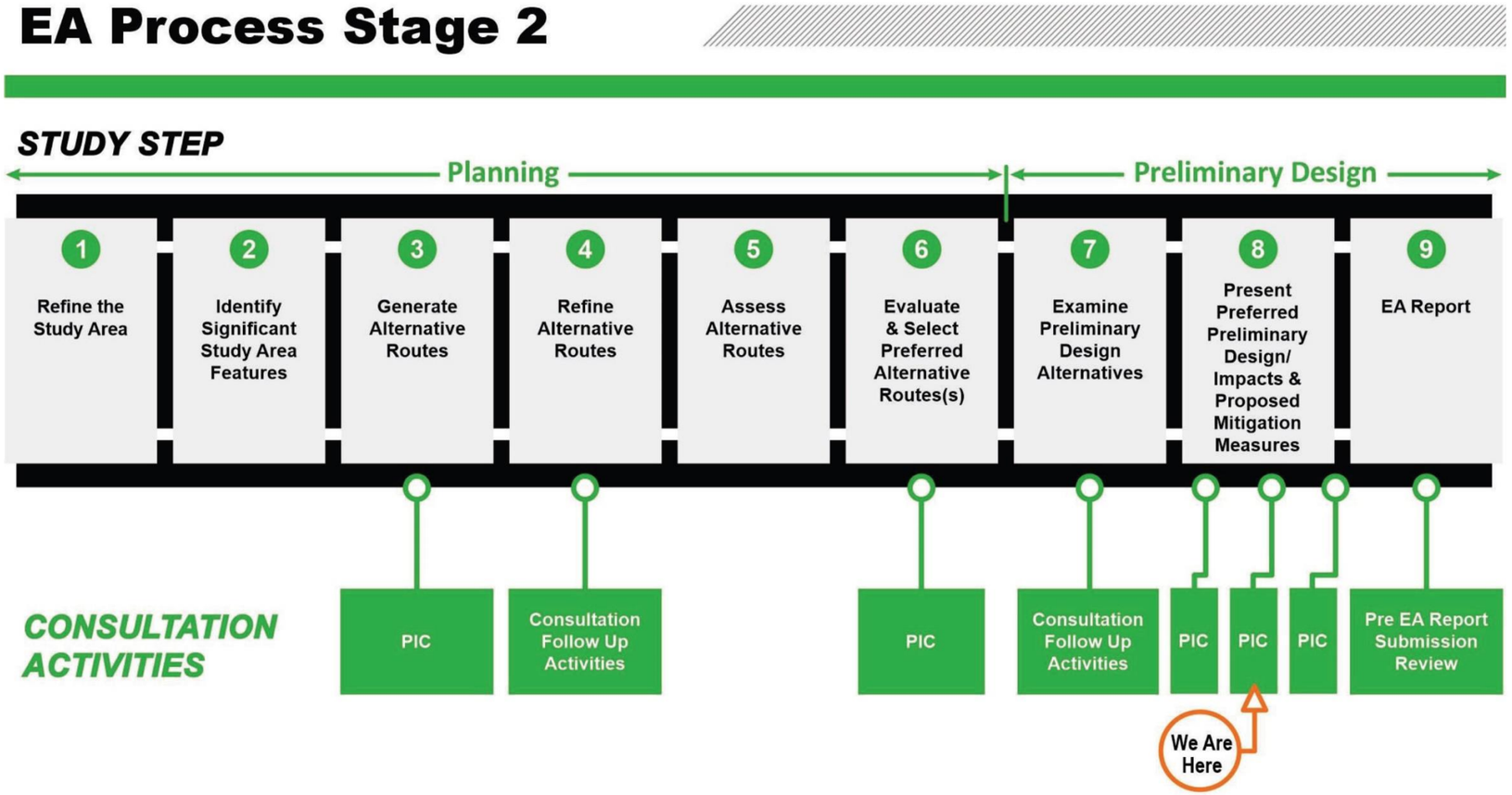
Transportation Development Strategy
(2012)

- Strategy was informed by Stage 1 findings and data
- Took a “building block” approach to assess the alternatives needed to address projected transportation demands
- Resulted in four key recommendations:

1. Optimize existing transportation network
2. Improve non-roadway transportation
3. Widen existing highways
4. New highway/transit transportation corridor

Ontario WSP AECOM

Provincial Environmental Assessment – Stage 2



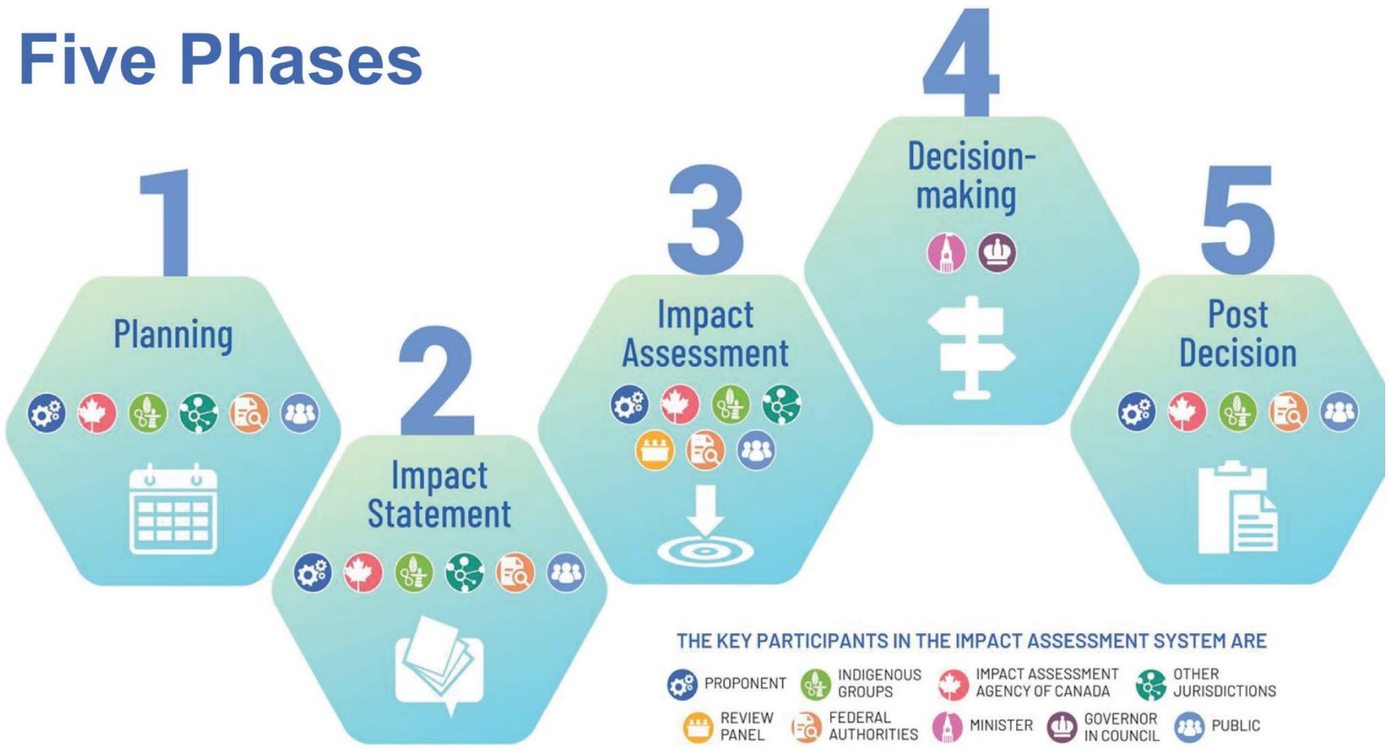
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



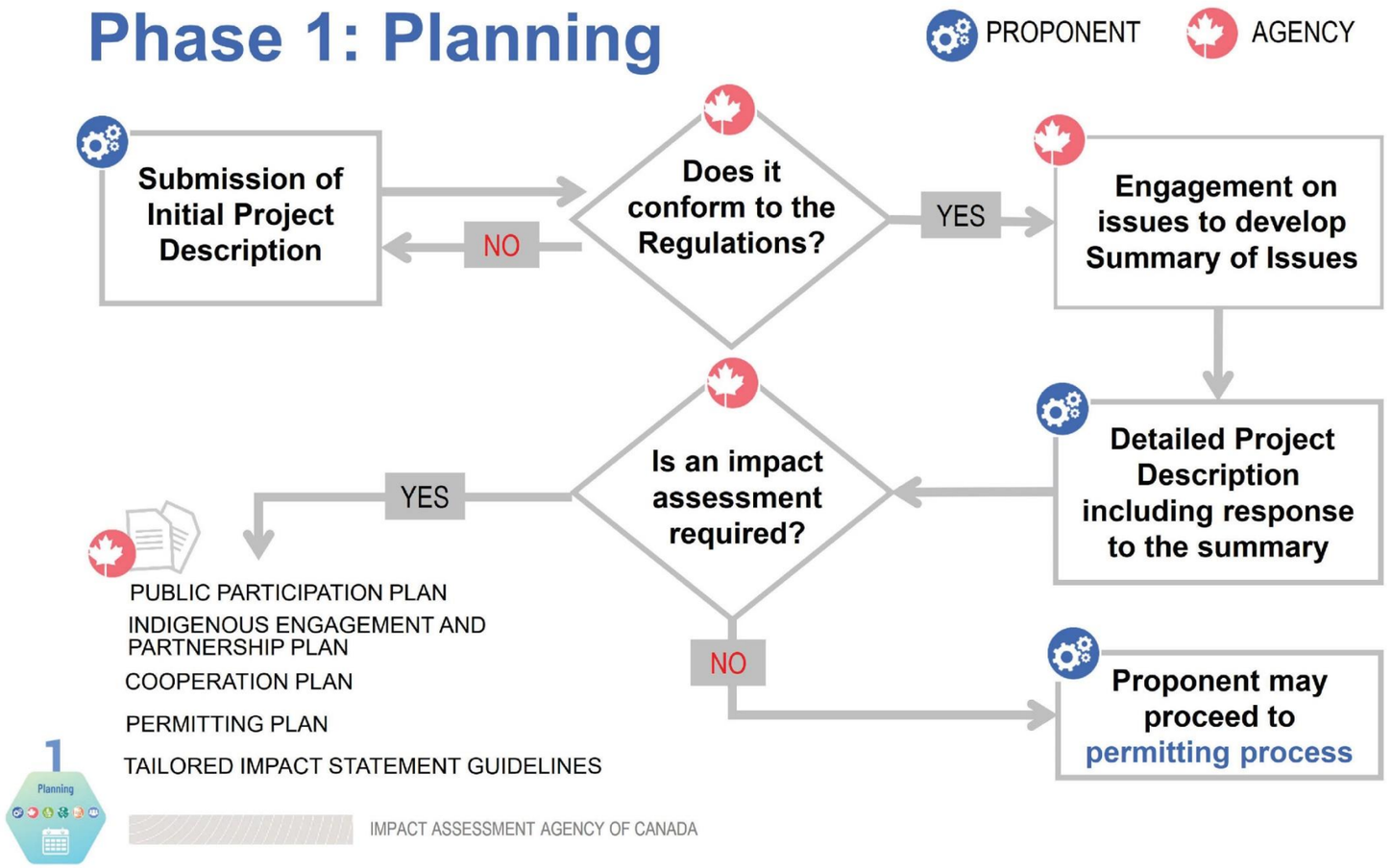
IMPACT ASSESSMENT AGENCY OF CANADA

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Federal Impact Assessment Act. A Federal Impact Assessment does not replace the Provincial Environmental Assessment underway. The two assessment processes can move forward in parallel.

The Impact Assessment process is comprised of five phases and begins with the submission of an Initial Project Description (IPD), which includes:

- the consultation and engagement undertaken to date,
- the rationale for the Project,
- potential alternatives,
- existing and future conditions,
- the studies being undertaken to inform the potential changes resulting from the Project.

Federal Impact Assessment: Planning Phase



The Ministry of Transportation plans to submit the IPD by the end of 2023.

The Impact Assessment Agency of Canada will then consult with the public, Indigenous communities and other stakeholders on the IPD and prepare a summary of issues, which the ministry then responds to through a Detailed Project Description.

The Impact Assessment Agency of Canada will consult with stakeholders on the IPD in early 2024.

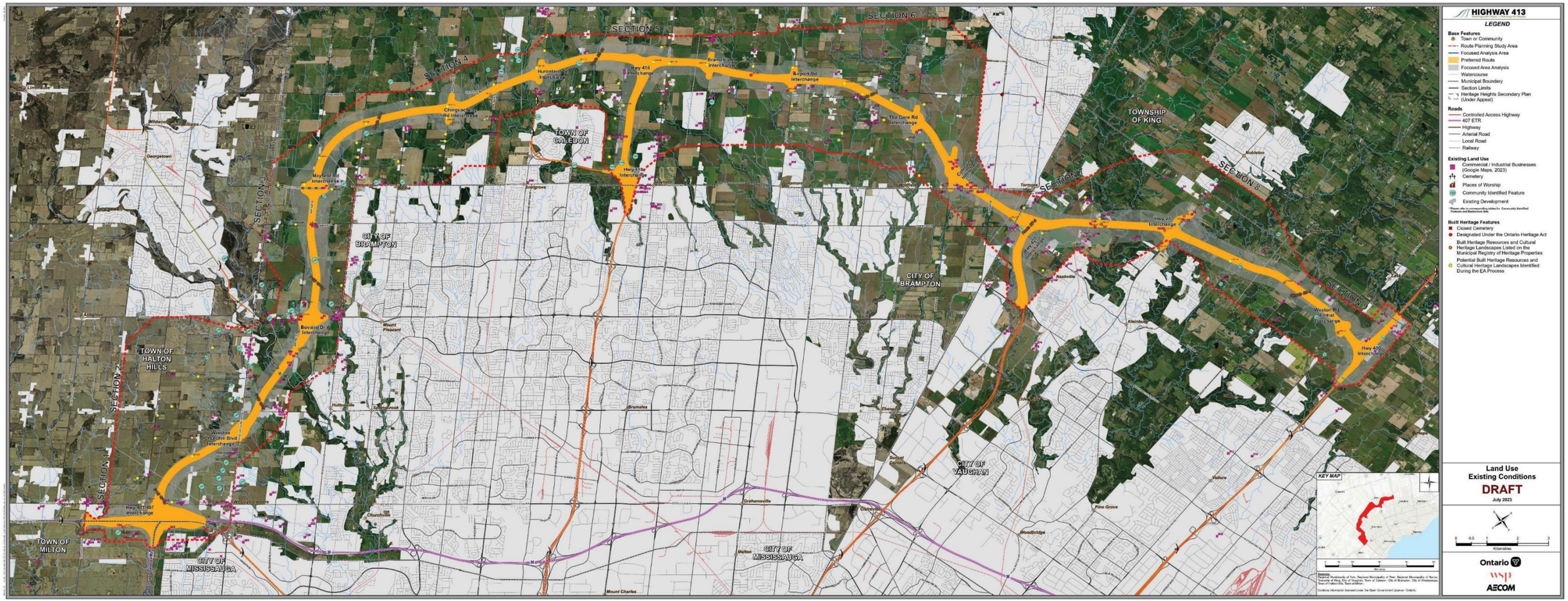
Poll Question

What percentage of land designated for Highway 413 is located within the Greenbelt?

- 0-10%
- 11-20%
- 21-40%
- 41-70%
- 71-100%

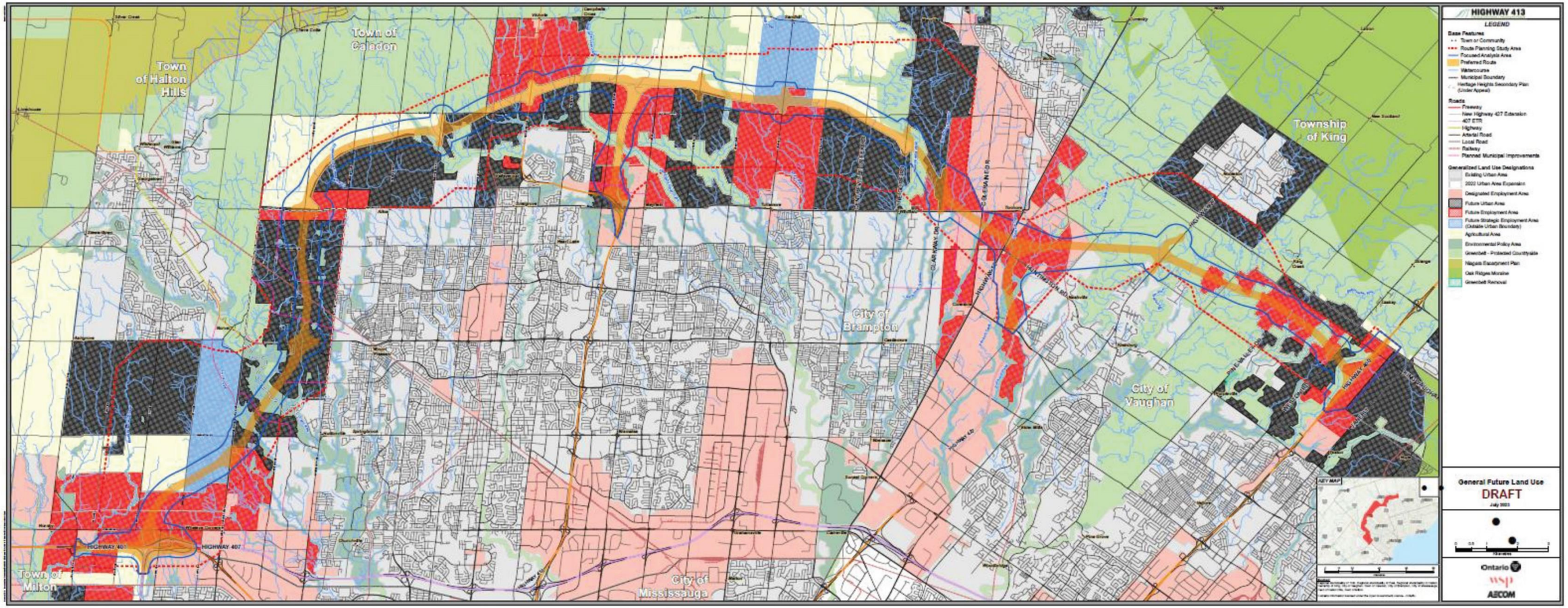
Existing Land Use

Areas with existing development are shaded in light grey and contain a wide array of land uses, including residential, commercial, industrial, and institutional lands.

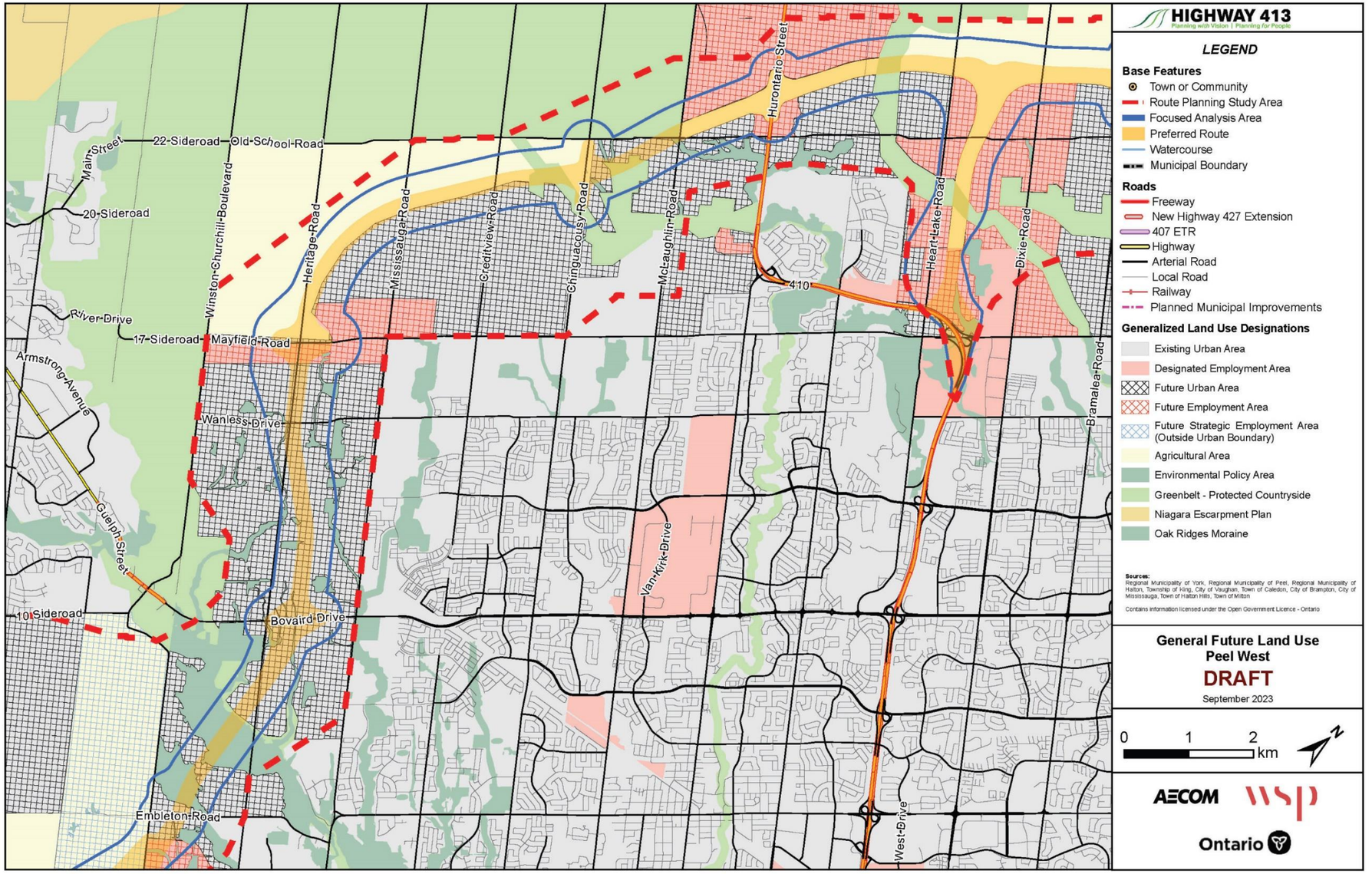


Future Land Use

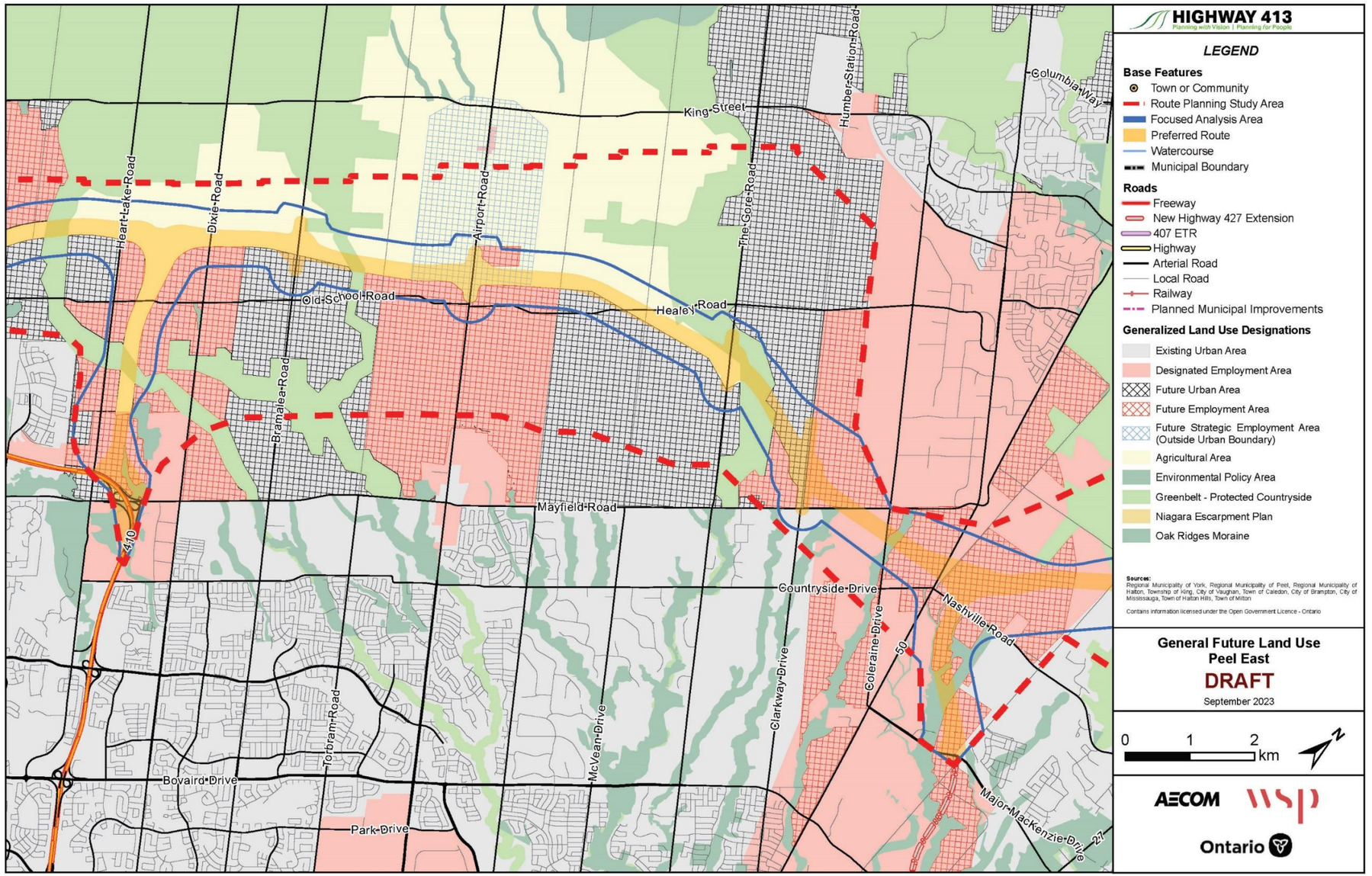
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to grow by approximately 84%, Peel Region by 57% and York Region by 72%.



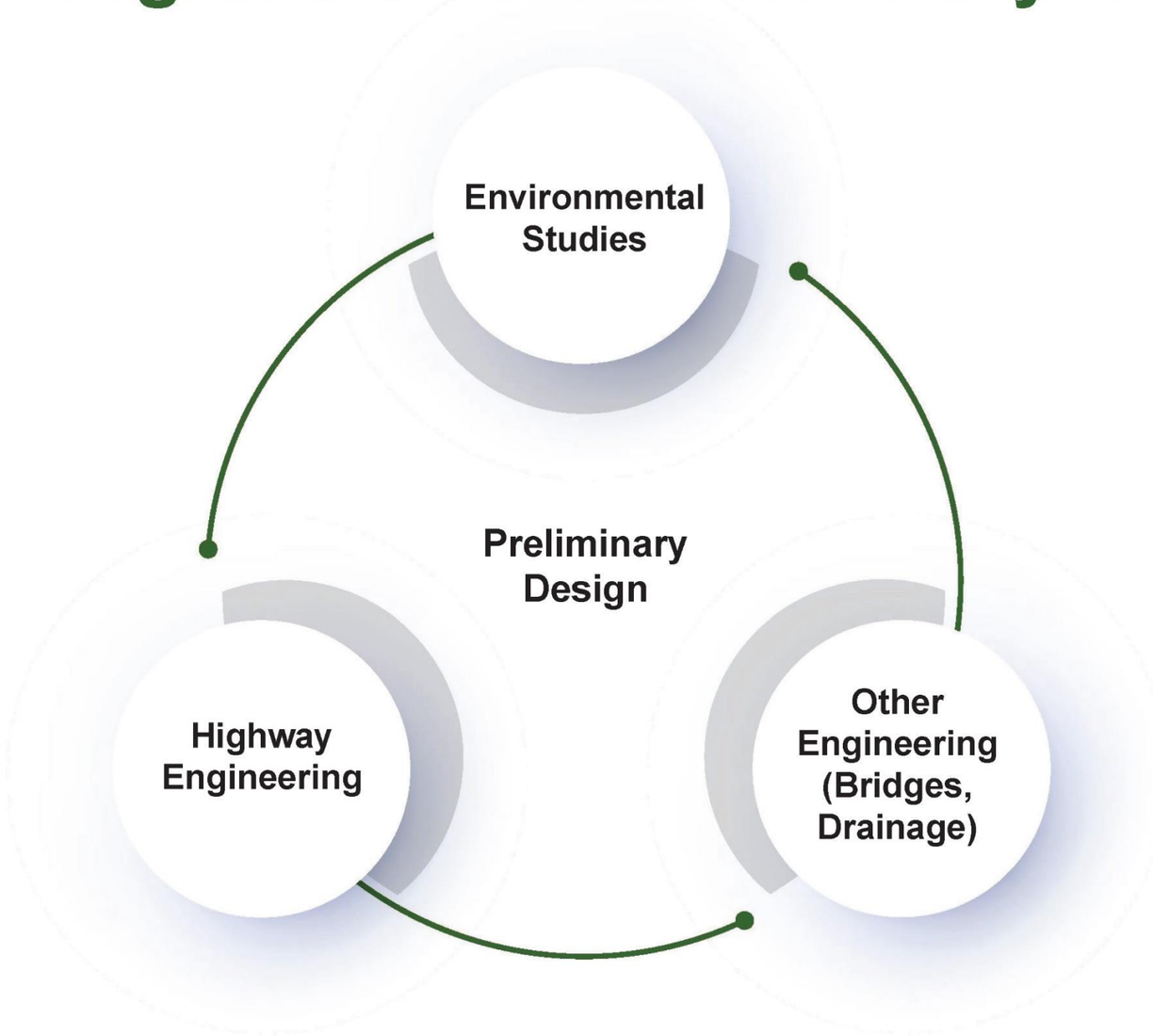
Regional Future Land Use – Peel Region (West)



Regional Future Land Use – Peel Region (East)



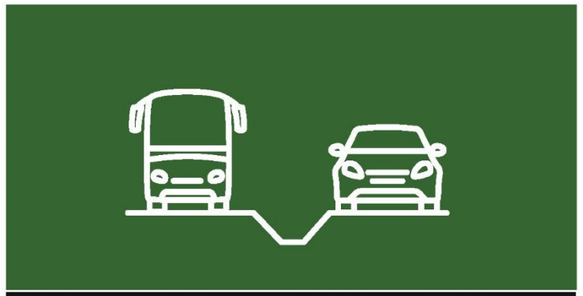
Progress on the Preliminary Design



As of Fall 2023, the project has reached 50% Preliminary Design: The highway alignment is mainly set, and most interchanges have been designed (subject to further refinements).

There is an iterative design process and ongoing communication between Technical Teams (Environmental, Structural, Highway), to adjust the horizontal and vertical alignment of the highway for design constraints (e.g. utility conflicts) and to minimize environmental impacts.

Progress on the Preliminary Design



Conceptual design of the Transitway

- The Preliminary Design includes planning for a transitway at a conceptual design level of detail to protect a parallel corridor of transitway land for future implementation.
- The transitway will be subject to a separate environmental assessment process.

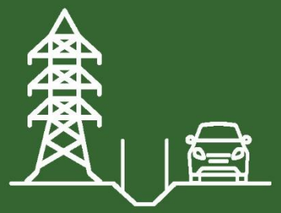
Highway Interchanges

- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal roads and highways.

Progress on the Preliminary Design

Projected Traffic Volumes

- Approximately 255,000 vehicles per day are expected to travel Highway 413 in 2041.
- Anticipated large truck volumes are projected to fall within the 20-30% range, consistent with the activity expected in a Goods Movement Corridor.



Existing or planned utilities

- Reviewing impacts and coordinating with utility companies.
- Discussions include mitigation and/or relocation planning and commitments for further consultation in future project stages.

Bridge Design

- Bridge design can help to minimize effects on the natural environment.
- Effects can be mitigated by selecting bridge type, alternative materials and construction techniques.

Bridge Design Evaluation

Bridge types and span arrangements are being evaluated based on:

1. Impact on the Natural Environment
2. Impact on Land Use / Socio-Economic Environment
3. Impact on the Cultural Environment
4. Impact on Transportation
5. Impact on Structural Sustainability
6. Constructability, Durability, Aesthetics, and Resilience to Climate Change
7. Cost

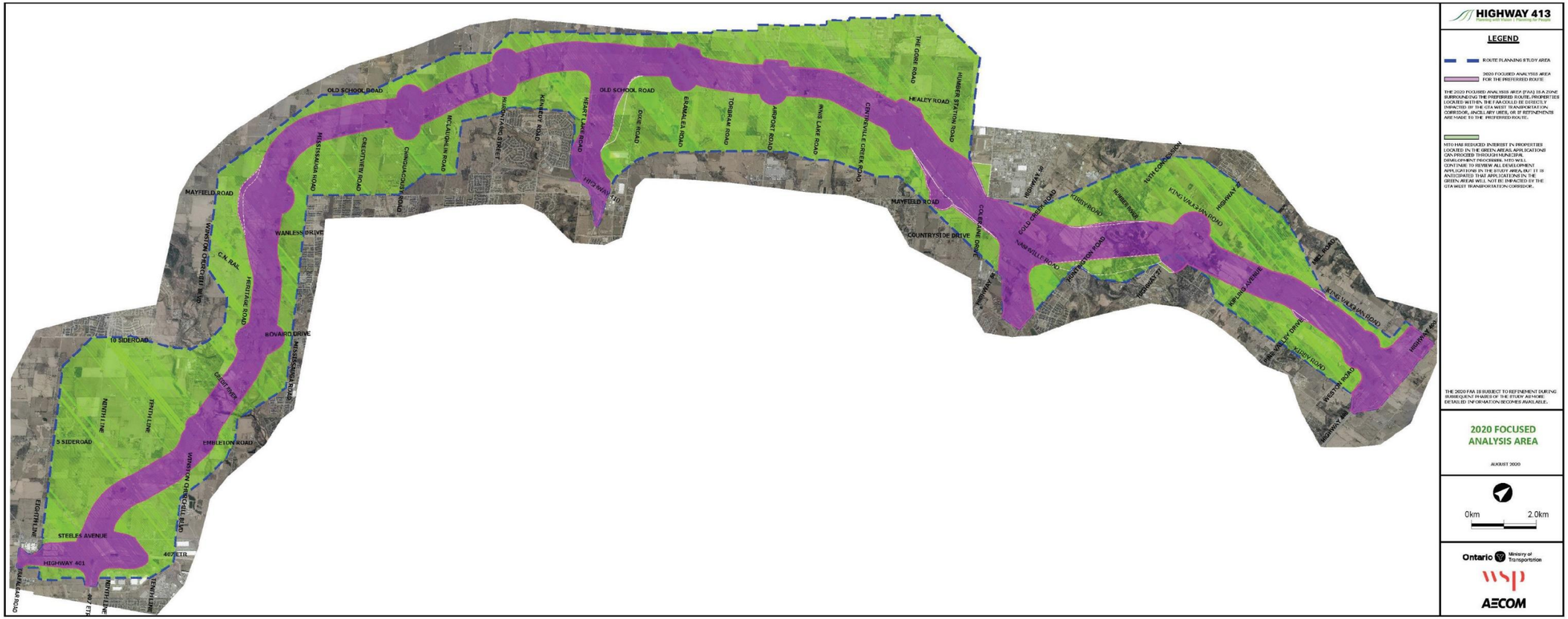
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

- Ministry of the Environment, Conservation and Parks
- Department of Fisheries and Oceans
- Credit Valley Conservation
- Toronto and Region Conservation Authority

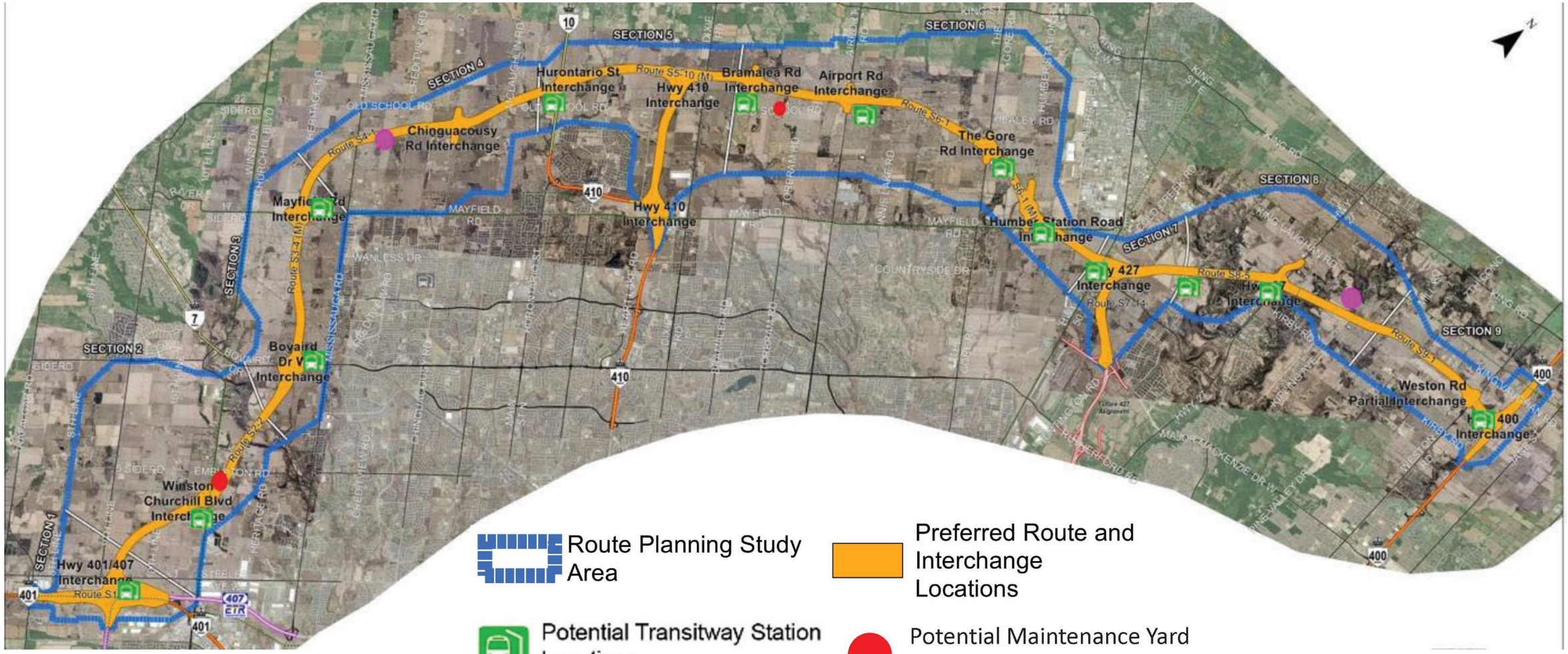
More information about bridge designs will be shared as part of a future PIC.

Development in the Focused Analysis Area

The 2020 Focused Analysis Area (shown in purple) surrounds the Preliminary Design and defines which properties continue to be within an area of interest. Development applications for properties in the green-shaded area can proceed through normal municipal processes.



Preliminary Design Update: Corridor Overview



Interactive Map

We are in the process of developing an interactive map on the Project website.

The interactive map is based on the 50% Preliminary Design and is subject to change based on the findings of the environmental assessment and impact assessment process.

Using the interactive map, you can view the proposed route and zoom in on locations near your home, work, or other places of interest. Here's a sneak preview

LIVE DEMO

Next Steps on the Preliminary Design

Engagement with municipalities and conservation authorities is continuing, and their feedback helps the Project Team to:

Coordinate plans for road and valley crossings

Minimize effects of the highway and enhance the benefits

Integrate active transportation at interchanges and crossing roads

Input from discussions with Indigenous communities, stakeholders and the public also helps refine the project's design.

Poll Question

Which part of the design is of most interest to you?

(Can choose up to 3)

- Highway Alignment
- Bridges
- Interchanges
- Engineering Materials
- Active Transportation (sidewalks / multi-use paths)
- Traffic Volumes

Design Question & Answer Period

Environment Study Updates

Fish & Fish Habitat

Terrestrial Ecosystem

Surface and Groundwater

Noise

Agriculture

Contaminated property & waste

Built heritage & cultural heritage landscapes

Archaeology

Landscape

Surface Water and Fluvial Geomorphology

Human Health

Climate Change

Species-at-Risk

Cumulative Effects

Air Quality and Greenhouse Gas (GHGs) Emissions

Navigable Waterways

Natural Environment Studies

Route Selection

Identification of key aquatic and terrestrial ecosystem features and Species at Risk habitats for avoidance and protection.

Preferred Route

Detailed environmental investigations are continuing to inform the design and federal Impact Assessment processes to avoid and minimize impacts to those identified features and habitats.

Field Investigation Program

Field Investigations:

- Collect information about existing environmental conditions such as natural and built environment, cultural heritage, archaeological, and agricultural conditions in the study area.
- Findings from fieldwork are used to determine the potential effects and develop measures to avoid and/or mitigate adverse effects.

Community Field Liaisons

Indigenous communities are interested in understanding the findings of the field studies being done for the Project. Community members participate as Community Field Liaisons (CFLs) to facilitate this understanding and ensure Indigenous communities are involved as fieldwork progresses.

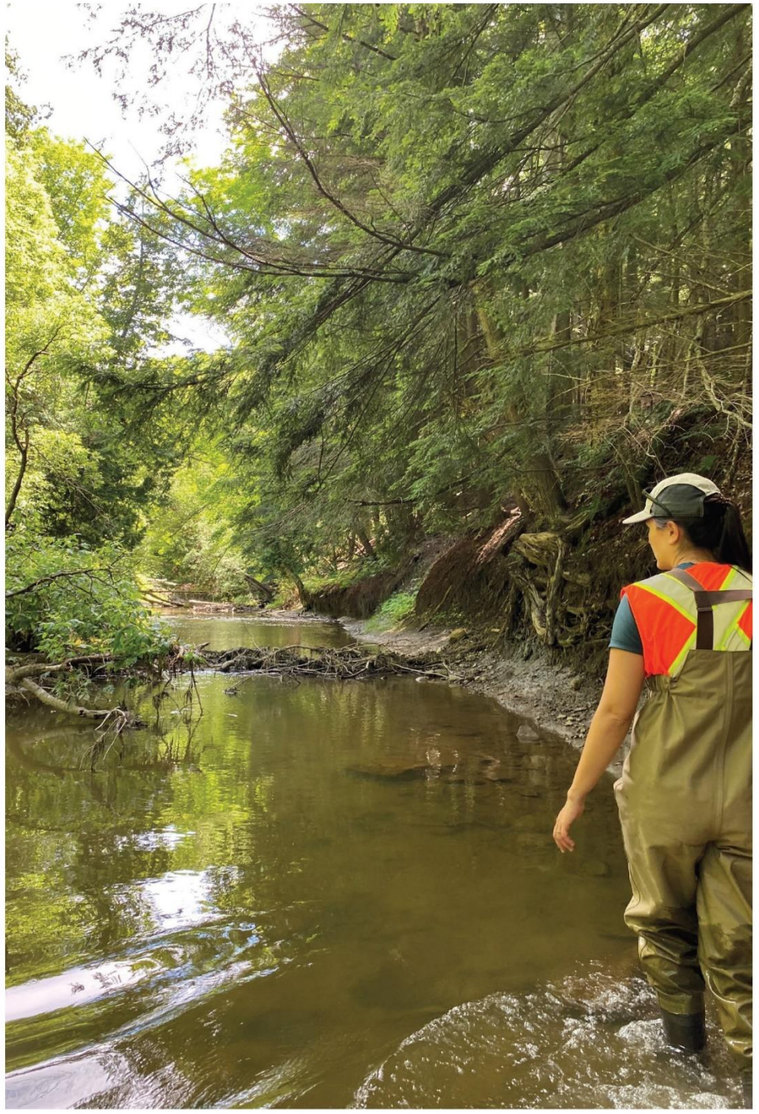
Indigenous communities can send CFLs to join the field teams carrying out environmental and archaeological fieldwork, and compensation for participation is provided.

CFLs have participated in Stage 2 archaeological investigations and field surveys for the Western Chorus Frog, Aquatic, Ecological Land Classification, Vernal Pools, Amphibian Calling, Breeding Birds, and Rapids Clubtail.

Natural Environment Studies

Investigations to support the Fish and Fish Habitat Study and the Terrestrial Ecosystems Study have included surveys of:

- fish communities and habitats
- wetlands
- vegetation communities and plant species
- amphibians
- breeding birds
- wildlife and wildlife habitat
- species at risk



Natural Environment: Fish and Fish Habitat

Four watersheds were identified in the Study Area: **16 Mile Creek, Credit River, Etobicoke Creek and the Humber River**.

Fish habitat assessments and community sampling were conducted for 97 watercourses during field investigations**.**

Of these, **42 were assessed as direct or seasonal fish habitats** and **54 as indirect habitats**. The Project Team is using this information to design culverts & bridges.

Spawning activity by Chinook Salmon was observed in the Credit River in the Fall of 2020. Background information indicated potential for Brown Trout, Brook Trout, and Rainbow Trout in the general area, but these species have not been recorded.

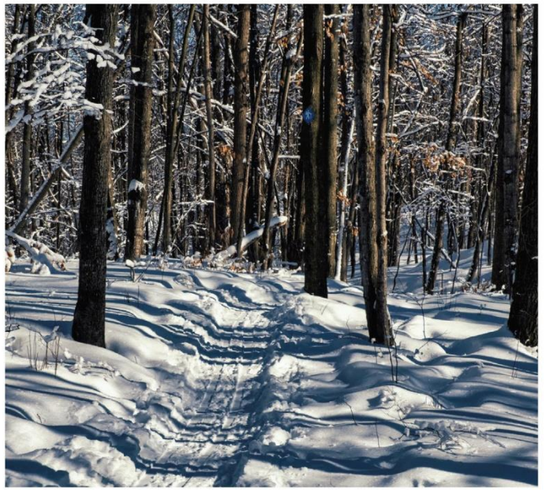
Natural Environment: Terrestrial Ecosystems

The Study Area measures 2,930 hectares. 440 hectares (15% of the Study Area) is comprised of terrestrial ecosystems including:

- wetlands
- forests/woodlands
- meadows
- valleylands

The remainder of the Study Area comprises agricultural fields, residential and commercial properties, and roads.

Information about existing conditions is used to develop options for appropriate mitigations.



Natural Environment: Findings

Approximately 805 species were identified in the Study Area, including:

24 Fish

9 Amphibians

118 Birds

602 Plants

Other species recorded during field investigations included mammals, reptiles, molluscs, crustaceans, and insects.

Natural Environment: Protecting Species-at-Risk

Critical Habitats for five species protected under the federal *Species at Risk Act* (SARA) have been identified for the Study Area.

Critical Habitat is a “habitat that is necessary for the survival or recovery of a listed species” (*Species at Risk Act, Section 2*). Critical Habitat provides the basis for the species’ Recovery Strategy or Action Plan and the Project Mitigation Plans.

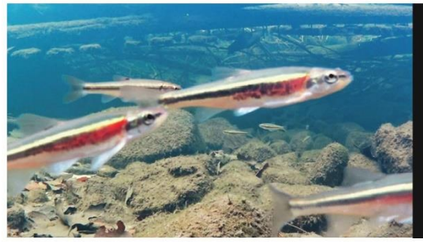
The presence of these five species were observed or recorded in field studies undertaken to date:

Western Chorus Frog

SARA Status: Threatened

Red-headed Woodpecker

SARA Status: Endangered (also protected under provincial legislation)



Redside Dace

SARA Status: Endangered (also protected under provincial legislation)

Rapids Clubtail

SARA Status: Endangered (also protected under provincial legislation)

Bank Swallow

SARA Status: Threatened (also protected under provincial legislation)

Natural Environment: Protecting Species-at-Risk

Other Species at Risk and Species of Conservation Concern (SOCC) with federal and/or provincial status were recorded in 2020 - 2022:

- Black Ash
- Butternut
- Barn Swallow
- Bobolink
- Chimney Swift
- Eastern Meadowlark
- Olive-sided Flycatcher
- Wood Thrush

Where direct impacts cannot be avoided, species-specific mitigation measures and newly created or enhanced habitats will be designed and implemented.

Natural Environment: Next Steps

Design refinements and proposed mitigation will focus on protecting or maintaining natural heritage features, including Species-at-Risk and their habitat. Examples include:

Minimizing construction footprints

Bridge design at watercourses

Mitigation plans

Stormwater management plan

Greenhouse Gas (GHG) Emissions

In addition to a planned Air Quality Impact Assessment, a GHG assessment is being completed. This will include an estimate of the net GHG emissions that may result from the Project during construction and operation.

Emissions are measured in CO_2e: carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O).

Net GHGs will be calculated using the federal Strategic Assessment of Climate Change Guidelines, which includes emissions generated from:

- Construction equipment
- Land clearing
- Operations (including vehicles using the highway, maintenance vehicles, electricity purchases for lighting, etc.)

Mitigation options will also be developed, including construction best practices and monitoring.

Greenhouse Gas (GHG) Emissions

Analysis of yearly emissions estimates indicated that with Highway 413 there will be a:

- 1.5% increase in annual vehicle kilometres travelled
- 0.3% increase in CO_2e emissions due to a shift in traffic to the highway where vehicles have better fuel economy due to higher, more consistent driving speeds.

It is expected that the use of electric vehicles will increase throughout the corridor's operation, reducing the contribution of ridership-derived greenhouse gas emissions and potential effects on climate change.

Noise

The Ministry of Transportation investigates and evaluates potential noise effects for noise-sensitive areas, such as:

- A backyard of a residence at a height of 1.5 metres and 3 metres from the back of the home
- An outdoor communal living area of an apartment or condo building
- An outdoor communal area of a hospital or nursing home.

According to ministry guidelines, any new highways or highway improvements that increase noise levels by more than 5 decibels above the future ambient noise level or exceed 65 dBA require mitigation, where feasible.

In addition to provincial guidelines, studies also consider federal guidance, with a focus on noise impacts as they relate to health effects.

Noise and Vibration

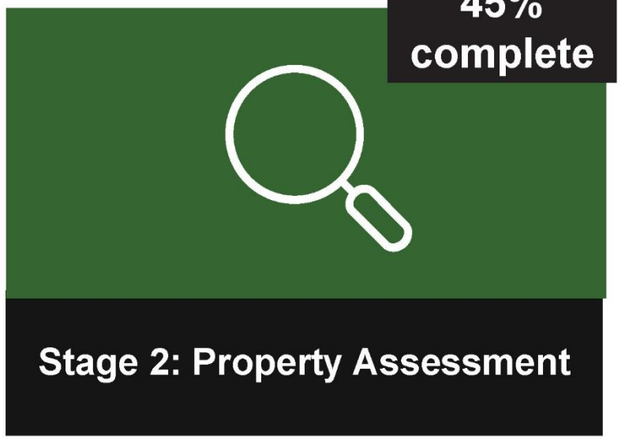
The construction noise and vibration assessment is currently underway.

The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

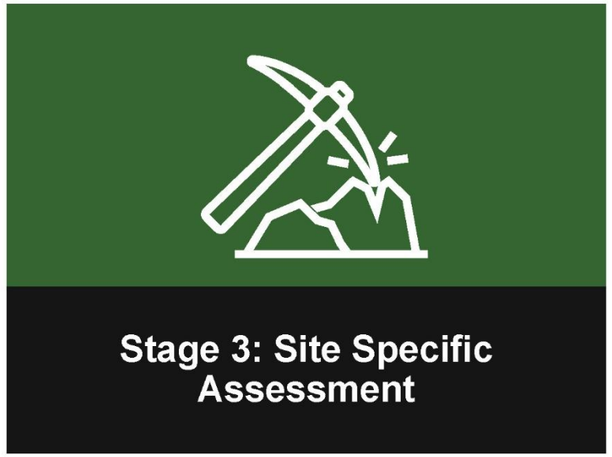
Findings and recommended mitigations (such as muffling devices on construction vehicles, ambient monitoring of noise levels during construction and noise barriers) will be included in the Environmental Assessment Report.

Archaeology

Stage 1: Background Study and Property Inspection



Stage 2: Property Assessment



Stage 3: Site Specific Assessment

Stage 4: Mitigation of Development Impacts

- In Stage 2, over 100 properties have been evaluated, with around 45 showcasing cultural significance elements earmarked for further analysis.
- Following Stage 2, a report mandated by the Ontario Heritage Act must be presented to the Ministry of Citizenship and Multiculturalism, detailing findings and proposing mitigation strategies; a generalized version will later be publicly accessible.
- If resources with substantial cultural heritage value are unearthed, a detailed Stage 3 and 4 assessments may be required to delve deeper into the findings.

Socio-Economic and Human Health

Studies are underway to determine potential social, economic, and health effects within the municipalities the highway crosses.

Collect Information

Desktop Research

Interviews with municipal staff and community service providers

Develop Baseline Conditions

- Description of the population dynamics, including gender-based statistics
- Economic activities associated with the Study Area
- Labour and industry statistics
- Services and infrastructure in the Study Area:
  - Emergency services
  - Social supports
  - Business development supports
  - Public transportation
  - Recreational facilities
- Land use plans

Next Steps

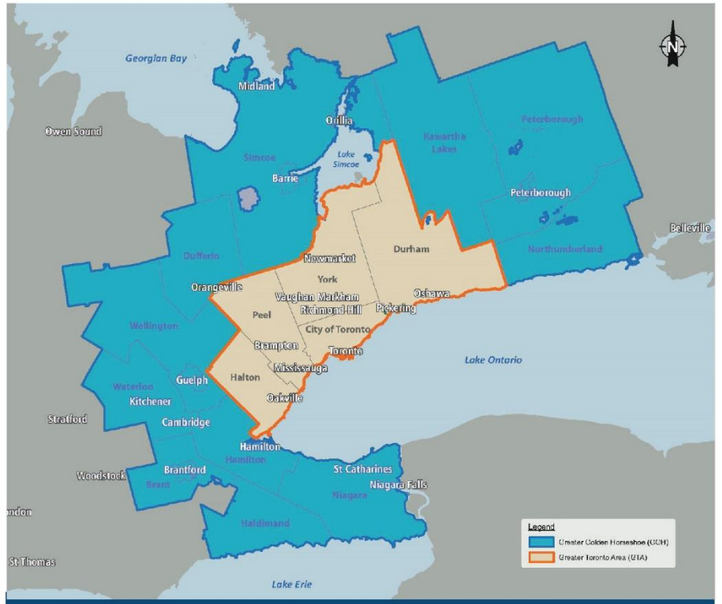
- Obtain feedback on the baseline conditions through the public review of the Initial Project Description
- Develop effects assessment – How will this project impact the factors outlined in the baseline?
- Seek input and feedback on the effects assessment from Indigenous communities, stakeholders and the public

Socio-Economic

The population of the Greater Golden Horseshoe is expected to be nearly 15 million people by 2051.

This population and housing growth causes extended urbanization of rural landscapes. It requires an increase in the development of enabling infrastructure, like roads, water, wastewater, recreation facilities, and health and social services.

The Highway 413 Project is also expected to lead to greater economic vitality in the region, facilitating better movement of goods and people, improving connectivity and enabling growth in various economic sectors.



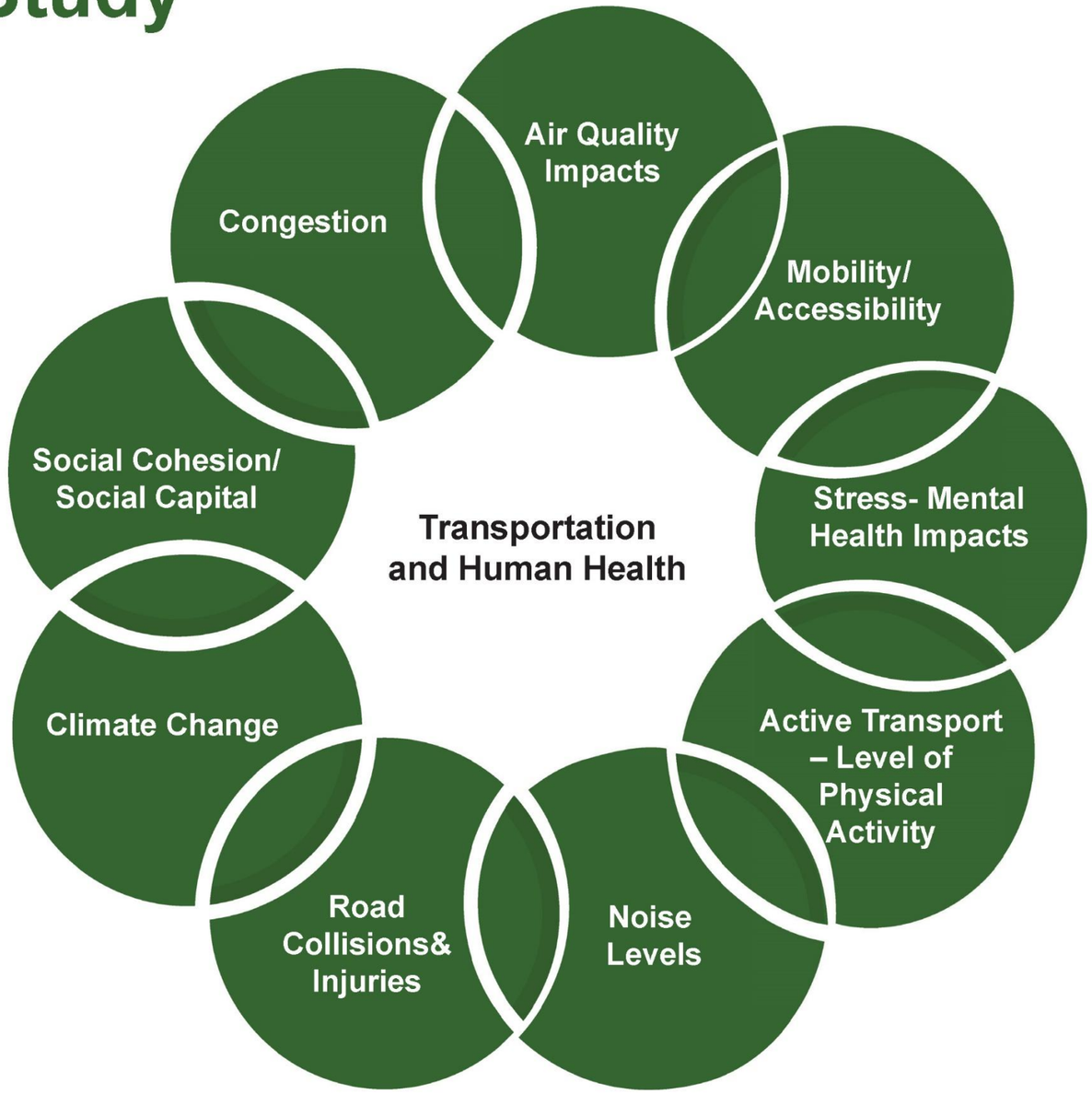
15,000,000 by 2051

Human Health Implications Study

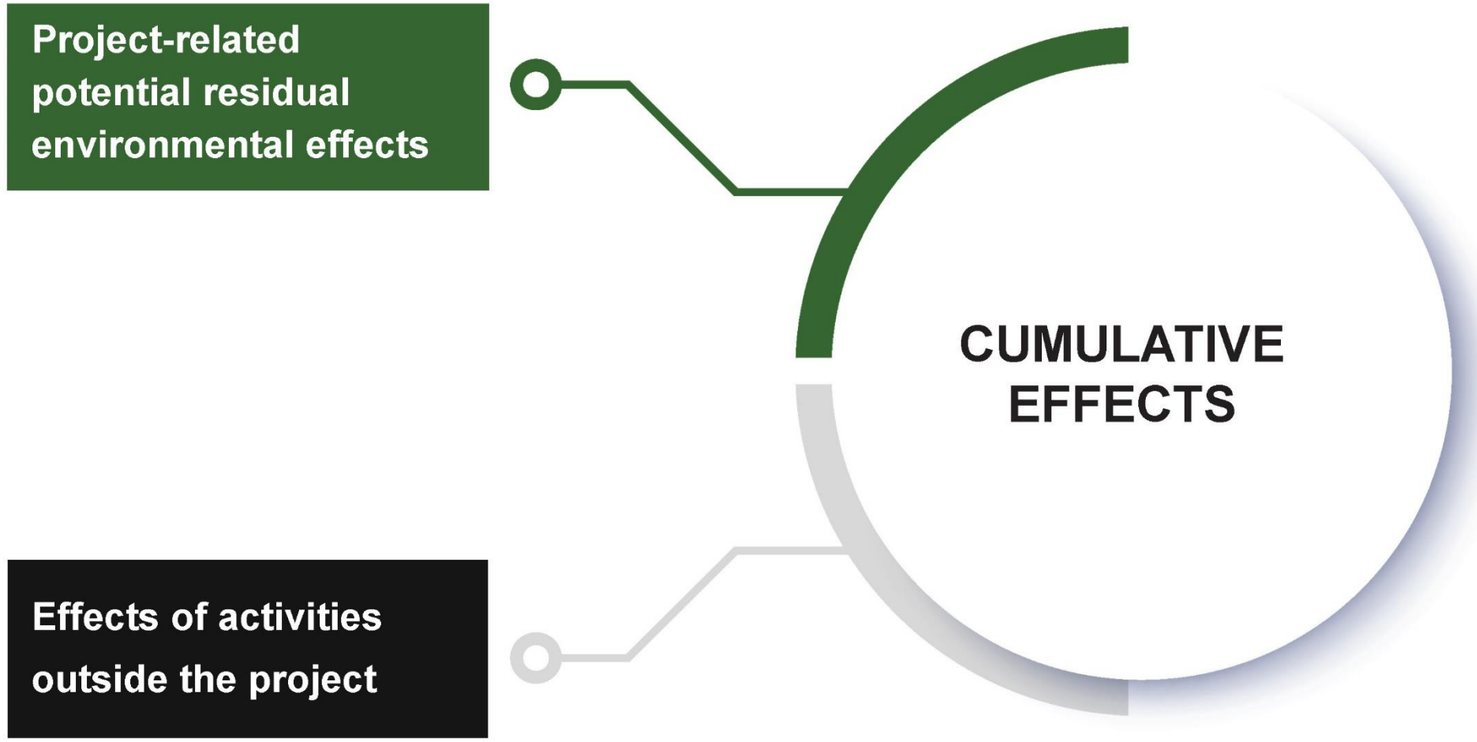
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

A Human Health Implications Scoping Report provides a baseline health profile of the study area and identifies potential health impacts at a high level. This report will be included in the Initial Project Description.

The next step will be the Assessment Phase, which considers the potential broader health impacts identified in the scoping phase and includes a human health risk assessment of air quality impacts.



Cumulative Effects



A Cumulative Effects Assessment considers a project's potential residual environmental effects while also considering the impacts of activities outside the project, occurring locally and extending beyond the project's location.

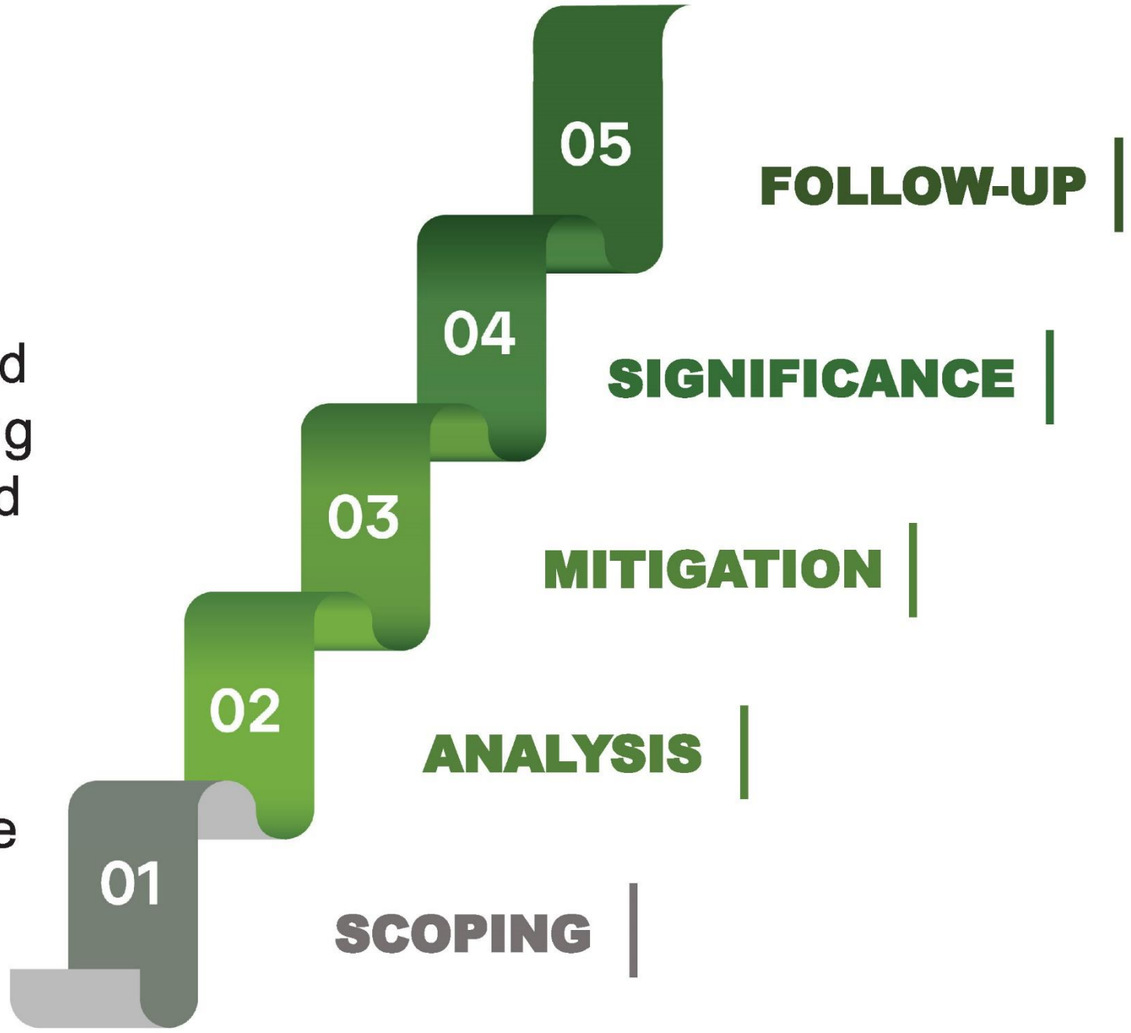
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

Cumulative Effects

Cumulative Effects will be assessed through a five-step process.

First, a draft Cumulative Effects Assessment Framework for the project was developed based on a review of background information, including federal and provincial guidance documents, and completed Cumulative Effects Assessments. This framework serves as a work plan for the assessment.

Information regarding Cumulative Effects will be available following the PICs on the Project website. Look for information to provide your input.



Navigable Waterways

MTO is required to follow the Canadian Navigable Waters Act (CNWA).

As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational purposes, or as a means of transport or travel for Indigenous peoples of Canada exercising rights recognized and affirmed by section 35 of the Constitution Act, 1982, and*

- *there is public access by land or by water;*
- *there is no such public access, but there are two or more riparian owners or*
- *the only riparian owner is either the Federal Government or a Provincial Government."*

A preliminary screening process was completed to identify navigable waterways within the Study Area.

- 23 streams or rivers are considered to be *potentially* navigable.

Navigable Waterways- Provide your input

The Project Team needs public input to confirm our preliminary screening of navigable waterways within the Study Area.

The information you provide will be used to confirm the number of navigable waterways and develop plans to mitigate any effects the Project may have on navigation during construction or operation.

Information regarding Navigable Waterways will be available following the PICs on the Project website and look for news to provide your input.

Poll Question

Tonight's third poll is regarding the Environment. Tell us which of the following topics are of most interest to you and that you would like to know more about:

(Can choose up to 3)

- Natural Environment
- Cumulative Effects
- Social Economic Issues
- Noise and Vibrations
- Greenhouse Gas Emissions & Climate Change
- Human Health
- Air Quality

Question & Answer Period

Next Steps

- The presentation material will be uploaded to the website following the PICs for a 30-day comment period.
- The IAAC will be consulting on the IPD in early 2024. The IAAC will notify stakeholders when the IPD is available.
- Project Website Updates – Coming Soon
  - Cumulative Effects - review the draft Cumulative Effects Assessment Framework and provide comments.
  - Navigable Waterways – Opportunity to provide input to confirm past, present or potential future uses of waterways within the study area.
  - Interactive Map – 50% preliminary design as demonstrated at today's event will be uploaded following the completion of the PICs.

Thank You + Contact Info

- Email: project_team@highway413.ca
- Phone: 1-877-522-6916

  - Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in project documentation
  - Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record
  - You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information
  - For all media inquiries, please get in touch with mto.media@ontario.ca.

C

Interactive Polling Questions and Results

- York Region (September 28, 2023)
- Halton Region (October 3, 2023)
- Peel Region (October 5, 2023)

Results of Polling Questions from York Region Public Information Centre #4

The following summarizes the polling questions and response from the York Region Public Information Centre #4, held on September 28, 2023. The results of the responses are recorded in percentages representative of those who took part in the poll (i.e., participation in the poll was optional but attendees were encouraged to participate).

1. **What percentage of land designated for Highway 413 is located within the Greenbelt?**
    - 0 to 10% (42% of participants answered) [Correct answer].
    - 11 to 20% (34% of participants answered).
    - 21 to 40% (19% of participants answered).
    - 41 to 70% (4% of participants answered).
    - 71 to 100% (2% of participants answered).

2. **Which part of the design is of most interest to you? (Select up to 3 options)**
    - Highway Alignment (76% of participants answered).
    - Bridges (14% of participants answered).
    - Interchanges (8% of participants answered).
    - Engineering Materials (45% of participants answered).
    - Active Transportation (sidewalks / multi-use paths) (18% of participants answered).
    - Traffic Volumes (24% of participants answered).

3. **Tell us which of the following topics are of most interest to you? (Select up to 3 options)**
    - Natural Environment (51% of participants answered).
    - Cumulative Effects (31% of participants answered).
    - Social Economic Issues (26% of participants answered).
    - Noise and Vibrations (46% of participants answered).
    - Greenhouse Gas Emissions & Climate Change (31% of participants answered).
    - Human Health (33% of participants answered).
    - Air Quality (36% of participants answered).

Results of Polling Questions from Halton Region Public Information Centre #4

The following summarizes the polling questions and response from the Halton Region Public Information Centre #4, held on October 3, 2023. The results of the responses are recorded in percentages representative of those who took part in the poll (i.e., participation in the poll was optional but attendees were encouraged to participate).

1. **What percentage of land designated for Highway 413 is located within the Greenbelt?**
    - 0 to 10% (25% of participants answered) [Correct answer].
    - 11 to 20% (45% of participants answered).
    - 21 to 40% (21% of participants answered).
    - 41 to 70% (9% of participants answered).
    - 71 to 100% (0% of participants answered).

2. **Which part of the design is of most interest to you? (Select up to 3 options)**
    - Highway Alignment (75% of participants answered).
    - Bridges (33% of participants answered).
    - Interchanges (13% of participants answered).
    - Engineering Materials (63% of participants answered).
    - Active Transportation (sidewalks / multi-use paths) (33% of participants answered).
    - Traffic Volumes (42% of participants answered).

3. **Tell us which of the following topics are of most interest to you? (Select up to 3 options)**
    - Natural Environment (66% of participants answered).
    - Cumulative Effects (43% of participants answered).
    - Social Economic Issues (29% of participants answered).
    - Noise and Vibrations (39% of participants answered).
    - Greenhouse Gas Emissions & Climate Change (39% of participants answered).
    - Human Health (27% of participants answered).
    - Air Quality (34% of participants answered).

Results of Polling Questions from Peel Region Public Information Centre #4

The following summarizes the polling questions and response from the Peel Region Public Information Centre #4, held on October 5, 2023. The results of the responses are recorded in percentages representative of those who took part in the poll (i.e., participation in the poll was optional but attendees were encouraged to participate).

1. **What percentage of land designated for Highway 413 is located within the Greenbelt?**
    - 0 to 10% (32% of participants answered) [Correct answer].
    - 11 to 20% (37% of participants answered).
    - 21 to 40% (25% of participants answered).
    - 41 to 70% (5% of participants answered).
    - 71 to 100% (1% of participants answered).

2. **Which part of the design is of most interest to you? (Select up to 3 options)**
    - Highway Alignment (77% of participants answered).
    - Bridges (23% of participants answered).
    - Interchanges (59% of participants answered).
    - Engineering Materials (13% of participants answered).
    - Active Transportation (sidewalks / multi-use paths) (35% of participants answered).
    - Traffic Volumes (39% participants answered).

3. **Tell us which of the following topics are of most interest to you? (Select up to 3 options)**
    - Natural Environment (60% of participants answered).
    - Cumulative Effects (36% of participants answered).
    - Social Economic Issues (33% of participants answered).
    - Noise and Vibrations (32% of participants answered).
    - Greenhouse Gas Emissions & Climate Change (36% of participants answered).
    - Human Health (27% of participants answered).
    - Air Quality (38% of participants answered).

D

Comments Received During Public Information Centre #4 Sessions

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Table D1: Summary of Questions & Concerns Received During Public Information Centre #4 Organized by Theme

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Climate Change and Greenhouse Gas Emissions	Has the Federal Impact Assessment and Provincial Environment fully considered and assessed climate change and greenhouse gas emissions for the construction and operation of Highway 413? Has the Project Team considered the impact of the Highway 413 project on Canada's climate goals?	■ As part of Stage 2, the Project Team has conducted an air quality assessment of construction activities, a regional air quality assessment, and a preliminary construction greenhouse gas assessment. The Project Team assessed the incremental burden of greenhouse gas from vehicle emissions during normal operations of Highway 413 in 2041 horizon year. The 2041 No-Build scenario considered no construction of Highway 413 and was used as the baseline for this analysis. The comparison found that the 2041 Build Scenario saw a 0.3% increase in greenhouse gas emissions when compared to the 2041 No-Build scenario. ■ Further greenhouse gas studies will be completed as the Environmental Assessment continues. ■ In September 2015, Canada and all other 192 United Nations Member States adopted the 2030 Agenda for Sustainable Development at the United Nations General Assembly. The initiative is a global call to action "to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030." The United Nations Sustainable Development Guidelines include 17 Goals. ■ The context of this Highway 413 Project is proceeding under a decision-making framework: the Ontario Environmental Assessment Act. As an Individual Environmental Assessment, it follows the requirements of the approved 2008 Terms of Reference which sets out the process for the project including consultation milestones, monitoring requirements and factors to consider when generating, assessing and evaluating alternatives. ■ Although the work completed to date has not explicitly considered the Sustainable Development Guidelines, the goals are not mutually exclusive, as the analysis and evaluation of alternatives for the Highway 413 Corridor considered a broad range of factors under Natural Environment, Land Use, Socio-Economic Environment, Cultural Environment and Transportation. These broad factors included 62 factors and sub-factors. Some of these factors included considerations that overlap with the Sustainable Development Guidelines. ■ For example, Goal 9 of the Sustainable Development Guidelines, "Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation" is addressed by the need for this transportation project documented in the 2012 Transportation Development Strategy. The development of the 2013 Guideline for Planning and Design of the Greater Toronto Area West Corridor Through the Greenbelt was completed specifically for this project to consider innovative ways of placing a new highway/transitway within areas of the Greenbelt. ■ Another example is Goal 15: "Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss". There was extensive consideration given to protecting the natural environment including terrestrial ecosystems and ecosystem services in evaluating alternatives which will continue through the development of the preferred Preliminary Design. ■ Other aspects that will be considered as this project continues address other components of the Sustainable Development Guidelines including a Health Impact Assessment (Goal 3 – Good Health and Well being) and evaluating the project concerning climate change (Goal 13 – Climate Action).

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Provincial / Federal Environmental Assessment	What is the current status of the Federal Impact Assessment and Provincial Impact Assessment? What is the timeline for the future phases of the project? When will it be known if the Highway 413 project is subject to a Federal Impact Assessment?	**Provincial Environmental Assessment Status** ■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, representing an early stage of the overall process. Stage 2 includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. Stage 2 of the Environmental Assessment study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report. The Project Team has undertaken significant data collection, field work 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: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Now that the Preliminary Design has advanced to 50%, the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval. **Federal Impact Assessment Status (at the time of the Public Information Centre #4)** ■ On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act. The Project Team and the Ministry are engaging with the Impact Assessment Agency of Canada in the development of the Initial Project Description. This is a complex process, and we are working diligently to meet the requirements to deliver on our plan to build Highway 413 as soon as possible. **Timeline for Future Phases** ■ Currently, there is no commitment to a timeline for Detail Design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it will be built in phases. These details would be determined in subsequent steps to the project, when the project proceeds past the Preliminary Design phase. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Natural Environment and Species-at-Risk	What will be the impact of the Highway 413 project on the natural environment, Greenbelt and species-at-risk within the Study Area? What studies have been undertaken to better understand these impacts? How will the Project Team mitigate these impacts?	■ Understanding and considering the existing and anticipated future environmental conditions and constraints within the Route Planning Study Area was a key element of the route planning process. Specific tasks for ensuring environmental (i.e., natural/socio-economic/land use/cultural) protection during the route and interchange generation and evaluation process included: • Identification of environmental features within the Route Planning Study Area. • Classification of environmental features to assess their significance. • Development of environmental features constraints mapping to facilitate identification and development of corridor alternatives. ■ The Guideline for Planning and Design of the Greater Toronto Area West Corridor (now Highway 413) Through the Greenbelt (hereinafter referred to the Guideline) was drafted in Stage 1 with input from the Greenbelt Transportation Advisory Group. The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the new transportation corridor within areas of the Greenbelt (where impacts to Greenbelt areas are unavoidable). Key elements include: • Impact avoidance, where possible. • Community sensitive design. • Consideration of impacts to road ecology and wildlife. • Consideration of impacts to agriculture. • Stormwater management. • Flexibility with geometric and bridge design to avoid or reduce impacts (e.g., consider the use of reduced median and shoulder widths, steeper side slopes, tighter road curves, etc.). ■ The Guideline is also being referenced in developing the Preliminary Design and mitigation measures for the preferred route, and will continue to be referenced during implementation. Examples include: • Developing a Community Value Plan with considerations for the Greenbelt. • Implementing a highway vegetation plan, and considering funnel-fencing and wildlife crossings. • Considering tightening road curves where possible, to avoid sensitive features and Class 1-3 soils. • Considering the use of a reduced cross-section, minimizing the number of interchanges in the Greenbelt, and considering the use of open and long span bridge structures. ■ To evaluate the potential for Species-at-Risk to be affected by the project, the Project Team has: • Undertaken a detailed background review of existing data sources and consulted with agencies to obtain the most up-to-date information regarding Species-at-Risk to determine the potential for Species-at-Risk to occur within the route planning study area. • Conducted field investigations in 2020, 2022 and 2023 to refine further our understanding of the potential for Species-at-Risk within the route planning study area and document presence. ■ Mitigation of potential impacts will then be developed based on: • An assessment of potential impacts on Species-at-Risk and Species-at-Risk habitat for Provincial Species-at-Risk and Critical Habitat for Federal Species-at-Risk. • The evaluation criteria which led the Project Team to a selected preferred route for Highway 413, included criteria specifically for Species-at-Risk considerations. As the design progresses, the Project Team is carefully considering where impacts to Species-at-Risk and their protected habitats can be minimized. This also includes alignment adjustments, where feasible, to minimize direct footprint impacts. • Where potential impacts to Species-at-Risk are identified, the Ministry will work with regulatory agencies to meet the legislative requirements of the Endangered Species Act and Species at Risk Act. • For the construction phase, the Project Team is investigating the development of recommendations that newly enhanced or created habitat for Species-at-Risk be established prior to the new construction, where feasible. It will be a requirement that construction avoid specialized lifecycle timing windows, such as breeding, migration and overwintering periods, as well as design for exclusionary measures to prevent species from entering construction areas. • The Ministry will obtain the necessary permit or approvals for the project during the Detail Design stage, which will follow the present Environmental Assessment and Preliminary Design. The conditions of approvals may include mitigation, compensation/off-setting and/or monitoring conditions, and consultation requirements.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Natural Environment and Species-at-Risk (continued)	What will be the impact of the Highway 413 project on the natural environment, Greenbelt and species-at-risk within the Study Area? What studies have been undertaken to better understand these impacts? How will the Project Team mitigate these impacts? (continued)	■ Canadian Wildlife Services has provided the Project Team with Critical Habitat areas for Federal Species-at-Risk. ■ The mitigation measures for these species and other Species-at-Risk will be developed as part of the technical documentation that will be prepared for the Environmental Assessment submission in, support of the Preliminary Design and consultation with the Impact Assessment Agency of Canada (the Agency), Environment and Climate Change Canada, Fisheries and Oceans Canada, and the Ontario Ministry of the Environment Conservation and Parks.
Highway Design	What is the status of the Preferred Route and Focused Analysis Area? How will Highway 413 interact with the existing road network? How will the transitway be incorporated as part of the project? What criteria determined the selection of the Preferred Route?	**Status of the Preferred Route and Focused Analysis Area** ■ The Focused Analysis Area is a zone surrounding the Preferred Route that defines which properties continue to be within an area of interest as the Study progresses. The area is wider than the Preferred Route and more refined than the Preliminary Study Area, providing necessary flexibility to refine the route as the Preliminary Design progresses. ■ The Preliminary Design of the proposed route has advanced to 50%. This means that the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ It is important to note that the 50% Preliminary Design is still subject to change within the Focused Analysis Area. **Highway 413 Interactions with the Existing Road Network** ■ Highway 413 is a proposed controlled-access highway and transitway that will extend from the Highway 401/407 Express Toll Route interchange in the west to Highway 400 (between Kirby Road and King-Vaughan Road) in the east, connecting Halton, Peel and York Regions. There are no plans to extend the highway further east or west at this time. The corridor will include 52 kilometres of a 4 to 6-lane 400-series highway, 7 kilometres of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway-to-freeway connections at 401/407 Express Toll Route, 410, 427, and 400, maintenance yard facilities, commercial vehicle inspection facilities, and transit stations at appropriate locations with carpool/park and ride lots. A suite of goods movement priority features is also being carried forward for more consideration during the Preliminary Design phase. Some examples include enhanced design to accommodate long combination vehicles, more extended speed change lanes, enforcement features, ramp metering, and truck parking facilities. **Transitway Incorporation** ■ As noted above, the typical proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). ■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor. ■ At this time, the transitway and stations are being designed at a conceptual level. The approximate size and orientation of the transit stations and carpool lots have been estimated based on similar sites across Ontario. Specific amenities within the transit stations will be considered during a future Transit Project Assessment Process.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Highway Design (continued)	What is the status of the Preferred Route and Focused Analysis Area? How will Highway 413 interact with the existing road network? How will the transitway be incorporated as part of the project? What criteria determined the selection of the Preferred Route? (continued)	**Evaluation Criteria for Preferred Route** ■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality. ■ A screening process was undertaken to identify the best interchange locations to be carried forward from a long list to a short list, utilizing three basic screening principles: • Minimize impacts to significant natural features, systems and communities. • Minimize impacts to existing and planned population and employment areas. • Ensure the interchange movements are efficient and direct, and address the transportation problems and opportunities.
Transitway Design	Has the Project Team considered improving public transit? What is the status of the transitway?	■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor. ■ At this time, the transitway and stations are being designed at a conceptual level. The approximate size and orientation of the transit stations and carpool lots have been estimated based on similar sites across Ontario. Specific amenities within the transit stations will be considered during a future Transit Project Assessment Process.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Interchange Design	Can you provide more information about the types of interchanges considered for the project? What roads will have an interchange?	■ The Ministry's preferred interchange configuration with arterial roadways is the Partial Cloverleaf (Parclo) A4 configuration. The Parclo A4 ramp configuration has a single exit point from the freeway on the approach to the interchange, which improves visibility and operations. The entrance ramp configurations on the crossing road minimize the risk of wrong-way travel, and signage is simplified in all movements. Unless there are significant impacts that cannot be avoided, reduced or effectively mitigated through the design, the Parclo A4 configuration will be used for all arterial interchanges, except at Weston Road which is a partial interchange providing access to and from the west due to its proximity to Highway 400. ■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, and shows the locations of all proposed interchanges, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
Congestion / Traffic Flow	What impact will Highway 413 have on traffic in the surrounding road network? What are the estimated travel time savings?	■ The Project Team will use a traffic model to identify traffic requirements for 2041, and the results will inform the number of lanes required on intersecting municipal roads. Municipalities also have Transportation Master Plans that are being referenced in the design. The Project Team has consulted with each of the municipalities on the planned improvements to regional and municipal roads. ■ The Ministry's forecasting suggests that in 2041, a weekday total of 22,400 users will travel on Highway 413 during the morning rush hour to get to their destinations. Approximately 30% of commercial vehicles and 15% of light vehicles who enter at the eastern and western extents of the corridor will travel the length of the entire corridor. ■ The implementation of Highway 413 is expected to redistribute traffic from local roads and freeway corridors surrounding the proposed Highway 413. ■ The Greater Golden Horseshoe Model – one of the Ministry's tools to project travel demands across Ontario – helped forecast traffic volumes and travel times for Highway 413. The Ministry measured travel times between two points on existing highways – Highway 401 at Trafalgar Road and Highway 400 at King Road – during the peak weekday morning rush hour between 6 A.M. and 9 A.M. Those results were compared to estimates of travel time if a driver travelled between those same two points but along the preferred route of Highway 413, and were combined with data from the Ministry's comprehensive travel survey, called the Transportation Tomorrow Survey, which is updated every five years. Calculations show drivers saving up to 30 minutes each way by taking Highway 413.
Noise, Wells, Socio-Economics (Gender-Based Analysis+ analysis, population, health, etc.)	How will the Highway 413 project impact the health of the surrounding communities? How will public concerns be incorporated into the project?	■ The Project Team is studying the potential positive and negative natural, social, economic, and health effects on the communities in the vicinity of the proposed route. These studies will provide estimates of the extent of these effects and outline mitigation measures for any adverse effects. ■ To collect information to support the development of a comprehensive set of baseline conditions, the Project Team conducted interviews with key informants from across the study area, for example: • Municipal staff from regions and lower-tier municipalities. • Emergency services staff. • Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.). ■ Marginalized or at-risk community members can be particularly vulnerable to the effects associated with rapid population growth. Recognizing this, the net impact of the Project will be studied using a gender-based analysis plus. This identifies vulnerable, at-risk or marginalized groups, including women, youth, elders, seniors, visible minorities, disabled individuals, those with health issues, and the 2SLGBTQQIA+ community. ■ Desktop research was undertaken to collect and synthesize information on projected growth, population dynamic statistics, gender-based statistics, work force/labour statistics, available services, municipal plans, and current and future land use. This baseline information will be included in the Environmental Assessment Report. ■ As part of Stage 2 of the Highway 413 provincial Environmental Assessment, the Ministry has developed a proposed framework to assess potential cumulative effects of the project.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Noise, Wells, Socio-Economics (Gender-Based Analysis+ analysis, population, health, etc.) (continued)	How will the Highway 413 project impact the health of the surrounding communities? How will public concerns be incorporated into the project? (continued)	■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the cumulative effects framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. the Ministry will be engaging and consulting with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ This will be done through public engagement, and we will have more details to share about how you can participate in 2024. ■ Comments, questions, and input regarding the study are encouraged and are collected to assist the Highway 413 Project Team. The Project Team monitors the email inbox (project_team@highway413.ca), the toll-free telephone line voicemail (1-877-522-6916), and the website 'contact us' forms daily. Inquiries are distributed to specialists within the Project Team for review and consideration.
Need for the Project	Please provide information regarding the need for Highway 413. Why cannot the provincial government repossess or lower the tolls on Highway 407? The provincial government should focus on public transit instead of building a new highway.	■ The current provincial government is delivering on its commitment to resume and complete the Highway 413 Project to address the region's future transportation needs, improve the transportation network, reduce travel times, and help alleviate traffic congestion across the Greater Toronto Area. ■ By 2051, the Greater Golden Horseshoe population is expected to grow to almost 15 million. That's approximately 1 million new residents every five years. We need our road 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 Greater Toronto Area. ■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing road and highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ Using Highway 407 Express Toll Route as an alternative to Highway 413 is not a realistic option 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 Greater Golden Horseshoe and Highway 407 Express Toll Route alone is not enough to meet this projected demand surge. By 2031, we would suffer from the same congestion problems as we currently have even if Highway 407 Express Toll Route was further expanded, tolls subsidized and truck priority features included. Highway 413 is vital transportation infrastructure that will help meet the projected population growth and employment growth for the Greater Golden Horseshoe. ■ As a private company, 407 Express Toll Route is responsible for setting toll rates and fees and managing its business practices in accordance with market conditions and the demand of users paying for the service. The province's agreement with 407 Express Toll Route, the Concession and Ground Lease Agreement, does not provide a role for the Ministry to be involved in setting or influencing the private company's tolls or fees. ■ The 407 Express Toll Route lease agreement states that the highway must function at a specific level of service. This level of service is free flow traffic. If traffic becomes too dense, efforts must be taken to return to free flow traffic. This involves expanding the highway or increasing tolls. The agreement made for 407 Express Toll Route does not provide a role for the Ministry to play. The 407 Express Toll Route is currently operating at the agreed upon capacity. ■ As the highway is currently leased to a private entity with full responsibility for setting its tolls and fees, provincial efforts to increase use of Highway 407 Express Toll Route could only be achieved by reacquisition or subsidizing tolls. Both options would come at considerable initial expense for the province, incur an ongoing financial burden for the remainder of the lease, and fail to support the region's future transportation needs adequately. ■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ Highway 413 is part of a suite of improvements that will enhance the province's transportation system. Ontario is also investing $70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Property Impacts	When will the frozen land within the Focused Analysis Area be released for development? How will the Highway 413 project impact landowners within the Study Area? When will the Project Team begin expropriating properties?	■ The Focused Analysis Area will remain in effect until the end of the Preliminary Design process. Additionally, the exact property requirements will be known once the Preliminary Design has been completed. ■ The Project Team reviews detailed Preliminary Design plans to minimize property impacts wherever possible. The Ministry will meet with individual landowners before the last Public Information Centre to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. ■ Our preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements to acquire any properties needed. Property acquisition is generally intended to be a negotiated settlement agreeable to both parties. The Ministry is required to compensate a property owner according to the provisions of the Expropriations Act. Compensation is generally based on the fair market value of a property or the loss in market value to your property, in the case of a partial acquisition. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. If the Ministry buys only a portion of the property, the effect of the acquisition on the rest of the property will be considered. In addition, there is provision for payment of other reasonable expenses incurred upon final settlement. After completion of the appraisal, a Ministry real estate officer will present an offer of compensation based on the appraisal report. Hopefully a mutual agreement can be reached at that time. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timeframes. ■ The Ministry has established an alternate process to the former Hearings of Necessity for receiving comments from property owners about a proposed expropriation and considering those comments. Under this process, any landowner who was served a notice of expropriation can comment on the proposed expropriation. Landowners may submit comments about the proposed expropriation to the Assistant Deputy Minister of Transportation Infrastructure Management Division at the Ministry within thirty days of receiving the notice. The Ministry will review the comments for their technical/engineering information, regarding the need for the land for the project. A written response will be provided from the Assistant Deputy Minister to the property owner. ■ The Ministry can negotiate in good faith with owners at any time to reach amicable agreements for the acquisition of any properties needed. ■ The Ministry is currently seeking to acquire property on an amicable basis (willing buyer, willing seller).
Cost	What is the estimated cost of the Environmental Assessment process, the construction phase of the project and the maintenance of Highway 413?	■ As part of the current Stage 2 of the Environmental Assessment study, the Ministry developed high-level construction only costs to support the evaluation of the short list of route alternatives. The current high-level construction budget is based on the conceptual Preferred Route and does not take into account localized, site-specific engineering considerations. A detailed construction budget will be developed as the project advances into Detail Design and the route is refined.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4	Project Team Response, Commitments and Follow-up
Project Consultation	How is the Project Team consulting members of the public, Indigenous communities, municipal stakeholders and conservation authorities?	■ The Highway 413 project follows a comprehensive consultation program that welcomes engagement and feedback from stakeholders, municipalities, Indigenous communities, and conservation authorities through a suite of outreach methods. These include Ontario Government Notices, Public Information Centres, Community Workshops and Community Value Plan Team meetings, Project Website, toll-free telephone line, Project Team e-mail address, fact sheets and bulletins, Advisory Group meetings, Council presentations, meetings with municipal staff (workshops and issue specific sessions), meetings with technical stakeholders (workshops and issue specific meetings), and meetings with other interested parties upon request (property owners and other members of the public, etc.). ■ Engagement and consultation with Indigenous communities is critical to the Provincial Environmental Assessment and Federal Impact Assessment processes. The Ministry has been consulting with impacted or interested Indigenous communities about Highway 413 since 2007 and will continue to engage throughout the project's life. The Ministry and Project Team are committed to fulfilling the Duty to Consult with Indigenous communities regarding potential adverse impacts of the project on established and credibly asserted Aboriginal and treaty rights. The Project Team is happy to provide Environmental Assessment study reports and information to facilitate communities' participation in consultation activities and inform the Ministry about the proposed project's impacts on rights. The Project Team is available anytime to meet with communities to discuss the project or specific Environmental Assessment study reports. Representatives from Indigenous communities have been observing and participating in archaeological and environmental field work as Community Field Liaisons. ■ 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 Greenbelt Transportation Advisory Group for Phase 2 of the study. The Highway 413 Project Team meets with the Greenbelt Transportation Advisory Group at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. In consultation with the Ontario Ministry of Agriculture, Food and Rural Affairs, the Project Team has developed a scope of work for an Agricultural Impact Assessment by the Ontario Ministry of Agriculture, Food and Rural Affairs requirements. The Project Team also consulted with farm groups and farmers through meetings, and an Agricultural Operations Survey looking into farm operations during the route evaluation phase of the study. Further mitigation, compensation and/or enhancement measures related to agriculture will be considered during the Preliminary Design phase of the study in consultation with stakeholders.

Table D2: Specific Correspondence Received During York Region Public Information Centre #4 Session

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **When will the Environmental Assessment be completed?** ■ **When will the Study Area be finalized?** ■ **What is the earliest expected construction start date?** ■ **What is the earliest expected construction completion date?** ■ **What is the timing for the final design of the highway and the adjacent service corridor?** ■ **When will the Preferred Route be finalized?**	■ Now that the Preliminary Design has advanced to 50%, the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval. ■ Currently, there is no commitment to a timeline for Detail Design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it will be built in phases. These details would be determined in subsequent steps to the project, when the project proceeds past the Preliminary Design phase. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.
■ **When will we know if the project will require a Federal Environmental Assessment?** ■ **When can we expect to receive the court ruling on the Impact Assessment Act?** ■ **What is the status of the Federal Environmental Assessment?** ■ **What is the deadline for the Impact Assessment Agency of Canada to make a decision on the designation of Highway 413?** ■ **Is it possible that the Federal Environmental Assessment will cancel the highway altogether?** ■ **Who will review the Environmental Assessment Report?** ■ **Has the Project Team submitted the Initial Project Description to the Impact Assessment Agency of Canada?** ■ **When will the Initial Project Description be complete?** ■ **What are the effects of the Impact Assessment Act on the project timeline?**	■ Note: this response provides a status update with information from after the Public Information Centre #4 sessions. ■ On October 13, 2023, the Supreme Court of Canada released its opinion on the federal *Impact Assessment Act* determining the Act was largely unconstitutional. ■ On October 24, 2023, the provincial government applied for a judicial review to seek legal certainty on the applicability of the Impact Assessment Act toward critical infrastructure across the province, such as the Highway 413 Project. ■ Canada and Ontario have resolved the judicial review by jointly requesting that the Federal Court issue an order quashing the May 2021 order that designated the Highway 413 Project as subject to the Impact Assessment Act. This provides Ontario with the legal certainty needed to move forward with the Highway 413 Project. ■ The provincial and federal governments will enter into a Memorandum of Understanding regarding the Highway 413 Project. A newly created joint working group consisting of representatives from both levels of government will help to identify and recommend appropriate measures to avoid or minimize environmental impacts in areas of federal jurisdiction. This collaboration will ensure both governments have a role to play on this vital project. ■ The Memorandum of Understanding creates an administrative framework to facilitate both Canada's and Ontario's collaboration on the assessment of effects of the Project on areas of federal jurisdiction. ■ Given that the Highway 413 Project is no longer subject to the Impact Assessment Act there is no longer a need to submit the Initial Project Description to the Impact Assessment Agency of Canada. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Can you provide an overview of the phases of the project?**	■ The Highway 413 Environmental Assessment is an Individual Environmental Assessment under the Ontario Environmental Assessment Act and follows the Terms of Reference, approved by the Ontario Minister of the Environment at the time, in March 2008. An Individual Environmental Assessment is carried out for large-scale, complex undertakings with the potential for significant environmental effects and primary public interest. This is among the most stringent forms of Environmental Assessment done by the Province. The Environmental Assessment 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 highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, representing an early stage of the overall process. Stage 2 includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. Stage 2 of the Environmental Assessment study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report. The Project Team has undertaken significant data collection, field work 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: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Following the review of the Environmental Assessment Report, and if Environmental Assessment approval is obtained from the Ministry of the Environment, Conservation and Parks, the Highway 413 corridor will then be designated as a Controlled Access Highway under the Public Transportation and Highway Improvement Act. There will be a future requirement for additional engineering tasks, such as surveying; testing for soil conditions; determining exact construction material requirements; and developing the Detail Design and construction documents for the purpose of building the new highway.
■ **Is Highway 413 still a go?**	■ The current provincial government is delivering on its commitment to resume and complete the Highway 413 Project to address the region's future transportation needs, improve the transportation network, reduce travel times, and help alleviate traffic congestion across the Greater Toronto Area.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Will Highway 413 be cancelled if it is determined that the project will significantly impact the Greenbelt?** ■ **Why will Highway 413 be built through the Greenbelt when it is supposed to be protected?** ■ **Was the most environmentally destructive route chosen?**	■ During route selection, understanding and considering the existing and anticipated future environmental conditions and constraints within the Route Planning Study Area was a key element of the route planning process. Specific tasks for ensuring environmental (i.e., natural/socio-economic/land use/cultural) protection during the route and interchange generation and evaluation process included: • Identification of environmental features within the Route Planning Study Area. • Classification of environmental features to assess their significance. • Development of environmental features constraints mapping to facilitate identification and development of corridor alternatives. ■ The Guideline for Planning and Design of the Greater Toronto Area West Corridor (now Highway 413) Through the Greenbelt (hereinafter referred to as the Guideline) was drafted in Stage 1 with input from the Greenbelt Transportation Advisory Group. The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the new transportation corridor within areas of the Greenbelt (where impacts to Greenbelt areas are unavoidable. Key elements include: • Impact avoidance, where possible. • Community sensitive design. • Consideration of impacts to road ecology and wildlife. • Consideration of impacts to agriculture. • Stormwater management. • Flexibility with geometric and bridge design to avoid or reduce impacts (e.g., consider the use of reduced median and shoulder widths, steeper side slopes, tighter road curves, etc.). ■ The Guideline is also being referenced in developing the Preliminary Design and mitigation measures for the preferred route, and will continue to be referenced during implementation. Examples include: • Developing a Community Value Plan with considerations for the Greenbelt. • Implementing a highway vegetation plan, and considering funnel-fencing and wildlife crossings. • Considering tightening road curves where possible, to avoid sensitive features and Class 1-3 soils. • Considering the use of a reduced cross-section, minimizing the number of interchanges in the Greenbelt, and considering the use of open and long span bridge structures.
■ **How will Highway 413 affect flora and fauna within the Study Area?**	■ The Project Team is working to avoid or minimize or compensate/off-set any adverse impacts to the natural environment. The impacts and mitigation strategies for species and other Species-at-Risk will be developed as part of the technical documentation that will be prepared for the Environmental Assessment submission in, support of the Preliminary Design and consultation with the Impact Assessment Agency of Canada (the Agency), Environment and Climate Change Canada, Fisheries and Oceans Canada, and the Ontario Ministry of the Environment Conservation and Parks. ■ To evaluate the potential for species and Species-at-Risk to be affected by the project, the Project Team has: • Undertaken a detailed background review of existing data sources and consulted with agencies to obtain the most up-to-date information regarding Species-at-Risk to determine the potential for Species-at-Risk to occur within the route planning study area. • Conducted field investigations in 2020, 2022 and 2023 to refine further our understanding of the potential for Species-at-Risk within the route planning study area and document presence. ■ Mitigation of potential impacts will then be developed based on: • An assessment of potential impacts on Species-at-Risk and Species-at-Risk habitat for Provincial Species-at-Risk and Critical Habitat for Federal Species-at-Risk. • The evaluation criteria which led the Project Team to a selected preferred route for Highway 413, included criteria specifically for Species-at-Risk considerations. As the design progresses, the Project Team is carefully considering where impacts to Species-at-Risk and their protected habitats can be minimized. And this even includes alignment adjustments, where feasible, to minimize direct footprint impacts. • Where potential impacts to Species-at-Risk are identified, the Ministry will work with regulatory agencies to meet the legislative requirements of the Endangered Species Act and Species at Risk Act. • For the construction phase, the Project Team is investigating the development of recommendations that newly enhanced or created habitat for Species-at-Risk be established prior to the new construction, where feasible. It will be a requirement that construction avoid specialized lifecycle timing windows, such as breeding, migration and overwintering periods. As well as design for exclusionary measures to prevent species from entering construction areas. • The Ministry will obtain the necessary permit or approvals for the project during the Detail Design stage, which will follow the present Environmental Assessment and Preliminary Design. The conditions of approvals may include mitigation, compensation/off-setting and/or monitoring conditions, and consultation requirements.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Do you know approximately how many hectares of Greenbelt will be paved over to build Highway 413?**	■ Based on the 50% Preliminary Design, the Highway 413 crosses 163 hectares of Greenbelt lands or in other terms, less than 10% of the total route is within the Greenbelt. The transitway corridor crosses an additional 45 hectares of Greenbelt lands, representing an additional 2.6% of the total route within the Greenbelt.
■ **How will the Project Team create natural habitats?**	■ The need to create natural habitats associated with the Highway 413 Project will be determined as part of the impact assessment component of the Environmental Assessment. Natural habitat creation needs will be identified based on the loss or impact to existing natural habitats, the opportunities for habitat creation, the target species, and the type of habitat identified for creation. The Project Team is identifying areas where habitat creation will most benefit particular species, communities and ecosystems. Objectives for habitat creation include: maintaining or recreating habitat connections and movement corridors, increasing existing habitat, enhancing existing habitat, and restoring degraded habitat. As part of the Preliminary Design, conceptual habitat restoration and enhancement plans will be developed to meet these objectives. The details regarding habitat creation will be fully developed during Detailed Design. The actual creation of habitats will be completed during construction and will be a combination of topographic modification through grading, placement of topsoil and soil amendments, assurance of water supply (for wetland and moist habitats), seeding with native seed mixes, planting of native trees and shrubs, and post-planting maintenance and monitoring.
■ **What criteria was considered when determining the Preferred Route?**	■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality. ■ For further details on the short-list of alternatives evaluation process, please refer to the evaluation tables available on the Project Website at: https://www.highway413.ca/consultation/.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Will there be a visualization of the Preferred Route available for public review?** ■ **Can you confirm the design of the current preferred alignment and the limits of the Focused Analysis Area?** ■ **How far west will Highway 413 bring users?** ■ **How far east will Highway 413 bring users?**	■ Highway 413 is a proposed controlled-access highway and transitway that will extend from the Highway 401/407 Express Toll Route interchange are in the west to Highway 400 (between Kirby Road and King-Vaughan Road) in the east, connecting Halton, Peel and York Regions. There are no plans to extend the highway further east or west at this time. The corridor will include 52 kilometres of a 4 to 6-lane 400-series highway, 7 kilometres of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway-to-freeway connections at 401/407 Express Toll Route, 410, 427, and 400, maintenance yard facilities, commercial vehicle inspection facilities, and transit stations at appropriate locations with carpool/park and ride lots. A suite of goods movement priority features is also being carried forward for more consideration during the Preliminary Design phase. Some examples include enhanced design to accommodate long combination vehicles, more extended speed change lanes, enforcement features, ramp metering, and truck parking facilities. ■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **What is the preferred route for sections S7-3, S7-13 and S7-14?** ■ **What is the preferred route for sections 7 and 8?**	■ The preferred alternative in Section 7 and 8 is Alternative S7-14 / S8-5, which significantly increases the distance from existing residential development on both sides of the Humber River, and moderately increases the distance from existing residences on Highway 27 south of Kirby Road.
■ **Why is Vaughan seeking consultation on a development application in the Focused Analysis Area?**	■ Anyone can submit any planning application at any time and the Municipality has an obligation to review the application under the Planning Act. Consultation is a standard part of the planning application review process.
■ **Can you provide more information about the Preferred Route at Cold Creek Road?**	■ Cold Creek Road will become discontinuous at Highway 413. The section north of Highway 413 will turn into Highway 50 (intersection type To Be Determined, e.g., signalized, unsignalized, or right-in, right-out only). The south end will form a cul-de-sac just south of the Highway 413 right-of-way.
■ **Can you provide more information on the location of the transitway stations?** ■ **Will there be a separate Environmental Assessment for the Transitway?** ■ **What is the plan for extending public transit?**	■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor.
■ **How do the transitway stations align with the proposed GO line and Canadian Pacific Rail track that goes through Bolton?**	■ At this time, the transitway and stations are being designed at a conceptual level. The approximate size and orientation of the transit stations and carpool lots have been estimated based on similar sites across Ontario. Specific amenities within the transit stations will be considered during a future Transit Project Assessment Process. A conceptual station location has been identified at Huntington Road, adjacent to the Canadian Pacific Rail track.
■ **Why is there a partial interchange at Weston Road?**	■ The interchange at Weston Road is proposed as a partial interchange due to its proximity to Highway 400.
■ **Can Highway 413 be entered from Highway 400?**	■ Highway 413 can be entered from both Northbound and Southbound Highway 400.
■ **Can you provide more information about the types of interchanges considered for the project?**	■ The Ministry's preferred interchange configuration with arterial roadways is the Partial Cloverleaf (Parclo) A4 configuration. The Parclo A4 ramp configuration has a single exit point from the freeway on the approach to the interchange, which improves visibility and operations. The entrance ramp configurations on the crossing road minimize the risk of wrong-way travel, and signage is simplified in all movements. Unless there are significant impacts that cannot be avoided, reduced or effectively mitigated through the design, the Parclo A4 configuration will be used for all arterial interchanges, except Weston Road which is a partial interchange providing access to and from the west due to its proximity to Highway 400.

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■ **Can you provide more information about the bridge at Kirby Road and Huntington Road?**	■ The McEwen trail bridge over Humber River, located just east of the Kirby Road and Huntington Road intersection, is not directly impacted by the highway alignment; however, details regarding the construction methods and access within the Humber River valley (Nashville Conservation Reserve) have not been developed at this stage, and will be subject to further review and considerations in the following phases of design. ■ Highway 413 will cross the Humber River near Kirby Road and Huntington Road. The bridge will be a significant structure spanning approximately 950 metres to minimize environmental impacts within the Humber River Valley area. While the current Preferred Route does pass through the Main Humber River in the area of the Nashville Conservation Reserve, the planned water crossing at this location is intended to avoid or minimize impacts to the river, valley lands, and Species at Risk habitats by spanning the valley and minimizing the ground disturbance within valley lands. Appropriate mitigation and compensation measures will be utilized in consultation with the provincial and federal environmental agencies to reduce any potential harm to Species at Risk and their habitats.
■ **Why is there no access between Highway 413 and Highway 400 via Weston Road?** ■ **Where will the on-ramp to Highway 400 south be?**	■ Access from Weston Road is proposed to be provided to Highway 413 to and from the west; Highway 413 eastbound traffic can get off at Weston Road, and Highway 413 westbound traffic can get on at Weston Road. Access to Highway 400 directly from Weston Road is not viable due to geometric constraints related to interchange spacing. The Highway 413 project is not precluding future direct access to Highway 400 via a future municipal interchange at King-Vaughan Road. This study would be undertaken by others.
■ **How will Highway 413 benefit the City of Guelph if it connects to the 401 in the south?**	■ The Highway 413 project will benefit municipalities outside the immediate study area by providing increased capacity and redundancy to the transportation system as a whole. Inter-regional trips will be faster, goods movement will be more reliable, and relief will be provided to local and regional roads by providing alternative route choices.
■ **What are the assumptions for the estimate that the Greater Golden Horseshoe will have a population of 15 million by 2051?** ■ **What is the current population of the Greater Golden Horseshoe?**	■ The Greater Golden Horseshoe has a population of approximately 10 million and supports 4.9 million jobs. ■ The 15 million population figure is from the Growth Plan for the Greater Golden Horseshoe, August 2020 population forecast of approximately 14.87 million Residents by the year 2051 and 7.01 million jobs. ■ The population projection was calculated within a technical report titled “Greater Golden Horseshoe: Growth Forecasts to 2051”, dated August 26, 2020, by Hemson Consulting Limited, for the Ministry of Municipal Affairs and Housing. Appendix A to the report includes an extensive list of assumptions pertaining to long-term economic outlook, birth and death rates, immigration, emigration, inter-provincial and intra-provincial migration, employment data, total employment, employment by category and employment allocation. ■ All forecasts indicate demand for road-based transportation (car, truck, bus/transit, cycling) will continue to grow, especially in light of the Greater Golden Horseshoe’s projected 2051 population of 15 million. ■ The Project Team will use a traffic model to identify traffic requirements for 2041, and the results will inform the number of lanes required on intersecting municipal roads. Municipalities also have transportation master plans that are being referenced in the design. The engineering team has consulted with each of the municipalities on the planned improvements to regional and municipal roads.
■ **Has the Project Team considered a cycling corridor alongside Highway 413?**	■ The Project Team is considering active transportation elements; however, a multi-use path adjacent to the corridor within the Ministry’s right-of-way is not within the Ministry’s suite of enhancement measures due to safety and operational concerns. In consultation with municipalities, we are considering putting bicycle lanes or multi-use paths on municipal roads crossing the highway.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How will Highway 413 impact air and water quality within the Study Area?**	■ The Project Team is completing a Drainage and Hydrology Assessment and a Groundwater Assessment on the Preliminary Design of the Preferred Route, by adhering to Ministry's Highway Drainage Design Standards with associated references to elements of the Ministry's Drainage Design Manual and the Ministry of Environment (now Ministry of the Environment, Conservation and Parks) 2003 Stormwater Management Planning and Design Manual. The studies will identify potential impacts of highway runoff and stormwater on surface water and groundwater and propose appropriate mitigation measures to protect the watersheds. The reports will summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities including stormwater management ponds. Conservation Authorities are being consulted to maintain alignment with current policies and practices for their respective watersheds. The reports will also include a desktop review of well records from the Ministry of Environment, Conservation and Parks and geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for temporary groundwater taking during construction and any associated commitments. The required registration or permit for water taking will be obtained during the subsequent design phase of the study by provincial legislation through the Ministry of Environment, Conservation and Parks. Hydrogeological studies will be integrated with contaminated properties and waste management studies where there is an interaction or environmental consideration related to groundwater and groundwater resources. ■ An Air Quality Impact Assessment will be performed per the Ministry's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. the Ministry's Air Quality Impact Assessment predicts the cumulative concentration of various contaminants of concern due to the project's operation using a combination of historical background concentrations in the vicinity and projected future air emissions. Air dispersion modelling is conducted to analyze the impact on the local community. Air concentration levels are compared to the recommended Provincial Ambient Air Quality Criteria and the Canadian Ambient Air Quality Standards. As part of the Provincial Environmental Assessment, the Project Team will follow the same Ministry Guide to predict the Greenhouse Gas Emissions during the operation Phase of the project.
■ **How do members of the public submit their socio-economic and health concerns to the Project Team?**	■ The proposed consultation and engagement methods for the Highway 413 project are emails, calls, virtual meetings with presentations and/or workshops, , information sessions and through the sharing of relevant documents. ■ Comments and input regarding the study are encouraged and will be collected to assist the Highway 413 Project Team. This material will be maintained on file for use during the project and may be included in project documentation to meet the requirements of the Ontario Environmental Assessment 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.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Are you able to provide any studies that support the Preferred Route over other alternative routes?** ■ **Has the Project Team considered alternatives that do not involve building Highway 413?**	■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality.
■ **Why not utilize Highway 407 instead of building Highway 413?** ■ **Is it possible to cancel the Highway 407 lease?**	■ Using Highway 407 Express Toll Route as an alternative to Highway 413 is not a realistic option 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 Greater Golden Horseshoe and Highway 407 Express Toll Route alone is not enough to meet this projected demand surge. By 2031, we would suffer from the same congestion problems as we currently have even if Highway 407 Express Toll Route was further expanded, tolls subsidized and truck priority features included. Highway 413 is vital transportation infrastructure that will help meet the projected population growth and employment growth for the Greater Golden Horseshoe. ■ As a private company, 407 Express Toll Route is responsible for setting toll rates and fees and managing its business practices in accordance with market conditions and the demand of users paying for the service. The province's agreement with 407 Express Toll Route, the Concession and Ground Lease Agreement, does not provide a role for the Ministry to be involved in setting or influencing the private company's tolls or fees. ■ As the highway is currently leased to a private entity with full responsibility for setting its tolls and fees, provincial efforts to increase use of Highway 407 Express Toll Route could only be achieved by reacquisition or subsidizing tolls. Both options would come at considerable initial expense for the province, incur an ongoing financial burden for the remainder of the lease, and fail to support the region's future transportation needs adequately.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Are there any projections past 2051?**	■ The Project Team used more recent data, subsequent revisions to the Growth Plan and associated population and employment forecasts, validated the expectation that growth in the Greater Golden Horseshoe would continue to 2031, and projected continued growth up to the year 2051.
■ **Are there any protections in place so that the Ontario Government cannot lease Highway 413 as they did with Highway 407?**	■ The government has indicated it does not plan to toll the proposed Highway 413.
■ **When will the Preliminary Design be completed and Computer-Aided Design work shared with landowners so that they can better plan and develop their properties?**	■ The Ministry is not in a position to share Computer-Aided Design files. The Preliminary Design will continue to be refined until the conclusion of the Environmental Assessment process. The best resource to understand the design is the interactive map available here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **When will Project Team start acquiring land from property owners?** ■ **Has any land already been acquired by the Project team?**	■ Our preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements to acquire any properties needed. Property acquisition is generally intended to be a negotiated settlement agreeable to both parties. The Ministry is required to compensate a property owner according to the provisions of the Expropriations Act. Compensation is generally based on the fair market value of a property or the loss in market value to your property, in the case of a partial acquisition. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. If the Ministry buys only a portion of the property, the effect of the acquisition on the rest of the property will be considered. In addition, there is provision for payment of other reasonable expenses incurred upon final settlement. After completion of the appraisal, a Ministry real estate officer will present an offer of compensation based on the appraisal report. Hopefully a mutual agreement can be reached at that time. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timeframes.
■ **When will we know the exact impact to our properties?** ■ **We own property in the urban boundary that is affected by Highway 413. If the project is delayed further, what options do we have to develop our land?** ■ **How long will properties within the Focused Analysis Area be unable to develop?**	■ The Focused Analysis Area will remain in effect until the end of the Preliminary Design process Additionally, the exact property requirements will be known once the Preliminary Design has been completed. ■ The final Public Information Centre to present the Preliminary Design is anticipated in early 2025. ■ The Project Team will schedule one-on-one meetings with all impacted property owners before the last Public Information Centre to discuss impacts to individual properties, understand landowner concerns, and identify opportunities to mitigate impacts.
■ **Have all individuals whose land will be expropriated been contacted by the Project Team?**	■ Property owners within the Focused Analysis Area would have received a Permission-to-Enter form through mail and/or e-mail for field investigations in 2021 - 2023. A signed Permission-to-Enter grants the Project Team temporary access to private property at the property owner(s)'s consent to investigations. Information collected is used to document existing environmental and engineering conditions within the Highway 413 Focused Analysis Area (2020). This is an important step to identify existing conditions, confirm impacts and develop appropriate mitigation measures. ■ The Ministry will meet with individual landowners before the last Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. The Project Team reviews detailed Preliminary Design plans to minimize the impacts on properties wherever possible. Where it is impossible to avoid impacts, the Project Team will consider mitigation measures such as berms, sound walls and tree planting. Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size proximity and accessibility, demand, etc.) and may change in the near and long-term.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Will all properties within the Focused Analysis Area be expropriated?** ■ **Will land be expropriated around Highway 413 to build the road?**	■ Not all properties within the Focused Analysis Area will be required for the Highway 413 project. The extent of land required for the project will be established at the conclusion of the Preliminary Design process. ■ The Ministry negotiates with property owners as early as possible to reach amicable agreements. If an amicable agreement is not reached, the ministry may commence the expropriation process. The ministry continues negotiating with property owners throughout the expropriation process to reach agreement. The Ministry compensates property owners according to the provisions of the Expropriations Act. Property owners are treated fairly and equitably, receive market value for their lands, receive reasonable out-of-pocket expenses and may request mediation and/or arbitration if an agreement cannot be reached. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. ■ The Project Team reviews detailed Preliminary Design plans to minimize property impacts wherever possible. The Ministry will meet with individual landowners before the last Public Information Centre to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts.
■ **What is the cost to taxpayers for the Project Team to purchase the land within the Study Area?** ■ **Can you provide more information on the funding details?**	■ As part of the current Stage 2 of the Environmental Assessment study, the Ministry only developed high-level construction costs to support the evaluation of the short list of route alternatives. The current high-level construction budget is based on the conceptual Preferred Route and does not take into account localized, site-specific engineering considerations. A detailed construction budget will be developed as the project advances into Detail Design and the route is refined. ■ Property costs for the project will be influenced by the ultimate amount of land required and existing market conditions (i.e., all property required for the project is appraised and property owners receive market value).
■ **When will the interactive map be available for review by the public?**	■ The Project Team provided a notice to all stakeholders on the Project Contact List informing them that the interactive mapping was available on the Project Website: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **Why are attendees that are not presenting prevented from turning on their cameras and unmuting their mics?** ■ **Why are our chat messages hidden from other participants?** ■ **Why are you preventing us from verbally expressing our views while members of the Project Team are allowed to speak?**	■ The Project Team explained that comments on the Public Information Centre can be provided through the question-and-answer chat box available during the meeting. All questions submitted will be documented and responding during the meeting or in follow-up communications. ■ Due to the scale of the Public Information Centre events, with hundreds of attendees and a significant amount of content to share, this format was deemed the best way to convey information about the project. A virtual consultation event as it provides the opportunity to view materials online and provides flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in person. Within the virtual platform there is an opportunity to also address accessibility needs as they arise. Additionally, as a result of the public health measures linked to COVID-19 in 2020, 2021 and 2022 that restricted large in-person gatherings, the Project Team has held consultation events virtually by leveraging various platforms.
■ **If Glenn Pothier is not a member of the Highway 413 Project Team, who is paying him?**	■ Glenn Pothier has been contracted by the Project Team for his media and consultation expertise. He assists the Project Team in organizing consultation events such as the Public Information Centres.
■ **How do we shut down Highway 413?**	■ The current provincial government is delivering on its commitment to resume and complete the Highway 413 Project to address the region's future transportation needs, improve the transportation network, reduce travel times, and help alleviate traffic congestion across the Greater Toronto Area.
■ **Is the purpose of Highway 413 to promote sprawl?**	■ The Growth Plan 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 of the suburban regions in Brampton and Vaughan have historically developed. That type of development is not permitted anymore.

Table D3: Specific Correspondence Received During Halton Region Public Information Centre #4 Session

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Is there an estimation of the increase in Greenhouse Gases as a result of Highway 413?** ■ **How was the increase in Greenhouse Gases estimated?**	■ As part of Stage 2, the Project Team has conducted an air quality assessment of construction activities, a regional air quality assessment, and a preliminary construction greenhouse gas assessment. The Project Team assessed the incremental burden of greenhouse gas from vehicle emissions during normal operations of Highway 413 in 2041 horizon year. The 2041 No-Build scenario considered no construction of Highway 413 and was used as the baseline for this analysis. The comparison found that the 2041 Build Scenario saw a 0.3% increase in greenhouse gas emissions when compared to the 2041 No-Build scenario. ■ Further greenhouse gas studies will be completed as the Environmental Assessment continues.
■ **Canada is aiming to reach net-zero emissions by 2050. How does Highway 413 affect the country's ability to reach this goal?** ■ **How does Highway 413 fit into Canada's climate goals?**	■ Many factors influence greenhouse gas emissions when a new transportation facility is introduced. The greatest savings for greenhouse gas is alleviating traffic from arterial roads and the existing highway network, resulting from reduced travel times and increased demand options. As populations and residential areas expand, the transportation network must be ready to meet the required capacity – often requiring new transportation facilities to meet these needs. New builds will always see new and existing drivers utilize their transportation options to fit their requirements. ■ In September 2015, Canada and all other 192 United Nations Member States adopted the 2030 Agenda for Sustainable Development at the United Nations General Assembly. The initiative is a global call to action "to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030." The United Nations Sustainable Development Guidelines include 17 Goals. ■ The context of this Highway 413 Project is proceeding under a decision-making framework: the Ontario Environmental Assessment Act. As an Individual Environmental Assessment, it follows the requirements of the approved 2008 Terms of Reference which sets out the process for the project including consultation milestones, monitoring requirements and factors to consider when generating, assessing and evaluating alternatives. ■ Although the work completed to date has not explicitly considered the Sustainable Development Guidelines, the goals are not mutually exclusive, as the analysis and evaluation of alternatives for the Highway 413 Corridor considered a broad range of factors under Natural Environment, Land Use Socio-Economic Environment, Cultural Environment and Transportation. These broad factors included 62 factors and sub-factors. Some of these factors included considerations that overlap with the Sustainable Development Guidelines. ■ For example, Goal 9 of the Sustainable Development Guidelines, "Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation" is addressed by the need for this transportation project documented in the 2012 Transportation Development Strategy. The development of the 2013 Guideline for Planning and Design of the Greater Toronto Area West Corridor Through the Greenbelt was completed specifically for this project to consider innovative ways of placing a new highway/transitway within areas of the Greenbelt for Highway 413. ■ Another example is Goal 15: "Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss". There was extensive consideration given to protecting the natural environment including terrestrial ecosystems and ecosystem services in evaluating alternatives which will continue through the development of the preferred Preliminary Design. ■ Other aspects that will be considered as this project continues address other components of the Sustainable Development Guidelines including a Health Impact Assessment (Goal 3 - Good Health and Well being) and evaluating the project concerning climate change (Goal 13 - Climate Action).
■ **What criteria did the Project Team use in the climate change investigation?**	■ The air study completed in Stage 1 and now Stage 2 adequately compares the predicted build vs no build scenarios for greenhouse gas emissions. Also note; as highways start to include more electric and energy efficient vehicles, greenhouse gas emissions will drastically change over time, as much of transportation related emissions originate from ridership exhaust. ■ To better understand the risks and resilience of the Project to climate change, the Environmental Assessment will be refined and expanded upon in the Preliminary Design Phase of the Environmental Assessment based on additional technological design information and adaptation measures included in the Project.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How soon will Highway 413 be built?** ■ **When will construction start on Highway 413?** ■ **How many years will it take to build Highway 413?** ■ **When will the provincial and federal environmental assessments be complete?**	■ Currently, there is no commitment to a timeline for completion of the Environmental Assessment, Detail Design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it will be built in phases. These details would be determined in subsequent steps to the project, when the project proceeds past the Preliminary Design phase. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.
■ **When does the Project Team estimate that the Preliminary Design phase will be complete?** ■ **When will the Study Area be finalized?**	■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, representing an early stage of the overall process. Stage 2 includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. Stage 2 of the Environmental Assessment study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report. The Project Team has undertaken significant data collection, field work 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: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Now that the Preliminary Design has advanced to 50%, the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval. ■ At the conclusion of the Environmental Assessment process, lands required for the highway will be designated as Controlled Access Highway under the Public Transportation and Highway Improvement Act.
■ **Have mitigation plans for the project related impacts been evaluated against previous plans to determine their effectiveness?**	■ The Project Team is fully committed to assessing and understanding potential environmental impacts that Highway 413 could have on the natural environment so negative impacts can be properly avoided or mitigated. The mitigation strategies to be employed by the Project Team are ones that have been effectively used in previous highway design and construction.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **What are the effects of the Impact Assessment Act on the project timeline?** ■ **When will it be decided if Highway 413 will proceed?**	■ Note: this response provides a status update with information from after the Public Information Centre #4 sessions. ■ On October 13, 2023, the Supreme Court of Canada released its opinion on the federal *Impact Assessment Act* determining the Act was largely unconstitutional. ■ On October 24, 2023, the provincial government applied for a judicial review to seek legal certainty on the applicability of the Impact Assessment Act toward critical infrastructure across the province, such as the Highway 413 Project. ■ On April 15, 2024, Canada and Ontario have resolved the judicial review by jointly requesting that the Federal Court issue an order quashing the May 2021 order that designated the Highway 413 Project as subject to the Impact Assessment Act. This provides Ontario with the legal certainty needed to move forward with the Highway 413 Project. ■ The provincial and federal governments entered into a Memorandum of Understanding regarding the Highway 413 Project. A newly created joint working group consisting of representatives from both levels of government will help to identify and recommend appropriate measures to avoid or minimize environmental impacts in areas of federal jurisdiction. This collaboration will ensure both governments have a role to play on this vital project. ■ The Memorandum of Understanding creates an administrative framework to facilitate both Canada's and Ontario's collaboration on the assessment of effects of the Project on areas of federal jurisdiction. ■ Given that the Highway 413 Project is no longer subject to the Impact Assessment Act there is no longer a need to submit the Initial Project Description to the Impact Assessment Agency of Canada. ■ Based on this resolution, the Ministry will be continuing to advance the Preliminary Design for the project under the provincial Environmental Assessment process. ■ The final Public Information Centre to present the Preliminary Design is anticipated in early 2025.
■ **How many hectares of farmland, wetland and forest will be needed to build Highway 413?** ■ **Why is Highway 413 being built through the Greenbelt? Any loss of Greenbelt land is too much.** ■ **How will Highway 413 impact the Greenbelt and existing farmland?**	■ Through the robust Environmental Assessment process, the Project Team will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. The Environmental Assessment Report will document any impacts to fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology along with mitigation strategies. ■ Based on the 50% Preliminary Highway Design, the Highway 413 crosses 163 hectares of Greenbelt lands or in other terms, less than 10% of the total route is within the Greenbelt. The Transitway corridor crosses an additional 45 hectares of Greenbelt lands, representing an additional 2.6% of the total route within the Greenbelt.
■ **How many creeks and rivers will Highway 413 cross?**	■ Highway 413 will cross 107 watercourses.
■ **How much Class 1 and 2 farmland will be destroyed to build Highway 413?** ■ **Has backyard farming been considered?**	■ The Highway 413 Project Team will undertake an Agricultural Impact Assessment to help understand and minimize the potential impacts of the Project on the region's agricultural land. The assessment will identify best practices and resources and recommend measures or strategies for avoiding and 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. ■ The Agricultural Impact Assessment will be completed to the standards identified in the Ontario Ministry of Food Agriculture and Rural Affairs Draft Agricultural Impact Assessment Guidance Document (2018). As per the Ontario Ministry of Food Agriculture and Rurals Affairs' guidance, the Agricultural Impact Assessment will focus on the lands that are designated as Agriculture in the Official Plans. The results of the Agricultural Impact Assessment will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies.
■ **How will the Project Team protect the environment and the Greenbelt?** ■ **Has the Project Team considered the impact caused by light pollution?**	■ The Project Team will carefully consider all impacts as the study progresses. It will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Has the Project Team considered the impact caused by habitat fragmentation?** ■ **Have all environmental reviews been completed?** ■ **What restoration efforts has the Project Team considered?**	■ To evaluate the potential for species and Species-at-Risk to be affected by the project, the Project Team has: • Undertaken a detailed background review of existing data sources and consulted with agencies to obtain the most up-to-date information regarding Species-at-Risk to determine the potential for Species-at-Risk to occur within the route planning study area. • Conducted field investigations in 2020, 2022 and 2023 to refine further our understanding of the potential for Species-at-Risk within the route planning study area and document presence. ■ Mitigation of potential impacts will then be developed based on: • An assessment of potential impacts on Species-at-Risk and Species-at-Risk habitat for Provincial Species-at-Risk and Critical Habitat for Federal Species-at-Risk. • The evaluation criteria which led the Project Team to a selected preferred route for Highway 413, included criteria specifically for Species-at-Risk considerations. As the design progresses, the Project Team is carefully considering where impacts to Species-at-Risk and their protected habitats can be minimized. And this even includes alignment adjustments, where feasible, to minimize direct footprint impacts. • Where potential impacts to Species-at-Risk are identified, the Ministry will work with regulatory agencies to meet the legislative requirements of the Endangered Species Act and Species-at-Risk Act. • For the construction phase, the Project Team is investigating the development of recommendations that newly enhanced or created habitat for Species-at-Risk be established prior to the new construction, where feasible. It will be a requirement that construction avoid specialized lifecycle timing windows, such as breeding, migration and overwintering periods. As well as design for exclusionary measures to prevent species from entering construction areas. • The Ministry will obtain the necessary permit or approvals for the project during the Detail Design stage, which will follow the present Environmental Assessment and Preliminary Design. The conditions of approvals may include mitigation, compensation/off-setting and/or monitoring conditions, and consultation requirements. ■ Canadian Wildlife Services has provided the Project Team with Critical Habitat areas for Federal Species-at-Risk. ■ The mitigation measures for these species and other Species-at-Risk will be developed as part of the technical documentation that will be prepared for the Environmental Assessment submission in, support of the Preliminary Design and consultation with the Impact Assessment Agency of Canada (the Agency), Environment and Climate Change Canada, Fisheries and Oceans Canada, and the Ontario Ministry of the Environment Conservation and Parks. ■ The Project Team has considered the following mitigations to mitigate the impact of light pollution on the natural environment: • Avoid installing lighting adjacent to wildlife habitat areas (such as wetlands) unless unavoidable for safety reasons. • Incorporate shielded road illumination that focus downward and away from natural areas. • Use low-pressure sodium lamps to ultraviolet filters and employ other appropriate measures feasible to reduce the intensity and amount of light reaching natural areas.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Will the Project Team adjust the Preferred Route if the environmental studies determine there will be a risk to species and habitat?** ■ **Has there been a systems approach to assessing the environmental impact of Highway 413?**	■ Understanding and considering the existing and anticipated future environmental conditions and constraints within the Route Planning Study Area was a key element of the route planning process. Specific tasks for ensuring environmental (i.e., natural/socio-economic/land use/cultural) protection during the route and interchange generation and evaluation process included: • Identification of environmental features within the Route Planning Study Area. • Classification of environmental features to assess their significance. • Development of environmental features constraints mapping to facilitate identification and development of corridor alternatives. ■ The Guideline for Planning and Design of the Greater Toronto Area West Corridor (now Highway 413) Through the Greenbelt was drafted in Stage 1 with input from the Greenbelt Transportation Advisory Group. The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the new transportation corridor within areas of the Greenbelt (where impacts to Greenbelt areas are unavoidable. Key elements include: • Impact avoidance, where possible. • Community sensitive design. • Consideration of impacts to road ecology and wildlife. • Consideration of impacts to agriculture. • Stormwater management. • Flexibility with geometric and bridge design to avoid or reduce impacts (e.g., consider the use of reduced median and shoulder widths, steeper side slopes, tighter road curves, etc.). ■ The Guideline is also being referenced in developing the Preliminary Design and mitigation measures for the preferred route, and will continue to be referenced during implementation. Examples include: • Developing a Community Value Plan with considerations for the Greenbelt. • Implementing a highway vegetation plan, and considering funnel-fencing and wildlife crossings. • Considering tightening road curves where possible, to avoid sensitive features and Class 1-3 soils. • Considering the use of a reduced cross-section, minimizing the number of interchanges in the Greenbelt, and considering the use of open and long span bridge structures.
■ **If Highway 413 is approved by the Impact Assessment Agency of Canada, will all parties require an Environmental Management System?**	■ During the construction phase, Highway 413 is expected to require environmental monitoring and compliance systems. Specific commitments will be documented in the Environmental Assessment Report. Commitments will be carried forward to Detail Design and construction.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How do we know your reports of the predicted impact to the environment are credible?**	■ Through the robust Environmental Assessment process, the Project Team will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. The Environmental Assessment Report will document any impacts to fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology along with mitigation strategies. ■ The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Now that the Preliminary Design has advanced to 50%, the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval.
■ **Are there any studies that demonstrate that all 400 series highways are bad ideas?**	■ The Highway 413 project is essential to good transportation policy and planning, and part of a multi-modal transportation system in the Greater Toronto Area. Due to expected population and employment growth resulting in future network congestion, and economic advantages, the need for a new transportation corridor, including a highway and transitway, has been recommended to fulfill future travel requirements. The project is advancing with careful planning and environmental mindfulness, incorporating public and stakeholder involvement and thorough impact evaluations.
■ **Will Highway 413 be a toll road?**	■ The government has indicated it does not plan to toll the proposed Highway 413.
■ **What is the status of the electrical corridor that was planned adjacent to Highway 413?** ■ **Has the Project Team considered providing the multi-use path within the 170 metre transit corridor?**	■ The Highway 413 Project Team is considering active transportation elements; however, a multi-use path adjacent to the corridor within the Ministry's right-of-way is not within the Ministry's suite of enhancement measures due to safety and operational concerns. ■ The ministry has discussed a multi-use path with the Ministry of Energy and the Independent Electricity System Operator. The Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest Greater Toronto Area Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western Greater Toronto Area. The transmission corridor may be located adjacent to Highway 413. ■ The Ministry of Energy and the Independent Electricity System Operator noted that such opportunities will be evaluated after identifying their final route. While bike paths, parking lots, community gardens, and open meadows have been successfully implemented in other transmission corridors within the Greater Toronto Area, factors such as topography and routing need to be considered. The ultimate objective will be to ensure that secondary uses, like a multi-use path, will not interfere with the safe operation and maintenance of transmission circuits and the public's safety.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How many lanes will Highway 413 have?**	■ The Highway 413 is planned to open with 6 lanes. It will have the potential to be expanded to up to 10 lanes in the future depending on demand.
■ **What is the projected use of Highway 413?**	■ The Ministry forecasting suggests that in 2041, a weekday total of 22,400 users will travel on Highway 413 during the morning rush hour to get to their destinations. Approximately 30% of commercial vehicles and 15% of light vehicles who enter at the eastern and western extents of the corridor, will travel the length of the entire corridor.
■ **Will the design of Highway 413 accommodate fully autonomous commercial vehicles?**	■ Consideration will be given for Highway 413 to be a future Smart Mobility and Innovation Corridor to support the emergence of advanced technologies. Rapid growth in Connected and Autonomous Vehicles is beginning to drive changes in the existing transportation networks as public sector agencies start preparing for a Connected and Autonomous Vehicles future, for local and regional roads and provincial highways, particularly as the population in urban cities continue to grow and cleaner transportation options are provided.
■ **Has the Preferred Route been finalized?**	■ The Project Team has advanced the design of the Preferred Route to approximately 50% of the Preliminary Design. The design will continue to be refined after the completion of this Environmental Assessment through the Detail Design phase, which is beyond the scope of this study.
■ **How will the preferred route impact west Brampton and east Halton Hills?**	■ The Official Plan policies for Brampton have recognized the need for a high order transportation corridor prior to west Brampton developing. Brampton and Halton Hills were both in the later stages of a transportation study (the Halton-Peel Boundary Area Transportation Study), prior to the provincial Environmental Assessment being initiated. Although the Halton-Peel Boundary Area Transportation Study recommendations were independent from the Highway 413 Corridor, the Halton-Peel Boundary Area Transportation Study recognized that the development of the Halton-Peel Boundary Area Transportation Study network will have opportunities to connect with the proposed Highway 413 Corridor. Our Project Team has also consulted with Halton Hills regarding the premier Gateway Secondary Plan north of Steeles Avenue between Eighth Line and Winston Churchill Boulevard. Halton Hills' Secondary Plan considers the Highway 413 corridor and modifications to the 401/407 Express Toll Route interchange.
■ **What is the location of the Highway 413?** ■ **Has the Project Team considered extending Highway 413 further west?** ■ **How much extra land is needed for the transitway paralleling Highway 413?** ■ **How will public transit be included as part of Highway 413?**	■ Highway 413 is a proposed controlled-access highway and transitway that will extend from the Highway 401/407 Express Toll Route interchange in the west to Highway 400 (between Kirby Road and King-Vaughan Road) in the east, connecting Halton, Peel and York Regions. In Stage 1 of the study, alternative route options that extended further west were concerned, but were less preferred and ruled out. There are no plans to extend the highway further east or west at this time. The corridor will include 52 kilometres of a 4 to 6-lane 400-series highway, 7 kilometres of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway-to-freeway connections at 401/407 Express Toll Route, 410, 427, and 400, maintenance yard facilities, commercial vehicle inspection facilities, and transit stations at appropriate locations with carpool/park and ride lots. A suite of goods movement priority features is also being carried forward for more consideration during the Preliminary Design phase. Some examples include enhanced design to accommodate long combination vehicles, more extended speed change lanes, enforcement features, ramp metering, and truck parking facilities. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the preliminary and detailed design of the transitway corridor.
■ **What is the status of the Highway 410 extension?**	■ The Highway 413 Project would include an extension of Highway 410 to connect to Highway 413. The existing Highway 410/10 will remain. We expect most through traffic to choose to use the Highway 410 extension rather than the existing Highway 10, but the traffic analysis will review this.
■ **What is the difference between the Focused Analysis Area and the Preferred Route?**	■ The Focused Analysis Area is a zone surrounding the Preferred Route that defines which properties continue to be within an area of interest as the Study progresses. The area is wider than the Preferred Route and more refined than the Preliminary Study Area, providing necessary flexibility to refine the route as the Preliminary Design progresses.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Why was the Preferred Route for Section 8 selected?**	■ The preferred alternative in Section 8 is Alternative S8-5. It was chosen as it significantly increases the distance from existing residential development on both sides of the Humber River, and moderately increased the distance from existing residences on Highway 27 south of Kirby Road.
■ **What criteria was considered when determining the Preferred Route?** ■ **Why does the Preferred Route for Highway 413 run through environmentally fragile and protected areas?**	■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans. • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality. ■ The route selected for Highway 413 was chosen, in part, to avoid or minimize impacts to the environmentally sensitive areas. The Project Team will carefully consider all impacts as the study progress. The current provincial government is delivering on its commitment to resume and complete the Highway 413 project to address the region's future transportation needs while considering potential community, economic, and environmental impacts.
■ **Can the Project Team provide any specific design / construction guidance for new water, wastewater or stormwater infrastructure that will cross the Focused Analysis Area over the next 10 years?**	■ The Project Team is actively considering the design and construction guidance for new water, wastewater, or stormwater infrastructure crossing the Focused Analysis Area over the next decade. Key actions include: • Completing a Drainage and Hydrology Assessment and Groundwater Impact Assessment based on the Ministry's Environmental Reference for Highway Design. These assessments will identify the potential impacts of highway runoff and stormwater on surface water and groundwater, propose mitigation measures to protect watersheds and detail stormwater management components. • Designing infrastructure to accommodate extreme weather conditions, such as heavy rain and flooding, through slope stabilization, stormwater management plans, and structure sizing for watercourse crossing. • Ensuring that the design of watercourse structures and municipal road underpasses/overpasses consider projected traffic volumes and environmental impacts, with consultation from Conservation Authorities to align with current watershed policies and practices. ■ These steps reflect the Project Team's commitment to integrating environmental and infrastructural considerations into the design and planning phases, ensuring that new water-related infrastructure is sustainable and minimizes impacts on the Focused Analysis Area. ■ The Project Team is also meeting with local municipalities and providing input into the planning and development of their water and wastewater infrastructure.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Will Highway 413 cross Old School Road as an overpass or underpass?**	■ Highway 413 will cross over Old School Road as an overpass east of Chinguacousy Road. North of Mayfield Road, Highway 410 will extend to connect to Highway 413. At this location, Highway 410 will cross Old School Road as an underpass.
■ **Has there been a study on the traffic volumes anticipated through Glenn Williams Hamlet?**	■ The traffic study area for the Highway 413 corridor is defined between Winston Churchill Boulevard and Mississauga Road which may include 1-2 intersections to the west of Winston Churchill Boulevard.
■ **Are you planning for both a transitway and an adjacent transit corridor?**	■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. The terms “transitway” and “transit corridor” may be used interchangeably.
■ **How will Highway 413 connect with highways 401, 407 and 403?**	■ Connections from Highway 413 to Highway 401 and 407 Express Toll Route will be achieved via modifications to the freeway-to-freeway interchange in consultation with 407 Express Toll Route. Highway 413 does not connect to Highway 403 but can be accessed via 407 Express Toll Route south of Highway 401. ■ Arterial roads with an interchange will include a Parclo A4 configuration which is the standard interchange configuration in Ontario as it provides the best operations between municipal roads and highways. This is the most commonly used interchange type across the project. The design of the interchanges is based on existing conditions and constraints, property impacts, environmental features, active transportation (sidewalks, bike lanes), traffic operations, safety and cost. Opportunities for refinements will be reviewed during Preliminary Design (i.e., enhance safety for pedestrians and cyclists at ramp crossings and intersections, where applicable). ■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **What will be the impact at the intersection of 5th Sideroad and Winston Churchill Boulevard?** ■ **Does this account for Peel wanting to expand Winston Churchill?**	■ An interchange is preferred at Winston Churchill Boulevard over Tenth Line and Fifth Sideroad as it provides better connections to Urban Growth Centres and appropriate interchange spacing to provide desirable connections to the municipal road network. The interchange also provides the opportunities to integrate with future municipal road improvements such as the realigned Winston Churchill Boulevard and/or Bram West Parkway. The Project Team has consulted with Peel Region and Halton Region regarding future widening of Winston Churchill Boulevard and consideration for active transportation. ■ Traffic impacts at the intersection of 5th Sideroad and Winston Churchill Boulevard will be considered and addressed as the Preliminary Design continues and no modifications to the intersection are currently recommended as part of the current design.
■ **Is Highway 413 intended to be primarily a truck highway?** ■ **Who are the expected users of Highway 413?**	■ No, the Highway 413 is not intended primarily for truck use. ■ The expected users of Highway 413 include commercial vehicles and passenger vehicles.
■ **Is there a mandate to reduce speed and lane restrictions for trucks on Highway 413?**	■ In June 2022, the Ministry issued a Technical Memorandum updating the design speed on newly designed 400-series highways to 130 kilometres per hour to achieve a 110 kilometres per hour posted speed. ■ The Highway Traffic Act requires that commercial vehicles be equipped with speed-limiting systems.
■ **What measures are being proposed incentive people to carpool?**	■ Features of the corridor that may incentive carpooling include transit stations at interchanges that would be initially designed/constructed as carpool/park and ride lots.
■ **Will Highway 413 have High Occupancy Vehicle lanes?**	■ Currently the proposed cross-section of Highway 413 does not have High Occupancy Vehicle lanes; however, the right-of-way for the corridor can be widened in the future toward the median such that High Occupancy Vehicle lanes can be accommodated.
■ **Will Highway 413 divert truck traffic from Highway 401?**	■ The expected users of Highway 413 include commercial vehicles and passenger vehicles. It is anticipated that truck traffic may be diverted from Highway 401 to Highway 413, depending on travel routes.
■ **How will traffic in and out of Georgetown be affected by Highway 413?**	■ The overall intent of Highway 413 is to alleviate congestion in the Greater Golden Horseshoe area and improve travel times, which could affect traffic patterns in the surrounding regions, including Georgetown. The project’s traffic models and forecasts are designed to assess and guide the necessary infrastructure developments to manage expected traffic volumes effectively. For detailed impacts on specific areas like Georgetown, further localized traffic studies will provide more clarity.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **What are the estimated travel time savings?** ■ **What is the current traffic flow originating from the Highway 401 and 407 intersection heading to Highway 400?**	■ The Greater Golden Horseshoe Model – one of the Ministry's tools to project travel demands across Ontario – helped forecast traffic volumes and travel times for Highway 413. Using the Greater Golden Horseshoe Model tool the Ministry measured travel times between two points on existing non-toll highways – Highway 401 at Trafalgar Road and Highway 400 at King Road – during the peak weekday morning rush hour between 6:00 am and 9:00 am. Those results were compared to estimates of travel time if a driver travelled between those same two points but along the preferred route of Highway 413. Calculations show drivers saving up to 30 minutes each way by taking Highway 413. ■ Based on the 2016 Greater Golden Horseshoe Model results during the peak weekday morning rush hour (6:00 am and 9:00 am between 210 and 240 total vehicles per direction travel between the Highway 401/Highway 407 Express Toll Route interchange and the Highway 407 Express Toll Route/ Highway 400 interchange.
■ **How will Highway 413 effect traffic through Norval on Highway 7?**	■ It is anticipated that there will be a slight decrease in traffic along Highway 7 through Norval.
■ **What will be the impact on traffic flow between Peel Region and Halton Region?**	■ It is expected that some of the local traffic will be diverted to Highway 413, resulting in less congestion on local roads and faster travel time for the traffic travelling between Peel Region and Halton Region.
■ **Has the Project Team considered the effect of Highway 413 on induced demand?**	■ Induced demand is a complex phenomenon to model. All transportation infrastructure, regardless of mode, induces demand. People use options available to them, change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. ■ Most of the above-noted elements of the induced demand theory have been captured in the Highway 413 Environmental Assessment study using our regional demand forecasting traffic model. All forecasts indicate demand for road-based transportation (car, truck, bus/transit, cycling) will continue to grow, especially in light of Ontario's projected 2051 population of 15 million.
■ **What is active transportation?**	■ Active transportation is using your own power to get from one place to another. This may include walking, biking, in-line skating/rollerblading, jogging and running.
■ **We are on well water. What will be the impact of Highway 413 on well water?**	■ The Project Team is completing a Drainage and Hydrology Assessment and a Groundwater Assessment on the Preliminary Design of the Preferred Route, by adhering to the Ministry's Highway Drainage Design Standards with associated references to elements of the Ministry's Drainage Design Manual and the Ministry of Environment (now Ministry of Environment, Conservation and Parks) 2003 Stormwater Management Planning and Design Manual. The studies will identify potential impacts of highway runoff and stormwater on surface water and groundwater and propose appropriate mitigation measures to protect the watersheds. The reports will summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities including stormwater management ponds. Conservation Authorities are being consulted to maintain alignment with current policies and practices for their respective watersheds. The reports will also include a desktop review of well records from the Ministry of Environment, Conservation and Parks and geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will verify the need and type of approval required for temporary groundwater taking during construction and any associated commitments. The required registration or permit for water taking will be obtained during the subsequent design phase of the study by provincial legislation through the Ministry of Environment, Conservation and Parks. Hydrogeological studies will be integrated with contaminated properties and waste management studies where there is an interaction or environmental consideration related to groundwater and groundwater resources.
■ **What is the expected impact of the project on Halton Hills?**	■ The Project Team will continue to consult with Halton Hills regarding the Highway 413 Preliminary Design and associated impacts on the municipal road networks, land use and environmentally sensitive areas.
■ **What will be done to reduce noise pollution in the Study Area?**	■ Noise control measures including noise barriers walls are considered based on noise levels at noise sensitive areas. At Noise Sensitive Areas within the study area, if future noise levels with the proposed freeway are at least 5 decibels greater than the future noise level without the proposed freeway; or the projected future noise level is at least 65 decibels, then noise control measures will be investigated within the Ministry right-of-way. For context, 65 decibels is a typical level of a person speaking one meter away. Noise Sensitive Areas are identified in the Ministry Environmental Guide for Noise. Potential impacts and recommendations for noise mitigation strategies will be part of the noise impact assessment for this study and will be included in the Environmental Assessment report.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **What will be the impact of Highway 413 on air pollution?**	■ An Air Quality Impact Assessment will be performed per the Ministry's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. The Ministry's Air Quality Impact Assessment predicts the cumulative concentration of various contaminants of concern due to the project's operation using a combination of historical background concentrations in the vicinity and project future air emissions. Air dispersion modelling is conducted to analyze the impact on the local community. Air concentration levels are compared to the recommended Provincial Ambient Air Quality Criteria and the Canadian Ambient Air Quality Standards. Potential impacts and recommendations for mitigation strategies will be part of the Air Quality Impact Assessment for this study and will be included in the Environmental Assessment report.
■ **What will be the impact of Highway 413 on light pollution?** ■ **What will be the impact of Highway 413 on regional safety?** ■ **How will Highway 413 impact residents in the area?** ■ **How will Highway 413 benefit residents in the Study Area?**	■ The Project Team has considered the following mitigations to mitigate the impact of light pollution on the natural environment: • Avoid installing lighting adjacent to wildlife habitat areas (such as wetlands) unless unavoidable for safety reasons. • Incorporate shielded road illumination that focus downward and away from natural areas. • Use low-pressure sodium lamps to ultraviolet filters and employ other appropriate measures feasible to reduce the intensity and amount of light reaching natural areas. ■ Highway 413 is anticipated to enhance safety by taking traffic off municipal and regional roads. ■ As part of Stage 2 of the Highway 413 provincial Environmental Assessment process, the Ministry has developed a proposed framework to assess potential cumulative effects of the project. ■ In addition to the effects on the natural environment, the project will affect nearby communities' social, economic and health aspects. ■ To better understand these anticipated changes, the Project Team is studying the potential positive and negative social, economic, and health effects on the municipalities the highway crosses. These studies will provide estimates of the extent of these effects and outline mitigation measures for any adverse effects. ■ To collect information to support the development of a comprehensive set of baseline conditions, the Project Team conducted interviews with key informants from across the study area, for example: • Municipal staff from regions and lower-tier municipalities. • Emergency services staff. • Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.). ■ Marginalized or at-risk community members can be particularly vulnerable to the effects associated with rapid population growth. Recognizing this, the net impact of the Project will be studied using a gender plus-based analysis plus. This identifies vulnerable, at-risk or marginalized groups, including women, youth, elders, seniors, visible minorities, individuals with disabilities, those with health issues, and the 2SLGBTQQIA+ community. ■ The proposed Highway 413 Project is also expected to lead to greater economic vitality in the region by facilitating better movement of goods and people, improving connectivity and enabling growth in various economic sectors. These socio-economic changes and their effects on nearby communities are all part of the studies underway in the project. The Ministry has committed to developing a Human health Impact Scoping Report, which will inform the need for a broader project-level Human Health Impact Assessment, including an assessment of socio-economic components. Should a Human Health Risk Assessment or Screening-level Human Health Risk Assessment be required, the findings from the air quality assessment would be used to assess potential adverse effects on human health from changes to air quality. ■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ This will be done through public engagement, and we will have more details to share about how you can participate in 2024.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Why is the provincial government not focusing on sustainability?**	■ In September 2015, Canada and all other 192 United Nations Member States adopted the 2030 Agenda for Sustainable Development at the United Nations General Assembly. The initiative is a global call to action "to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030." The United Nations Sustainable Development Guidelines include 17 Goals. ■ The context of this Highway 413 Project is proceeding under a decision-making framework: the Ontario Environmental Assessment Act. As an Individual Environmental Assessment, it follows the requirements of the approved 2008 Terms of Reference which sets out the process for the project including consultation milestones, monitoring requirements and factors to consider when generating, assessing and evaluating alternatives. ■ Although the work completed to date has not explicitly considered the Sustainable Development Guidelines, the goals are not mutually exclusive, as the analysis and evaluation of alternatives for the Highway 413 Corridor considered a broad range of factors under Natural Environment, Land Use, Socio-Economic Environment, Cultural Environment and Transportation. These broad factors included 62 factors and sub-factors. Some of these factors included considerations that overlap with the Sustainable Development Guidelines. ■ For example, Goal 9 of the Sustainable Development Guidelines, "Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation" is addressed by the need for this transportation project documented in the 2012 Transportation Development Strategy. The development of the 2013 Guideline for Planning and Design of the Greater Toronto Area West Corridor Through the Greenbelt was completed specifically for this project to consider innovative ways of placing a new highway/transitway within areas of the Greenbelt for Highway 413. ■ Another example is Goal 15: "Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss". There was extensive consideration given to protecting the natural environment including terrestrial ecosystems and ecosystem services in evaluating alternatives which will continue through the development of the preferred Preliminary Design. ■ Other aspects that will be considered as this project continues address other components of the Sustainable Development Guidelines including a Health Impact Assessment (Goal 3, - Good Health and Well being) and evaluating the project concerning climate change (Goal 13 – Climate Action).
■ **If Highway 407 was not a leased toll road, would there be a need to build Highway 413?** ■ **Would allowing trucks to travel on Highway 407 reduce the need for Highway 413?** ■ **Why not utilize Highway 407 instead of building Highway 413?** ■ **Is it possible to cancel the Highway 407 lease?**	■ Using Highway 407 Express Toll Route as an alternative to Highway 413 is not an effective option 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 Greater Golden Horseshoe and Highway 407 Express Toll Route alone is not enough to meet this projected demand surge. By 2031, we would suffer from the same congestion problems as we currently have even if Highway 407 Express Toll Route was further expanded, tolls subsidized and truck priority features included. Highway 413 is vital transportation infrastructure that will help meet the projected population growth and employment growth for the Greater Golden Horseshoe. ■ As a private company, 407 Express Toll Route is responsible for setting toll rates and fees and managing its business practices in accordance with market conditions and the demand of users paying for the service. The province's agreement with 407 Express Toll Route, the Concession and Ground Lease Agreement, does not provide a role for the Ministry to be involved in setting or influencing the private company's tolls or fees. ■ As the highway is currently leased to a private entity with full responsibility for setting its tolls and fees, provincial efforts to increase use of Highway 407 Express Toll Route could only be achieved by reacquisition or subsidizing tolls. Both options would come at considerable initial expense for the province, incur an ongoing financial burden for the remainder of the lease, and fail to support the region's future transportation needs adequately.
■ **Has the Project Team considered investing in other forms of transit as an alternative to Highway 413?** ■ **What alternatives to Highway 413 have been considered as part of the Environmental Assessment?**	■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. For more information on Stage 1 of the Environmental Assessment, please refer to the Final Transportation Development Strategy Report at the following link: https://www.highway413.ca/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf.

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■ **Has the Ontario Government considered designing communities that incentivize people to live and work in the same area?**	■ Highway 413 is part of a suite of improvements that will enhance the province's transportation system. Ontario is also investing $70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network. ■ Questions regarding provincial land use planning should be directed towards the Ministry of Municipal Affairs and Housing.
■ **Highway 413 was previously rejected. Why is it continuing now?**	■ Many of the findings of the 2017 Advisory Panel Report are not consistent with the current process for transportation Environmental Assessments undertaken by the province or municipalities, such as the traffic modelling. The Panel Report did not refute the need for the new transportation corridor; it provided recommendations and additional items to consider while undertaking the Individual Environmental Assessment process.
■ **Was the land designated for future growth in the municipal master plans added by the Ontario Government?**	■ Questions regarding provincial land use planning should be directed towards the Ministry of Municipal Affairs and Housing.
■ **Are developments still occurring within the Study Area or are they all frozen?** ■ **Are there any processes available to request that the Focused Analysis Area is reduced where there is less variability?** ■ **When will frozen lands be released to allow development?**	■ The Focused Analysis Area will remain in effect until the end of the Preliminary Design process. The final Public Information Centre to present the Preliminary Design is anticipated in early 2025.
■ **When will discussion begin with residents who are impacted by Highway 413?** ■ **When will property in the Focused Analysis Area be expropriated?**	■ The Project Team reviews detailed Preliminary Design plans to minimize property impacts wherever possible. The Ministry will meet with individual landowners before the last Public Information Centre to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. ■ Our preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements to acquire any properties needed. Property acquisition is generally intended to be a negotiated settlement agreeable to both parties. The Ministry is required to compensate a property owner according to the provisions of the Expropriations Act. Compensation is generally based on the fair market value of a property or the loss in market value to your property, in the case of a partial acquisition. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. If the Ministry buys only a portion of the property, the effect of the acquisition on the rest of the property will be considered. In addition, there is provision for payment of other reasonable expenses incurred upon final settlement. After completion of the appraisal, a Ministry real estate officer will present an offer of compensation based on the appraisal report. Hopefully a mutual agreement can be reached at that time. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timeframes.
■ **Will Highway 413 devalue properties in the area?**	■ Property values are influenced by a variety of factors, such as but not limited to: • The relationship between demand and supply. • Interest rates. • Location – is it close to work, schools, and other amenities. • Changing population demographics. • Strength and direction of the overall economy. ■ Quantifying the relationship between factors with the highway relative to planned and approved housing projections in the same area is beyond the scope of this Environmental Assessment. However, the Environmental Assessment effects assessment will include case examples of if and/or how property values have been affected by similar developments.
■ **What is the distance between my property and Highway 413?** ■ **When will the interactive map be available for review by the public?**	■ The Project Team provided a notice to all stakeholders on the Project Contact List informing them that the interactive mapping was available on the Project Website: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How much will it cost per year to maintain Highway 413?** ■ **How much will the design and construction phases of Highway 413 cost?** ■ **Has the Project Team considered the effects of Highway 413 on insurance and mortgage rates?** ■ **What is the estimated capital cost of the project, including construction costs and land acquisition costs?** ■ **What is the effect of the Impact Assessment Act on the cost of the project?**	■ As part of the current Stage 2 of the Environmental Assessment study, the Ministry developed high-level construction only costs to support the evaluation of the short list of route alternatives. The current high-level construction budget is based on the conceptual Preferred Route and does not take into account localized, site-specific engineering considerations. A detailed construction budget will be developed as the project advances into Detail Design and the route is refined. At this stage, cost per year to maintain the Highway 413 has not been investigated. ■ Property requirements for the project are being evaluated and will be impacted by the final design of the corridor. Property costs for the project will be influenced by the ultimate amount of land required and existing market conditions (i.e., all property required for the project is appraised and property owners receive market value). ■ The factors that drive insurance or mortgage rates for residential, commercial, or institutional properties are beyond the scope of this Environmental Assessment. ■ The project budget will also be influenced by the delivery model or models chosen. There is no timeline for delivery model selection.
■ **Where is the evidence that most Ontarians want this highway and are willing to pay for it?**	■ The current provincial government is delivering on its commitment to resume and complete the Highway 413 Project to address the region's future transportation needs, improve the transportation network, reduce travel times, and help alleviate traffic congestion across the Greater Toronto Area.
■ **Who will pay for the infrastructure required to service the new subdivisions that will be serviced by Highway 413?** ■ **Is the province funding road improvements in areas impacted by nearby Highway 413 interchanges?**	■ The Project Team will continue to consult with municipalities and property owners regarding impacts to infrastructure and planned development. Property requirements for the project are being evaluated and will be impacted by the final design of the corridor and the outcome of the federal Impact Assessment process (i.e., lands may be required for environmental mitigation). Property costs for the project will be influenced by the ultimate amount of land required and existing market conditions (i.e., all property required for the project is appraised and property owners receive market value). The project budget will also be influenced by the delivery model or models chosen. There is no timeline for delivery model selection. ■ Traffic modelling will identify if any improvements to local roads are required due to the Highway 413 project.
■ **Can you provide the Highway 413 Project Team email address?**	■ Comments, questions, and input regarding the study are encouraged and are collected to assist the Highway 413 Project Team. The Project Team monitors the email inbox (project_team@highway413.ca), the toll-free telephone line voicemail (1-877-522-6916), and the website 'contact us' forms daily. Inquiries are distributed to specialists within the Project Team for review and consideration. Due to the detailed reviewing process and depending on the technical nature of the questions or comments, there may be delays getting back to you. All comments and input are maintained on file for use during the project and may be included in the project documentation to meet the Ontario Environmental Assessment Act requirements. 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.
■ **How has the duty to consult with Indigenous Communities been met as part of the project?**	■ Engagement and consultation with Indigenous communities is critical to the Provincial Environmental Assessment processes. The Ministry of Transportation has been consulting with impacted Indigenous communities about Highway 413 since 2007 and will continue to engage throughout the project's life. The ministry and Project Team are committed to fulfilling the Duty to Consult with Indigenous communities regarding potential adverse impacts of the project on established and credibly asserted Aboriginal and treaty rights. The Project Team is happy to provide Environmental Assessment study reports and information to facilitate communities' participation in consultation activities and inform the Ministry about the proposed project's impacts on rights. The Project Team is available anytime to meet with communities to discuss the project or specific Environmental Assessment study reports. All Indigenous community engagement efforts will be documented in the final Environmental Assessment Report.
■ **How many of the affected municipalities support the Highway 413? How many oppose it?** ■ **How many of the affected municipalities requested that Highway 413 be designated for a Federal Environmental Assessment?**	■ The Highway 413 project follows a comprehensive consultation program that welcomes engagement and feedback from stakeholders, municipalities, Indigenous communities, and conservation authorities through a suite of outreach methods. These include Ontario Government Notices, Public Information Centres, Community Workshops and Community Value Plan Team meetings, Project Website, toll-free telephone line, project team e-mail address, fact sheets and bulletins, Advisory Group meetings, Council presentations, meetings with

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Can you provide more information on the extent of the Project Team's consultation with Conservation Authorities?**	municipal staff (workshops and issue specific sessions), meetings with technical stakeholders (workshops and publish specific meetings), and meetings with other interested parties upon request (property owners and other members of the public, etc.). ■ The Project Team meets regularly with Toronto and Region Conservation Authority, Conservation Halton and Credit Valley Conservation Authority to discuss issues of concern. The Project Team will continue to consult and share information with the Conservation Authorities as the Project proceeds. The list of requests for the Highway 413 to be designated for a Federal Environmental Assessment are documented on the Impact Assessment Agency of Canada website at the following link: https://iaac-aeic.gc.ca/050/evaluations/exploration?projDocs=81381#1157448009.
■ **How long will the interactive map be available on the Project Website?**	■ The interactive map will be available on the Project Website until the updated Preliminary Design is shared at a future Public Information Centre. At which time, the map may be removed or updated.
■ **Now that Premier Ford has renewed his promise not to touch the Greenbelt, how is this project able to proceed as it will cut a swath through the Greenbelt?** ■ **Highway 413 is guaranteed to bulldoze parts of the protected Greenbelt, which the Premier has recently reassured will be kept "whole" with *no Greenbelt removals*. So how does this project gutting parts of the Greenbelt square with this latest flip-flip, with the Premier deciding he will keep his Greenbelt promise?**	■ The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. The route selected for Highway 413 was chosen, in part, to avoid or minimize impacts to the Greenbelt. The Project Team will carefully consider all impacts as the study progresses. It will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. It permits infrastructure, including highways, to support the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing connections among urban centres. It also identifies where urbanization should not occur to protect agricultural and environmentally sensitive lands.

Table D4: Specific Correspondence Received During Peel Region Public Information Centre #4 Session

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Has the Project Team conducted a cost-benefit assessment of climate impacts short/long-term?**	■ A cost-benefit analysis has not been completed as this is not a requirement of the Environmental Assessment process. However, as part of Stage 2, the Project Team has conducted an air quality assessment of construction activities, a regional air quality assessment, and a preliminary construction greenhouse gas assessment. The Project Team assessed the incremental burden of greenhouse gas from vehicle emissions during normal operations of Highway 413 in 2041 horizon year. The 2041 No-Build scenario considered no construction of Highway 413 and was used as the baseline for this analysis. The comparison found that the 2041 Build Scenario saw a 0.3% increase in greenhouse gas emissions when compared to the 2041 No-Build.
■ **Has there been any consideration for the highway to take advantage of technological innovations to capture energy from the passing vehicles (e.g., wind such as has been used in Istanbul, Turkey, or kinetic energy, as has been piloted in Gloucester, UK), or any other technologies to enhance "green" characteristics of the highway?** ■ **The Canadian EV mandate is being implemented in 2035, and the 413 analysis shows the completion date in 2031. Will the electrification of transportation be included in the design of this highway?**	■ We are working to make Highway 413 'future-ready' by recognizing the shift to connected vehicles and preparing the Preliminary Design to support vehicle-to-infrastructure connectivity. Vehicle-to-Infrastructure technology is achieved through a roadside unit installed along the right-of-way and communicates safely and securely with connected vehicles. Information such as essential safety messages can be shared. The Highway 413 Project Team is also preparing for the future by considering the geometric needs of an automated highway system that could accommodate platooning vehicles. Platooning or flocking vehicles refers to operating vehicles with artificial intelligence capabilities, reducing the safe following distances and increasing the highway's capacity.
■ **Will the greenhouse gas emissions counted include the additional greenhouse gases from low density sprawl to surround the highway?**	■ As part of Stage 2, the Project Team has conducted an air quality assessment of construction activities, a regional air quality assessment, and a preliminary construction greenhouse gas assessment. The Project Team assessed the incremental burden of greenhouse gas from vehicle emissions during normal operations of Highway 413 in 2041 horizon year. The 2041 No-Build scenario considered no construction of Highway 413 and was used as the baseline for this analysis. The comparison found that the 2041 Build Scenario saw a 0.3% increase in greenhouse gas emissions when compared to the 2041 No-Build scenario.
■ **Electric vehicles are manufactured using rare earth metals; that includes Lithium and Cobalt, known conflict materials. Although not necessarily something those responsible for the Highway 413 project need to consider, has there been consideration for domestic production of those materials to minimize the international impacts of electric vehicles and renewable energy technology in transportation policy and projects?**	■ The manufacturing process for electric vehicles is outside of the scope of work for the Highway 413 project. Ontario's Critical Minerals Strategy 2022–2027 provides information about domestic mineral supply. ■ The Project Team is working to make Highway 413 'future-ready' by recognizing the shift to connected vehicles and preparing the Preliminary Design to support vehicle-to-infrastructure connectivity. Vehicle-to-Infrastructure technology is achieved through a roadside unit installed along the right-of-way and communicates safely and securely with connected vehicles. Information such as essential safety messages can be shared. The Highway 413 Project Team is also preparing for the future by considering the geometric needs of an automated highway system that could accommodate platooning vehicles. Platooning or flocking vehicles refers to operating vehicles with artificial intelligence capabilities, reducing the safe following distances and increasing the highway's capacity.
■ **Is there a list of green building materials being considered?**	■ Road construction materials, and the potential for the use of green building materials, will be explored further in the Detail Design phase of the project. The Highway 413 project is currently in Preliminary Design and has no timeline for Detail Design at this time.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **What is the anticipated start date and end date for the highway construction?** ■ **The progress and timeliness for various stages of completion?** ■ **When is the construction of this highway expected? Please provide a best estimated based on the project steps needed.** ■ **Where will construction of Highway 413 start?** ■ **When will the Preliminary Design be completed?** ■ **As for the process, once the provincial and federal "bless" the project, what would the timeline look like, from the beginning to end? 10 years, 20?** ■ **At what point in the broader process does the land get "designated as a controlled access" (and Focused Analysis Area lands released)?** ■ **For clarity – land use applications with the Focused Analysis Area are paused until the Preliminary Design is completed? What is the anticipated timing for completion of the Preliminary Design?** ■ **The project timeline says 2024 and beyond. Can you provide a better sense what "beyond" really means?** ■ **Can you provide an update on the timeline and the boundaries?** ■ **Can you provide an update on the Environmental Assessment status, project timeline, route configuration and affected properties?** ■ **What work happened in Stage 1? Why was it allowed to proceed without the Environmental Assessment having been completed first?**	■ The Highway 413 Environmental Assessment is an Individual Environmental Assessment under the Ontario Environmental Assessment Act and follows the Terms of Reference, approved by the Ontario Minister of the Environment at the time, in March 2008. An Individual Environmental Assessment is carried out for large-scale, complex undertakings with the potential for significant environmental effects and primary public interest. This is among the most stringent forms of Environmental Assessment done by the province. The Environmental Assessment 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 highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, representing an early stage of the overall process. Stage 2 includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. Stage 2 of the Environmental Assessment study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy report. The Project Team has undertaken significant data collection, field work 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: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Now that the Preliminary Design has advanced to 50%, the Project Team has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, we can assess the potential effects in more detail, make minor refinements to the design to avoid or reduce some impacts and develop mitigation measures where avoidance is not possible. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval. ■ Following the review of the Environmental Assessment Report, and if Environmental Assessment approval is obtained from the Ministry of the Environment, Conservation and Parks, the Highway 413 corridor will then be designated as a Controlled Access Highway under the Public Transportation and Highway Improvement Act. There will be a future requirement for additional engineering tasks, such as surveying; testing for soil conditions; determining exact construction material requirements; and developing the Detail Design and construction documents for the purpose of building the new highway. ■ Currently, there is no commitment to a timeline for Detail Design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it will be built in phases. These details would be determined in subsequent steps to the project, when the project proceeds past the Preliminary Design phase. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **When can Heritage Heights community move forward?**	■ The City of Brampton's Heritage Heights Community Plan is located within the Highway 413 Route Planning Study Area in northwest Brampton. The Community Plan proposes the area as a prime location for a new town centre. The Highway 413 Project Team and the Ministry will continue working closely with the City of Brampton's land and transportation planning staff to discuss mutual objectives and next steps for the future of the area.
■ **What is the relationship between the Project Team and the Federal government? Have they been kept informed of any and all project planning and construction attempted, planned or desired?**	■ On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act. The Project Team and the Ministry are engaging with the Impact Assessment Agency of Canada since then.
■ **Why is the transit corridor not being built now? What guarantee do we have that it will be built? Isn't it just a form of "greenwashing" this project?** ■ **What is anticipated timing of the transit corridor as compared to the actual highway?**	■ The Preliminary Design is planning for the transitway at a conceptual/functional design level of detail, to ensure protection for the transitway at a function design level of detail to ensure protection for the transitway land for future implementation. The transitway will be subject to a separate environmental assessment process.
■ **Has the Project Team considered stormwater management and habitat protection?** ■ **What effect will the project have on wetlands?** ■ **What will be the environmental impact of the highway?** ■ **Has the Project Team committed to assessing and understanding potential environmental impacts?** ■ **There is a lot of language being presented that specifically refers to the Focus Analysis Area and specific study areas. What consideration has been given to how activities and changes within these areas will impact/affect the surrounding areas (e.g., hydrology, wind changes posing greater risks with flooding, altered natural growing conditions, etc.)?**	■ Understanding and considering the existing and anticipated future environmental conditions and constraints within the Route Planning Study Area was a key element of the route planning process. Specific tasks for ensuring environmental (i.e., natural/socio-economic/land use/cultural) protection during the route and interchange generation and evaluation process included: • Identification of environmental features within the Route Planning Study Area. • Classification of environmental features to assess their significance. • Development of environmental features constraints mapping to facilitate identification and development of corridor alternatives. ■ The Guideline for Planning and Design of the Greater Toronto Area West Corridor (now Highway 413) Through the Greenbelt was drafted in Stage 1 with input from the Greenbelt Transportation Advisory Group. The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the new transportation corridor within areas of the Greenbelt (where impacts to Greenbelt areas are unavoidable. Key elements include: • Impact avoidance, where possible. • Community sensitive design. • Consideration of impacts to road ecology and wildlife. • Consideration of impacts to agriculture. • Stormwater management. • Flexibility with geometric and bridge design to avoid or reduce impacts (e.g., consider the use of reduced median and shoulder widths, steeper side slopes, tighter road curves, etc.). ■ The Guideline is also being referenced in developing the Preliminary Design and mitigation measures for the preferred route, and will continue to be referenced during implementation. Examples include: • Developing a Community Value Plan with considerations for the Greenbelt. • Implementing a highway vegetation plan, and considering funnel-fencing and wildlife crossings. • Considering tightening road curves where possible, to avoid sensitive features and Class 1-3 soils. • Considering the use of a reduced cross-section, minimizing the number of interchanges in the Greenbelt, and considering the use of open and long span bridge structures. ■ The Project Team is fully committed to assessing and understanding potential environmental impacts that Highway 413 could have on the natural environment so we can properly avoid or mitigate negative implications. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Has the Project Team considered stormwater management and habitat protection?** ■ **What effect will the project have on wetlands?** ■ **What will be the environmental impact of the highway?** ■ **Has the Project Team committed to assessing and understanding potential environmental impacts?** ■ **There is a lot of language being presented that specifically refers to the Focus Analysis Area and specific study areas. What consideration has been given to how activities and changes within these areas will impact/affect the surrounding areas (e.g., hydrology, wind changes posing greater risks with flooding, altered natural growing conditions, etc.)? (continued)**	■ The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ The results of the environmental studies and the cumulative effects assessment will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies.
■ **How will the various species-at-risk living in the affected areas be protected, both through the design and construction phases?** ■ **How will you mitigate impacts for Species-at-Risk? How will you compensate?** ■ **What would the action plan be to protect these species?** ■ **Regarding the many surveys being done to learn more about the Species-at-Risk, what provisions are being set up to ensure monitoring and mitigation of risk continue for these species 5, 10, 15 and 50 years and beyond into the future?**	■ To evaluate the potential for Species-at-Risk to be affected by the project, the Project Team has: • Undertaken a detailed background review of existing data sources and consulted with agencies to obtain the most up-to-date information regarding Species-at-Risk to determine the potential for Species-at-Risk to occur within the route planning study area. • Conducted field investigations in 2020, 2022 and 2023 to refine further our understanding of the potential for Species-at-Risk within the route planning study area and document presence. ■ Mitigation of potential impacts will then be developed based on: • An assessment of potential impacts on Species-at-Risk and Species-at-Risk habitat for Provincial Species-at-Risk and Critical Habitat for Federal Species-at-Risk. • The evaluation criteria which led the Project Team to a selected preferred route for Highway 413, included criteria specifically for Species-at-Risk considerations. As the design progresses, the Project Team is carefully considering where impacts to Species-at-Risk and their protected habitats can be minimized. And this even includes alignment adjustments, where feasible, to minimize direct footprint impacts. • Where potential impacts to Species-at-Risk are identified, the Ministry will work with regulatory agencies to meet the legislative requirements of the Endangered Species Act and Species at Risk Act. • For the construction phase, the Project Team is investigating the development of recommendations that newly enhanced or created habitat for Species-at-Risk be established prior to the new construction, where feasible. It will be a requirement that construction avoid specialized lifecycle timing windows, such as breeding, migration and overwintering periods. As well as design for exclusionary measures to prevent species from entering construction areas. • The Ministry will obtain the necessary permit or approvals for the project during the Detail Design stage, which will follow the present Environmental Assessment and Preliminary Design. The conditions of approvals may include mitigation, compensation/off-setting and/or monitoring conditions, and consultation requirements.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How will the various species-at-risk living in the affected areas be protected, both through the design and construction phases?** ■ **How will you mitigate impacts for Species-at-Risk? How will you compensate?** ■ **What would the action plan be to protect these species?** ■ **Regarding the many surveys being done to learn more about the Species-at-Risk, what provisions are being set up to ensure monitoring and mitigation of risk continue for these species 5, 10, 15 and 50 years and beyond into the future? (continued)**	■ Canadian Wildlife Services has provided the Project Team with Critical Habitat areas for Federal Species-at-Risk. ■ The mitigation measures for these species and other Species-at-Risk will be developed as part of the technical documentation that will be prepared for the Environmental Assessment submission in, support of the Preliminary Design and consultation with the Impact Assessment Agency of Canada (the Agency), Environment and Climate Change Canada, Fisheries and Oceans Canada, and the Ontario Ministry of the Environment Conservation and Parks. ■ The Project Team is fully committed to assessing and understanding potential environmental impacts that Highway 413 could have on the natural environment so we can properly avoid or mitigate negative implications. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ The results of the environmental studies and the cumulative effects assessment will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Has the Project Team considered Wildlife, pedestrian and cycling links?**	■ The Project Team ecologists are developing recommendations for wildlife crossings based on background information and field data collected during our field surveys. Project ecologists then provide wildlife passage parameters to the project engineers to enable them to design wildlife crossing structures. The recommended wildlife crossings will then be reviewed with regulatory agencies to obtain input on the appropriateness of the recommended crossings. ■ We are considering putting bicycle lanes or multi-use paths on municipal roads crossing the highway, however this will require consultation with local municipalities as it is out of the Ministry's jurisdiction. ■ The Highway 413 project team is considering active transportation elements; however, a multi-use path adjacent to the corridor within the Ministry's right-of-way is not within the Ministry's suite of enhancement measures due to safety and operational concerns. The Ministry has discussed a multi-use path with the Ministry of Energy and the Independent Electricity System Operator. Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest Greater Toronto Area Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western Greater Toronto Area. The transmission corridor may be located adjacent to Highway 413. Ministry of Energy and the Independent Electricity System Operator noted that such opportunities will be evaluated after identifying their final route. While bike paths, parking lots, community gardens, and open meadows have been successfully implemented in other transmission corridors within the Greater Toronto Area, factors such as topography and routing need to be considered. The ultimate objective will be to ensure that secondary uses, like a multi-use path, will not interfere with the safe operation and maintenance of transmission circuits and the public's safety.
■ **Has the Project Team considered the environmental impact to Credit River watershed?** ■ **Are you working with the Conservation Authorities who likely have long-term datasets in the area to help inform your findings (thinking fish and benthic macroinvertebrate studies in particular)?**	■ Conservation Authorities are on the Greenbelt Transportation Advisory Group for Phase 2 of this study. The Highway 413 Project Team meets with the Greenbelt Transportation Advisory Group at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. ■ The Project Team meets regularly with Toronto and Region Conservation Authority, Conservation Halton and Credit Valley Conservation Authority to discuss issues of concern. The Project Team will continue to consult and share information with the Conservation Authorities as the Project proceeds. With regard to the Humber and Credit Rivers specifically, the Project Team is undergoing an extensive evaluation of the bridge structures and their locations, and are consulting with Toronto and Region Conservation Authority, Credit Valley Conservation, Fisheries and Oceans Canada and Ministry of Environment, Conservation and Parks throughout this evaluation process.
■ **Will you compensate farmers?** ■ **Looking at the before and after photos of how development will build up along the route if the 413, has the acreage/hectares of farmed land been compared from what it is to what it will be? Has anyone done the math of what the population will be compared to how much local farmland will remain after all this development and this highway is complete?**	■ The Highway 413 Project Team will undertake an Agricultural Impact Assessment to help understand and minimize the potential impacts of the Project on the region's agricultural land. The assessment will identify best practices and resources and recommend measures or strategies for avoiding and 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. ■ The Ministry negotiates with property owners as early as possible to reach amicable agreements. If an amicable agreement is not reached, the Ministry may commence the expropriation process. The Ministry continues negotiating with property owners throughout the expropriation process in an effort to reach an amicable agreement. The Ministry compensates property owners according to the provisions of the Expropriations Act. Property owners are treated fairly and equitably, receive market value for their lands, receive reasonable out-of-pocket expenses and may request mediation and/or arbitration if an agreement cannot be reached. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer.
■ **Where is the exact route?** ■ **Why is Highway 413 only to the west of Highway 400? What about the east side and linking back to Highway 401? Shouldn't it be assessed at the same time as the west half?**	■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/. ■ Highway 413 is a proposed controlled-access highway and transitway that will extend from the Highway 401/407 Express Toll Route interchange are in the west to Highway 400 (between Kirby Road and King-Vaughan Road) in the east, connecting Halton, Peel and York Regions. There are no plans to extend the highway further east or west at this time.

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■ **I would like to see a recent map of the route around Heritage Road north of Bovaird Drive.** ■ **Trying to get the latest Highway 413 / 410 extension alignment / configuration information in the Old School Road/Dixie Road area.** ■ **Interested in the proposed corridor alignment, accesses, schedule and impact on neighbouring lands.**	■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **Will Old School Road be an underpass or overpass where it intersects with Highway 413?** ■ **Is there any information on whether the Old School Road corridor crossing of the Highway 410 extension, to interchange with the Highway 413 alignment, is planned to be an overpass or an underpass?**	■ Highway 413 will cross over Old School Road as an overpass east of Chinguacousy Road. North of Mayfield Road, Highway 410 will extend to connect to Highway 413. At this location, Highway 410 will cross Old School Road as an underpass.
■ **When would the design / route be finalized and when would land expropriation start?** ■ **When will a decision be made if the 413 is happening & timeframes as to when people can expect offers of expropriation to begin?** ■ **What is the timeline for property acquisition for building 413 and its process?**	■ The Ministry negotiates with property owners as early as possible to reach amicable agreements. If an amicable agreement is not reached, the ministry may commence the expropriation process. The ministry continues negotiating with property owners throughout the expropriation process to reach agreement. The Ministry compensates property owners according to the provisions of the Expropriations Act. Property owners are treated fairly and equitably, receive market value for their lands, receive reasonable out-of-pocket expenses and may request mediation and/or arbitration if an agreement cannot be reached. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. ■ Under the Individual Environmental Assessment process for the project, the Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be made available for public review for a minimum of 90 days. Once finalized, the Environmental Assessment Report will be submitted to the Minister of the Environment, Conservation and Parks for review and approval. ■ Currently, there is no commitment to a timeline for Detail Design and construction, and it is still to be determined whether the entire corridor would be constructed at the same time or whether it will be built in phases. These details would be determined in subsequent steps to the project, when the project proceeds past the Preliminary Design phase. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits. ■ The Ministry is currently seeking to acquire property on an amicable basis (willing buyer, willing seller).
■ **Will there be Focused Analysis Area at Highway 50 & Mayfield Road?**	■ The intersection of Highway 50 and Mayfield Road is located outside of the Focused Analysis Area.

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■ **Has the Project Team considered redirecting a section of the proposed highway, repositioning an interchange?** ■ **Has alternative land use patterns been explored (more mixed-use land uses, intensification, 15-minute cities, parking limits, etc.) to mitigate the need for 413?** ■ **What is the justification for 413? How much effort was put into finding other solutions?** ■ **Why is it not a viable alternative to use the budgetted funds for expanded public transit infrastructure instead of adding more what are mostly single occupied vehicles?** ■ **Why are we just accepting massive growth in truck traffic? Why can't we have major improvements in train infrastructure, with much lower environmental impact than trucks?** ■ **Are you seriously suggesting that the lands well north of current urban areas are actually required? Why can't we densify in the existing areas, and use Highway 413 funds for transit or rail?** ■ **Why is the highway going through homes? Why couldn't the homes be avoided?**	■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans. • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality. ■ A screening process was undertaken to identify the best interchange locations to be carried forward from a long list to a short list, utilizing three basic screening principles: • Minimize impacts to significant natural features, systems and communities. • Minimize impacts to existing and planned population and employment areas. • Ensure the interchange movements are efficient and direct, and address the transportation problems and opportunities. ■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. For more information on Stage 1 of the Environmental Assessment, please refer to the Final Transportation Development Strategy Report at the following link: https://www.highway413.ca/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf. ■ Highway 413 is part of a suite of improvements that will enhance the province's transportation system. Ontario is also investing $70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.

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■ **The Project Team should ensure continued bike lanes (wide shoulders) that has been a hallmark of Caledon as a destination for cyclists.** ■ **I thought the previous design included a hydro corridor? Is that no longer being considered?** ■ **Why are you considering active transportation on a highway? Is there a single highway in Canada that has this?** ■ **The proposed 413 transitway is a welcome addition; however, the proposed 407 transitway remains unbuilt. Will there be a parallel active transportation corridor?**	■ Bicycle lanes along the highway within the Ministry's right-of-way are not in the suite of improvements due to safety and operational concerns. We are considering putting bicycle lanes or multi-use paths on municipal roads crossing the highway, however this will require consultation with local municipalities as it is out of the Ministry's jurisdiction. ■ The Ministry has discussed a multi-use path with the Ministry of Energy and the Independent Electricity System Operator. The Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest Greater Toronto Area Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western Greater Toronto Area. The transmission corridor may be located adjacent to Highway 413. ■ The Ministry of Energy and the Independent Electricity System Operator noted that such opportunities will be evaluated after identifying their final route. While bike paths, parking lots, community gardens, and open meadows have been successfully implemented in other transmission corridors within the Greater Toronto Area, factors such as topography and routing need to be considered. The ultimate objective will be to ensure that secondary uses, like a multi-use path, will not interfere with the safe operation and maintenance of transmission circuits and the public's safety.
■ **413 should be south of Gore Road not over the ravine. This route is ridiculous.**	■ The current study area was established at the end of Stage 1, which recommended a new highway to connect the urban centres and developing areas in north Vaughan, Caledon, Brampton, and Halton Hills. Crossing the West Humber River will be required regardless of highway alignment. The chosen route, including decisions about crossing ravines or other geographic features, results from extensive planning and analysis. This analysis includes environmental considerations, traffic flow, safety standards, community impact, and infrastructure objectives. Specific concerns about the route over the ravine, will be addressed during public consultations, where community feedback is considered. The Project Team works with environmental and municipal stakeholders to mitigate impacts, aiming for a balance between infrastructure development and environmental preservation.
■ **The preferred route at Highway 10 should be pushed further north to be tight with the bottom of the Brampton Hobby airport so that the noise from the Highway is further from the residential and closer to the industrial area. The route can be adjusted to meet with the preferred route to the west of Highway 10.**	■ Shifting the Highway 413 further north would place the corridor too close to the airport which would trigger constraints associated with aircraft vertical clearance. A noise study will be completed as part of the Preliminary Design which will investigate noise levels generated by the highway relative to receptors adjacent to the corridor. The findings from the noise study will be included in the final Environmental Assessment report.
■ **What does horizontal and vertical alignment mean? Can the alignment still change locations within the Focused Analysis Area?** ■ **If this represents 50% of the designed plan, what more do you have to figure out? Looks pretty done from by perspective.** ■ **Could the preferred route still change at this point?**	■ This work has allowed the Project Team to advance the design to approximately 50% of the Preliminary Design. The design will continue to be refined after the completion of this Environmental Assessment through the Detail Design phase, which is beyond the scope of this study. ■ Horizontal alignment refers to the geometry controlling the highway location (e.g., north, south, east, west). Vertical alignment refers to the elevation of the geometry controlling the highway (e.g., higher or lower). ■ Refinements to the horizontal & vertical alignments are still required, particularly for all interchange ramps. Further design is required to finalize the structure designs (e.g., span configurations and pier & abutment locations), drainage, and electrical designs. The design also needs to be documented to meet the Ministry standards. ■ The preferred route could still be refined within the Focused Analysis Area.
■ **Will the cumulative Impact study include the impact on the Valleywood / 410 intersection, which at present cannot be made safe, to required safety standards, per the Ministry's technical group?** ■ **How the Valleywood Interchange & Intersection are to be redesigned and made much safer than today?** ■ **Currently, Highway 410 has a continuous bottleneck south of Mayfield Road - is expansion of lanes in this area being considered? Access to 413 could make this condition worse.**	■ At this time, the Highway 413 Preferred Route recommends S5-10 which avoids the existing Highway 410/Hurontario interchange. The construction of the new Highway 413 and extension of Highway 410 will only occur following approval of the Environmental Assessment and Detail Design processes. ■ Highway 413 is expected to redistribute traffic from local roads surrounding the proposed highway. This will result in reduced congestion at the Hurontario/Highway 410/ Valleywood interchange. ■ The Highway 413 Project would include an extension of Highway 410 to connect to Highway 413. The existing Highway 410/10 will remain. We expect most through traffic to choose to use the Highway 410 extension rather than the existing Highway 10, but the traffic analysis will confirm this. ■ The current Preliminary Design for Highway 413 does not identify any changes to the Valleywood interchange and adjacent intersections. A separate study is ongoing to review the configuration of the Highway 10 & Valleywood interchange. ■ A separate Ministry Preliminary Design study is ongoing to analyze potential Highway 410 improvements between Mayfield Road and Queen Street.

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■ **Is the highway planned to be a toll route?** ■ **How can you speculate the amount of trucks or cars that will use Highway 413 when you cannot even answer if it will be a toll Highway.**	■ The government has indicated it does not plan to toll the proposed Highway 413.
■ **What type of highway surfaces have been looked at to mitigate the decibel levels of heavy vehicles travelling at speeds of 110 kilometres per hour?**	■ The Highway 413 Project will evaluate the use of both asphalt and concrete driving surfaces for ability to mitigate noise impacts.
■ **Why is there not consideration for a transit corridor instead?** ■ **Why can't you at least give some idea of what transit will go in the transitway? It appears you have no real plan for transit - you just include that to make the project look like something other than an environmental disaster.** ■ **What existing transit routes would potentially connect to the transitway? Wouldn't many of them just be carpool lots?** ■ **Within the context of the overall Highway 413 corridor Environmental Assessment review, why hasn't a multi-modal corridor been planned within the adjacent Transit Corridor being considered within the 170-m**etre **joint right-of-way? This would be an ideal way to combine the needs of the multi-modal regional mobility needs within the overall Study Area.**	■ Highway 413 is a proposed controlled-access highway and transitway running through portions of the Halton, Peel and York Regions. The corridor will include 52 kilometres of a 4 to 6-lane 400-series highway, 7 kilometres of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed right-of-way will be 170 metres (110 metres for the highway and 60 metres for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway-to-freeway connections at 401/407 Express Toll Route, 410, 427, and 400, maintenance yard facilities, commercial vehicle inspection facilities, and transit stations at appropriate locations with carpool/park and ride lots. A suite of goods movement priority features is also being carried forward for more consideration during the Preliminary Design phase. Some examples include enhanced design to accommodate long combination vehicles, more extended speed change lanes, enforcement features, ramp metering, and truck parking facilities. ■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor. ■ At this time, the transitway and stations are being designed at a conceptual level. The approximate size and orientation of the transit stations and carpool lots have been estimated based on similar sites across Ontario. Specific amenities within the transit stations will be considered during a future Transit Project Assessment Process.
■ **Will the design of interchanges allow for integration of rail-transit?**	■ Arterial roads with an interchange will include a Parclo A4 configuration which is the standard interchange configuration in Ontario as it provides the best operations between municipal roads and highways. This is the most commonly used interchange type across the project. The design of the interchanges is based on existing conditions and constraints, property impacts, environmental features, active transportation (sidewalks, bike lanes), traffic operations, safety and cost. Opportunities for refinements will be reviewed during Preliminary Design (i.e., enhance safety for pedestrians and cyclists at ramp crossings and intersections, where applicable). Transitway stations are located at key interchanges along the corridor and the station layouts will be confirmed as part of a separate Transit Project Assessment Process study.

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■ **What is the time expected to be saved for various trips, cost and projected increase in total vehicular traffic?** ■ **Won't all the roads still be congested if drivers are trying to get to 413?** ■ **What effect, if any, will Highway 413 have on the volume of traffic on the Winsor-Quebec corridor?** ■ **Once the traffic gets to 400, where is it expected to go? If this traffic is trying to get through Toronto, then you have not improved the situation.** ■ **Highway 413 will connect to highways 400 and the 401. How does this really alleviate traffic in the end if you are not expanding highways 400 and 401? For all this expansion the Highway 413 is too far south.** ■ **The 401/407 interchange is already very busy. How will you bring a new major highway to that interchange without making traffic much worse?** ■ **Given relatively light rush-hour traffic north of Highway 7, is the proposed Highway 413 even necessary to alleviate congestion?** ■ **Heavy trucks have taken over the two right lanes of the 401 making it more dangerous than ever. Will the 413 help relieve traffic?** ■ **Will there be monitoring to evaluate the impact of the proposed Highway 413 on congestion? It might sound nice but doesn't necessarily mean it will result in a tangible change in congestion.**	■ The Ministry's forecasting suggests that in 2041, a weekday total of 22,400 users will travel on Highway 413 during the morning rush hour to get to their destinations. Approximately 30% of commercial vehicles and 15% of light vehicles who enter at the eastern and western extents of the corridor will travel the length of the entire corridor. ■ The Greater Golden Horseshoe Model – one of the Ministry's tools to project travel demands across Ontario – helped forecast traffic volumes and travel times for Highway 413. The Ministry measured travel times between two points on existing highways – Highway 401 at Trafalgar Road and Highway 400 at King Road – during the peak weekday morning rush hour between 6:00 am and 9:00 am. Those results were compared to estimates of travel time if a driver travelled between those same two points but along the preferred route of Highway 413, and were combined with data from the Ministry's comprehensive travel survey, called the Transportation Tomorrow Survey, which is updated every five years. Calculations show drivers saving up to 30 minutes each way by taking Highway 413. ■ The Ministry will consider implementing transportation management systems to monitor traffic.
■ **Any plans on using camera/video/computer vision to enforce (not monitor) traffic violations?** ■ **With the quick adoption of the electrification of transportation, will this highway be designed to carry the extra weight of electric vehicles and provide charging stations at carpool parking lots?**	■ The Project Team is considering the future of transportation and autonomous vehicles in our design. The corridor is being designed with Goods Movement features in mind, where the trucking industry will likely be early adopters of new technologies. ■ The Goods Movement features may include: • Truck only lanes. • Combined truck/transit lanes. • Truck use of potential High Occupancy Vehicle lanes during off-peak hours. • Intelligent Transportation Systems features such as variable message signs and real time traveller information. • Longer speed change lanes. • Enhanced design to accommodate Long Combination Vehicles. • Truck only interchange ramps, where warranted by truck volumes. • Truck parking facilities. • Enforcement features (weigh and inspection stations), including automated weigh stations. ■ Consideration will be given for Highway 413 to be a future Smart Mobility and Innovation Corridor to support the emergence of advanced technologies. Rapid growth in Connected and Autonomous Vehicles is beginning to drive changes in the existing transportation networks as public sector agencies start preparing for a Connected and Autonomous Vehicles future, for local and regional roads and provincial highways, particularly as the population in urban cities continue to grow and cleaner transportation options are provided.
■ **How many additional lanes for Highway 401 will be needed where the 401 intersects around Milton?**	■ Modifications to Highway 401 will be required to connect the new ramps to/from Highway 413 and 407 Express Toll Route. No additional lanes along Highway 401 will be required as part of the Highway 413 project.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **How much additional development will happen in the area north of the 401 that would not happen if this project didn't go ahead? All of that is unacceptable sprawl.**	■ The Growth Plan 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 of the suburban regions in Brampton and Vaughan have historically developed. That type of development is not permitted anymore.
■ **Who will be the transit authority that will be operating, maintaining and servicing the 413 transit corridor?**	■ The Project Team is advancing the planning for a transitway that would be dedicated exclusively for public transit, such as buses or light rail. A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor. ■ An operator for the transit corridor has not been identified.
■ **How will the traffic flow of Highway 413 compare to Highway 407?**	■ Between Highway 401 and Highway 427, Highway 413 is anticipated to have a higher traffic flow than Highway 407. ■ Between Highway 427 and Highway 400, Highway 407 is anticipated to have significantly higher traffic flows than Highway 413.
■ **Does the forecasting process account for induced demand, a well-known phenomenon arising from additional highway capacity? Does the induced demand negate the benefit to the users?**	■ Induced demand is a complex phenomenon to model. All transportation infrastructure, regardless of mode, induces demand. People use options available to them, change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. ■ Most of the above-noted elements of the induced demand theory have been captured in the Highway 413 Environmental Assessment study using our regional demand forecasting traffic model. All forecasts indicate demand for road-based transportation (car, truck, bus/transit, cycling) will continue to grow, especially in light of the Greater Golden Horseshoe projected 2051 population of 15 million.
■ **How to deal with population growth? Why can't you move the new population into existing areas, and improve transport options in a much denser existing area?** ■ **Why are the growth projections specifically around the Greater Toronto Area when in fact there are other cities in Ontario which can handle growth without impacting greenbelt land? Why can't you address community transit improvements so that highways are needed if work is near your home? Supply of food and other products can come in train.**	■ By 2051, the Greater Golden Horseshoe population is expected to grow to almost 15 million. That's approximately 1 million new residents every five years. We need our road 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 Greater Toronto Area. ■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. For more information on Stage 1 of the Environmental Assessment, please refer to the Final Transportation Development Strategy Report at the following link: https://www.highway413.ca/wp-content/uploads/2018/11/Transportation-Development-Strategy-Report-Nov-2012.pdf.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Does product procurement for the (likely) construction of Highway 413 consider ethical considerations?**	■ The final designs for the highway have not been completed. ■ A common practice in the design of highways and associated infrastructure is to incorporate locally sourced or carbon-reduced products and materials in the procurement and construction processes. ■ In addition to the effects on the natural environment, the project will affect nearby communities' social, economic and health aspects. ■ To better understand these anticipated changes, the Project Team is studying the potential positive and negative social, economic, and health effects on the municipalities the highway crosses. These studies will provide estimates of the extent of these effects and outline mitigation measures for any adverse effects. ■ To collect information to support the development of a comprehensive set of baseline conditions, the Project Team conducted interviews with key informants from across the study area, for example: • Municipal staff from regions and lower-tier municipalities. • Emergency services staff. • Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.). ■ Marginalized or at-risk community members can be particularly vulnerable to the effects associated with rapid population growth. Recognizing this, the net impact of the Project will be studied using a gender-based analysis plus. This identifies vulnerable, at-risk or marginalized groups, including women, youth, elders, seniors, visible minorities, disabled individuals, those with health issues, and the 2SLGBTQQIA+ community. ■ Desktop research was undertaken to collect and synthesize information on projected growth, population dynamic statistics, gender-based statistics, work force/labour statistics, available services, municipal plans, and current and future land use. ■ The desktop research utilized publicly available data sources such as Statistics Canada and municipal websites. ■ Southern Ontario, and the Greater Toronto Area specifically, has the highest population concentration in Canada only comparable to Greater Vancouver. The Greater Toronto Area region is home to some 7 million people and is expected to grow to over 10 million residents by 2046. Within the Regions of Halton, Peel and York, up to seven lower tier municipalities lie within, or are adjacent to, the proposed Highway 413 preferred route. All are designated for major population growth by 2051. The most notable of these is the Town of Caledon which is projected to grow more than 350%, from 77,000 in 2021 to about 300,000 people by 2051. ■ Project growth in designated areas of each region translates into extended urbanization of existing rural landscapes the lower tier municipalities. Therefore, one can expected continued transformation of existing lands in the southeast portion of Halton Hills, the western portion of Brampton, the lower portion of Caledon, and portions of Vaughan. Equally important, the development of enabling infrastructure (e.g., roads, water, wastewater, recreation facilities, etc.) and services (e.g., health and social services) is created in sync with population and housing growth. ■ The Highway 413 Preferred Route transects most of the designated housing and population build-out described in regional growth plans. Supporting myriad services and infrastructure to accommodate this concentrated growth is planned for and documented in the official plans for each region. ■ Opposition to planned growth that impinges on rural areas and sensitive habitats has been expressed. Key concerns related to Growth Centres exacerbating the loss of productive agriculture lands, displacement of the Greenbelt and Oak Ridges Moraine designated lands, and the potential impact on rural life, recreation, and tourism amenities have been expressed. The current landscape, land use activities enabled by existing conditions will change with planned growth and developments of the future. However, as noted above, this growth will occur regardless of the presence of the highway. ■ Additionally, the Ministry of Transportation Special Provision 199S60 Incentive for Supply of Canadian Steel, provides a 10% incentive for the use of Canadian Steel.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Does the design focus team consider or implement any of the concerns of the people living in the area?**	■ The Highway 413 project follows a comprehensive consultation program that welcomes engagement and feedback from stakeholders, municipalities, and Indigenous communities through a suite of outreach methods. These include Ontario Government Notices, Public Information Centres, Community Workshops and Community Value Plan Team meetings, Project Website, toll-free telephone line, project team e-mail address, fact sheets and bulletins, Advisory Group meetings, Council presentations, meetings with municipal staff (workshops and issue specific sessions), meetings with technical stakeholders (workshops and publish specific meetings), and meetings with other interested parties upon request (property owners and other members of the public, etc.). ■ Input from all sources is gathered and synthesized for all the multidisciplinary teams involved in the Environmental Assessment to consider and incorporate into their assessments. ■ The design and construction plan will factor all relevant suggestions and ideas into the final implementation plan. ■ Comments, questions, and input regarding the study are encouraged and are collected to assist the Highway 413 Project Team. The Project Team monitors the email inbox (project_team@highway413.ca), the toll-free telephone line voicemail (1-877-522-6916), and the website 'contact us' forms daily. Inquiries are distributed to specialists within the Project Team for review and consideration. Due to the detailed reviewing process and depending on the technical nature of the questions or comments, there may be delays getting back to you. All comments and input are maintained on file for use during the project and may be included in the project documentation to meet the Ontario Environmental Assessment Act requirements. 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 Project Team continues to evolve the project-specific consultation to achieve the following objectives: • Maximize public awareness and participation using a combination of innovative and proven methods. • Ensure the public has every opportunity to understand the vital importance of this initiative and to promote/encourage extensive participation in the process. • Meaningfully engage the public and stakeholders, provide opportunities for input in a timely manner, and gather input perspective to be used through all stages of the project. • Educate and promote understanding of sometimes complex concepts and analysis. • Show how input received has affected and been incorporated into the Project and provide compelling and technical rationale for decisions and recommendations. • Foster an environment that is conductive to substantive dialogue: a respectful, informed and productive discussion on the salient issues. • Present a well-integrated and seamless project progression that ensures consistency of word and action and demonstrates positive momentum. • Establish and reinforce realistic expectations regarding what is feasible – both in terms of what can and should be delivered, and the timelines for it, as well as that which is necessary to meet the understood needs. ■ In addition to the effects on the natural environment, the project will affect nearby communities' social, economic and health aspects. ■ To better understand these anticipated changes, the Project Team is studying the potential positive and negative social, economic, and health effects on the municipalities the highway crosses. These studies will provide estimates of the extent of these effects and outline mitigation measures for any adverse effects. ■ To collect information to support the development of a comprehensive set of baseline conditions, the Project Team conducted interviews with key informants from across the study area, for example: • Municipal staff from regions and lower-tier municipalities. • Emergency services staff. • Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.). ■ Marginalized or at-risk community members can be particularly vulnerable to the effects associated with rapid population growth. Recognizing this, the net impact of the Project will be studied using a gender-based analysis plus. This identifies vulnerable, at-risk or marginalized groups, including women, youth, elders, seniors, visible minorities, disabled individuals, those with health issues, and the 2SLGBTQQIA+ community. ■ Desktop research was undertaken to collect and synthesize information on projected growth, population dynamic statistics, gender-based statistics, work force/labour statistics, available services, municipal plans, and current and future land use. This baseline information will be included in the final Environmental Assessment report.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Why not utilize Highway 407 instead of building Highway 413?**	■ Using Highway 407 Express Toll Route as an alternative to Highway 413 is not a realistic option 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 Greater Golden Horseshoe and Highway 407 Express Toll Route alone is not enough to meet this projected demand surge. By 2031, we would suffer from the same congestion problems as we currently have even if Highway 407 Express Toll Route was further expanded, tolls subsidized and truck priority features included. Highway 413 is vital transportation infrastructure that will help meet the projected population growth and employment growth for the Greater Golden Horseshoe. ■ As a private company, 407 Express Toll Route is responsible for setting toll rates and fees and managing its business practices in accordance with market conditions and the demand of users paying for the service. The province's agreement with 407 Express Toll Route, the Concession and Ground Lease Agreement, does not provide a role for the ministry to be involved in setting or influencing the private company's tolls or fees. ■ As the highway is currently leased to a private entity with full responsibility for setting its tolls and fees, provincial efforts to increase use of Highway 407 Express Toll Route could only be achieved by reacquisition or subsidizing tolls. Both options would come at considerable initial expense for the province, incur an ongoing financial burden for the remainder of the lease, and fail to support the region's future transportation needs adequately.
■ **Have wider auto demand management policies been considered to reduce or remove the need for the 413?**	■ The Stage 1 study of the Highway 413 project evaluated long-term transportation issues and options, which included optimizing the existing transportation network and enhancing transit solutions. While these were deemed necessary to improve and provide some capacity relief, they were not fully capable of addressing the future transportation needs of the study area, given the expected population and employment growth. Therefore, despite considering broader auto demand management policies, the project concluded that along with all of the municipal and provincial planned road, highway, and transit improvements, a new transportation corridor was necessary to meet the region's projected needs.
■ **Have properties been acquired and are you expropriating or negotiating?** ■ **Timing of land purchases around highway construction?** ■ **When will you begin land expropriation?** ■ **How much of my land will be expropriated exactly? I am a landowner.** ■ **How does proposed housing development affect Highway 413?** ■ **If an owner is in the Focused Analysis Area but not in the Preferred Route will the Ministry sign off on a building permit?** ■ **Although it was mentioned that the area within the Focused Analysis Area will not be "released" until the Environmental Assessment process (Provincial and, if necessary, a Federal version) is "approved", is there any way that the Focused Analysis Area in areas, where there is less variability in the preferred Environmental Assessment alignment, could be modified or reduced to bring more certainty to development lands in specific areas?**	■ The Ministry can negotiate in good faith with owners at any time to reach amicable agreements for the acquisition of any properties needed; however, if agreements cannot be reached through the willing buyer willing seller agreement, the Ministry would not start the expropriation process until after Environmental Assessment approval has been granted. ■ Our preferred approach is to negotiate in good faith with owners as early as possible to reach amicable agreements to acquire any properties needed. Property acquisition is generally intended to be a negotiated settlement agreeable to both parties. The Ministry is required to compensate a property owner according to the provisions of the Expropriations Act. Compensation is generally based on the fair market value of a property or the loss in market value to your property, in the case of a partial acquisition. The fair market value is based on what similar land might be expected to sell for if sold on the open market by a willing seller to a willing buyer. If the Ministry buys only a portion of the property, the effect of the acquisition on the rest of the property will be considered. In addition, there is provision for payment of other reasonable expenses incurred upon final settlement. After completion of the appraisal, a Ministry real estate officer will present an offer of compensation based on the appraisal report. Hopefully a mutual agreement can be reached at that time. Expropriation is only used as a backstop measure when agreements can't be reached within suitable project timeframes. ■ Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size proximity and accessibility, demand, etc.) and may change in the near and long-term. ■ The Focused Analysis Area will remain in effect until the end of the Preliminary Design is anticipated in early 2025. Additionally, the exact property requirements will be known once the Preliminary Design has been completed.
■ **Who are the developers that own the majority of the land through which the proposed 413 is to travel?**	■ Many developers are interested in the outcome of the Highway 413 Project as they did their long-term planning and purchased land near a planned transportation corridor. Some of these developers have engaged with the Project Team, as have many other stakeholders interested in the project. Different developers have differing opinions on the study, and each developer is treated the same as our stakeholders. Their issues and comments may form part of the public record when we compile the final Environmental Assessment Report. Still, there is no mechanism to force a declaration of interest, and they represent one of the many property owners along the corridor.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **Please address the impact this project will have on St. Elias Ukrainian Catholic Church in detail.**	■ The Project Team would like to clarify that exact property requirements will only be known once the Preliminary Design has been completed. The Preliminary Design and a reduced Focused Analysis Area will be presented at a future Public Information Centre. The Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be available for public review for at least 90 days. Once finalized, the Environmental Assessment Report will also be submitted to and reviewed by the Minister of the Environment, Conservation and Parks. ■ The Ministry will meet with individual landowners before the last Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. The Project Team reviews detailed Preliminary Design plans to minimize impacts on properties wherever possible. Where it is not possible to avoid impacts the Project Team will consider mitigation measures such as berms, sound walls and tree planting. Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size, demand, etc.) and may change in the near and long-term. An interactive map of the Preferred Route is available on the project website (https://www.highway413.ca). High resolution mapping of the Preferred Route is also available for download on the project website under the Public Information Centre #2 section of the Consultation Tab (https://www.highway413.ca/consultation-2/). All mapping is considered draft, as exact property requirements will not be known until the Preliminary Design has been completed.
■ **How will this impact the "Heritage Heights" in the area is Brampton?**	■ The City of Brampton's Heritage Heights Community Plan is located within the Highway 413 Route Planning Study Area in northwest Brampton. The Community Plan proposes the area as a prime location for a new town centre. The Highway 413 Project Team and the Ministry will continue working closely with the City of Brampton's land and transportation planning staff to discuss mutual objectives and next steps for the future of the area.
■ **Once confirmed, how will impacted properties be notified of land expropriation and how will compensation be calculated/assessed?** ■ **What happens to the properties that are proposed Focused Analysis Area? Will the owners be contacted and how will they be compensated?** ■ **What will the government do to mitigate the negative financial impact on homeowners, especially seniors whose life savings are in their homes, and now find they cannot sell their homes, or that their homes have been devalued?**	■ The Ministry will meet with individual landowners before the last Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. The Project Team reviews detailed Preliminary Design plans to minimize impacts on properties wherever possible. Where it is not possible to avoid impacts the Project Team will consider mitigation measures such as berms, sound walls and tree planting. Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size, demand, etc.) and may change in the near and long-term.
■ **How much money has the province spent so far on the 413 project on preconstruction, consultations, assessments and public relations?**	■ In 2013, the Ministry awarded the assignment for the Preliminary Design and Environmental Assessment of Highway 413 to a joint venture of the companies that are now WSP and AECOM for a price of $24,975,440.
■ **Is there any opportunity to still provide feedback or submit questions after the session, and if so, will they be considered for possible impacts on the project?**	■ Comments, questions, and input regarding the study are encouraged and are collected to assist the Highway 413 Project Team. The Project Team monitors the email inbox (project_team@highway413.ca), the toll-free telephone line voicemail (1-877-522-6916), and the website 'contact us' forms daily. Inquiries are distributed to specialists within the Project Team for review and consideration. Due to the detailed reviewing process and depending on the technical nature of the questions or comments, there may be delays getting back to you. All comments and input are maintained on file for use during the project and may be included in the project documentation to meet the Ontario Environmental Assessment Act requirements. 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.
■ **Who are the members of the Greenbelt Transportation Advisory Group and where is this list available?**	■ 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 Greenbelt Transportation Advisory Group for Phase 2 of the study. The Highway 413 Project Team meets with the Greenbelt Transportation Advisory Group at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **With UNDRIP there is a requirement to consult Indigenous populations BEFORE planning takes place. Why are we being consulted before Indigenous groups, who you say you'll consult in January?**	■ Engagement and consultation with Indigenous communities is critical to the Provincial Environmental Assessment process. The Ministry has been consulting with impacted Indigenous communities about Highway 413 since 2007 and will continue to engage throughout the project's life. The Ministry and Project Team are committed to fulfilling the Duty to Consult with Indigenous communities regarding potential adverse impacts of the project on established and credibly asserted Aboriginal and treaty rights. The Project Team is happy to provide Environmental Assessment study reports and information to facilitate communities' participation in consultation activities and inform the Ministry about the proposed project's impacts on rights. The Project Team is available anytime to meet with Indigenous communities to discuss the project or specific Environmental Assessment study reports. Additionally, representatives from Indigenous communities have been observing and participating in archaeological and environmental field work as Community Field Liaisons. All Indigenous community engagement efforts will be documented in the final Environmental Assessment Report.
■ **When will these maps be uploaded online? Will the Ministry consider releasing Computer-Aided Design?**	■ The Ministry is not in a position to share Computer-Aided Design files. The Preliminary Design will continue to be refined until the conclusion of the Environmental Assessment process. ■ The Project Team provided a notice to all stakeholders on the Project Contact List informing them that the interactive mapping was available on the Project Website: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **Where may I find the Highway 413 Project Website?**	■ The Highway 413 Project Team website can be found at the following link: https://www.highway413.ca/
■ **Has there been any feedback from Hydro regarding what land they may need and would their requirements be part of the Focussed analysis area?**	■ Our Project Team is compiling existing utility information from all stakeholders and tracking potential impacts. Meetings with impacted utility stakeholders will be scheduled to discuss the design of Highway 413 and co-ordinate future reviews/relocations. TC Energy, Enbridge, Hydro One, municipalities and other utility stakeholders will continue to be consulted as part of this project. ■ The Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest Greater Toronto Area Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western Greater Toronto Area. The transmission corridor may be located adjacent to Highway 413, for information and mapping tools can be found online on the study website (https://www.ieso.ca/en/Sector-Participants/IESO-News/2018/02/Northwest-Greater-Toronto-Area-joint-corridor-identification-study-announced).
■ **Are the data that being collected in the planning and Environmental Assessment also going to be made public and available to the Conservation Authorities?**	■ The Project Team meets regularly with Toronto and Region Conservation Authority, Conservation Halton and Credit Valley Conservation Authority to discuss issues of concern. The Project Team will continue to consult and share information with the Conservation Authorities as the Project proceeds. The records of consultation with conservation authorities within the study area will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies. ■ The results of the environmental studies will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies. The Environmental Assessment Report will be made available for public review for a minimum of 90 days.
■ **Following the Greenbelt scandal, the recently forced Urban Boundary expansions by the Ford government are now under scrutiny and requested investigation by the Auditor General, now that it has been determined that they were pushed by internal officials despite the knowledge that they are not needed for housing. First Nations were also not consulted. With this in mind, and the likely possibility that relevant Official Plans in York, Peel and Halton will need a rewrite and reduction of expansion, including land set aside for the 413, how will this impact this latest attempt to build the 413?**	■ The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. It also acknowledges that new infrastructure (including transportation corridors and facilities) will be needed to continue serving existing and permitted land uses within the Greenbelt. The Greenbelt Plan also anticipates that new and/or expanded infrastructure facilities will be needed in the future to serve the substantial growth projected for the Greater Golden Horseshoe. The route selected for Highway 413 was chosen, in part, to avoid or minimize impacts to the Greenbelt. The Project Team will carefully consider all impacts as the study progresses. It will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways and transitways within areas of the Greenbelt. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features.

Question & Concerns During Public Information Centre #4 Session	Project Team Response, Commitments and Follow-up
■ **What exactly is the "Bradford Bypass"? Is it just part of Highway 413?**	■ The Bradford Bypass is a separate project. The Ministry has undertaken a Preliminary Design and Environmental Assessment Update for the Bradford Bypass, which will link Highway 400 in Simcoe County with Highway 404 in the Regional Municipality of York. The need for this freeway link was confirmed during a Route Planning and Environmental Assessment Study, which received Environmental Assessment approval in 2002. The freeway is included in the provincial growth plan, "Places to Grow," as a future transportation corridor to support this rapidly growing region north of the Greater Toronto Area. Significant population growth is anticipated in both Simcoe County and the Regional Municipality of York in the coming decades, with the population of Simcoe County expected to grow to 416,000 residents by 2031 and the Regional Municipality of York expected to grow to 1.79 million residents by 2041. This population growth is anticipated to put additional pressure on the existing transportation network; therefore, planning for the Bradford Bypass is required to ensure the safe and efficient movement of goods and people in this part of Ontario.
■ **How much of the land that is "designated for employment areas" has been forced on the municipalities by provincial fiat?**	Questions regarding provincial land use planning should be directed towards the Ministry of Municipal Affairs and Housing.
■ **As the highway is not interfering with Highway 10 south of Old School Road in Caledon. Can you please inform our council of the same so that Dougall Road can be extended on to Highway 10 to provide access to Southfield area which presently has access only from Kennedy road. The reason given is due to possible path of Highway 413**	■ Any requests for access to Highway 10 via adjacent lands is to be submitted to the Ministry for review and consideration. Hurontario/Highway 10 will continue to operate under current conditions; however, future discussions with the municipality will be undertaken regarding adjacent development plans and access requirements.
■ **Given the current shortfall within all of the skilled trades with no improvement in the up tick in people entering the trades rather an aging demographic for those in the trades, what mitigation strategies are in the planning to address this within the construction plan?**	■ This project will sustain many direct and indirect jobs and contribute to other downstream industries. The shortfall in skilled labour and trades is universal across Canada. ■ This issue is being addressed through multiple actions at all levels of government beyond the scope of this Environmental Assessment.

E

Comments Received During 30-Day Review Period (October 16, 2023 to November 16, 2023)

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Table E1: Summary of Correspondence Received During Public Information Centre #4 Review Period

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
Project Consultation	Please provide more information on the Fall 2023 Public Information Centres.	■ The Public Information Centre materials and recordings were made available on the Project Website (http://www.highway413.ca) in the weeks following the event dates. Individuals who were not able to attend the Public Information Centres were able to review the recorded events and submit any questions or comments through our project info line during a 30-day comment period. ■ The Public Information Centres were presented online as a virtual consultation event as it provides flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in person. Within the virtual platform there is an opportunity to also address accessibility needs as they arise.
Provincial / Federal Environmental Assessment	What is the current phase of the project? When will the project progress to the next phase? What are the design considerations for the project?	■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, which includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. There is no commitment to a timeline for Detail Design and construction. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits. There is currently no set start date for construction. ■ The Project Team has undertaken significant data collection, field work and analysis, evaluated alternatives, held numerous community and advisory group meetings, engaged and consulted with Indigenous communities, and determined a preferred route. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ The Project Team is fully committed to assessing and understanding potential environmental impacts that Highway 413 could have on the natural environment so we can properly mitigate negative implications.
Highway and Transitway Design	What are the current design details of Highway 413? Have you considered public transit and active transportation?	■ Highway 413 corridor is a proposed controlled-access highway and transitway that will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 Express Toll Route interchange area in the west, connecting the regions of York, Peel, and Halton. ■ The Project Team is advancing the planning for a transitway that would be dedicated exclusively for public transit, such as buses or light rail. A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor. ■ In addition, the Highway 413 Project Team is considering active transportation elements; however, a multi-use path adjacent to the corridor within the Ministry's right-of-way (the 170 metres wide area containing the Highway and Transitway) is not within the project's scope of work due to safety and operational concerns.
Traffic / Congestion	What is the projected use of Highway 413?	■ The Ministry's forecasting suggests that in 2041 a weekday total of 22,400 users will travel on Highway 413 during the morning rush hour to get to their destinations. Approximately 32% – or about 7,260 users, including light vehicles and commercial vehicles – will enter Highway 413 through Highway 401/407 Express Toll Route or Highway 400/Weston Road interchanges. Approximately 13% of the total light vehicles and 29% of the total commercial vehicles entering at these points are expected to use the entire corridor length. ■ This transportation corridor is planned to be a 400-series of controlled access highway with a design speed of 130 kilometres per hour, focused on connecting the municipalities through York, Peel, and Halton. The design guidelines have been reviewed to accommodate the change from the previous standard of 120 kilometres per hour to 130 kilometres per hour.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
Natural Environment and Species-at-Risk	How will Highway 413 impact the natural environment? How will the Project Team mitigate impacts to the natural environment?	■ The Project Team is fully committed to assessing and understanding potential environmental impacts that Highway 413 could have on the natural environment so we can properly mitigate negative implications. ■ At each stage of the project, the Ministry will assess both the potential positive and negative environmental impacts. Detailed environmental investigations are continuing to inform the design and Environmental Assessment processes to avoid and minimize the impacts to those identified features and habitats. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ All of this information will be included in the final Environmental Assessment Report and available for public review.
Socio-Economics (Gender-Based Analysis+ analysis, population, health, etc.)	How will the Highway 413 project impact the health of the surrounding communities?	■ In addition to the effects on the natural environment, the project will affect nearby communities' social, economic and health aspects. ■ To better understand these anticipated changes, the Project Team is studying the potential positive and negative social, economic, and health effects on the municipalities the highway crosses. These studies will provide estimates of the extent of these effects and outline mitigation measures for any adverse effects. ■ To collect information to support the development of a comprehensive set of baseline conditions, the Project Team conducted interviews with key informants from across the study area, for example: • Municipal staff from regions and lower-tier municipalities. • Emergency services staff. • Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.). ■ Marginalized or at-risk community members can be particularly vulnerable to the effects associated with rapid population growth. Recognizing this, the net impact of the Project will be studied using a gender-based analysis plus. This identifies vulnerable, at-risk or marginalized groups, including women, youth, elders, seniors, visible minorities, disabled individuals, those with health issues, and 2SLGBTQQIA+. ■ Desktop research was undertaken to collect and synthesize information on projected growth, population dynamic statistics, gender-based statistics, work force/labour statistics, available services, municipal plans, and current and future land use. This baseline information will be included in the final Environmental Assessment Report. ■ As part of Stage 2 of the Highway 413 provincial Environmental Assessment process, the Ministry has developed a proposed framework to assess potential cumulative effects of the project. ■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ This will be done through public engagement, and we will have more details to share about how you can participate in 2024.
Need for the Project	Has the Project Team considered alternatives to building Highway 413?	■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. Further details are provided in the Transportation Development Strategy.

Comment Theme	Summary of Questions and Concerns Received During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
Property Impacts	How will Highway 413 impact property within the Focused Analysis Area? When will land within the Focused Analysis Area be released?	■ The Project Team would like to clarify that exact property requirements will only be known once the design has been completed. The final Preliminary Design and a reduced Focused Analysis Area will be presented at a future Public Information Centre. The Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be available for public review for at least 90 days. Once finalized, the Environmental Assessment Report will also be submitted to and reviewed by the Minister of the Environment, Conservation and Parks. ■ The Ministry will meet with individual landowners before the last Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size, demand, etc.) and may change in the near and long-term. ■ Properties located within the Focused Analysis Area would continue to be subjected to limitations on modification or development, pending the completion of the Environmental Assessment study.
Cost	What is the estimated cost of the Highway 413 project?	■ As part of the current Stage 2 of the Environmental Assessment study, the ministry developed high-level construction only costs to support the evaluation of the short list of route alternatives. The current high-level construction budget is based on the conceptual Preferred Route and does not take into account localized, site-specific engineering considerations. A detailed construction budget will be developed as the project advances into Detail Design and the route is refined. ■ The project cost will be influenced by the delivery model or models chosen. By model, we are referring to how the highway will be constructed, which hasn't been determined yet. There is no timeline for delivery model selection. This stated, we don't currently have an estimate to share.

Table E2: Specific of Correspondence Received During Public Information Centre #4 Review Period

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **I would like to be added to the Project Contact List.** ■ **Please update my information on the Project Contact List.** ■ **Please remove my information from the Project Contact List.**	■ The Project Team updated the Project Contact List according to the stakeholder's request.
■ **I would like to attend the upcoming Public Information Centre.**	■ The Project Team provided a sign-up link for the Public Information Centres.
■ **Why are the Public Information Centres virtual and not in person?**	■ The Public Information Centres were presented online as a virtual consultation event as it provides flexibility for those wishing to attend who may have conflicts or restrictions that limit their ability to attend an event in-person. Within the virtual platform there is an opportunity to also address accessibility needs as they arise.
■ **I would like to meet in-person with the Highway 413 Project Team.**	■ The Highway 413 project follows a comprehensive consultation program that welcomes engagement and feedback from stakeholders, municipalities, and Indigenous communities through a suite of outreach methods. These include Ontario Government Notices, Public Information Centres, Community Workshops and Community Value Plan Team meetings, Project Website, toll-free telephone line, project team e-mail address, fact sheets and bulletins, Advisory Group meetings, Council presentations, meetings with municipal staff (workshops and issue specific sessions), meetings with technical stakeholders (workshops and publish specific meetings), and meetings with other interested parties upon request (property owners and other members of the public, etc.). The Project Team will co-ordinate in-person meetings if requested by a property owner.
■ **Will the Public Information Centres be recorded and available to watch online?**	■ The Public Information Centre materials and recordings were made available on the Project Website (http://www.highway413.ca) in the weeks following the event dates. Individuals who were not able to attend the Public Information Centres were able to review the recorded events and submit any questions or comments through our project info line during a 30-day comment period.
■ **Will each Public Information Centre cover the same content?**	■ The York Region, Halton Region and Peel Region sessions covered the same content, but some portions of the presentation were specific to the regions identified for each meeting date, such as some land use information.
■ **I did not receive a notice for the Public Information Centres.**	■ The Project Team explained that each stakeholder on the Project Contact List received a notice for the Fall 2023 Public Information Centres.
■ **Will the Project Team consider providing multiple notices prior to the next Public Information Centre.**	■ The Project Team explained that they will consider sending additional reminders prior to future Public Information Centres.
■ **Can the Project Team share Computer-Aided Design or Geographic Information System files?**	■ At this time, digital copies of the Highway 413 design are only shared with municipalities and provincial and federal agencies. We encourage that you make use of the interactive mapping tool available from the Project Website: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/.
■ **The Cumulative Effects Framework should include greater public consultation.**	■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment.
■ **All stakeholder comments and responses should be made available to the public on the Project Website.**	■ The Project Team will provide a summary of comments received during the Public Information Centre review period and the responses administered in an upcoming Public Information Centre Summary Report. ■ The Project Team will provide a notice to all individuals on the Project Contact List informing them when the Public Information Centre #4 Summary Report is available on the Project Website. ■ Due to privacy concerns, we cannot release personal information regarding comments and questions submitted to the Project Team.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **Can you provide an update on the Highway 413 project to be published in a community newsletter?**	■ For media inquiries, we ask that you please contact mto.media@ontario.ca
■ **I would like to join the Greenbelt Transportation Advisory Group.**	■ Invitations to the Final Greenbelt Transportation Advisory Group Meeting will be sent to all attendees of previous Greenbelt Transportation Advisory Group Meetings.
■ **When will the construction phase of the project begin?**	■ The Highway 413 project is currently in Stage 2 of the Environmental Assessment, which includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. There is no commitment to a timeline for Detail Design and construction. The timing and duration of highway construction depend on numerous factors, including the size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits. There is currently no set start date for construction.
■ **Are future developments along the proposed Highway 413 being considered as part of the Environmental Assessment?**	■ The Province of Ontario, through the Provincial Policy Statement, requires that land use and transportation, as well as other infrastructure, be planned together. For this reason, in 2013 and 2014, the municipalities, including the Regions through which the proposed corridor would travel, included policies in their Official Plans that recognized that the corridor would happen in the future and that future land use should be planned in recognition of that future corridor.
■ **The Project Team should update the information collected during the 2013 Environmental Assessment Study.**	■ The Project Team has undertaken significant data collection, field work and analysis, evaluated alternatives, held numerous community and advisory group meetings, engaged and consulted with Indigenous communities, and determined a preferred route. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment: • Fish and Fish Habitat. • Terrestrial Ecosystems. • Watercourse Crossing Analysis. • Drainage and Stormwater Management. • Fluvial Geomorphology. • Groundwater. • Landscape Composition. • Archaeological Assessment (Stages 2, 3, & 4, as required). • Built Heritage and Cultural Heritage Landscapes. • Land Use Inventory. • Agricultural Impact Assessment (or equivalent study). • Contaminated Property Identification and Waste Management. • Air Quality. • Noise. • Snowdrift Assessment. ■ Cumulative effects assessment considers how the environmental effects of the project may impact the broader region, beyond the location of the project, and looks at the interaction between areas to ensure potential cumulative impacts are identified and assessed methodically and completely; the Framework will set out the definitions, criteria, and step-by-step decision-making process that the Ministry will follow to identify any cumulative effects due to the Highway 413 project. The Ministry will be engaging with key stakeholders and Indigenous communities to formalize the framework before the start of the assessment. ■ The results of the environmental studies and the cumulative effects assessment will be summarized in the Environmental Assessment Report to document the potential project impacts and mitigation strategies.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **Will the project include public transit elements?**	■ The Project Team is advancing the planning for a transitway that would be dedicated exclusively for public transit, such as buses or light rail. A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor.
■ **Are there any plans to include active transportation?** ■ **What is the status of the adjacent hydro corridor?**	■ The Highway 413 Project Team is considering active transportation elements; however, a multi-use path adjacent to the corridor within the Ministry's right-of-way (the 170 metres wide area containing the Highway and Transitway) is not within the project's scope of work due to safety and operational concerns. ■ In consultation with municipalities, we are considering putting bicycle lanes or multi-use paths on municipal roads crossing the highway. ■ The Ministry has discussed a multi-use path with the Ministry of Energy and the Independent Electricity System Operator. The Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest Greater Toronto Area Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western Greater Toronto Area. The transmission corridor may be located adjacent to Highway 413. The Ministry of Energy and the Independent Electricity System Operator noted that such opportunities will be evaluated after identifying their final route. While bike paths, parking lots, community gardens, and open meadows have been successfully implemented in other transmission corridors within the Greater Toronto Area, factors such as topography and routing need to be considered. The ultimate objective will be to ensure that secondary uses, like a multi-use path, will not interfere with the safe operation and maintenance of transmission circuits and the public's safety.
■ **Can you provide more information on the design of the highway and transitway?**	■ Highway 413 corridor is a proposed controlled-access highway and transitway that will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 Express Toll Route interchange area in the west, connecting the regions of York, Peel, and Halton. ■ To account for the various elements of the highway, a typical right-of-way of 110 metre for the highway and 60 metre for the transitway was identified. The 110 metre right-of-way for the highway and 60 metre right-of-way for the transitway are considered 'typical' or standard cross-sections. The right-of-way will adjust throughout the corridor to account for additional components of the highway such as, grading when the highway is raised or lowered from the original ground, drainage ditches and stormwater management ponds, as well as interchange ramps. The final property requirements will be developed towards the end of the study once the design is completed.
■ **Will Highway 413 be an overpass or an underpass?**	■ The Project Team provided a link to the interactive mapping on the Project Website indicated where Highway 413 will be an overpass and where it will be an underpass.
■ **What is the Norval Bypass Solution?**	■ The Preferred Route for Highway 413 will not prevent the planning and construction of the Norval Bypass. There will still be opportunities for these municipal road systems to be implemented by municipalities to provide appropriate east-west connections. These connections are outside the scope of the Highway 413 Project, but the team has and will continue to meet with these project teams to aid in their planning process. ■ The Project Team provided a link to the official Norval Bypass website: https://www.halton.ca/For-Residents/Roads-Construction/Municipal-Class-Environmental-Assessment-Studies/Norval-West-Bypass-Transportation-Corridor-Improve.
■ **Highway 413 will result in excess congestion for the Highway 410/Valleywood/Hurontario interchange.**	■ The Highway 413 Preferred Route recommends S5-10 which avoids the existing Highway 410/Hurontario interchange. The construction of the new Highway 413 and extension of Highway 410 will only occur following approval of the Environmental Assessment and Detail Design processes. ■ Highway 413 is expected to redistribute traffic from local roads surrounding the proposed highway. This will result in reduced congestion at the Hurontario/Highway 410/ Valleywood interchange. ■ The Highway 413 Project would include an extension of Highway 410 to connect to Highway 413. The existing Highway 410/10 will remain. We expect most through traffic to choose to use the Highway 410 extension rather than the existing Highway 10, but the traffic analysis will confirm this.
■ **How will the Project Impact TC Energy infrastructure?**	■ Our Project Team is compiling existing utility information from all stakeholders and tracking potential impacts. Meetings with impacted utility stakeholders will be scheduled to discuss the design of Highway 413 and co-ordinate future reviews/relocations. TC Energy, Enbridge, Hydro One, municipalities and other utility stakeholders will continue to be consulted as part of this project.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **Has the Project Team how future technology may affect the design of the highway?**	■ The Project Team is considering the future of transportation and autonomous vehicles in our design. The corridor is being designed with Goods Movement features in mind, where the trucking industry will likely be early adopters of new technologies. ■ The Goods Movement features may include: • Truck only lanes. • Combined truck/transit lanes. • Truck use of potential High Occupancy Vehicle lanes during off-peak hours. • Intelligent Transportation Systems features such as variable message signs and real time traveller information. • Longer speed change lanes. • Enhanced design to accommodate Long Combination Vehicles. • Truck only interchange ramps, where warranted by truck volumes. • Truck parking facilities. • Enforcement features (weigh and inspection stations), including automated weigh stations. ■ The Project Team is working to make Highway 413 'future-ready' by recognizing the shift to connected vehicles and preparing the Preliminary Design to support vehicle-to-infrastructure connectivity. Vehicle-to-Infrastructure technology is achieved through a roadside unit installed along the right-of-way and communicates safely and securely with connected vehicles. Information such as essential safety messages can be shared. The Highway 413 Project Team is also preparing for the future by considering the geometric needs of an automated highway system that could accommodate platooning vehicles. Platooning or flocking vehicles refers to operating vehicles with artificial intelligence capabilities, reducing the safe following distances and increasing the highway's capacity.
■ **Has the Project Team considered alternate routes?**	■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ The route alternatives were assessed in a sequential manner, at a functional level to determine their ability to address the identified transportation needs while considering potential community, economic, and environment impacts. The criteria that were considered included: • Transportation – the degree to which the proposed transportation system modification: – Support federal/provincial/municipal transportation policies/goals/objectives. – Improves system capacity and efficiency for the movement of people and goods. – Improves system capacity and efficiency to reduce growth in peak travel demand. – Makes effective and efficient use of the existing road and transit system using Transportation Demand Management and Transportation System Management strategies. – Improves system reliability and redundancy during adverse conditions. – Improves traffic safety through congestion reduction. – Enhances goods movement by linking inter-model facilities, international gateways and communities within the Greater Golden Horseshoe. – Improves mobility and accessibility through enhanced modal integration/choice and a more balanced transportation system. • Land Use (Community): – The degree to which the proposed transportation system modification supports existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies and municipal official plans. • Economy – The degree to which the proposed transportation system modification supports provincial, regional and municipal: – Manufacturing and trade. – Tourism and recreation. – Agriculture. • Environment – The degree to which the proposed transportation system modification: – Impacts natural features (e.g., aquatic ecosystems, terrestrial ecosystems, groundwater, surface water, air quality). – Impacts socio-economic features (e.g., land use, communities, resources). – Impacts cultural features (e.g., properties of cultural heritage value, archaeological and First Nation sites). – Reduces of limit impacts such as higher noise levels, greenhouse gas emissions and the effects of air emissions on local/regional air quality.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **Can you provide the percentage of commercial vehicles that will be using Highway 413?** ■ **How many individuals will use Highway 413?**	■ The Ministry's forecasting suggests that in 2041 a weekday total of 22,400 users will travel on Highway 413 during the morning rush hour to get to their destinations. Approximately 32% – or about 7,260 users, including light vehicles and commercial vehicles – will enter Highway 413 through Highway 401/407 Express Toll Route or Highway 400/Weston interchanges. Approximately 13% of the total light vehicles and 29% of the total commercial vehicles entering at these points are expected to use the entire corridor length.
■ **What will be the posted speed limit for the highway and transitway?**	■ In June 2022, the Ministry issued a Technical Memorandum updating the design speed on newly designed 400-series highways to 130 kilometres per hour to achieve a 110 kilometres per hour posted speed. This update will be applied to the Highway 413 project. ■ As part of the Preliminary Design, the Project Team is advancing planning for a transitway at a conceptual level of detail to protect a parallel corridor of land for future implementation of a transitway. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the Preliminary and Detail Design of the transitway corridor.
■ **Highway 413 will only save 30 seconds of travel time.**	■ The 30-second time savings figure commonly referenced in media is from a study done in 2017 that looked at the average time savings for every driver across the entire Greater Golden Horseshoe. It includes every trip on every road in every region – including places that are nowhere near the proposed Highway 413. So, a journey from Oshawa to Whitby, or Hamilton to Niagara Falls, for example, would be included in that average. The 30-second time savings figure is not an accurate representation of the benefits Highway 413 will have on the commutes of people who use it daily. ■ The Greater Golden Horseshoe Model – one of the Ministry's tools to project travel demands across Ontario – helped forecast traffic volumes and travel times for Highway 413. The Ministry measured travel times between two points on existing highways – Highway 401 at Trafalgar Road and Highway 400 at King Road – during the peak weekday morning rush hour between 6 A.M. and 9 A.M. Those results were compared to estimates of travel time if a driver travelled between those same two points but along the preferred route of Highway 413, and were combined with data from the Ministry's comprehensive travel survey, called the Transportation Tomorrow Survey, which is updated every five years. Calculations show drivers saving up to 30 minutes each way by taking Highway 413.
■ **How will Highway 413 accommodate municipal road networks?**	■ There will be opportunities for municipal road systems to be implemented by municipalities to provide appropriate east-west connections. These connections are outside the scope of the Highway 413 Project, but the Ministry has and will continue to meet with these municipalities/Project Teams to aid in their planning process.
■ **How will Highway 413 impact Lake Simcoe?**	■ Highway 413 will not be located in close proximity to Lake Simcoe. The proposed 52-kilometre Highway 413 and transitway will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 Express Toll Route interchange area in the west, connecting the regions of York, Peel, and Halton.
■ **Highway 413 will only impact the environment.** ■ **Why is Highway 413 continuing when it will impact the Greenbelt?**	■ At each stage of the project, the Ministry will assess both the potential positive and negative environmental impacts. Detailed environmental investigations are continuing to inform the design and Environmental Assessment processes to avoid and minimize the impacts to those identified features and habitats. ■ Through the robust Environmental Assessment process, we will continue to work with experts in the field to develop refinements and mitigations to minimize project impacts. Field investigations for fisheries, wildlife, wetlands, vegetation, groundwater, land use, agriculture, cultural heritage and archaeology have or will be undertaken to support the Preliminary Design of the corridor. The Project Team continues investigating potential avoidance, mitigation and compensation or enhancement measures for environmental features. ■ Ontario is moving forward with Highway 413 in accordance with the Greenbelt Plan. ■ The Greenbelt Plan recognizes that infrastructure is important to Ontarians' economic well-being, human health, and quality of life. It permits infrastructure, including highways, to support the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing connections among urban centres. It also identifies where urbanization should not occur to protect agricultural and environmentally sensitive lands. ■ Based on the 50% Highway Design, the Highway 413 crosses 163 hectares of Greenbelt lands or in other terms, less than 10% of the total route is within the Greenbelt. The Transitway corridor crosses an additional 45 hectares of Greenbelt lands, representing an additional 2.6% of the total route within the Greenbelt.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **How will the Project Team mitigate impacts to local water supplies?**	■ The Project Team is currently completing a Drainage and Hydrology Assessment and Groundwater Impact Assessment on the Preliminary Design of the Highway 413 Preferred Route and is adhering to the Ministry's Highway Drainage Design Standards with associated references to elements of the Ministry's Drainage Design Manual and the MOE 2003 Stormwater Management Planning and Design Manual. The studies will identify potential impacts of highway runoff and stormwater on surface water and groundwater and propose appropriate mitigation measures to protect the watersheds. The resulting reports will summarize stormwater management components, hydrologic/hydraulic assessments, proposed mitigation measures and Preliminary Design recommendations for potential stormwater management facilities including stormwater management ponds. ■ The Project Team is also conducting water well assessments to evaluate the reliance on and water use in water wells on properties present within a 500 metre buffer zone of the preferred route of Highway 413. The purpose of these assessments is to identify which private, municipal, commercial and industrial wells are in use and document the groundwater conditions in the wells. During phone interviews, the Project Team discussed water use and treatment and record historical water quality and quantity conditions at the property. ■ Conservation Authorities are being consulted to maintain alignment with current policies and practices for their respective watersheds. The reports will also include a desktop review of well records from the Ministry of Environment, Conservation and Parks and geological and hydrogeological maps and reports from secondary sources. Based on the information collected, the Project Team will also verify the need and type of approval required for temporary groundwater taking during construction and any associated commitments. The required registration or permit for water taking will be obtained from Ministry of Environment, Conservation and Parks during the subsequent Detail Design Phase. Hydrogeological studies will be integrated with contaminated properties and waste management studies where there is an interaction or environmental consideration related to groundwater and groundwater resources.
■ **How will the Project Team mitigate noise impacts?**	■ Noise control measures, including noise barrier walls, are considered based on noise levels at noise sensitive areas. At Noise Sensitive Areas within the study area, if future noise levels with the proposed freeway are at least 5 decibels greater than the future noise level without the proposed freeway; or the projected future noise level is at least 65 decibels, then noise control measures will be investigated within the Ministry right-of-way. For context, 65 decibels is a typical level of a person speaking one meter away. Noise Sensitive Areas are identified in the Ministry's Environmental Guide for Noise. ■ Once the Preliminary Design is close to completion, the noise and vibration assessment for the project's operational phase will be completed and findings and recommended mitigations will be included in the provincial Environmental Assessment Report.
■ **As an alternative, why not buy back Highway 407 instead of building a new highway?**	■ Using Highway 407 Express Toll Route as an alternative to Highway 413 is not a realistic option 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 Greater Golden Horseshoe and Highway 407 Express Toll Route alone is not enough to meet this projected demand surge. By 2031, we would suffer from the same congestion problems as we currently have even if Highway 407 Express Toll Route was further expanded, tolls subsidized, and truck priority features included. Highway 413 is vital transportation infrastructure that will help meet the projected population growth and employment growth for the Greater Golden Horseshoe.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **Why is Highway 413 necessary?** ■ **There is not enough traffic to warrant building Highway 413.** ■ **The provincial government should invest in public transit instead.**	■ The current provincial government is delivering on its commitment to complete the Highway 413 Project to address the region's future transportation needs, improve the transportation network, reduce travel times, and help alleviate traffic congestion across the Greater Toronto Area. ■ By 2051, the Greater Golden Horseshoe population is expected to grow to almost 15 million. That's approximately 1 million new residents every five years. We need our road 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 Greater Toronto Area. ■ Ontario's infrastructure needs to keep up with that growth that is expected in the Greater Golden Horseshoe - without a real plan, gridlocked traffic and commute times on our existing highways will only worsen. By building this highway, we will bring relief to the most congested corridor in North America, link growing regions, provide better connections to housing and jobs, and attract increased investment in manufacturing and other industries. The highway will also facilitate the transportation of goods and services. ■ Stage 1 of the Environmental Assessment concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new highway and transitway would still be required to meet the travel demands of the projected population and economic growth in the Greater Golden Horseshoe. ■ The Ministry's Systems Analysis and Forecasting Office measured travel times between two points on existing highways – Highway 401 at Trafalgar Road and Highway 400 at King Road – during the peak weekday morning rush hour between 6 A.M. and 9 A.M. Those results were compared to estimates of travel time if a driver travelled between those same two points but along the preferred route of Highway 413 and were combined with data from the Ministry's comprehensive travel survey, called the Transportation Tomorrow Survey, which is updated every five years. Our calculations show drivers saving up to 30 minutes each way by taking Highway 413. ■ The transitway would be a separate corridor running alongside the highway. It would be dedicated exclusively for public transit, such as buses or light rail transit. ■ A separate Transit Project Assessment Process will need to be conducted to complete the preliminary and Detail Design of the transitway corridor. ■ Highway 413 is part of a suite of improvements that will enhance the province's transportation system. Ontario is also investing $70.5 billion over 10 years for public transit, including Ontario's new subway transit plan for the Greater Toronto Area and transforming the GO Transit network into a modern, reliable and fully integrated rapid transit network.
■ **How will Highway 413 impact my property?** ■ **Can you provide me a map of the frozen land within the Highway 413 Study Area?** ■ **When can we view the interactive mapping presented at the Public Information Centre?**	■ An interactive map based on the 50% Preliminary Design, which includes the Focused Analysis Area and the Preferred Route and indicates the scale of the project, has been added to the Project Website here: https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/
■ **Are planning applications with the Focused Analysis Area paused until Preliminary Design finalized?** ■ **If a portion of someone's property falls within the Focused Analysis Area, will the Project Team expropriate the entire land parcel?** ■ **What land within the Focused Analysis Area is frozen?**	■ The Project Team would like to clarify that exact property requirements will only be known once the Design has been completed. The final Preliminary Design and a reduced Focused Analysis Area will be presented at a future Public Information Centre. The Preliminary Design phase will culminate in a draft Environmental Assessment Report, which will be available for public review for at least 90 days. Once finalized, the Environmental Assessment Report will also be submitted to and reviewed by the Minister of the Environment, Conservation and Parks. ■ The Ministry will meet with individual landowners before the last Public Information Centre, to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. Compensation is not provided for indirect impacts to properties since many variables contribute to property value (e.g., type/use of property, property size, demand, etc.) and may change in the near and long-term. ■ Properties located within the Focused Analysis Area would continue to be subjected to limitations on modification or development, pending the completion of the Environmental Assessment study.

Question & Concerns During Public Information Centre #4 Review Period	Project Team Response, Commitments and Follow-up
■ **What is the current estimated cost of the project?**	■ As part of the current Stage 2 of the Environmental Assessment study, the ministry developed high-level construction only costs to support the evaluation of the short list of route alternatives. The current high-level construction budget is based on the conceptual Preferred Route and does not take into account localized, site-specific engineering considerations. A detailed construction budget will be developed as the project advances into Detail Design and the route is refined. ■ The project cost will be influenced by the delivery model or models chosen. By model, we are referring to how the highway will be constructed, which hasn't been determined yet. There is no timeline for delivery model selection. This stated, we don't currently have an estimate to share.
■ **I oppose the Highway 413 project.**	■ The Project Team appreciates their feedback.
■ **I am in favour of the Highway 413 project.**	■ The Project Team thanked stakeholders for their support.

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